2001

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

Jurisdiction Report 59

Middlesex County Town of Urbanna

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.

| | | | | | Middlesex Main | | | | | | | | | |
|------------------|--------|-------|----|--------------|---------------------------|--------------------|-------------|----------------|----|----------------|----|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle | Tru 3+Axle | | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Middlesex County | | | | From: | Lancaster Co | | | 1 | | | | | | |
| 3 | 5.84 | 5000 | G | 92% | 1% 3% | 1% | 3% | 0% | F | 430 | G | 4900 | G | 2001 |
| 3 | 3.45 | 5500 | G | From: 92% | N SR 33 Harm 1% 3% | nony Village 1% | 3% | 0% | С | 460 | G | 5500 | G | 2001 |
| | | | | To: From: | S SR 33 Nea | ır Hartfield | | | | | | | | |
| 3 | 3.20 | 5300 | G | 92% To: | 1% 3% Mattews Co | 1% | 3% | 0% | F | 490 | G | 5300 | G | 2001 |
| | | | | From: | Gloucester C | | | <u> </u> | | | | | | |
| 17 | 0.81 | 11000 | G | 96% | 0% 2% | 0% | 1% | 0% | F | 890 | G | 11000 | G | 2001 |
| 17) | 1.02 | 5100 | G | From: 96% | Bus US 17; SR 33 0% 2% | South of Sa 0% | lluda 1% | 0% | F | 420 | G | 5200 | G | 2001 |
| | | | | To: From: | Bus US 17 No | | | | | | | | | |
| 17) | 2.79 | 5700 | G | 96% | 0% 2% | 0% | 1% | 0% | F | 500 | G | 5800 | G | 2001 |
| 17) | 2.38 | 4700 | G | From: 96% | 59-603 V 0% 2% | Varner 0% | 1% | 0% | F | 420 | G | 4800 | G | 2001 |
| | | | | To: From: | 59-6 | | |] | | | | | | |
| 17 | 7.46 | 5100 | G | 96% To: | 0% 2% Essex Cou | 0% | 1% | 0% | F | 450 | G | 5200 | G | 2001 |
| Bus | | | | From: | US 17 South | | | 1 | | | | | | |
| 17) | 0.80 | 6600 | G | 91% | 1% 3% | 1% | 3% | 0% | F | 510 | G | 6500 | G | 2001 |
| Bus | | | | To: From: | SR 33 S | Saluda | |] | | | | | | |
| 17) | 0.83 | 3100 | G | 91% To: | 1% 3% US 17 North | 1% of Saluda | 3% | 0% | F | 280 | G | 3100 | G | 2001 |
| | | | | From: | Gloucester C | | | | | | | | | |
| 33) (17) | 0.81 | 11000 | G | 96% | 0% 2% | 0% | 1% | 0% | F | 890 | G | 11000 | G | 2001 |
| Bus | | | | To: From: | RT 17 SOUTH | OF SALUD. | A |] | | | | | | |
| 33 (17) | 0.80 | 6600 | G | 91% | 1% 3% | 1% | 3% | 0% | F | 510 | G | 6500 | G | 2001 |
| | 1.78 | 8600 | G | From: 92% | US 17 BUS 1% 2% | SALUDA 2% | 3% | 0% | F | 690 | G | 8500 | G | 2001 |
| 33) | 1.70 | 8600 | G | 92 /0 | | | 3 /0 | 7 | ı | 090 | G | 8300 | G | 2001 |
| 33 | 2.93 | 8600 | G | From: 92% | SR 227 Coo 1% 2% | 2% | 3% | 0% | F | 700 | G | 8600 | G | 2001 |
| | | | | To: From: | 59-6 | 19 | | — | | | | | | |
| 33 | 2.18 | 8300 | G | 92% | 1% 2% | 2% | 3% | 0% | F | 680 | G | 8300 | G | 2001 |
| | 3.45 | EE00 | G | From: 92% | SR 3 Harmo | ny Village 1% | 3% | □ 0% | С | 460 | G | 5500 | G | 2001 |
| 33) (3) | 3.43 | 5500 | G | 92 70 To: | | | | 7 | C | 400 | G | 5500 | G | 2001 |
| 33 | 2.15 | 4600 | G | 94% | SR 3 NEAR H | 1% | 1% | 0% | F | 410 | G | 4600 | G | 2001 |
| | | | | To: From: | 59-6 | 28 | | | | | | | | |
| 33 | 4.26 | 5700 | G | 94% | 0% 4% | 1% | 1% | 0% | F | 550 | G | 5700 | G | 2001 |
| | 2.00 | 2800 | G | From: 94% | 59-6 0% 4% | 36 1% | 1% | 0% | F | 260 | G | 2800 | G | 2001 |
| 33) | 2.00 | 2000 | G | 70 To: | Stingray | | 1 /0 | | ' | 200 | 0 | 2000 | 0 | 2001 |
| | | | | From: | SR 33 Cool | ks Corner | | | | | | | | |
| 227) | 2.35 | 3600 | G | 97% | 0% 2% | 0% | 1% | 0% | F | 300 | G | 3600 | G | 2001 |
| C CIT I | | | | To: | ECL Ur | banna | | | | | | | | |
| Town of Urbanna | | | | From: | ECL Ur | | | | | | | | | |
| 227 | 0.63 | 3600 | N | 97% | 0% 2% | 0% | 1% | 0% | N | 300 | N | 3600 | Ν | 2001 |
| ~ | | | | To: | WCL U | rbanna | | | | | | | | |
| Middlesex County | | | | From: | Dead | End | | | | | | | | |
| 600 | 0.20 | 40 | R | | | | | _ | | NA | | NA | | 05/03/200 |
| | | | | To: | Essex Cou | inty Line | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | | | 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|------------------|--------|------|----|--------------|-----|-----------------|-----------|--------|--------------|----|----------------|----|------------|----|------------|
| Middlesex County | | | | From: | | US 17 | | | 1 | | | | | | |
| (601) | 1.50 | 60 | R | | | | | | _ | | NA | | NA | | 05/03/200 |
| | | | | To: | | Dead En | nd | | | | | | | | |
| | 0.04 | | | From: | | & Queen Co | | | | _ | 00 | 0 | 000 | 0 | 0004 |
| 602 | 2.81 | 280 | G | 97% To: | 0% | 1% US 17 NOI | 0% PTU | 1% | 0% | F | 20 | G | 280 | G | 2001 |
| | | | | From: | | US 17 NOI | | | | | | | | | |
| 602 | 2.78 | 1200 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 110 | G | 1200 | G | 2001 |
| | | | | To: From: | | 59-637 | 1 | |] | | | | | | |
| 602 | 2.75 | 2100 | G | 97% | 0% | 2% | 0% | 1% | 0% | С | 200 | G | 2100 | G | 2001 |
| | | | | To: | W | VCL URBA | NNA | | | | | | | | |
| | 4.00 | | _ | From: | | & Queen Co | | | | _ | 40 | 0 | 000 | 0 | 0004 |
| 603 | 1.30 | 380 | G | 98% | 1% | 2% | 0% | 0% | 0% | F | 40 | G | 380 | G | 2001 |
| | 1.07 | | | From: | 40/ | 59-612 | | 00/ | <u> </u> | | | | 200 | | 2004 |
| 603 | 1.97 | 300 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 30 | G | 300 | G | 2001 |
| | 2.22 | | | From: | 40/ | US 17 | | 00/ | | | | | 400 | | 0004 |
| 603 | 2.33 | 490 | G | 98% To: | 1% | 1% | 0% | 0% | 0% | С | 60 | G | 490 | G | 2001 |
| | | | | From: | | 59-602 | | | | | | | | | |
| 604 | 0.75 | 100 | R | FIOIII. | | Dead En | nd | | | | NA | | NA | | 1997 |
| 604) | 0.70 | 100 | | To: | 5 | 59-605 NO | RTH | | 7 | | 147 (| | 147. | | 1007 |
| | | | | From: | | 59-605 SOI | | | | | | | | | |
| 604) | 1.00 | 210 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 59-648 | | |] | | | | | | |
| 604) | 2.05 | 60 | R | | | | | | _ | | NA | | NA | | 05/01/2000 |
| | | | | To: | | Dead En | | | | | | | | | |
| \bigcirc | | | | From: | | US 17 | | | | | | | | | 0=1001000 |
| 605) | 2.22 | 590 | R | | | | | | | | NA | | NA | | 05/08/2000 |
| | | | | To: From: | ; | 59-604 SOI | UTH | |] | | | | | | |
| 605 | 0.50 | 180 | R | | | | | | | | NA | | NA | | 05/08/2000 |
| | | | | From: | 4 | 59-604 NO | RTH | | - | | | | | | |
| 605) | 0.80 | 190 | R | | | | | | _ | | NA | | NA | | 05/08/2000 |
| | | | | To: | | Dead En | | | | | | | | | |
| | 3.29 | 140 | R | From: | | US 17 SOU | JTH | | | | NA | | NA | | 1997 |
| 606 | 3.29 | 140 | K | _ | | | | | _ | | INA | | INA | | 1991 |
| | 1.23 | 50 | R | From: | | 59-666 | i | | | | NA | | NA | | 1997 |
| 606 | 1.23 | 50 | ĸ | To: | - | US 17 NOI | RTH | | 7 | | INA | | INA | | 1997 |
| | | | | From: | | 59-602 | | | | | | | | | |
