### 2001

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

Jurisdiction Report 66

Northumberland 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.

							intenand				Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Northumberland County				From:	I.	ancaster Cou	nty Line		1						
200	5.09	4200	G	94%	1%	3%	1%	1%	0%	F	400	G	4200	G	2001
				To: From:		66-609			<u> </u>						
200	5.09	4100	G	94% To:	1% I	3% US 360 Burg	1% ess P O	1%	0% 7	F	380	G	4200	G	2001
				From:		ancaster Cou									
201	6.92	1700	G	93% To:	1%	5%	1%	1%	0%	F	160	G	1700	G	2001
				From:	Wes	US 36									
202	3.52	2600	G	91%	1%	4%	1%	3%	0%	F	230	G	2600	G	2001
				To:		US 360 C									
(3 <del>6</del> 0)	3.19	4800	G	93%	0%	ichmond Cou 3%	nty Line 1%	3%	<b>」</b> 0%	F	440	G	4900	G	2001
				To: From:		SR 202			<b>—</b>		_				
360	2.85	7600	G	92%	2%	3%	1%	2%	0%	F	620	G	7600	G	2001
				From:		E 66-61			<u> </u>						
360	4.28	6100	G	92%	2%	3%	1%	2%	0%	F	530	G	6100	G	2001
360	7.91	4400	G	From: 92%	2%	SR 20 3%	l	2%	0%	F	400	G	4400	G	2001
300				To		SR 20			<b>—</b>						
360	3.05	4600	G	92%	2%	3%	1%	2%	0%	F	420	G	4600	G	2001
				To: From:		E 66-64			]						
360	2.14	3800	G	92%	2%	3%	1%	2%	0%	F	350	G	3800	G	2001
	0.45	920	G	From: 92%	2%	66-657 <b>3</b> %	1%	2%	0%	F	90	G	930	G	2001
360				To:		66-64			]	•					
$\bigcirc$	0.04	NIA		From:	No	orthumberlan	d Co Line				NIA		NIA		
603	0.01	NA		To:		51-615 W	est		7		NA		NA		
				From:		SR 20									
615	0.20	800	N	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
	0.07	800	N	From: 94%	1%	Lancaster C 4%	o Line 1%	1%	0%	N	70	N	800	N	2001
615	0.07	000	14	To:		Lancaster C		1 70	7		70		000		2001
615	0.26	800	N	94%	1%	4%	1%	1%	0%	N	70	Ν	800	N	2001
				To: From:		Lancaster C			]——						
615	0.13	800	N	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
	0.02	800	N	From: 94%	1%	Lancaster C 4%	o Line 1%	1%	0%	N	70	N	800	N	2001
615	0.02		14	To:	1 /0	66-609		1 70	7		70			11	2001
615	0.05	460	N	94%	1%	3%	0%	1%	0%	N	50	N	460	N	2001
• • • • • • • • • • • • • • • • • • • •				To:		Lancaster C									
600	1.10	880	G	94%	1%	66-60 <sup>4</sup>	0%	1%	0%	F	90	G	880	G	2001
	0			то:	. 70	66-612 NO		. 70	¬	•					
(600)	0.90	1100	G	94%	1%	3%	0%	1%	0%	F	110	G	1100	G	2001
				To: From:		66-614			]						
600	2.69	1300	G	94% To:	1%	3% US 360 E.	0%	1%	0%	С	120	G	1300	G	2001
				From:		US 360 E									
600	0.10	1300	G						_		140	G	1300	G	2001
600	1.60	500	G	From:		66-617					60	G	510	G	2001
			•											0	<u>-</u> 001

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK	AAWDT	QW	Year
Northumberland County					2Axle 3+Axle 1Trail	ZITall		Hour				
	0.70	380	R	From:	66-618 NORTH			NA		NA		1994
(600)	0.70	000		To:	66 700			10.		14/ (		1004
600	0.20	360	R	From:	66-790			NA		NA		1986
000				To:	Westmoreland Count Line							
_				From:	Lancaster County Line							
601)	1.40	40	R			<del></del>		NA		NA		1994
				To: From:	66-611 East	]——						
601)	0.70	20	R					NA		NA		1994
				From:	66-611 West	}—						
601)	4.70	280	R	To:	110 260 W	7		NA		NA		1994
				From:	US 360 West US 360 East	<del> </del>						
(601)	1.10	80	R					NA		NA		1986
				To:	Dead End							
$\bigcirc$			_	From:	66-610							4000
602	1.00	140	R	To:	Dead End	7		NA		NA		1999
					Dead Elid							
Lancaster County				From:	51-615 East							
(603)	0.04	NA						NA		NA		
				To:	Northumberland Co Line							
Northumberland County				From:	51-615 Lancaster County Line							
603)	3.10	100	R		51-615 Lancaster County Line	_		NA		NA		1994
603)				To	66-642							
603	0.82	NA		From:	00-042	_1		NA		NA		
				To:	Road	]						
_				From:	66-600; 79-600							
604	2.60	90	R	_		_		NA		NA		1994
				To: From:	66-601 NORTH 66-601 SOUTH							
(604)	1.80	90	R		00 001 500 111	_		NA		NA		1994
				To:	SR 201 NORTH							
	2.78	280	G	93%	SR 201 SOUTH 2% 3% 0% 1%	」 0%	С	30	G	290	G	2001
604)	2.70	200	G	To:	US 360 SOUTH	7	O	30	J	250	J	2001
$\sim$				From:	US 360 NORTH							
(604)	4.00	480	R	To:	66 640 GOVERN	7		NA		NA		1994
				From:	66-640 SOUTH 66-640 NORTH	+						
604)	2.55	250	R	<u>-</u>				NA		NA		1994
				To: From:	66-740	]——						
604)	0.94	70	R			-		NA		NA		1986
				To: From:	66-1220							
604)	0.11	40	R					NA		NA		1986
				To: From:	66-1222	]——						
604)	0.06	20	R			_		NA		NA		1986
				To:	66-1221							
	1.60	220	c	95%	51-615 Lancaster County Line 3% 1% 0% 1%	0%	С	30	C	330	G	2001
605)	1.00	330	G	90%		U% -	C	30	G	330	G	200 I
	1.05	170	R	From:	SR 200			NΙΛ		NIA		1004
605)	1.25	170	ĸ			_		NA		NA		1994
600	5.08	80	R	From:	66-669 WEST			NA		NA		1994
605)	5.00	OU	ri	To:	Dead End	7		INA		INC		1334
•					****	•						

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Northumberland County				From:	CD 20	0 Lancaster			a		. 1001				
606)	0.60	340	R		SK 20	0 Lancaster	County Li	ne			NA		NA		1994
606)	1.50	260	R	To:		66-669	)		]——		NA		NA		1994
				To: From:		66-605 NO			1						
606)	0.65	260	R						<b>」</b> ¬		NA		NA		1994
Lancaster County				To:		Dead E	nd								
	0.04	830	G	95%	1%	SR 20	0 0%	1%	0%	F	80	G	840	G	2001
607	0.04			To:		umberland (			]				040		
Northumberland County				From:	La	ıncaster Cou	ıntv Line		1						
607)	1.16	590	G	95% To:	1%	3%	0%	1%	0%	С	60	G	590	G	2001
				From:		66-669 E; 6			_						
607	1.10	300	R	To:		Dead E	nd		٦		NA		NA		1994
				From:		SR 20	0		j						
608	2.19	1600	G	97%	0%	2%	0%	1%	0%	С	170	G	1600	G	2001
608)	1.50	100	R	From:		66-669 SO	UTH				NA		NA		1999
				To:		Dead E			<u> </u>						
609	2.48	1300	G	From:		66-61:	5		_		110	G	1300	G	2001
				To: From:		SR 20									
609	1.45	1900	G	96%	0%	2%	0%	1%	0%	С	200	G	2000	G	2001
609)	0.82	610	G	From: 96%	0%	66-665 W	EST 0%	1%	0%	F	60	G	610	G	2001
				To: From:		66-665 E	AST								
609	1.55	300	R						_		NA		NA		1994
609)	0.50	90	R	From:		66-101	0				NA		NA		1986
$\bigcup$				To: From:		66-103			<u> </u>						
<b>610</b> )	1.30	1000	G	96%	1%	66-61: 2%	0%	1%	0%	С	100	G	1000	G	2001
				To: From:		66-642	2								
610	1.10	360	R	To:		66-748	9		7		NA		NA		1994
610	0.50	160	R	From:		00-74	<u> </u>				NA		NA		1994
	0.70	40		From:		66-602	2				NIA		NIA		4000
610	0.70	40	R	To:		Dead E	nd		1		NA		NA		1999
$\overline{}$	4.00			From:		79-600	)								4000
611)	1.20	80	R	To:		66-601 W					NA		NA		1986
611)	1.80	10	R	From:		66-601 E					NA		NA		1994
611)				To:		SR 20	1		1						
(612)	3.10	310	R	From:	66-600	) Richmond	County Li	ne			NA		NA		1994
612	0.10		.,	To: From:		US 36	0		7		10/1		197		1004
612)	0.16	100	R						_ ¬		NA		NA		1994
				To:		FUTURE 6	o- 824								