| 607) | 1.53 | 160 | R | | | 39-002 | • | | | | NA | | NA | | 05/03/2000 |
| 007) | | | | To: | | 59-606 |) | | 1 | | | | | | |
| | | | | From: | | 59-640 |) | | | | | | | | |
| 608 | 0.80 | 160 | R | <u> </u> | | | | | _ | | NA | | NA | | 05/23/2000 |
| | | | | To: | | Dead En | nd | | | | | | | | |
| | | | | From: | | 59-610 |) | | | | | | | | |
| 609 | 1.84 | 270 | R | , — | | | | | _ | | NA | | NA | | 05/03/2000 |
| | | | | To | | 59-1030 | | | | | | | | | |
| | 0.00 | ECO | В | From: | | 59-602 | ! | | | | NIA | | NIA | | 05/03/300 |
| 610 | 0.60 | 560 | R | | | | | | _ | | NA | | NA | | 05/03/2000 |
| \bigcirc | 0.00 | 600 | _ | From: | | 59-609 |) | | _ | | N.I.O. | | N 1 A | | 05/00/000 |
| 610 | 2.30 | 280 | R | To: | | 50 (40 | | | 7 | | NA | | NA | | 05/03/2000 |
| | | | | From: | | 59-640 | | | _ | | | | | | |
| 611) | 0.30 | 40 | R | FIORI. | | Dead En | nd | | | NA | | NA | 05/03/2000 | | |
| (644) | | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Rus | Tr e 3+Axle | | | QC | Design Hour | QK | AAWDT | QW | Year |
|------------------|--------|------|----|--------------|---------|----------------|------|----------------|----|----------------|----|-------|----|------------|
| Middlesex County | | | | From: | | -603 | | 1 | | | | | | |
| 612) | 2.60 | 300 | R | Troni. | 39 | -603 | | | | NA | | NA | | 05/03/2000 |
| 012) | | | | To: | 59 | -602 | | | | | | | | |
| | | | | From: | 59 | -603 | | | | | | | | |
| 613 | 0.40 | 70 | R | To: | T.74 | 3.15 | | _ | | NA | | NA | | 05/03/2000 |
| | | | | From: | | S 17 | | | | | | | | |
| 614 | 0.80 | 70 | R | rioni. | US 17 | SOUTH | | _ | | NA | | NA | | 1997 |
| 614) | 0.00 | , , | | To: | 50 | (10 | | 7 | | 14/1 | | 147. | | 1007 |
| 614) | 0.50 | 70 | R | From: | 39 | -618 | | | | NA | | NA | | 1997 |
| | | | | To: | US 17 | NORTH | | | | | | | | |
| | | | | From: | Dea | d End | | | | | | | | |
| 615) | 0.55 | 80 | R | | | | | | | NA | | NA | | 05/03/2000 |
| | | | | To: From: | U | S 17 | |] | | | | | | |
| 615) | 1.80 | 210 | R | | | | | | | NA | | NA | | 1997 |
| | | | | From: | | -616 | 40/ |] | | 100 | | 4000 | | 2004 |
| 615) | 0.99 | 1300 | G | 97% To: | 0% 2% | 0% 2 WEST | 1% | 0% | С | 130 | G | 1300 | G | 2001 |
| | | | | From: | | 2 EAST | | | | | | | | |
| 615) | 1.00 | 450 | R | | | | | _ | | NA | | NA | | 06/01/2000 |
| | | | | To: | | d End | | | | | | | | |
| | 1.42 | 1200 | G | 97% | 0% 1% | -615 0% | 1% | 」 0% | С | 130 | G | 1200 | G | 2001 |
| 616) | 1.42 | 1200 | G | 91 70 To: | | S 17 | 1 70 | 7 0% | C | 130 | G | 1200 | G | 2001 |
| | | | | From: | | 7 BUS | | 1 | | | | | | |
| 617) | 0.17 | 290 | R | <u> </u> | 001 | , 200 | | | | NA | | NA | | 05/23/2000 |
| | | | | To: From: | 59 | -698 | | — | | | | | | |
| 617) | 0.53 | 49 | R | From: | | | | _ | | NA | | NA | | 05/23/2000 |
| | | | | To: | Dea | d End | | | | | | | | |
| | | | | From: | 59 | -614 | | | | | | | | 100- |
| 618) | 4.22 | 90 | R | To: | LIC 17 | SOUTH | | _ | | NA | | NA | | 1997 |
| | | | | From: | | NORTH | | | | | | | | |
| (618) | 0.08 | 210 | R | | | | | | | NA | | NA | | 1997 |
| <u> </u> | | | | To: From: | US 17 B | US SR 33 | |] | | | | | | |
| 618) | 0.05 | 590 | R | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | 59 | -674 | | | | | | | | |
| 618) | 1.35 | 190 | R | To: | D | J D., J | | 7 | | NA | | NA | | 1997 |
| | | | | From: | | d End | | 1 | | | | | | |
| 610 | 0.50 | 390 | R | rom. | 59 | -629 | | | | NA | | NA | | 05/08/2000 |
| 619 | | | | To: | 50 | -620 | | | | | | | | |
| 619 | 1.04 | 660 | R | From: | 39 | -020 | | | | NA | | NA | | 05/08/2000 |
| 019 | | | | To | 50 | -668 | | _ | | | | | | |
| 619 | 0.36 | 820 | R | From: | 3) | -000 | | | | NA | | NA | | 05/08/2000 |
| | | | | To: | | BEAST | | | | | | | | |
| 610 | 0.60 | 230 | R | From: | SR 33 | WEST | | | | NA | | NA | | 05/17/2000 |
| 619 | 0.00 | 200 | 11 | To: | | ((0) | | 7 | | 14/1 | | 17/3 | | 33,17,2000 |
| 610 | 0.20 | 20 | R | From: | 59 | -669 | | | | NA | | NA | | 05/17/2000 |
| 619 | | | | To: | Dea | d End | | | | | | | | |
| | | | | From: | | -619 | | | | | | | | |
| 620 | 1.20 | 290 | R | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | SI | R 33 | | | | | | | | |
| 620 | 0.60 | 90 | R | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | Dea | d End | | | | | | | | |
| | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | ıck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|------------------|--------|------|----|--------------|-------|---------------------|---------------|---------------|----------|----|----------------|----|-------|----|------------|
| Middlesex County | | | | From: | | SR 3 | | | 1 | | | | | | |
| 621) | 0.74 | 280 | R | | | | | | <u>-</u> | | NA | | NA | | 1997 |
| | | | | To: | | Dead E | | | | | | | | | |
| | 0.77 | 2000 | c | 96% | 1% | 59-62 2 % | 3 0% | 1% | 0% | С | 270 | G | 3000 | G | 2001 |
| 622 | 0.77 | 3000 | G | 90 70 To: | 1 70 | 270 SR 3 | | 1 70 | 7 0 70 | C | 270 | G | 3000 | G | 2001 |
| | | | | From: | | 59-62 | | | | | | | | | |
| 623 | 0.49 | 3000 | G | 96% | 1% | 2% | 0% | 1% | 0% | С | 260 | G | 3000 | G | 2001 |
| | | | | To: From: | | 59-62 | 2 | |] | | | | | | |
| 623 | 0.80 | 350 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 59-66 | 1 | |] | | | | | | |
| 623 | 0.10 | 160 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | | 59-70 | 4 | |] | | | | | | 400= |
| 623 | 0.10 | 30 | R | To: | | Dead E | and . | | 7 | | NA | | NA | | 1997 |
| | | | | From: | | 59-62 | | | 1 | | | | | | |
| 624 | 1.30 | 2900 | G | 96% | 1% | 2% | 0% | 1% | 0% | С | 260 | G | 2900 | G | 2001 |
| 024) | | | | To: | | 59-62 | | | | | | | | | |
| 624 | 1.20 | 540 | R | From: | | 37 02 | <u> </u> | | | | NA | | NA | | 1997 |
| \bigcirc | | | | To: | | SR 3 | | | | | | | | | |
| | | | | From: | | SR 3 | 1 | | | | | | | | |
| 625) | 1.40 | 350 | R | | | | | | _ | | NA | | NA | | 05/11/2000 |
| | 2.00 | 500 | | From: | 40/ | 59-62 | | 40/ | <u> </u> | | | | 500 | | 0004 |
| 625) | 3.00 | 530 | G | 95% To: | 1% | 3% 59-62 | 0% | 1% | 0% | С | 60 | G | 530 | G | 2001 |
| | | | | From: | | SR 3 | | | | | | | | | |
| 626 | 0.43 | 3400 | G | 96% | 1% | 2% | 0% | 1% | 0% | С | 300 | G | 3400 | G | 2001 |
| | | | | To: From: | | 59-62 | 4 | | 1 | | | | | | |
| 626) | 1.10 | 580 | R | Profit. | | | | | _ | | NA | | NA | | 05/11/2000 |
| | | | | To: From: | | 59-625 W | | | _ | | | | | | |
| 626 | 1.30 | 430 | R | | | 59-625 E | ASI | | | | NA | | NA | | 05/17/2000 |
| 020 | | | | To: | | Dead F | End | | | | | | | | |
| | | | | From: | | 59-62 | 5 | | | | | | | | |
| (627) | 1.10 | 160 | R | To: | | | | | _ | | NA | | NA | | 05/17/2000 |
| | | | | From: | | Dead E | | | | | | | | | |
| 628) | 1.00 | 970 | G | 94% | 0% | US 3: | 0% | 1% | 0% | С | 80 | G | 960 | G | 2001 |
| 026) | | 0.0 | | To: | 0 / 0 | | | . , , | ¬ | | | | | | |
| 628) | 0.45 | 720 | R | From: | | 59-62 | 3 | | | | NA | | NA | | 05/15/2000 |
| | | | | To: | | 59-70 | 2 | | | | | | | | |
| 628) | 0.85 | 160 | R | From: | | 37-10 | | | | | NA | | NA | | 05/15/2000 |
| 628 | | | | To: | | Dead E | End | | | | | | | | |
| | | | | From: | | 59-70 | | | | | | _ | | | |
| 629 | 2.50 | 1200 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 130 | G | 1200 | G | 2001 |
| | 4 4 4 | 666 | | From: | 10/ | 59-61 | | 10/ | 00/ | | 70 | | 670 | ^ | 2004 |
| 629 | 4.14 | 680 | G | 95% To: | 1% | 2% SR 33 | 2% | 1% | 0% | С | 70 | G | 670 | G | 2001 |
| | | | | From: | | Dead E | | | 1 | | | | | | |
| 630 | 0.70 | 110 | R | | | Dead I | ard . | | _ | | NA | | NA | | 05/11/2000 |
| | | | | To | | SR 3 | | | 1 | | | | | | |
| 630 | 1.00 | 1400 | G | 97% | 0% | 2% | 0% | 0% | 0% | С | 150 | G | 1400 | G | 2001 |
| \bigcirc | | | | To: | | SR 33 | 3 | | | | | | | | |

| | | | | | iviiddle | sex Maint | enance / Tru | | | | Design | | | | |
|------------------|--------|------|-----|--------------|----------|---------------------|-----------------|-----|----------------|----|--------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Hour | QK | AAWDT | QW | Year |
| Middlesex County | | | | r | | | | | | | | | | | |
| 631) | 0.77 | 1100 | R | From: | | SR 33 | 3 | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 59-71 | 6 | | | | | | | | |
| 631) | 0.04 | 700 | R | | | | | | | | NA | | NA | | 1997 |
| | 0.59 | 180 | R | From: | | 59-71 | 2 | | | | NA | | NA | | 1997 |
| 631) | 0.59 | 100 | IX. | To: | | 59-70 | 9 | | | | INA | | INA | | 1997 |
| | | | | From: | | Dead E | End | | | | | | | | |
| 632 | 0.90 | 220 | R | To: | | 59-63 | 2 | | 7 | | NA | | NA | | 1997 |
| | | | | From: | | Dead E | | | | | | | | | |
| 633) | 0.62 | 260 | R | <u> </u> | | Dead L | and . | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 59-63 | 2 | |] | | | | | | |
| 633 | 0.80 | 560 | R | To: | | GD 2 | 2 | | 7 | | NA | | NA | | 1997 |
| | | | | From: | | SR 33 | | | 1 | | | | | | |
| 634) | 1.00 | 290 | R | Troni. | | SR 33 | 3 | | | | NA | | NA | | 05/17/2000 |
| 001) | | | | To: | | Dead E | End | | | | | | | | |
| | | | | From: | | Dead E | End | | | | | | | | |
| 635 | 0.80 | 60 | R | To: | | 59-60 | 12 | | 7 | | NA | | NA | | 05/03/2000 |
| | | | | From: | | SR 33 | | | | | | | | | |
| 636) | 1.30 | 940 | G | 95% | 0% | 4% | 0% | 1% | 0% | С | 100 | G | 930 | G | 2001 |
| | | | | To: | | Dead E | End | | | | | | | | |
| | 1.05 | 500 | _ | From: | | 59-60 | 2 | | | | NIA | | NIA | | 1007 |
| 637) | 1.25 | 560 | R | . — | | | | | _ | | NA | | NA | | 1997 |
| 637) | 0.10 | 30 | R | From: | | 59-65 | 6 | | | | NA | | NA | | 1997 |
| 037 | | | | To: | | Dead E | End | | | | | | | | |
| | | | | From: | | SR 33 W | EST | | | | | | | | |
| 638 | 0.30 | 70 | R | To: | | GD 22 F | ACT | | 7 | | NA | | NA | | 05/17/2000 |
| | | | | From: | | SR 33 E | | | | | | | | | |
| (639) | 0.30 | 400 | R | | | SR 33 | 3 | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 59-71 | 3 | | 7 | | | | | | |
| 639 | 0.39 | 120 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | Dead E | | | | | | | | | |
| | 2.30 | 820 | G | 95% | 0% | US 17 2% | 7 0% | 3% | 」 0% | С | 80 | G | 810 | G | 2001 |
| 640 | 2.50 | 020 | 0 | To: | 0 70 | | | 370 | 7 | 0 | 00 | 0 | 010 | 0 | 2001 |
| 640 | 2.45 | 650 | G | From: 95% | 0% | 59-67 2 % | 0% | 3% | 0% | F | 70 | G | 640 | G | 2001 |
| 640 | | | | To: | | 59-65 | | | ٦ | | | | | | |
| 640 | 0.20 | 260 | R | From: | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | | 59-68 | 2 | |] | | | | | | |
| 640 | 0.35 | 140 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | Dead E | | | | | | | | | |
| 641) | 0.80 | 170 | R | Troni. | | Dead E | ena | | | | NA | | NA | | 1997 |
| | | | - | To: | | 59-629 E | AST | | | | - | | - | | |
| 641 | 0.44 | 400 | R | From: | | 59-629 W | /EST | | | | NA | | NA | | 1997 |
| 641) | 0.44 | +00 | ĸ | To: | | SR 33 SR | R 227 | | | | INA | | INA | | 1881 |
| | | | | From: | | US 1 | | | | | | | | | |
| 642 | 0.02 | 220 | R | | | | | | _ | | NA | | NA | | 05/03/2000 |
| | | | | To: | | 59-60 | 16 | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | BusTruckTruck | | QC | Design Hour | QK AAWDT | QW Yea |
|------------------|--------|------|----|--------------|------------------|-------------|----|----------------|----------|---------|
| Middlesex County | | | | From: | SR 33 | 1 | | | | |
| 643) | 0.40 | 460 | R | | SK 33 | | | NA | NA | 199 |
| | | | | To: From: | 59-636 | | | | | |
| 643) | 0.40 | 70 | R | | | _ | | NA | NA | 199 |
| | | | | To: | Dead End | | | | | |
| | 1.00 | 70 | R | From: | Dead End | | | NA | NA | 05/08/2 |
| 644) | 1.00 | 70 | IX | To: | 59-629 | 1 | | INA | IVA | 03/00/2 |
| | | | | From: | SR 3 | | | | | |
| 645) | 1.57 | 220 | R | | | _ | | NA | NA | 199 |
| | | | | To: | Dead End | | | | | |
| | 0.04 | 730 | R | From: | SR 3 | | | NA | NA | 05/11/2 |
| 646) | 0.04 | 730 | K | | | _ | | INA | NA | 03/11/2 |
| 646 | 0.78 | 180 | R | From: | 59-663; 59-699 | | | NA | NA | 05/11/2 |
| 646) | 0.70 | 100 | | To: | Dead End | | | | 101 | 00/11/2 |
| | | | | From: | Dead End | | | | | |
| 647) | 0.63 | 40 | R | | | _ | | NA | NA | 05/08/2 |
| | | | | To: | 59-605 | | | | | |
| | 1.97 | 130 | R | From: | 59-604 | | | NA | NA | 05/08/2 |
| 648) | 1.97 | 130 | K | To: | Dead End | 7 | | INA | NA | 03/06/2 |
| | | | | From: | Dead End | İ | | | | |
| 650 | 0.15 | 30 | R | | | | | NA | NA | 05/15/2 |
| | | | | To: From: | 0.15 ME Dead End | | | | | |
| 650 | 0.08 | 60 | R | | | _ | | NA | NA | 05/15/2 |
| <u> </u> | | | | To: | 59-636 | | | | | |
| | 0.05 | 00 | R | From: | 59-640 | | | NIA | NIA | 05/00/ |
| 651) | 0.65 | 90 | ĸ | | | _ | | NA | NA | 05/23/2 |
| 254 | 0.52 | 40 | R | From: | 59-685 | | | NA | NA | 05/23/2 |
| 651) | 0.02 | 40 | 1 | To: | Dead End | 7 | | 14/1 | 10.0 | 00/20/2 |
| | | | | From: | SR 33 | | | | | |
| 652) | 0.45 | 480 | R | - | | | | NA | NA | 199 |
| | | | | To: From: | 59-664 |]—— | | | | |
| 652) | 0.05 | 130 | R | | | _ | | NA | NA | 199 |
| | | | | To: | Dead End | | | | | |
| 2=0 | 0.34 | 20 | R | From: | SR 3 | | | NA | NA | 05/11/2 |
| 653) | 0.34 | 20 | K | To: | SR 3 | 1 | | INA | NA | 03/11/2 |
| | | | | From: | Dead End | | | | | |