Route	Length	AADT	QA	4Tire	Bus			ıck		QC	Design	QK	AAWDT	QW	Year
Northumberland County	- 3-					2Axle	3+Axle	1Trail	2Trail		Hour	-			
	0.04			From:		FUTURE 6	6- 824								4000
612	0.31	70	R						_		NA		NA		1986
613)	0.60	70	R	From:		66-61	3				NA		NA		1986
(612)	0.00			To:		0.60 ME 6	6 613								1000
612	0.20	90	R	From:		0.00 MIE 0	0-013		_		NA		NA		1986
				To:		Dead E	End								
$\bigcirc$	0.00			From:		66-61	2								4004
613)	0.60	40	R	To:		Dead E	end		7		NA		NA		1994
				From:		66-60			İ						
614)	2.99	700	G						_		70	G	700	G	2001
				To: From:		US 360 SC US 360 NO									
614)	1.30	1400	G	95%	1%	3%	0%	1%	0%	С	130	G	1400	G	2001
				To		66-629 E	AST		<b>—</b>						
614)	1.01	900	G	95%	1%	3%	0%	1%	0%	F	90	G	900	G	2001
				To: From:		66-627 SC	OUTH								
614)	0.20	510	R								NA		NA		1994
	0.00			From:		66-627 NO	ORTH		]						4000
614)	0.80	290	R	To:		Dead E	ind		7		NA		NA		1986
				From:	66-600	) Richmond		ne	1						
616	0.39	730	R	<u></u>	00 000	recommend	County E	iic.	_		NA		NA		1994
				To		US 36	50								
$\bigcirc$	4.70	222		From:	4.0/	66-60		20/	]		70	•	000		2004
617)	1.70	620	G	92%	1%	3%	2%	2%	0%	С	70	G	620	G	2001
617	1.30	610	G	From: 92%	1%	66-619 SC 2%	OUTH 2%	2%	0%	F	60	G	610	G	2001
617)	1.00	010	•	To:	1 70	SR 202 SC		270		•	00		010		2001
	0.20	40	_	From:		SR 202 I	MID				NA		NIA		1004
617)	0.20	40	R						_		INA		NA		1994
617)	1.10	330	R	From:		SR 202 NO	ORTH				NA		NA		1994
017)				To:	Wes	tmoreland C	County Line	e							
				From:	Ri	chmond Co	unty Line		_						
618)	0.50	250	R	To:		(( (00 gc	NITH.		7		NA		NA		1986
				From:		66-600 NO									
618)	2.50	180	R	_					_		NA		NA		1994
				To: From:		66-61			<u> </u>						
619	1.20	270	R	From:		66-61	8		_		NA		NA		1994
019				To:		66-617 NO									
	0.90	360	R	From:		66-617 SC	OUTH				NA		NA		1994
619	0.90	300	IX.	To:		SR 20	)2		7		INA		IVA		1334
				From:		66-62									
620	1.50	160	R						_		NA		NA		1994
				To: From:		66-621 NO			1						
620	0.95	180	R	<u></u>		50 021 IV	/-X-1-11		_		NA		NA		1994
$\bigcup$				To: From:		66-72	4		1						
620	0.05	20	R						<u>-</u>		NA		NA		1986
				To:		Dead E	end								

				No	orthumb	erland Mai	ntenano	e Area							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!	QC	Design	QK	AAWDT	QW	Year
Northumberland County	-					2Axle	ડ+Axle	1 I rail	21 rail		Hour				
				From:		SR 202									
(621)	3.07	630	G	91%	2%	4%	1%	2%	0%	С	70	G	640	G	2001
				To: From:		Dead En									
622	0.85	630	G	93%	2%	66-712 4%	1%	0%	0%	С	70	G	640	G	2001
622				To		66-620			¬						
622	1.80	430	G	93%	2%	4%	1%	0%	0%	F	50	G	440	G	2001
				To:		Dead En									
				From:		66-624									
623	1.50	210	R	To:		D 15	,		_		NA		NA		1994
				From:		Dead En			1						
624)	1.30	1500	G	96%	1%	US 360 2%	0%	1%	0%	С	130	G	1500	G	2001
624)				To:	.,,			. , ,	¬						
624)	2.70	970	G	From: 95%	1%	66-623 2%	0%	1%	0%	F	90	G	970	G	2001
624)				To:		66-625									
624)	1.98	320	G	95%	1%	2%	0%	1%	0%	F	40	G	320	G	2001
024)				To:		BEGIN LC									
624	0.90	90	G	96%	1%	2%	0%	1%	0%	F	20	G	90	G	2001
				To:		END LO	OP								
				From:		66-624									
625	0.65	250	R								NA		NA		1994
				To: From:		66-742									
625	1.05	100	R	To:		Dead En	.d		7		NA		NA		1986
				From:											
626)	1.20	100	R			US 360	)		_		NA		NA		1994
020	-			To:		Dead En	nd								
				From:		Dead En	nd								
627)	0.50	260	R								NA		NA		1986
				To: From:		66-728			]						
627)	0.80	200	R	To:			n		_		NA		NA		1994
				From:		66-614 NO									
627)	0.90	760	R						_		NA		NA		1994
				To:		66-685			$\overline{}$						
627)	0.10	310	R	110111					_		NA		NA		1986
				To:		Dead En	nd								
	0.70	70	_	From:		66-629	1				NIA		NIA		4000
628	0.70	70	R	To:		Dead En	nd		1		NA		NA		1986
				From:		Dead En									
629	0.15	80	R			Deau Ell	14		_		NA		NA		1994
				To:		66-840	1		<del></del>						
629)	1.14	200	R	From:		23010					NA		NA		1994
$\overline{}$				To:		66-614 WI			<b>]</b>						
620)	0.43	310	R			66-614 EA	151		_		NA		NA		1994
629	JTO			To:		(( (20							. 4/ \		
629	0.40	220	R	From:		66-628					NA		NA		1986
629				To:	,	DUNDICK	EDDV								
629	1.70	70	R	From:		BUNDICK F	LKKY				NA		NA		1986
629 629				To:		66-634			٦						
629)	0.90	250	R	From:		00-034					NA		NA		1994
				To:		66-630 SOI	UTH								

Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Northumberland County				From:		66-630 NO									
(629)	2.30	150	R						_		NA		NA		1994
				To: From:		66-636 NO									
629	0.80	180	R	<u> </u>		00 030 00	0111				NA		NA		1994
	0.10			To: From:		66-713	3								4000
629	0.10	40	R	To:		Dead E	nd		7		NA		NA		1986
				From:		US 360									
630	2.00	760	G	91%	1%	3%	4%	1%	0%	С	70	G	770	G	2001
	_			From:		66-629 NO	RTH		]						
630	2.55	150	R								NA		NA		1994
	0.75	<b>50</b>	R	From:		66-791	l				NA		NA		1986
630	0.75	50	ĸ	To:		Dead E	nd		1		INA		INA		1900
				From:		66-630									
631)	1.30	100	R	-							NA		NA		1994
				To: From:		66-691			]—						
631)	0.30	10	R	To:		D 1 F.	1		_		NA		NA		1988
				From:		Dead E									
632	1.00	380	R			03 30	J				NA		NA		1994
				To:		Dead E	nd								
				From:		Dead E	nd								400
633	0.40	70	R	To:		66-614	1		7		NA		NA		1994
				From:		US 360									
634)	1.87	320	G	96%	2%	2%	0%	0%	0%	С	40	G	320	G	2001
				To: From:		66-629	)		]——						
634)	0.48	60	R	To:					_		NA		NA		1999
				From:		66-789									
635)	1.08	100	R			66-636	)				NA		NA		1994
000)				To:		Dead E	nd								
$\bigcirc$				From:		US 360	0								
636	0.20	700	R						_		NA		NA		1994
<u></u>	2.40	430	R	From:		66-694	1		_		NA		NA		1994
636	2.40	430		To:		(( (20 NO	DTH		_		INA		INA		1004
636	0.70	160	R	From:		66-629 NO	KIH				NA		NA		1994
				To:		66-635	5								
636)	1.23	60	R	From:		00 030	,		<b>-</b>		NA		NA		1994
				To:		66-836									
	1.10	100	R	From:		66-604	1				NA		NA		1994
637	1.10	100	K	To:		66-636	5		7		INA		INA		1994
				From:		66-604									
638)	2.40	60	R	T					_		NA		NA		1994
				To:		66-612									
630	0.46	240	R	From:		Dead E	nd		_		NA		NA		1994
639	J. 10			To:		66-121	0		¬						.554
639	1.04	130	R	From:		00-121	0				NA		NA		1986
				To:		US 360	)								

				No	orthumb	erland Ma	aintenand	ce Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Northumberland County				From:		Dead I	7md		1						
640	1.40	90	R			Deau i	SHQ				NA		NA		1994
				To: From:		US 360 V									
640	1.50	960	R			US 360 I	EASI				NA		NA		1994
640				To:		66-604 N	OPTH								
640	2.55	410	R	From:		00-004 11	OKIII				NA		NA		1994
				To:		66-70	)6		]—						
640	1.35	200	R								NA		NA		1994
				From:		66-77	77		]—						
640	0.73	70	R	To:		Dead I	7md		_		NA		NA		1986
				From:		Dead I									
641)	0.70	410	R			Dead I	ena				NA		NA		1999
041)				To:		SR 20	00								
				From:		66-61	10								
642)	1.20	790	G	94%	1%	3%	0%	1%	0%	F	80	G	800	G	2001
				To: From:		66-60			]						
642	1.59	920	G	94% To:	1%	3%	0%	1%	0%	С	100	G	930	G	2001
				From:		SR 20			1						
643	0.70	80	R			66-64	14		_		NA		NA		1999
643)				To:		Dead I	End								
_				From:		Dead I	End								
644	0.43	920	G	95%	1%	2%	0%	2%	0%	С	100	G	930	G	2001
				To: From:		US 360 I			<u> </u>						
644	0.50	130	G	96%	2%	2%	0%	1%	0%	F	20	G	130	G	2001
	4.00			From:	40/	66-65		00/			40				0004
644)	1.80	390	G	98%	1%	1%	0%	0%	0%	С	40	G	390	G	2001
	0.60	790	G	From: 96%	2%	66-652 V 2%	VEST 0%	1%	0%	С	80	G	800	G	2001
644)	0.00	730	•	30 70	2 /0			1 /0	7	O	00	J	000	O	2001
(644)	0.94	480	G	From: 96%	2%	66-65 2%	0%	1%	0%	F	50	G	490	G	2001
<u>•••</u>				To: From:		JNNYBAN									
644)	1.57	360	G	96%	2%	2%	0%	1%	0%	F	40	G	360	G	2001
				To		66-649 E	EAST		¬						
644)	0.30	660	G	96%	2%	2%	0%	1%	0%	F	70	G	660	G	2001
				To: From:		66-649 V	VEST		<b>1</b>						
644)	1.39	950	G	96%	2%	2%	0%	1%	0%	F	100	G	950	G	2001
				To: From:		66-64			]						
644)	3.62	1200	G	94%	1%	3%	1%	2%	0%	С	120	G	1200	G	2001
				To:		US 360 V									
(645)	1.05	80	R	From:		66-644 S0	OUTH				NA		NA		1994
(043)	1.00		• • • • • • • • • • • • • • • • • • • •	To:		66-644 N	ORTH				10.				1001
				From:		66-64	10								
646)	1.40	220	R								NA		NA		1994
				To: From:		66-64	15		]						
646)	1.88	350	R	To:		110 200 2	VECT		<b>-</b> 1		NA		NA		1994
				From:		US 360 V US 360 I									
646)	1.00	280	G	95%	2%	2%	0%	1%	0%	F	40	G	280	G	2001
				To: From:		66-71	15		]						
(646)	2.00	100	G	95%	2%	2%	0%	1%	0%	F	20	G	100	G	2001
				To:		US 360 N	ORTH								

Route	Length	AADT	QA	4Tire	Bus	20 vlo				QC	Design	QK	AAWDT	QW	Year
Northumberland County								1Trail	2 i rail		Hour				
	0.40	020	_	From:	20/	US 360 SC		40/	00/	_	00	0	0.40	0	2004
646)	0.10	830	G	95%	2%	2%	0%	1%	0%	F	80	G	840	G	2001
646	2.00	910	G	95%	2%	2%	2 0%	1%	0%	С	80	G	920	G	2001
040)				To		66-66			<b>—</b>						
646)	0.70	240	G	95%	2%	2%	0%	0%	0%	F	30	G	240	G	2001
				To: From:		66-66	0		<u> </u>						
646)	0.30	100	R	To:		Dead E	nd		7		NA		NA		1994
				From:		US 36			1						
647)	1.05	490	R			0000			_		NA		NA		1994
				To: From:		66-76	9		]						
647)	0.95	360	R	т					_		NA		NA		1994
				To: From:		Dead E									
648	0.80	150	R			Dead E	na		_		NA		NA		1999
<u></u>			-	To:		66-64	4								
$\overline{}$				From:		Dead E	nd								
649	1.10	140	R	To:		66-644 W	FST		7		NA		NA		1986
				From:		66-644 E									
649	2.40	150	R	To:		D1E			_		NA		NA		1994
				From:		Dead E									
650	0.27	100	R			Deau E	IIQ		_		NA		NA		1994
				To: From:		66-77	4		<b>—</b>						
650	0.50	140	R	rioiii.							NA		NA		1994
				To: From:		66-64	4		_						
650	0.47	170	R	To:		DI.E			<b>-</b>		NA		NA		1994
				From:		Dead E 66-64									
651)	1.00	270	R			00-04	+				NA		NA		1986
				To:		Dead E	nd								
$\bigcirc$	0.00	4400		From:	40/	US 36		40/	00/	0	00	_	4400	_	0004
652	0.22	1100	G	96%	1%	2%	0%	1%	0%	С	90	G	1100	G	2001
<u> </u>	1.00	1000	G	From: 96%	1%	66-703 1%	3 0%	1%	0%	F	80	G	1000	G	2001
652	1.00	1000		To:	1 70	W 66-6		170					1000		2001
	0.50	140	ь	From:		66-644 E.	AST				NA		NΙΔ		1000
652	0.50	140	R	To:		66-80	2		7		NA		NA		1999
				From:		Dead E									
653	1.85	250	R								NA		NA		1994
			_	To: From:		66-64	6		]						
653	0.40	190	R	To:		US 36	0		_		NA		NA		1994
				From:		Dead E			+						
654)	1.33	160	R			Deau E	110				NA		NA		1999
				To:		66-64	6		<u></u>						
$\bigcirc$	0.40	440	_	From:		Dead E	nd	_			NIA		NIA		1004
655	0.40	140	R	To:		66-72	6		7		NA		NA		1994
				From:		66-64									
656	1.40	47	R						<u>-</u>		NA		NA		1994
				To:		Dead E	nd		]						