| 654) | 0.50 | 40 | R | | | _ | | NA | NA | 199 |
| | | | | To: | SR 33 | | | | | |
| \bigcirc | 0.04 | | _ | From: | Dead End | | | | | 05/44/6 |
| 655 | 0.21 | 40 | R | To: | SR 3 | 1 | | NA | NA | 05/11/2 |
| | | | | From: | 59-637 | 1 | | | | |
| 656) | 0.40 | 200 | R | | 37-031 | _ | | NA | NA | 05/23/2 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | SR 3 | | | | | |
| 657) | 1.09 | 290 | R | т | | _ | | NA | NA | 05/17/2 |
| <u> </u> | | | | To: From: | Dead End | | | | | |
| | 0.55 | 20 | R | rionE | 59-695 | _ | | NA | NA | 05/03/2 |
| 558 | 0.00 | -0 | 11 | To: | Dead End | 7 | | . 4/ \ | 100 | 30,0012 |
| | | | | | | | _ | _ | | _ |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT | QW Year |
|------------------|--------|------|-----|-------|-------------------------|------------|----|----------------|----------|----------|
| Middlesex County | | | | From: | Dead End | | | | | |
| 659 | 0.13 | 170 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 59-636 | | | | | |
| | 0.34 | 120 | В | From: | Dead End | | | NA | NA | 1997 |
| 660 | 0.34 | 130 | R | | | _ | | INA | INA | 1997 |
| 660 | 0.16 | 420 | R | From: | 59-683 | | | NA | NA | 1997 |
| 660 | 0.10 | 720 | 1 | To: | GD 22 | _ | | IVA | IVA | 1007 |
| 660 | 0.09 | NA | | From: | SR 33 | | | NA | NA | |
| 000 | | | | To: | Dead End | 1 | | | | |
| | | | | From: | 59-623 | | | | | |
| 661 | 0.20 | 6 | R | | | _ | | NA | NA | 05/17/20 |
| | | | | To: | Dead End | | | | | |
| 660 | 0.40 | 60 | R | From: | SR 33; 59-688 | | | NA | NA | 1997 |
| 662 | 0.40 | 00 | IX. | To: | Dead End | 7 | | IVA | IVA | 1007 |
| | | | | From: | 59-646; 59-699 | | | | | |
| (663) | 1.01 | 320 | R | | , | | | NA | NA | 05/11/20 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | 0.47 | 00 | _ | From: | Dead End | | | NIA | NIA | 05/45/0 |
| 664) | 0.17 | 80 | R | | | _ | | NA | NA | 05/15/20 |
| | 0.15 | 070 | | From: | 59-672 | | | NIA | NΙΔ | 05/15/0 |
| 664) | 0.15 | 270 | R | To: | 59-652 | 1 | | NA | NA | 05/15/20 |
| | | | | From: | Dead End | | | | | |
| 665) | 0.40 | 140 | R | | Dead End | | | NA | NA | 05/03/20 |
| | | | | To: | US 17; 59-616 | | | | | |
| | | | | From: | Dead End | | | | | |
| 666 | 1.23 | 48 | R | | | - 1 | | NA | NA | 05/03/20 |
| | | | | To: | 59-606 | | | | | |
| 607 | 0.40 | 60 | R | From: | 59-629 | | | NA | NA | 05/09/20 |
| 667 | 0.40 | 00 | IX. | To: | Dead End | 1 | | IVA | IVA | 03/03/20 |
| | | | | From: | Dead End | | | | | |
| (668) | 0.40 | 180 | R | | | | | NA | NA | 05/08/20 |
| | | | | To: | 59-619 | | | | | |
| \bigcirc | 0.00 | | _ | From: | 59-619 | | | | | 05/47/0 |
| 669 | 0.60 | 100 | R | To: | Dead End | 7 | | NA | NA | 05/17/20 |
| | | | | From: | Dead End/ | + | | | | |
| 670 | 0.58 | NA | | | Dead End/ | | | NA | NA | |
| 0.0 | | | | To: | 59-00640(B)/ | | | | | |
| | | | | From: | Dead End | | | | | |
| 671 | 0.16 | 80 | R | | VI | _ | | NA | NA | 05/23/20 |
| | | | | To: | US 17 BUS | | | | | |
| 672) | 0.65 | 90 | R | From: | 59-664 | _ | | NA | NA | 1997 |
| 672) | | | | To: | Dead End | 1 | | | | |
| | | | | From: | SR 33 | | | | | |
| 673 | 0.51 | 110 | R | | | <u>-</u> | | NA | NA | 05/17/20 |
| | | | | To: | Dead End | <u> </u> | | | | |
| | 0.10 | 470 | 1 | From: | 59-618 | | | | | 100- |
| 674 | 0.16 | 170 | R | To: | 59-706 | 7 | | NA | NA | 1997 |
| | | | | | 37-100 | | | | | |

| | | | | | Middlesex Maintenance Area | | | | | |
|------------------|---------|------|-----|---------|----------------------------|----------|----|----------------|----------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
| Middlesex County | | | | From: | SR 33 | | | | | |
| 675) | 0.05 | 230 | R | | 5K 33 | | | NA | NA | 05/23/2000 |
| 9 | | | | To: | 59-674 | | | | | |
| | | | | From: | 59-602 | | | | | |
| 676) | 2.27 | 440 | R | To: | D 1E 1 | _ | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| (677) | 0.52 | 220 | R | T TOME. | 59-636 | | | NA | NA | 1997 |
| 677) | 0.02 | | •• | To: | Dead End | | | | | 1007 |
| | | | | From: | SR 3 | | | | | |
| 678) | 0.41 | 120 | R | | | _ | | NA | NA | 05/11/2000 |
| | | | | To: | Dead End | | | | | |
| | 0.05 | | | From: | 59-640 | | | NIA | NIA | 05/00/0000 |
| 679 | 0.35 | 60 | R | To: | Dead End | _ | | NA | NA | 05/23/2000 |
| | | | | From: | | | | | | |
| (680) | 0.74 | 340 | R | 110 | 59-602 | | | NA | NA | 06/01/2000 |
| 000 | | 0.0 | ••• | To: | Dead End | | | | | 00/01/2000 |
| | | | | From: | SR 33 | | | | | |
| 681) | 0.63 | 80 | R | | | _ | | NA | NA | 05/17/2000 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | | | | From: | 59-640 | | | | | |
| 682 | 0.32 | 120 | R | To: | D 15 1 | _ | | NA | NA | 05/23/2000 |
| | | | | | Dead End | | | | | |
| 600 | 0.33 | 270 | R | From: | Dead End | | | NA | NA | 1997 |
| 683 | 0.00 | 210 | 1 | To: | 59-660 | 1 | | INA | INA | 1557 |
| | | | | From: | 59-602 | | | | | |
| 684) | 0.86 | 540 | R | | | | | NA | NA | 06/01/2000 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | Dead End | | | | | |
| 685 | 0.15 | 30 | R | To: | 50.651 | _ | | NA | NA | 05/23/2000 |
| | | | | To: | 59-651 | | | | | |
| 600 | 0.55 | 130 | R | From: | 59-622 | | | NA | NA | 05/11/2000 |
| 686 | 0.55 | 130 | IX | To: | Dead End | 7 | | IVA | IVA | 03/11/2000 |
| | | | | From: | US 17 | | | | | |
| (687) | 0.50 | 50 | R | | 001, | | | NA | NA | 05/03/2000 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | SR 33; 59-662 | | | | | |
| 688 | 0.24 | 110 | R | т | | _ | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| 600 | 0.13 | 100 | R | From: | 59-659 | | | NA | NA | 1997 |
| 689 | 0.13 | 100 | K | To: | 59-636 | 7 | | INA | INA | 1997 |
| | | | | From: | Dead End | | | | | |
| 690) | 1.42 | 730 | R | - | | | | NA | NA | 1997 |
| | | | | To: | 59-629 | | | | | |
| | | | | From: | 59-602 | | | | | |
| 691) | 0.25 | 30 | R | т. | | _ | | NA | NA | 05/23/2000 |
| | | | | To: | 59-602 | | | | | |
| | 0.06 | 40 | г. | From: | Dead End | _ | | NA | NIA | 1007 |
| 692 | 0.00 | 40 | R | | | _ | | INA | NA | 1997 |
| | 0.00 | 400 | | From: | 59-701 | _ | | NIA | NΙΛ | 1007 |
| 692 | 0.09 | 100 | R | To: | US 17 BUS | - | | NA | NA | 1997 |
| | | | | | C3 17 D C3 | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------------|--------|------|----|--------------|-------------------------|----------|----|----------------|----|-------|----|------------|
| Middlesex County | | | | From: | 59-640 | 1 | | | | | | |
| (693) | 2.94 | 70 | R | rioni. | 59-640 | | | NA | | NA | | 05/23/2000 |
| (093) | | | | To: | Dead End | | | | | | | |
| | | | | From: | 59-663 | | | | | | | |