Route	Length	AADT	QA	4Tire	Bus		Tru	uck 1Trail	OT==:1	QC	Design Hour	QK	AAWDT	QW	Year
Northumberland County				. 1				TITAL	ZTrall		Hour				
657)	0.20	90	R	From:		Dead E	nd				NA		NA		1986
	1.07	640	G	To: From:		66-67	7		]——		70	G	650		2001
657)	1.27	640	G	To		66-65	9		<b>_</b>		70	<u> </u>	650	G	2001
657)	1.57	2000	G	95%	1%	2%	1%	2%	0%	F	200	G	2000	G	2001
657	0.10	2400	G	From: 95%	1%	66-64 <b>2</b> %	4 1%	2%	0%	С	230	G	2400	G	2001
037)				To:		US 36	0								
658)	0.60	270	R	From:		Dead E	nd				NA		NA		1999
				To: From:		66-657 SC									
658)	0.80	480	R	To:					_		NA		NA		1999
				From:		Dead E									
659	0.64	600	R	To:					_ _		NA		NA		1994
				From:		66-65									
660	0.30	220	R	To:		Dead E	nd		_		NA		NA		1999
				From:		66-64									
661	0.18	220	R	To:		Dead E	nd		7		NA		NA		1999
				From:		66-64	6								
662	0.50	40	G	92% To:	0%	8% Dead E	0% nd	0%	0%	С	6	G	40	G	2001
	_			From:		Dead E									
663)	0.55	190	R	To:		66.01	0		_		NA		NA		1986
663	0.65	350	R	From:		66-81			_		NA		NA		1994
				To: From:		66-69									
664	0.30	120	R			00-00	<u> </u>		_		NA		NA		1999
	0.15	60	R	From:		0.30 ME 6	6-665		]		NA		NA		1999
664)	0.13		К	To:		Dead E	nd				INA		INA		1999
605	0.86	80	R	From:		Dead E	nd				NA		NA		1994
665	0.00			To: From:		66-609 E					14/3		19/3		1004
665)	1.90	820	G	97%	1%	66-609 W	0%	1%	0%	С	80	G	830	G	2001
	0.00			To: From:		66-66	4		]——		NIA		NIA		1001
665	0.60	90	R	To:		Dead E	nd				NA		NA		1994
660	1.61	350	R	From:		66-66	5				NA		NA		1994
666	1.01	330		To: From:		66-73	1		<b>—</b>		14/7		INC		1334
(666)	0.45	240	R	To:					_		NA		NA		1994
				From:		Dead E									
667)	1.21	530	R						_		NA		NA		1999
(667)	0.65	110	R	From:		66-79	8				NA		NA		1999
		-		To:		Dead E	nd								

Route	Length	AADT	QA	4Tire	Bus	2010				QC	Design	QK	AAWDT	QW	Year
Northumberland County								1Trail	2 I rail		Hour				
	1.64	100	R	From:		Dead En	d				NA		NA		1999
(668)	1.04	100		To:		66-609					IVA		IVA		1000
				From:		Dead En	d								
669	0.51	170	R								NA		NA		1986
				To: From:		66-676			]						
669	0.65	250	R								NA		NA		1994
	2.25			From:	40/	66-672		40/	] <del></del>				500		0004
669	0.25	510	G	96%	1%	3%	0%	1%	0%	F	60	G	520	G	2001
	0.81	1300	G	From: 96%	1%	66-1115 2%	0%	1%	0%	С	140	G	1300	G	2001
669	0.01	1300	G	To:		66-608 SOI		1 /0	7 0 / 0	C	140	J	1300	O	2001
				From:		66-608 NO									
669	0.40	470	R						_		NA		NA		1994
	0.70	0.40		From:		66-671					NIA		NIA		1004
669	0.70	240	R	To:	66	5-607 EAST;	66-725		1		NA		NA		1994
				From:		66-607 WI									
669	2.50	240	R	To:		66 60 6 F.I	am.		_		NA		NA		1994
				From:		66-606 EA									
669	1.30	120	R						_		NA		NA		1994
				To:		66-605									
$\bigcirc$	0.00			From:		Dead En	d				NIA		NIA		4004
670	0.20	90	R								NA		NA		1994
	0.60	40	R	From:		66-735					NA		NA		1994
670	0.00	40	K	To:		66-605			1		INA		INA		1334
				From:		66-669									
671)	0.65	300	R								NA		NA		1994
				To: From:		66-705			]						
671)	0.35	150	R						_		NA		NA		1994
				To:		Dead En									
	0.80	390	R	From:		66-1122	2				NA		NA		1994
672	0.00	330	IX	To:		66-669			1		IVA		IVA		1004
				From:		66-644									
(673)	0.87	180	R						_		NA		NA		1999
				To:		Dead En	d								
	1.00	222	_	From:		Dead En	d				NIA		NIA		1000
674)	1.00	220	R	To:		US 360	,		7		NA		NA		1999
				From:		66-621									
675	0.20	230	R	<u> </u>		30 021					NA		NA		1994
				To:		SR 202			1						
$\bigcirc$	0.10		_	From:		Dead En	d								400-
676	0.10	20	R						_		NA		NA		1999
	0.40	00		From:		66-1121			_		NIA		NIA		4000
676	0.40	90	R	To:		66-669			1		NA		NA		1999
				From:		BEGIN LC									
677)	0.50	80	R			DEGIN EC			_		NA		NA		1999
				To		END LO	OP .		1						
677)	0.10	290	R	From:							NA		NA		1999
				To:	-	66-657	_		1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Northumberland County				From:	66-609	1				
678)	1.97	200	R		00 007			NA	NA	1994
				To:	SR 200					
$\overline{}$				From:	SR 200 SOUTH					
679	1.15	190	R	To:	CD 200 COLUMN AND	_		NA	NA	1994
				From:	SR 200 SOUTH MID SR 200 NORTH MID					
679	1.60	60	R			_		NA	NA	1994
				To: From:	66-605					
679	1.45	240	R	110.11.				NA	NA	1994
				To:	SR 200 NORTH					
$\bigcirc$	4.00			From:	66-624					4000
680	1.00	20	R	To:	D1E-1	_		NA	NA	1999
				From:	Dead End					
	0.75	47	R	Piolii.	Dead End			NA	NA	1999
681)	0.73	71	IX	To:	SR 201	7		IVA	IVA	1000
				From:	Dead End	i				
682	0.80	20	R	L	Doug Ling	_		NA	NA	1999
				To:	66-601					
				From:	66-646					
683)	0.90	30	R					NA	NA	1994
				To:	66-646					
$\widehat{}$				From:	Dead End					4000
584)	0.52	110	R	To:	(( (50)	_		NA	NA	1999
				From:	66-659					
005	0.40	160	R	Piolii.	66-627			NA	NA	1994
685)	0.40	100		To:	Dead End	7		IVA	IVA	1004
				From:	Dead End	i				
686)	0.47	100	R		=	_		NA	NA	1999
				To:	66-665					
_				From:	66-649					
687)	0.35	30	R	_		_		NA	NA	1999
				To:	66-772					
	0.00		_	From:	51-615 Lancaster County Line			NIA	NIA	4000
688)	0.60	90	R	To:	Dead End	7		NA	NA	1999
				From:	Dead End	+				
689	0.43	30	R		Dead Elid	_		NA	NA	1988
009				To:	US 360					
				From:	66-669					
690	0.60	140	R					NA	NA	1999
				To:	Dead End					
$\sim$				From:	66-631					
691)	0.40	70	R	To:	D. IE I	_		NA	NA	1999
				From:	Dead End					
	0.22	40	R	From:	BEGIN LOOP	_		NA	NA	1994
392	0.22	70	11	т.		_		14/-1	IVA	1004
<u></u>	0.08	80	R	From:	END LOOP	_		NA	NA	1994
692	0.00	OU	ĸ	To:	66-657	7		INA	INA	1334
				From:	66-606	+				
693)	0.30	30	R	<u> </u>	00-000	_		NA	NA	1994
				To:	0.30 ME 66-606					
693)	0.40	40	R	From:	U.JU IVIE 00-000			NA	NA	1994
(000)			- •	To:	Dead End			•	* == =	

											Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Hour	QK	AAWDT	QW	Year
Northumberland County				From:		66-604									
694)	0.20	680	R						<b>-</b>		NA		NA		1999
				To:		66-636									
<u> </u>	0.50	780	R	From:		US 360					NA		NA		1999
695)	0.50	700	K	To:		66-640					INA		IVA		1999
				From:		66-605									
696)	0.35	48	R						_		NA		NA		1999
				To:		66-767									
697)	0.25	160	R	From:		66-626					NA		NA		1999
(697)	0.20	100		To:		Dead End	i		1		101				1000
				From:		Dead End	l								
698)	0.75	470	R						_		NA		NA		1999
				To: From:		US 360									
699)	0.28	60	R	. rom.		SR 200 SOU	1H		_		NA		NA		1986
699			- •	To		SR 200 MI	D		<b></b>		•		•		
699	0.74	180	R	From:		5K 200 WII					NA		NA		1994
				To:	1	SR 200 NOR	RTH								
$\bigcirc$	0.00	70		From:		Dead End	l				NIA		NIA		4000
700	0.06	70	R	_					_		NA		NA		1986
700	0.13	140	R	From:		66-760			_		NA		NA		1986
700	0.13	140		To:		66.514			_		INA		IVA		1900
700	0.29	210	R	To: From:		66-714					NA		NA		1994
100				To:		66-657									
				From:		Dead End	l								
701)	0.20	60	R	To:		66-711			7		NA		NA		1999
				From:		66-646			+						
702)	0.10	410	G	97%	1%	1%	0%	0%	0%	С	46	G	410	G	2001
				To:		US 360									
$\bigcirc$	0.40	200	_	From:	00/	US 360	00/	00/	00/		20		200		2004
703	0.42	300	G	98% To:	0%	0% 66-652	0%	0%	0% 7	С	30	G	300	G	2001
				From:		66-636									
704)	0.35	4	R						_		NA		NA		1994
				To:		Dead End	l								
	0.41	40	В	From:		66-671					NA		NA		1999
705)	0.41	40	R	To:		Dead End	l				INA		INA		1999
				From:		66-640			Ì						
706	0.80	70	R								NA		NA		1986
				To: From:	(	0.80 MN 66-	640								
706	0.10	60	R	т		D 15 1			_		NA		NA		1994
				To: From:		Dead End			1						
707)	1.50	150	R			Dead End	ı		_		NA		NA		1994
				To:		US 360; 66-7	752								
				From:		66-617									
708)	0.65	190	R	To:		D- 15 1	1		_		NA		NA		1994
				From:		Dead End	1		+						
709)	0.91	180	R			66-624			_		NA		NA		1994
(. 35)			-	To:		Dead End									

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tr e 3+Axle	ucк 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Northumberland County				From:	Dead	l End		1						
710)	0.30	20	R		Бейс	LIIG		_		NA		NA		1999
				To:	66-	665								
$\overline{}$				From:	US 360	SOUTH								
711)	2.49	250	R	To:	HG 260	NODTH		_		NA		NA		1994
				From:		NORTH		1						
712	0.76	1300	G	96%		360 0%	1%	0%	С	130	G	1300	G	2001
712	00			To:		622	.,,	¬						
712)	1.50	300	R	From:	00-	022				NA		NA		1994
112				To:	Dead	l End								
				From:	66-	629								
713)	0.40	70	R					_		NA		NA		1999
				To:		d End								
	0.00	00	_	From:	66-	644				NIA		NIA		4004
714)	0.08	80	R	To:	66-	700		1		NA		NA		1994
				From:		l End		1						
715)	0.80	80	R		Deac	1 EIIG				NA		NA		1999
				To:	66-	646								
				From:	Dead	l End								
716)	0.55	90	R							NA		NA		1999
				To:		671								
	0.00	70	_	From:	66-	640				NIA		NIA		1004
717)	0.26	70	R							NA		NA		1994
	0.34	70	-	From:	66-	756				NA		NΙΔ		1006
717)	0.34	70	R	To:	Deac	l End		1		INA		NA		1986
				From:		l End		1						
718)	0.58	45	R	<u> </u>	Deac	LIIG				NA		NA		1994
				To:	66-	665								
				From:	66-	620								
719	0.30	30	R	_				_		NA		NA		1994
				To:		d End								
	0.65	20	_	From:	66-	630		_		NA		NΙΔ		1994
720	0.65	30	R	To:	Deac	l End		_		INA		NA		1994
				From:		l End								
721)	0.75	100	R		Бейс	LIIG				NA		NA		1994
				To:	66-	604								
				From:	66-	799								
722	0.35	100	R	_						NA		NA		1994
				To:		360								
	0.06	150	R	From:	Deac	d End		_		NA		NA		1986
723)	0.00	150	ĸ	To:	SR	200		7		INA		INA		1900
				From:		620		<del>i</del>						
724)	0.49	90	R		00-			_		NA		NA		1994
				To:	Dead	d End								
				From:	66-607;	66-669								
725)	0.30	60	R	, I				_		NA		NA		1994
				To:		d End		<u> </u>						
_	0.52	440	_	From:	US 360	SOUTH				NA		NIA		1994
726	0.53	140	R	To:	110 260	NORTH		7		NA		NA		1994
					03 300	HORIH		1						

				IN.	Iorthumberland Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Northumberland County				From:	66-609	1				
(727)	0.04	60	R		00 009	_		NA	NA	1994
(2)				To:	66-665					
				From:	Dead End					
728	0.09	10	R			_		NA	NA	1994
				To:	66-627					
	0.23	200	В	From:	Dead End			NIA	NΙΔ	1000
729	0.23	280	R	To:	US 360	╗		NA	NA	1999
				From:	66-609					
730	0.30	100	R	<u> </u>	00 009			NA	NA	1999
				To:	Dead End					
				From:	Dead End					
731	0.13	80	R					NA	NA	1994
				To:	66-666					
$\bigcirc$				From:	66-712					
732	0.65	60	R	To	D 15.	_		NA	NA	1999
				To:	Dead End					
	0.07	20	ь.	From:	Lancaster County Line	_		NIA	NΙΛ	1000
733	0.07	20	R	To:	Dead End	$\neg$		NA	NA	1999
				From:		1				
724)	0.55	200	R		66-647	_		NA	NA	1999
734)	0.00		•••	To:	Dead End	7				
				From:	66-670					
735)	0.20	8	R			_1		NA	NA	1999
				To:	Dead End					
				From:	Dead End					
736	0.50	150	R					NA	NA	1999
$\cup$				To:	66-644					
$\bigcirc$				From:	Dead End					
(737)	0.30	60	R	т	55.515	_		NA	NA	1999
				To:	66-646					
	0.45	40	_	From:	Dead End			NIA	NΙΔ	1000
738)	0.45	10	R	To:	66-612	$\exists$		NA	NA	1999
				From:		1				
739)	0.38	20	R		66-649	_		NA	NA	1994
133)				To:	Dead End	ユ				
				From:	66-604					
740	1.00	80	R	<u> </u>				NA	NA	1999
				To:	Dead End					
				From:	Dead End					
(741)	0.40	30	R			_		NA	NA	1994
				To:	66-646	<u> </u>				
$\bigcirc$	÷ , -		_	From:	Dead End					
742	0.19	100	R	To:	66.605	_		NA	NA	1994
					66-625	<u> </u>				
$\bigcirc$	0.04	40	-	From:	66-600	_		NI A	NIA	1000
743)	0.21	40	R	To:	Dead End	_		NA	NA	1999
				From:		1				
(TA)	0.90	170	R	i toill.	Dead End	_		NA	NA	1986
(744)	0.30	170	ĸ			_		INA	INA	1900
	0.27	470	- г	From:	66-614	_		NA	NA	1986
744)	0.27	170	R	To:	0.27 MN 66-614	<b>–</b>		INA	INA	1900
					U.2 / IVIIN UU-U14					