| 694) | 0.52 | 90 | R | | | | | NA | | NA | | 05/11/2000 |
| | | | | To: | Dead End | | | | | | | |
| | 1.06 | 70 | R | From: | US 17 | | | NA | | NA | | 1997 |
| 695) | 1.00 | 70 | K | To: | 59-602 | | | INA | | INA | | 1991 |
| | | | | From: | SR 33 | | | | | | | |
| 696) | 0.49 | 46 | R | | | | | NA | | NA | | 05/17/2000 |
| | | | | To: | Dead End | | | | | | | |
| \bigcirc | | | | From: | US 17 BUS | | | | | | | |
| 697 | 0.17 | 60 | R | To: | 70.700 | _ | | NA | | NA | | 05/23/2000 |
| | | | | From: | 59-698 | | | | | | | |
| 600 | 0.07 | 30 | R | Pioni. | 59-617 | | | NA | | NA | | 05/23/2000 |
| 698) | 0.07 | 00 | | To: | 59-697 | | | | | | | 00/20/2000 |
| | | | | From: | 59-646; 59-663 | | | | | | | |
| 699 | 0.31 | 260 | R | | , | | | NA | | NA | | 05/11/2000 |
| $\bigcup_{i=1}^{n}$ | | | | To: | Dead End | | | | | | | |
| \bigcirc | | | _ | From: | Dead End | | | | | | | 0=1001000 |
| 700 | 0.06 | 130 | R | To: | 59-629 | | | NA | | NA | | 05/08/2000 |
| | | | | From: | 59-692 | _ | | | | | | |
| 701) | 0.06 | 30 | R | | 39-092 | | | NA | | NA | | 1997 |
| 701) | | | | To: | 59-671 | | | | | | | |
| | | | | From: | 59-628 | | | | | | | |
| 702 | 0.79 | 540 | R | | | _ | | NA | | NA | | 05/15/2000 |
| | | | | To: | Dead End | | | | | | | |
| | 0.70 | 470 | _ | From: | Dead End | | | NIA | | NIA | | 4007 |
| 703 | 0.78 | 170 | R | To: | SR 33 | _ | | NA | | NA | | 1997 |
| | | | | From: | 59-623 | | | | | | | |
| 704) | 0.39 | 100 | R | <u> </u> | 39-023 | | | NA | | NA | | 05/17/2000 |
| | | | | To: | Dead End | | | | | | | |
| | | | | From: | Dead End | | | | | | | |
| 705) | 0.46 | 360 | R | | | _ | | NA | | NA | | 05/08/2000 |
| | | | | To: | 59-629 | | | | | | | |
| 500 | 0.07 | 190 | R | From: | SR 33 | | | NA | | NA | | 05/23/2000 |
| 706 | 0.07 | 130 | IX | To: | Dead End | | | INA | | INA | | 03/23/2000 |
| | | | | From: | SR 3 EAST | 1 | | | | | | |
| 707) | 0.34 | 1200 | R | | 2 | | | NA | | NA | | 05/11/2000 |
| | | | | To: | 59-708 | | | | | | | |
| (707) | 0.07 | 1200 | R | From: | | | | NA | | NA | | 05/11/2000 |
| | | | | To: From: | 59-629 | — | | | | | | |
| (707) (707) (708) | 0.30 | 610 | G | 98% | 0% 1% 0% 0% | 0% | С | 60 | G | 610 | G | 2001 |
| | | | | To: | SR 3 | <u> </u> | | | | | | |
| | 4.40 | 446 | - | From: | Dead End | | | NIA | | NI A | | 05/44/0000 |
| (708) | 1.40 | 110 | R | To: | 59-707 | | | NA | | NA | | 05/11/2000 |
| | | | | From: | Dead End | | | | | | | |
| 709 | 0.25 | 90 | R | <u> </u> | Deau Eliu | | | NA | | NA | | 1997 |
| 11 001 | | | - | To: | | | | | | | | |

| | | | | | Truck | | | Design | | | | |
|------------------|--------|------|----|--------------|-------------------------|--------------|----|--------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Hour | QK | AAWDT | QW | Year |
| Middlesex County | | | | From: | | - | | | | | | |
| (710) | 0.35 | 400 | R | | Dead End | _ | | NA | | NA | | 05/15/2000 |
| | | | | To: | SR 33 | | | | | | | |
| | | | _ | From: | US 17 | | | | | | | 0=1001000 |
| 711) | 0.08 | 40 | R | To: | 59-647 | _ | | NA | | NA | | 05/08/2000 |
| | | | | From: | 59-631 | | | | | | | |
| (712) | 1.07 | 410 | R | <u> </u> | 37-031 | _ | | NA | | NA | | 05/15/2000 |
| | | | | To: | Dead End | | | | | | | |
| \bigcirc | 0.55 | 400 | - | From: | 59-639 | | | NIA | | NIA | | 4007 |
| 713) | 0.55 | 190 | R | To: | Dead End | 7 | | NA | | NA | | 1997 |
| | | | | From: | 59-712 | İ | | | | | | |
| 714) | 0.34 | 170 | R | | | <u>-</u> | | NA | | NA | | 1997 |
| | | | | To: | Dead End | | | | | | | |
| | 0.15 | 40 | | From: | Cul-de-Sac | | | NIA | | NIA | | 06/01/2000 |
| 715) | 0.15 | 40 | R | To: | 59-676 | 7 | | NA | | NA | | 06/01/2000 |
| | | | | From: | 59-631 | İ | | | | | | |
| 716 | 0.07 | 210 | R | | | _ | | NA | | NA | | 1997 |
| | | | | To: | 59-717 | | | | | | | |
| | 0.19 | 180 | R | From: | 59-716 | | | NA | | NA | | 1997 |
| 717 | 0.19 | 100 | K | To: | 59-718 | 7 | | INA | | INA | | 1997 |
| | | | | From: | 59-717 | | | | | | | |
| 718) | 0.15 | 140 | R | | | | | NA | | NA | | 1997 |
| | | | | To: | 59-720 | | | | | | | |
| 740 | 0.34 | 6 | R | From: | 59-605 SOUTH | | | NA | | NA | | 05/08/2000 |
| 719 | 0.04 | | 11 | To: | 59-605 NORTH | 7 | | 147. | | 14/1 | | 00/00/2000 |
| | | | | From: | 59-718 | | | | | | | |
| 720 | 0.12 | 110 | R | | | | | NA | | NA | | 05/15/2000 |
| | | | | From: | 59-721 |]— | | | | | | |
| 720 | 0.17 | 80 | R | To: | Dead End | _ | | NA | | NA | | 05/15/2000 |
| | | | | From: | Cul-de-Sac | | | | | | | |
| (721) | 0.02 | 20 | R | <u> </u> | Cui-dc-Sac | _ | | NA | | NA | | 05/15/2000 |
| | | | | To: | 59-720 | | | | | | | |
| | 0.70 | 000 | | From: | Dead End | | | N. A | | N.A. | | 05/44/0000 |
| 725 | 0.70 | 280 | R | To: | 59-629 | 7 | | NA | | NA | | 05/11/2000 |
| | | | | From: | 59-625 | 1 | | | | | | |
| 727) | 0.20 | 40 | R | <u> </u> | 37 023 | | | NA | | NA | | 05/17/2000 |
| $\overline{}$ | | | | To: | Dead End | | | | | | | |
| | 0.40 | 000 | | From: | SR 3 | | | NIA | | NIA | | 05/00/0000 |
| 730 | 0.10 | 660 | R | To | Dead End | 7 | | NA | | NA | | 05/23/2000 |
| | | | | From: | Dead End | i | | | | | | |
| 740 | 0.13 | 240 | R | | | _ | | NA | | NA | | 05/23/2000 |
| | | | | To: | 59-620 | | | | | | | |
| Town of Urbanna | | | | From: | SR 227 | | | | | | | |
| (1001) | 0.33 | 1000 | G | 98% | 0% 1% 0% 0% | 0% | С | 100 | G | 1000 | G | 2001 |
| | | | | To: From: | 59-1006 | 7— | | | | | | |
| (1001) | 0.14 | 640 | G | 98% | 0% 2% 0% 0% | 0% | F | 60 | G | 630 | G | 2001 |
| | | | | To: | 59-1007 | | | | | | | |

| | | | | | Middles | ex Mainte | | | | | | | | | | |
|------------------|--------|------|----|--------------|------------|---------------------|----------|---------------|----------------|----|----------------|----|-------|----|------|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | | ıck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year | |
| own of Urbanna | | | | | | | | | 211411 | | | | | | | |
| 1001 | 0.18 | 310 | G | 98% | 0% | 59-100 2% | 7 0% | 1% | 」 ○% | С | 40 | G | 300 | G | 2001 | |
| 1001) | 0.10 | 0.0 | | To: | 070 | 59-101 | | 170 | <u> </u> | | 10 | | | | 2001 | |
| | | | | From: | | Dead E | nd | | | | | | | | | |
| 1002 | 0.23 | 340 | R | | | | | | _ | | NA | | NA | | 1997 | |
| | | | | To: | | SR 227; 59 | | | | | | | | | | |
| | 0.12 | 910 | R | From: | | 59-100 | 9 | | | | NA | | NA | | 1997 | |
| 1003 | 0.12 | 310 | IX | To: | | SR 22 | 7 | | 1 | | INA | | INA | | 1331 | |
| | | | | From: | | Dead E | | | | | | | | | | |
| 1004) | 0.05 | 60 | R | | | | | | | | NA | | NA | | 1997 | |
| | | | | To: | | SR 22 | 7 | | | | | | | | | |
| \bigcirc | 0.05 | = 40 | | From: | 00/ | SR 22 | | 00/ | | 0 | 00 | 0 | 700 | 0 | 0004 | |
| 1005 | 0.25 | 740 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 80 | G | 730 | G | 2001 | |
| $\overline{}$ | 0.15 | 530 | G | From: 99% | 0% | 59-100 1% | 6 0% | 0% | 0% | F | 50 | G | 520 | G | 2001 | |
| 1005 | 0.15 | 530 | G | 99% | 0% | | | 0% | 0% | Г | 50 | G | 520 | G | 2001 | |
| 1005 | 0.09 | 270 | R | From: | | 59-100 | 7 | | | | NA | | NA | | 1997 | |
| 1005 | 0.00 | 210 | IX | т | | #0.404 | | | _ | | IVA | | INA | | 1557 | |
| 1005 | 0.06 | 140 | R | From: | | 59-101 | 3 | | | | NA | | NA | | 1997 | |
| 1003 | 0.00 | | | To: | | 59-100 | 8 | | | | | | | | | |
| | | | | From: | | 59-100 | 1 | | | | | | | | | |
| 1006 | 0.10 | 240 | G | 98% | 0% | 1% | 0% | 1% | 0% | С | 30 | G | 240 | G | 2001 | |
| | | | | To: From: | | 59-100 | 5 | |] | | | | | | | |
| 1006 | 0.14 | 80 | R | | | | | | _ | | NA | | NA | | 1997 | |
| | | | | To: | | Dead E | | | | | | | | | | |
| | 0.10 | 80 F | 80 | R | From: | | 59-100 | 1 | | _ | | NA | | NA | | 1997 |
| 1007 | 0.10 | 00 | | To: | | 50 100 | <u>-</u> | | _ | | 14/ (| | 147 (| | 1007 | |
| 1007) | 0.07 | 250 | R | From: | | 59-100 | 3 | | | | NA | | NA | | 1997 | |
| 1007) | | | | To: | | 59-102 | 2 | | | | | | | | | |
| | | | | From: | | 59-100 | 1 | | | | | | | | | |
| 1008) | 0.13 | 90 | R | | | | | | | | NA | | NA | | 1997 | |
| | | | | To: From: | | 59-101 | | | | | | | | | | |
| (100) | 0.04 | 1000 | R | From: | | 59-100 | 3 | | | | NA | | NA | | 1997 | |
| (1009) | 0.04 | 1000 | IX | To: | | SR 22 | 7 | | 7 | | IVA | | IVA | | 1557 | |
| Aiddlesex County | | | | - | | | | | | | | | | | | |
| | | | _ | From: | | Dead E | nd | | | | | | | | 400- | |
| 1010 | 0.08 | 90 | R | | | | | | _ | | NA | | NA | | 1997 | |
| | 0.17 | 400 | R | From: | | 59-1023 SC | UTH | | | | NA | | NA | | 1007 | |
| 1010 | 0.17 | 190 | ĸ | To: | | 59-101 | 6 | | 7 | | INA | | INA | | 1997 | |
| $\widehat{}$ | | | | From: | | 29-101 | | | | | | | | | | |
| 1010 | 0.14 | 380 | R | | | | | | | | NA | | NA | | 1997 | |
| <u> </u> | | | | To: From: | | 59-1023 NO | ORTH | |] | | | | | | | |
| 1010 | 0.19 | 1000 | R | To: | | CD 22 | 7 | | 7 | | NA | | NA | | 1997 | |
| | | | | | | SR 22 | , | | | | | | | | | |
| Town of Urbanna | | | | From: | | SR 22 | 7 | | | | | | | | | |
| 1010 | 0.05 | 830 | R | _ | | | | | | | NA | | NA | | 1997 | |
| | | | | To: From: | | 59-102 | 5 | |]— | | | | | | | |
| 1010 | 0.06 | 480 | R | | · <u> </u> | | | · <u> </u> | | | NA | | NA | | 1997 | |
| | | | | To: From: | | 59-101 | 9 | | | | | | | | | |
| 1010 | 0.08 | 260 | R | | | | | | _ | | NA | | NA | | 1997 | |
| | | | | To: | | 59-102 | 0 | | | | | | | | | |

| | | | | | ivilaales | | tenance . | | | | | | | | |
|------------------|--------|------|-----|--------------|-----------|------------|-----------|---------------|----------|----|----------------|----|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | | uck 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
| Middlesex County | | | | | | | | ıııaıı | ZIIdli | | rioui | | | | |
| | 0.50 | 270 | R | From: | | Dead I | End | | | | NA | | NA | | 1997 |
| (1011) | 0.30 | 270 | IX. | To: | | 59-60 | 02 | | | | INA | | INA | | 1991 |
| Town of Urbanna | | | | | | | | | | | | | | | |
| (1012) | 0.30 | 220 | R | From: | | Dead I | End | | | | NA | | NA | | 1997 |
| (1012) | | | .` | To: | | 59-10 | 05 | | | | | | | | |
| | | | | From: | | 59-10 | 01 | | | | | | | | |
| 1013) | 0.17 | 60 | R | To: | | 59-10 | 1.4 | | _ | | NA | | NA | | 1997 |
| | | | | From: | | 59-10 | | | | | | | | | |
| 1014) | 0.19 | 90 | R | | | 37-10 | 01 | | | | NA | | NA | | 1997 |
| | | | | To: | | 59-10 | 13 | | | | | | | | |
| \bigcirc | 0.11 | 200 | - | From: | | SR 22 | 27 | | | | NIA | | NIA | | 1007 |
| 1015 | 0.11 | 260 | R | To: | | ECL URB | ANNA | | 1 | | NA | | NA | | 1997 |
| Middlesex County | | | | | | | | | | | | | | | |
| | 0.05 | 400 | - | From: | | Dead I | End | | | | NIA | N. | NIA | | 1007 |
| 1016 | 0.25 | 180 | R | To: | | 59-10 | 10 | | 1 | | NA | | NA | | 1997 |
| Town of Urbanna | | | | | | 0,10 | | | | | | | | | |
| | 2.24 | | | From: | | SR 22 | 27 | | | | NA | | NIA | | 4007 |
| 1017 | 0.04 | 560 | R | To: | | Dead I | End | | 1 | | | | NA | | 1997 |
| | | | | From: | | Dead I | | | | | | | | | |
| 1018) | 0.13 | 60 | R | | | _ ,,,, | | | - | | NA | | NA | | 1997 |
| | | | | To: | | 59-10 | 01 | | | | | | | | |
| | 0.12 | 120 | R | From: | | 59-10 | 21 | | | | NA | | NA | | 1997 |
| 1019) | 0.12 | 120 | K | To: | | 59-10 | 01 | | 1 | | INA | | NA | | 1991 |
| | | | | From: | | Dead I | End | | | | | | | | |
| 1020 | 0.05 | 70 | R | <u></u> | | | | | | | NA | | NA | | 1997 |
| $\widehat{}$ | | | | To: From: | | 59-10 | 21 | | | | | | | | |
| 1020 | 0.12 | 190 | R | To: | | 59-10 | 01 | | 7 | | NA | | NA | | 1997 |
| | | | | From: | | 59-10 | | | | | | | | | |
| 1021) | 0.14 | 45 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: | | Dead I | End | | | | | | | | |
| \bigcirc | 0.04 | 50 | - | From: | | Dead I | End | | | | NIA | | NIA | | 1007 |
| 1022 | 0.04 | 50 | R | | | | | | _ | | NA | | NA | | 1997 |
| 1022) | 0.05 | 160 | R | From: | | 59-10 | 07 | | | | NA | | NA | | 1997 |
| 1022 | | | | To: | | Dead I | End | | | | | | | | |
| Middlesex County | | | | | | | | | | | | | | | |
| | 0.06 | 440 | R | From: | | 59-1010 N | ORTH | | | | NA | | NA | | 1997 |
| 1023 | 0.00 | -70 | | To | | 59-1024 N | Орти | | | | | | | | .507 |
| 1023 | 0.24 | 60 | R | From: | | 37-1024 IV | OKIH | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 59-1024 S | OUTH | | — | | | | | | |
| 1023 | 0.06 | 60 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: | | 59-1010 S | | | | | | | | | |
| <u> </u> | 0.22 | 100 | B | From: | | 59-1023 S | OUTH | | | | NA | | NA | | 1997 |
| 1024 | 0.22 | 180 | R | To: | | 59-1023 N | ORTH | | 1 | | INA | | INA | | 1997 |
| | | | | | | | | | | | | | | | |

| | | | | | Truck | | | Design | | | |
|---------------------|--------|------|-----|--------------|-------------------------|----------|---------|--------|----------|------------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Hour | QK AAWDT | QW Year | |
| Town of Urbanna | | | | From: | | 1 | | | | | |
| (1025) | 0.06 | 60 | R | r toni. | Dead End | _ | | NA | NA | 06/01/2000 | |
| | | | | To: | 59-1010 | | | | | | |
| \bigcirc | 0.00 | | _ | From: | 59-1001 | | | NIA | NIA | 00/04/0000 | |
| 1026 | 0.06 | 20 | R | To: | Cul-de-Sac | 7 | | NA | NA | 06/01/2000 | |