					ortnumberland Maintenance Area		Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	(	QC Hour	QK AAWDT QW	Year
Northumberland County				From:	0.27 MN 66-614				
744)	0.11	40	R			<b>_</b>	NA	NA	1994
				To:	Dead End				
$\bigcirc$	1.00	00	_	From:	Dead End		NIA	NIA	4000
745)	1.00	80	R	To:	66-624	7	NA	NA	1999
				From:	Dead End	1			
746)	0.25	100	R		Dead End	_	NA	NA	1999
740)	0.20		•••	To:	66-657	]			
				From:	66-665				
747)	0.25	10	R				NA	NA	1994
				To:	Dead End				
$\widehat{}$				From:	66-610				
748)	0.90	60	R	To:	D 15 1	_	NA	NA	1999
				To:	Dead End				
-	0.50	00	В	From:	66-618		NA	NA	1986
749	0.50	90	R			_	INA	NA	1900
	0.20	440	-	From:	0.50 MN 66-618		N I A	NIA	1004
749	0.30	110	R	To:	Dead End	_	NA	NA	1994
				From:		1			
750	0.08	110	R	10	US 360		NA	NA	1999
750)	0.00	110		To:	Dead End	7	IVA	19/3	1000
				From:	66-629	1			
751)	0.85	380	R	<u> </u>	00-02)		NA	NA	1994
731)				To:	66-1403	_			
751)	1.26	150	R	From:	00-1403		NA	NA	1986
751)			•••	To:	(( 1411 COUTH	_			
751)	0.09	130	R	From:	66-1411 SOUTH		NA	NA	1986
751)	0.03	130	IX.	_		_	INA	IVA	1300
	0.07	110	R	To: From:	66-1411 NORTH	_	NA	NA	1986
751)	0.07	140	ĸ			_	INA	INA	1900
$\overline{}$	0.00	470		From:	66-1402 SOUTH		NIA	NA	4000
751)	0.06	170	R			_	NA	NA	1986
$\overline{}$	0.04			From:	66-1402 NORTH	_		114	4000
751)	0.21	120	R	To:	(( 1401	_	NA	NA	1986
					66-1401	1			
$\bigcirc$	0.40	30	R	From:	US 360; 66-707	_	NA	NA	1999
752	0.40	30	ĸ	To:	US 360	7	INA	INA	1998
				From:	Dead End	i			
753)	0.30	220	R	<u> </u>	Dead Elid	_	NA	NA	1999
, 33)				To:	SR 200				
				From:	Dead End				
754)	0.10	47	R			_	NA	NA	1999
				To:	66-722				
				From:	66-624				
755)	0.52	50	R			_	NA	NA	1999
				To:	Dead End	<u>_</u>			
$\overline{}$				From:	Dead End				
756	0.40	10	R	To	22 <b>-</b> 1-	_	NA	NA	1994
				To:	66-717				
$\overline{}$	0.00	400		From:	66-600 JB-79 RICH	_	NI A	NIA	4000
757)	0.30	100	R	To:	Dood CJ	7	NA	NA	1999
					Dead End				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Northumberland County				From:	US 360	ı				
758)	0.05	440	R	<u> </u>	03 300	_		NA	NA	1994
	0.45	200		To: From:	66-793	]		NIA	NIA	4000
758	0.15	290	R	To:	Dead End			NA	NA	1986
				From:	Dead End					
759	0.40	30	R			<u>-</u>		NA	NA	1999
				To:	66-624					
500	0.10	150	R	From:	Dead End			NA	NA	1999
760)	0.10	100		To:	66-700			1471	14/ (	1000
				From:	Dead End					
761	0.61	60	R					NA	NA	1999
				From:	0.61 ME Dead End	]				1000
<del>(761)</del>	0.15	110	R	To:	66-665			NA	NA	1999
				From:	Dead End					
762)	0.12	10	R		Dodd Elid	_		NA	NA	1999
				To:	66-621					
$\bigcirc$			_	From:	66-669					
763	0.48	60	R	To:	Dead End	1		NA	NA	1994
				From:	66-685					
764)	0.27	50	R	<u> </u>	00 002	_		NA	NA	1999
				To	Dead End					
$\bigcirc$	0.40	20		From:	66-622			NIA	NIA	1000
765	0.16	20	R	To:	Dead End			NA	NA	1999
				From:	66-669					
766	0.50	100	R			_		NA	NA	1994
<u> </u>				To:	Dead End					
	0.15	20	Б	From:	Dead End			NA	NA	1004
767	0.15	20	R	-		7		INA	NA	1994
(767)	0.10	20	R	From:	66-696			NA	NA	1994
	00		.`	To:	66-773					
767)	0.10	5	R	From:	00-773			NA	NA	1994
				To:	Dead End					
$\sim$				From:	66-711					
768	0.10	40	R	To:	Dead End			NA	NA	1994
				From:	66-647					
769	0.62	150	R		00 017			NA	NA	1999
				To:	Dead End					
$\bigcirc$	0.40	450	_	From:	66-646			NIA	NIA	4000
770	0.18	170	R	To:	Dead End	7		NA	NA	1999
				From:	Dead End	1				
(771)	0.75	30	R			_		NA	NA	1994
				To:	66-605					
$\bigcirc$	0.50	22	_	From:	66-687			NIA	NIA	4000
(772)	0.50	30	R	To:	Dead End	7		NA	NA	1999
				From:	66-767	1				
773	0.20	5	R		** ***	_		NA	NA	1994
				To:	Dead End					

				INC	orthumberland Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Northumberland County				From:	66-650	1				
(774)	0.28	140	R		00 020	_		NA	NA	1999
				To:	Dead End					
				From:	US 360					
775)	0.08	100	R			_		NA	NA	1999
				To:	Dead End					
	0.25	30	R	From:	66-636			NA	NA	1994
776)	0.23	30	K	To:	Dead End	7		INA	INA	1994
				From:	Dead End	Ī				
(777)	0.16	47	R	<u></u>	= <del></del>	_		NA	NA	1999
				To:	66-640					
				From:	66-601					
779	0.25	20	R	_		_		NA	NA	1999
				To:	Dead End					
$\bigcirc$	0.14	00	R	From:	Dead End			NA	NA	1999
780	0.14	90	ĸ	To:	66-679			INA	INA	1999
				From:	66-624	1				
781)	0.82	90	R	<u> </u>	00-024	_		NA	NA	1999
				To:	Cul-de-Sac					
				From:	SR 202					
782	0.20	120	R			_		NA	NA	1986
				To:	Dead End					
$\bigcirc$	0.40	40	_	From:	Dead End					1000
783)	0.10	10	R	To:	66-646			NA	NA	1999
				From:						
794	0.36	90	R		66-614			NA	NA	1999
784)			•••	To:	Dead End	1				
				From:	66-624					
785)	1.16	90	R					NA	NA	1999
				To:	66-786					
	0.00			From:	66-785					1000
786	0.39	70	R	To:	66-787			NA	NA	1999
				From:						
(787)	0.06	10	R	Tronic	66-786			NA	NA	1999
(101)	0.00		•••	To:	Dead End					.000
				From:	66-712					
788	0.30	50	R					NA	NA	1999
				To:	Dead End					
$\overline{}$	- · -			From:	66-634					400-
789	0.15	30	R	To:	Dood End	7		NA	NA	1999
				From:	Dead End	<u> </u>				
790	0.30	130	R	1 toni.	Westmoreland County Line	J		NA	NA	1994
(130)				To:	66-600	1				
				From:	66-630					
791)	0.50	30	R			_		NA	NA	1999
$\overline{}$				To:	Dead End					
				From:	66-605					
792)	0.17	50	R	т		_		NA	NA	1999
				To:	Dead End	1				
500	0.18	220	D	From:	66-712	J		NA	NA	1999
793)	0.10	230	R	To:	66-758	7		INA	INA	1999
					00-130					