| | | | | From: | 59-1001 | | | | | _ | |
| (1027) | 0.06 | 90 | R | | 57 1001 | | | NA | NA | 06/01/2000 | |
| | | | | To: | Cul-de-Sac | ļ | | | | | |
| \bigcirc | 0.12 | 110 | R | From: | 59-1001 | | | NIA | NA | 1997 | |
| 1028 | 0.12 | 110 | ĸ | To: | Cul-de-Sac | \neg | NA | INA | INA | 1997 | |
| Middlesex County | | | | | | <u> </u> | | | | | |
| | | | | From: | 59-1032 | | | | | | |
| (1030) | 0.04 | 50 | R | | | | | NA | NA | 05/03/2000 | |
| | 0.09 | 70 | R | From: | 59-1031 | | | NA | NA | 05/03/2000 | |
| 1030 | 0.09 | 70 | K | To: | 59-609 | 7 | | INA | INA | 03/03/2000 | |
| | | | | From: | 59-1030 | | | | | | |
| 1031) | 0.16 | 60 | R | | | | | NA | NA | 05/03/2000 | |
| | | | | To: From: | 59-1033 | | | | | | |
| (1031) | 0.03 | 20 | R | To: | 2 12 1 | _ | | NA | NA | 05/03/2000 | |
| | | | | From: | Dead End | | | | | | |
| (1032) | 0.24 | 30 | R | rioni. | Dead End | | | NA | NA | 1997 | |
| (1032) | | | | To: | 59-1030 | | | | | | |
| \bigcirc | 0.40 | 0.16 | 30 | R | From: | 29-1030 | | | NA | NA | 1997 |
| (1032) | 0.10 | 30 | K | To: | 59-1033 | 7 | | INA | INA | 1997 | |
| | | | | From: | 59-1032 | | | | | | |
| (1033) | 0.04 | 8 | R | | | <u> </u> | | NA | NA | 05/03/2000 | |
| | | | | To: | 59-1031 | | | | | | |
| (1035) | 1.56 | 370 | 370 | R | From: | Dead End | □ NA | | | NA | 05/11/2000 |
| (1035) | 1.50 | 370 | IX. | To: | SR 3 | | | IVA | IVA | 03/11/2000 | |
| | | | | From: | Cul-de-Sac | | | | | | |
| (1036) | 0.66 | 90 | R | | | _ | | NA | NA | 05/11/2000 | |
| | | | | To: | 59-1035 | | | | | | |
| (1037) | 0.92 | NA | | From: | Cul-de-Sac | | | NA | NA | | |
| (1037) | 0.02 | NA. | | To: | 59-1035 | | | 1471 | 10.0 | | |
| | | | | From: | Dead End | | | | | | |
| 1040) | 1.11 | 80 | R | | | _ | | NA | NA | 1997 | |
| | | | | To: | SR 33 | | | | | | |
| (1044) | 0.78 | NA | | From: | SR 33 | | | NA | NA | | |
| (1041) | 0.10 | | | To: | 59-1090; 59-1091 | | | | 1473 | | |
| (1041) | 0.48 | NA | | From: | J7-1U7U, J7-1U71 | | | NA | NA | | |
| $\bigcup_{i=1}^{n}$ | | | | To: | 59-1094 | | | | | | |
| $\overline{}$ | | | | From: | 59-1044 | | | | | | |
| 1042 | 0.43 | 240 | R | To: | CD 22 | _ | | NA | NA | 1997 | |
| | | | | From: | SR 33 | 1 | | | | | |
| 1043 | 0.77 | 180 | R | | Cul-de-Sac | _ | | NA | NA | 1997 | |
| | | | | To: | SR 33 | | | | | | |
| | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year | | | | | | | | | | |
|------------------|--------|------|----|----------|-------------------------|----------|----|----------------|----------|-----------|--|--|--|--------------|---------|-----|--|--|--|--|
| Middlesex County | | | | From: | Cul-de-Sac | 1 | | | | | | | | | | | | | | |
| (1044) | 0.40 | 80 | R | | Cui-uc-suc | | | NA | NA | 1997 | | | | | | | | | | |
| | | | | To: | 59-1043 | | | | | | | | | | | | | | | |
| \bigcirc | 0.44 | 440 | _ | From: | 59-615 | | | NIA | NIA | 00/04/200 | | | | | | | | | | |
| 1045 | 0.14 | 110 | R | To: | Cul-de-Sac | ٦ | | NA | NA | 06/01/200 | | | | | | | | | | |
| | | | | From: | Cul-de-Sac | | | | | | | | | | | | | | | |
| 1046) | 0.13 | 120 | R | | cui de sue | _ | | NA | NA | 06/01/200 | | | | | | | | | | |
| | 7. | | | To: | 59-615 | | | | | | | | | | | | | | | |
| \bigcirc | 0.40 | | | From: | Cul-de-Sac | | | | | 00/04/000 | | | | | | | | | | |
| 1047 | 0.18 | 80 | R | To: | Cul-de-Sac | _ | | NA | NA | 06/01/200 | | | | | | | | | | |
| | | | | From: | Cul-de-Sac | 1 | | | | | | | | | | | | | | |
| 1050 | 0.09 | 40 | R | | Cui-uc-sac | _ | | NA | NA | 06/01/200 | | | | | | | | | | |
| | | | | To: | 59-676 | | | | | | | | | | | | | | | |
| $\widehat{}$ | | | | From: | Cul-de-Sac | | | | | | | | | | | | | | | |
| 1051 | 0.09 | 50 | R | To: | 50 (7) | _ | | NA | NA | 06/01/200 | | | | | | | | | | |
| | | | | From: | 59-676 | | | | | | | | | | | | | | | |
| 1052 | 0.26 | 140 | R | 1 toni. | Cul-de-Sac | _ | | NA | NA | 06/01/200 | | | | | | | | | | |
| (1002) | | | | To: | 59-676 | | | | | | | | | | | | | | | |
| | | | | From: | 59-676 | | | | | | | | | | | | | | | |
| 1053 | 0.06 | 40 | R | т | | _ | | NA | NA | 06/01/200 | | | | | | | | | | |
| <u> </u> | | | | To: | 59-1054 | | | | | | | | | | | | | | | |
| (1054) | 0.12 | 30 | R | From: | Cul-de-Sac | _ | | NA | NA | 06/01/200 | | | | | | | | | | |
| (1054) | 0.12 | 30 | | To | 50 1052 | _ | | 147. | 101 | 00/01/200 | | | | | | | | | | |
| (1054) | 0.08 1 | 10 | R | From: | 59-1053 | | | NA | NA | 06/01/200 | | | | | | | | | | |
| (1004) | | | | To: | Cul-de-Sac | | | | | | | | | | | | | | | |
| | | | | From: | Cul-de-Sac | | | | | | | | | | | | | | | |
| 1055 | 0.09 | 40 | R | | | | | NA | NA | 06/01/200 | | | | | | | | | | |
| | | | | 00 | | | | | | | | | | To: From: | 59-1056 |]—— | | | | |
| 1055) | 0.19 | 80 | R | To: | 59-676 | 7 | | NA | NA | 06/01/200 | | | | | | | | | | |
| | | | | From: | Cul-de-Sac | 1 | | | | | | | | | | | | | | |
| 1056 | 0.10 | 49 | R | <u> </u> | Cui-de-Sac | _ | | NA | NA | 06/01/200 | | | | | | | | | | |
| | | | | To: | 59-1055 | | | | | | | | | | | | | | | |
| | | | | From: | SR-00003(B)/ | | | | | | | | | | | | | | | |
| 1060 | 0.13 | NA | | To: | | _ | | NA | NA | | | | | | | | | | | |
| | | | | From: | 59-01061(B)/ | | | | | | | | | | | | | | | |
| 1061 | 0.99 | NA | | ATOM. | Dead End/ | _ | | NA | NA | | | | | | | | | | | |
| (1001) | 0.00 | | | To: | Cul-de-Sac/ | | | | | | | | | | | | | | | |
| | | | | From: | 59-01061(B)/ | | | | | | | | | | | | | | | |
| 1062 | 0.07 | NA | | | | _ | | NA | NA | | | | | | | | | | | |
| | | | | To: | Cul-de-Sac/ | <u> </u> | | | | | | | | | | | | | | |
| 4000 | 0.22 | NA | | From: | 59-01061(B)/ | _ | | NA | NA | | | | | | | | | | | |
| 1063 | 0.22 | 117 | | To: | Cul-de-Sac/ | 7 | | 13/7 | INC | | | | | | | | | | | |
| | | | | From: | 59-01061(B)/ | l | | | | | | | | | | | | | | |
| 1064 | 0.07 | NA | | | | <u>-</u> | | NA | NA | | | | | | | | | | | |
| | | | | To: | Cul-de-Sac/ | <u> </u> | | | | | | | | | | | | | | |
| \bigcirc | 0.70 | NA | | From: | SR-00227(B)/ | | | NIA | NIA | | | | | | | | | | | |
| 1070 | 0.70 | NA | | To: | Cul-de-Sac/ | ٦ | | NA | NA | | | | | | | | | | | |
| | | | | | Carac-Sac/ | | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year | | | | | | | | | | | |
|------------------|--------|---------|------|--------|---|-------------|--------|----------------|------|-------|------|------|------|---|-----|-------------|----|---|-----|---|------|---|------|
| Middlesex County | | | | From: | 59-01070(B)/ | | | | | | | | | | | | | | | | | | |
| 1071) | 0.08 | NA | | rioni. | 59-010/0(B)/ | | | NA | | NA | | | | | | | | | | | | | |