Route	Length	AADT	QA	4Tire	BusTruck	(	QC	(JK AAVVI)I (JVV	Year
Northumberland County			·	3	2Axle 3+Axle 1Trail	2Trail	Hour		
				From:	66-635				
794)	0.72	50	R	To:	Dood End	_	NA	NA	1999
				From:	Dead End				
795)	0.43	80	R	1.0	79-600 Richmond County Line		NA	NA	1986
193)				To:	Dead End	1			
				From:	66-609				
796)	0.13	30	R			_	NA	NA	1999
				To:	Dead End				
	0.00	00	_	From:	66-644		NIA	NIA	4000
797)	0.22	20	R	To:	Dead End	_	NA	NA	1999
				From:	66-667	1			
798)	0.85	90	R		00-007		NA	NA	1999
				To:	Dead End				
				From:	66-801				
799	0.12	170	R				NA	NA	1986
				To: From:	66-722				
799	0.07	220	R			_	NA	NA	1994
				To:	US 360				
	0.00	400	ъ.	From:	66-644		NA	NIA	1000
800	0.89	100	R				INA	NA	1999
	0.25	20		From:	66-806	_	NIA	NIA	1000
800	0.25	20	R	To:	Cul-de-Sac	_	NA	NA	1999
				From:	Dead End				
301)	0.29	170	R		Dead End		NA	NA	1999
				To:	66-799				
				From:	66-652				
802	1.72	90	R			_	NA	NA	1999
				To:	66-803				
	0.11	20	_	From:	Dead End		NA	NIA	1999
803)	0.11	20	R	To:	0.06 ME 66-802		INA	NA	1998
				From:	Dead End				
804)	0.07	10	R	<u> </u>	Dead End	_	NA	NA	1999
				To:	66-669				
				From:	66-652				
805)	0.62	70	R	_			NA	NA	1999
				To:	Cul-de-Sac				
	0.21	40	ъ.	From:	Cul-de-Sac		NA	NA	1986
806)	0.21	40	R	To:	66-800		INA	INA	1900
				From:	66-666				
807)	0.45	30	R		00 000		NA	NA	1986
				To:	66-666				
				From:	Cul-de-Sac				
808)	0.08	NA				_	NA	NA	
				To:	66-807				
	0.70	420	Б	From:	Dead End	_	NA	NIA	1000
810	0.70	130	R	To:	66-663	_	NA	NA	1986
				From:	66-810				
811)	0.11	NA		<u> </u>	00-010	_	NA	NA	
				To:	Cul-de-Sac	<b></b>			

				N	orthumb	erland Mainte	nance Area	ì						
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			- QC	Design Hour	QK AA	AWDT	QW	Year
Northumberland County				From:		66-604								
812)	1.38	NA								NA		NA		
				To:		Dead End								
	0.00	40		From:		US 360				NIA		NIA		1004
815	0.06	40	R	To:		66-644		_		NA		NA		1994
				From:		66-618								
<b>(818)</b>	0.32	45	R	<u> </u>		00 010				NA		NA		1999
				To:		Dead End								
$\bigcirc$				From:		Dead End								1001
820	1.34	120	R	To:		66-624		_		NA		NA		1994
				From:				1						
824)	0.05	100	R			US 360				NA		NA		1994
024				To:		66-613								
				From:		Dead End								
830	0.41	80	R							NA		NA		1994
				To:		66-609								
$\bigcirc$	0.00		_	From:		Dead End				NIA		NI A		4004
835)	0.60	60	R	To:		66-649		_		NA		NA		1994
				From:		Cul-de-Sac		1						
836	0.55	NA		<u> </u>		Cui-de-Sac				NA		NA		
030				To:		0.13 ME 66-636								
				From:		Cul-de-Sac								
837	0.12	20	R							NA		NA		1999
				To:		66-836								
	0.05	40	_	From:		66-629				NIA		NIA		1004
840	0.25	40	R	To:		Dead End		_		NA		NA		1994
				From:		Cul-de-Sac								
841)	0.14	NA				Cui-uc-sac				NA		NA		
				To:		66-840								
				From:		66-629								
(845)	0.24	NA								NA		NA		
				To:		Cul-de-Sac								
	0.02	400	R	From:		66-1002				NA		NA		1999
1001)	0.02	400	K							INA		IVA		1999
(1004)	0.12	110	R	From:		66-1004				NA		NA		1999
(1001)	U.12			To:		US 360								
				From:		US 360 SOUTH		i						
1002	0.04	810	R							NA		NA		1999
				To: From:	De	ad End Gap Term	inus	$\neg$ —						
1002	0.03	80	R	rioii.		•		<u></u>		NA		NA		1999
				To:		66-1001		$\neg$ —						
1002	0.03	450	R							NA		NA		1999
				To: From:		66-1003								
1002	0.02	530	R					_		NA		NA		1999
				To:		US 360 NORTH		<u> </u>						
	0.00			From:	_	66-1002								1000
(1003)	0.03	140	R	To:		US 360		$\neg$		NA		NA		1999
•				From:										
(1004)	0.06	270	R			Dead End				NA		NA		1999
(1004)	0.00	2.0		To:		66-1001		$\neg$						. 555
		_						_		_	_		_	_

				ING	orthumberland Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Town of Kilmarnock				From:	SR 200 Lancaster Cy					
1005)	0.05	440	R		SK 200 Lancaster Cy	_		NA	NA	1999
$\bigcirc$				To: From:	66-1016	]				4000
1005	0.14	40	R	To:	Dead End	٦		NA	NA	1999
Northumberland County										
	0.22	70		From:	SR 200			NIA	NIA	4000
1006)	0.32	70	R			_		NA	NA	1999
1006	0.26	NA		From:	66-1007			NA	NA	
1000				To:	Cul-de-Sac	]				
				From:	Cul-de-Sac					
1007	0.22	49	R	To:	66 1006	7		NA	NA	1999
				From:	66-1006	<u> </u>				
1008)	0.34	30	R	110.11.	SR 200			NA	NA	1999
1000)				To:	Cul-de-Sac	1				
				From:	66-609	J				
1010	0.31	100	R					NA	NA	1994
				To: From:	66-1011	]				
1010	0.15	70	R			_		NA	NA	1994
	0.28	40	R	To: From:	66-1012			NA	NA	1994
1010	0.20	40	ĸ	To:	Cul-de-Sac	7		INA	INA	1994
				From:	Cul-de-Sac					
1011)	0.08	30	R			_		NA	NA	1994
				To:	66-1010					
	0.00	40		From:	66-1010			NIA	NIA	1004
1012)	0.08	49	R	To:	Cul-de-Sac	7		NA	NA	1994
own of Kilmarnock				-						
				From:	SR 200 Lancaster Cy					
1014)	0.06	80	R	To:	66-1015	7		NA	NA	1999
				From:	66-1017	<u> </u>				
1015)	0.07	40	R	<u> </u>	00-1017	4		NA	NA	1999
				To:	66-1014					
$\overline{}$				From:	Lancaster County Line					
1016	0.14	580	R	To:	66-1005	7		NA	NA	1999
				From:	SR 200 Lancaster Cy					
1017)	0.06	90	R		SK 200 Eancaster Cy	_		NA	NA	1986
				To:	66-1015	1				
Northumberland County				From:	GD 200					
1020)	0.17	160	R	FIOIII.	SR 200			NA	NA	1994
1020				To:	Dead End					
				From:	66-1024					
1023)	0.20	30	R	т		_		NA	NA	1999
				To:	66-605	<u> </u>				
1021	0.34	30	R	From:	Cul-de-Sac	_		NA	NA	1999
1024	U.U4			To:	66-1023	1				
				From:	66-608					
1025	1.67	140	R			_		NA	NA	1999
				To:	Dead End					

				N	orthumberland Mair	ntenance Area						
Route	Lenath	AADT	QA	4Tire	Rus	Truck		QC	Design	QK AAWDT	QW	Year
	g				2Axle 3	3+Axle 1Trail	2Trail		Hour			
Northumberland County				From:	66-1025; 66-1	1027						
(1026)	0.17	NA					_		NA	NA		
				To: From:	Cul-de-Sa							
1027	0.32	NA		rioiii.	Dead End	1			NA	NA		
1027	0.02			To:	66-1025; 66-1	1026						
				From:	66-1025							
1028	0.10	NA					_		NA	NA		
				To:	Dead End							
$\bigcirc$	0.14	NA		From:	66-1025				NA	NA		
1029	0.14	NA		To:	Cul-de-Sa	c			INA	NA.		
				From:	Cul-de-Sa		1					
1030	0.03	20	R		car ac sa				NA	NA		1994
				To: From:	66-1032		$\neg$ —					
1030	0.09	30	R	rioii.					NA	NA		1994
				To:	66-609							
$\bigcirc$	0.07		_	From:	Cul-de-Sa	с			N/ A			4000
1031)	0.07	9	R						NA	NA		1999
	0.00	20		From:	66-1032				NIA	NIA		4004
1031)	0.08	30	R						NA	NA		1994
	0.07	40	R	From:	66-609				NA	NA		1994
1031)	0.07	40	ĸ	To:	Cul-de-Sa	c	$\neg$		INA	NA		1994
				From:	66-1030							
1032	0.20	20	R						NA	NA		1994
				To:	66-1031							
$\sim$				From:	66-669							
1035	0.40	NA		To:	Cul-de-Sa		_		NA	NA		
				From:	Dead End							
1038)	0.16	NA			Dead End	V			NA	NA		
1000)				To:	66-00668(E	3)/						
				From:	Cul-de-Sac	c/						
1039)	0.13	NA					_		NA	NA		
				To:	66-01038(E							
	0.04	NA		From:	Cul-de-Sa	С			NA	NA		
1040	0.04	NA		To:	66-1010				INA	INA		
				From:	Cul-de-Sa							
(1041)	0.03	NA					<b></b>		NA	NA		
				To:	66-1010							
$\bigcirc$	0.10			From:	Cul-de-Sa	С						
1042	0.10	NA		To:	66-1010		_		NA	NA		
				From:								
1050	0.27	NA			66-1051				NA	NA		
				To:	66-644							
				From:	Cul-de-Sa	c						
(1051)	0.29	NA					_ <del>_</del>		NA	NA		
				To:	Cul-de-Sa	c						
$\cap$	0.80	00	-	From:	66-604				NIA	NIA		4000
1060	0.80	90	R	To:	Cul-de-Sa	c	_		NA	NA		1999
					Cui-ue-Sa		_					