| | | | | To: | Cul-de-Sac/ | | | | | | | | | | | | | | | | | | |
| | 2.42 | | | From: | 59-01071(B)/ | | | | | | | | | | | | | | | | | | |
| 1072 | 0.12 | NA | | To: | Cul do Soo/ | _ | | NA | | NA | | | | | | | | | | | | | |
| | | | | From: | Cul-de-Sac/ Dead End/ | | | | | | | | | | | | | | | | | | |
| 1080 | 1.81 | NA | | | Dead Elid/ | _ | | NA | | NA | | | | | | | | | | | | | |
| | | | | To: | SR-00003(B)/MARINER S WOOD | | | | | | | | | | | | | | | | | | |
| | | | | From: | 59-01080(B)/ | | | | | | | | | | | | | | | | | | |
| 1081 | 0.26 | NA | | To: | Dead End/ | _ | | NA | | NA | | | | | | | | | | | | | |
| | | | | From: | 59-01081(B)/ | | | | | | | | | | | | | | | | | | |
| 1082 | 0.43 | NA | | | 59-01081(B)/ | _ | | NA | | NA | | | | | | | | | | | | | |
| | | | | To: | Dead End/ | | | | | | | | | | | | | | | | | | |
| \bigcirc | | | | From: | Cul-de-Sac/ | | | | | | | | | | | | | | | | | | |
| 1090 | 0.16 | NA | | To: | 59-01041(B)/59-01091(U)/ | _ | | NA | | NA | | | | | | | | | | | | | |
| | | | | From: | 59-01041(B)/59-01091(U)/ | | | | | | | | | | | | | | | | | | |
| 1091 | 0.64 | NA | | | <i>37</i> -010 1 1(D)/ <i>37</i> -01070(∪)/ | _ | | NA | | NA | | | | | | | | | | | | | |
| \bigcirc | | | | To: | 59-01041(B)/ | | | | | | | | | | | | | | | | | | |
| \sim | | | | From: | 59-01091(B)/ | | | | | | | | | | | | | | | | | | |
| 1092 | 0.25 | NA | | To: | C-1 1- C/ | _ | | NA | | NA | | | | | | | | | | | | | |
| | | | | From: | Cul-de-Sac/ 59-01091(B)/ | | | | | | | | | | | | | | | | | | |
| 1093) | 0.17 | NA | | | 39-01091(В)/ | | | NA | | NA | | | | | | | | | | | | | |
| 1033) | | | | To: | Cul-de-Sac/ | | | | | | | | | | | | | | | | | | |
| <u> </u> | 0.14 | • • • • | | | From: | Cul-de-Sac/ | | | | | | | | | | | | | | | | | |
| 1094 | | NA | | т | 211.2 | _ | | NA | | NA | | | | | | | | | | | | | |
| | | | | To: | Cul-de-Sac/ | | | | | | | | | | | | | | | | | | |
| 1101) | 0.70 | 490 | G | 96% | Dead End 0% 3% 0% 1% | 0% | С | 60 | G | 490 | G | 2001 | | | | | | | | | | | |
| 1101) | | 400 | | To: | SR 33 | | | 00 | | 400 | 0 | 2001 | | | | | | | | | | | |
| | | | | From: | Dead End | | | | | | | | | | | | | | | | | | |
| 1102) | 1.13 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | G | 96% | 0% 3% 0% 1% | 0% | С | 140 | G | 1500 | G | 2001 |
| | | | | | To: | SR 33 | | | | | | | | | | | | | | | | | |
| | 0.50 | 470 | R | From: | SR 33 | | | NA | NIA. | NA | | 1997 | | | | | | | | | | | |
| (1103) | 0.50 | 170 | ĸ | To: | 59-1102 | \neg | | INA | | INA | | 1997 | | | | | | | | | | | |
| | | | | From: | Dead End | | | | | | | | | | | | | | | | | | |
| 1104 | 0.50 | 380 | G | 96% | 0% 2% 0% 1% | 0% | С | 60 | G | 380 | G | 2001 | | | | | | | | | | | |
| | | | | | To: | 59-1102 | | | | | | | | | | | | | | | | | |
| \bigcirc | | | _ | From: | 59-1102 | | | | | | | | | | | | | | | | | | |
| 1105 | 0.23 | 200 | R | To: | Dead End | _ | | NA | | NA | | 1997 | | | | | | | | | | | |
| | | | | From: | SR 33 | | | | | | | | | | | | | | | | | | |
| 1106 | 0.12 | 48 | R | | SK 33 | | | NA | | NA | | 1997 | | | | | | | | | | | |
| | | | | To: | Dead End | | | | | | | | | | | | | | | | | | |
| | | | | From: | Dead End | | | | | | | | | | | | | | | | | | |
| 1107 | 0.22 | 100 | R | To: | 50.1101 | _ | | NA | | NA | | 1997 | | | | | | | | | | | |
| | | | | To: | 59-1101 | | | | | | | | | | | | | | | | | | |
| 1108 | 0.33 | 130 | R | From: | Dead End | _ | | NA | | NΔ | | 1007 | | | | | | | | | | | |
| 1108) | 0.33 | 130 | K | To: | 59-1104 | 1 | NA | NA | INC. | | 1997 | | | | | | | | | | | | |
| | | | | From: | Dead End | | | | | | | | | | | | | | | | | | |
| 1109 | 0.16 | 80 | R | | | | | NA | | NA | | 1997 | | | | | | | | | | | |
| / | | | | | | To: | 59-636 | | NA | | | | | | | | | | | | | | |

| Davida | 1 | AADT | | 47: | Truck | | 00 | Design | OK AMART | 0\44 | V | | |
|------------------|--------|------------|-----|--------------|-------------------------|--------|---------|--------|----------|------|-------------|--|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Hour | QK AAWDT | QW | Year | | |
| Middlesex County | | | | From: | SR 33 | | | | | | | | |
| (1110) | 0.18 | 280 | R | | SK 33 | _ | | NA | NA | | 1997 | | |
| | | | | To: | Dead End | | | | | | | | |
| | | | | From: | Dead End | | | | | | | | |
| (1111) | 0.43 | 210 | R | т | | _ | | NA | NA | | 1997 | | |
| | | | | To: From: | 59-1102 | | | | | | | | |
| | 0.15 | 190 | R | From: | SR 33 | | | NA | NA | | 1997 | | |
| (1112) | 0.10 | 130 | 1 | To: | Dead End | | 14/1 | INA | IVA | | 1557 | | |
| | | | | From: | Dead End | | | | | | | | |
| (1113) | 0.28 | 130 | R | | | _ | | NA | NA | | 1997 | | |
| | | | | To: | SR 33 | | | | | | | | |
| | | | | From: | 59-633 | | | | | | | | |
| 1120 | 0.40 | 150 | R | т | | _ | | NA | NA | (| 05/15/200 | | |
| | | | | To: | 59-1121 | | | | | | | | |
| | 0.09 | 70 | R | From: | 59-1124 | | | NA | NA | | 05/15/200 | | |
| (1121) | 0.09 | 70 | K | | | _ | | INA | IVA | | 33/13/2000 | | |
| (1121) | 0.06 | 100 | R | From: | 59-1123 | | | NA | NA | | 05/15/200 | | |
| (1121) | 0.00 | 100 | K | | | _ | | INA | INA | | 33/13/2000 | | |
| | 0.05 | 80 | R | From: | 59-1120 | | | NA | NA | | 05/15/2000 | | |
| (1121) | 0.05 | 00 | IX. | | | _ | | INA | INA | | 33/13/2000 | | |
| | 0.01 | | 6 | 6 | R | From: | 59-1122 | | | NA | NA | | 05/15/2000 |
| (1121) | 0.01 | Ü | K | To: | Dead End | | | INA | INA | | 33/13/2000 | | |
| | | | | From: | Cul-de-Sac | | | | | | | | |
| (1122) | 0.18 | 80 | R | | cui de bue | | NA | NA | NA | 1 | 05/15/200 | | |
| \bigcirc | | | | To: | 59-1121 | | | | | | | | |
| | | | | From: | Cul-de-Sac | | | | | | | | |
| (1123) | 0.11 | 60 | R | | | _ | | NA | NA | (| 05/15/200 | | |
| | | | | To: | 59-1121 | | | | | | | | |
| | 0.05 | 45 | R | From: | 59-1121 | | | NA | NA | | 05/15/200 | | |
| (1124) | 0.03 | 40 | K | To: | Cul-de-Sac | | | INA | INA | , | JJ/ 1J/ZUU(| | |
| | | | | From: | SR 33 | | | | | | | | |
| (9256) | 0.15 | 130 | R | | 5K 99 | | | NA | NA | | 1997 | | |
| | | | | To: | ST CLAIR WALKER SCH | | | | | | | | |
| | | | | From: | SR 33 | | | | | | | | |
| 9257) | 0.09 | 80 | R | _ | | _ | | NA | NA | | 1997 | | |
| | | | | To: | WILTON ELEM SCH | | | | | | | | |
| \bigcirc | | 240 | _ | From: | US 17 | | | NIA | NIA | | 1007 | | |
| 9258 | 0.15 | 210 | R | To: | MIDDLESEX HIGH SCH | | | NA | NA | | 1997 | | |
| | | | | From: | | _ | | | | | | | |
| (9259) | 0.11 | 80 | R | | SR 33 RAPPAHANNOCK | | | NA | NA | | 1997 | | |
| 9239 | J | J . | •• | To: | CEN ELEM SCH | | | , . | | | | | |