				IN	orthumberland Maintenance Area			<u> </u>		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Northumberland County				From:	66-1060					
1061)	0.30	30	R			_		NA	NA	1999
				To:	Cul-de-Sac					
$\frown$	0.44	40	R	From:	66-1060			NA	NA	1999
1062	0.44	40	ĸ	To:	Cul-de-Sac	7		INA	INA	1999
				From:	66-604					
1070)	0.09	60	R	<u> </u>	00-004	_		NA	NA	1999
				To:	66-1071					
				From:	Cul-de-Sac					
1071	0.72	40	R					NA	NA	1999
				From:	66-1070					
1071)	0.30	10	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.70	_	_	From:	66-665					4000
1080	0.70	6	R	To:	66 1001	7		NA	NA	1999
				From:	66-1081	+				
1081)	0.17	6	R	1 rout	66-1080	_		NA	NA	1999
1001)				To:	Cul-de-Sac	<u>_</u>				
				From:	66-635					
1094	0.32	NA		<u> </u>		_		NA	NA	
				To:	Cul-de-Sac					
<u> </u>				From:	Cul-de-Sac					
1095	0.20	20	R			_		NA	NA	1999
				To:	66-794					
	0.18	c	_	From:	66-794			NA	NΙΔ	1000
1096	0.10	6	R	To:	Cul-de-Sac	7		INA	NA	1999
				From:	66-1115					
1101)	0.06	50	R		00-1113			NA	NA	1986
(1101)				To	66-1103					
1101	0.05	40	R	From:	00-1103			NA	NA	1986
				To:	66-1102					
				From:	Dead End					
1102	0.08	40	R	-		_		NA	NA	1986
				To: From:	66-1101	<del></del>				
1102	0.11	20	R					NA	NA	1986
				To:	Dead End					
$\overline{}$				From:	66-1101					
1103	0.13	49	R					NA	NA	1986
				To: From:	66-1106 Gap Termin 66-1104 Gap Termin					
1103	0.06	10	R		ov IIV. Sup IVIIIII	_		NA	NA	1986
				To:	56-669					
				From:	66-1103					
1104	0.30	20	R			_		NA	NA	1986
				To:	66-1105	<u> </u>				
$\overline{}$				From:	Dead End					,
1105	0.10	30	R					NA	NA	1999
				To: From:	66-1106	]				
1105	0.11	130	R					NA	NA	1999
				To: From:	66-1104	]——				
1105	0.06	130	R			_		NA	NA	1999
				To:	66-669					

				N <sub>1</sub>	orthumberl										
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	_0.1901		~^		240	2Axle	3+Axle	1Trail	2Trail	۵.5	Hour	٠,٠		٠.,	. 001
Northumberland County				From:		66-110	3								
(1106)	0.24	40	R	<u> </u>					_		NA		NA		1999
				To:		66-110	7		<del></del>						
1106	0.06	110	R						_		NA		NA		1999
				To:		66-110	5								
	0.07		_	From:		END LO	OP								1000
(1107)	0.27	30	R						_		NA		NA		1999
$\overline{}$	0.00			From:		66-110	9				NIA		NIA		1000
(1107)	0.03	20	R						_		NA		NA		1999
	0.10			From:		66-110	8				NA		NIA		1000
(1107)	0.19	60	R						_		NA		NA		1999
$\overline{}$	0.05		_	From:	I	BEGIN LO	OOP		_		NIA		NIA		4000
(1107)	0.05	90	R	To:		66-110	6		_		NA		NA		1999
				From:											
4400	0.02	20	R	riom.		66-110	/				NA		NA		1999
1108	0.02	20	11	To:		Cul-de-S	Sac		7		1471		1471		1000
				From:		Cul-de-S									
(1109)	0.02	20	R	<u> </u>		Cui-uc-b	, ac		_		NA		NA		1999
				To:		66-110	7								
				From:		66-111	2								
1110	0.06	40	R						<del></del>		NA		NA		1999
				To: From:		66-111	1		7						
(1110)	0.09	60	R	From:							NA		NA		1999
				To:		66-111	5								
				From:		66-111	6								
(1111)	0.20	6	R						_		NA		NA		1999
				To:		66-111	0								
	0.04		_	From:		66-111	6								1000
1112	0.21	30	R	To:		(( 111	0		_		NA		NA		1999
				From:		66-111			1						
	0.36	80	R	Floin.		Dead Er	nd				NA		NA		1994
(1113)	0.50	00	IX.	To:		66-672	2		7		INA		IVA		1554
				From:		66-111									
(1114)	0.36	750	R			00-111	0		_		NA		NA		1999
				To:		66-111	5								
				From:		Dead Er	nd								
1115	0.07	49	R								NA		NA		1986
				To		66-111	7		7						
(1115)	0.12	90	R	From:					_		NA		NA		1986
				To		66-111	6								
(1115)	0.04	120	R	From:		00 111			_1		NA		NA		1986
$\bigcup$				To:		66-110	1		¬						
(1115)	0.14	140	R	From:		50-110	•				NA		NA		1986
				To: From:		66-111	0								
(1115)	0.09	170	R	From:		00-111	<u> </u>				NA	-	NA		1986
				To		66 111	1								
1115	0.07	970	R	From:		66-111	+				NA		NA		1994
(1115)	5.01	0.0	• • • • • • • • • • • • • • • • • • • •	To:		66-669	)		7		, .		, .		
				From:		Dead Er									
1116	0.29	40	R	<u> </u>		Doug Li			_		NA		NA		1999
				To:		66-111	2		1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Northumberland County				From:	66-1112					
1116	0.06	100	R					NA	NA	1999
<u> </u>	0.00			To: From:	66-1111	]				1000
(1116)	0.06	130	R	To:	66-1115	1		NA	NA	1999
				From:	66-1115	1				
(1117)	0.03	40	R					NA	NA	1999
				To: From:	0.04 MN 66-1115					
1117	0.09	40	R	To:	Dead End	1		NA	NA	1999
				From:	BEGIN LOOP					
1118)	0.15	40	R		BEGIN LOOP			NA	NA	1999
				To:	END LOOP	1				
1118)	0.15	50	R	From:	END EGG1			NA	NA	1999
				To: From:	0.15 MN END LOOP	1				
1118)	0.35	110	R					NA	NA	1999
				From:	66-1114					
1118	0.08	460	R					NA	NA	1999
				From:	66-1119 NORTH	]				
1118	0.29	90	R	To:	(( 1110 001 771	7		NA	NA	1999
				From:	66-1119 SOUTH					
1119	0.09	60	R		Dead End	_		NA	NA	1999
1113				To:	66-1118 SOUTH	7				
1119	0.08	49	R	From:	00-1110 000 111			NA	NA	1999
				To: From:	66-1120	1				
1119	0.20	100	R	From:		_		NA	NA	1999
				To:	66-1118 NORTH					
$\bigcirc$	0.44		_	From:	Dead End					4000
(1120)	0.14	60	R	To:	66-1119	1		NA	NA	1999
				From:	Dead End	1				
1121)	0.05	20	R		Dead End			NA	NA	1999
				To:	66-676					
$\bigcirc$	2.12			From:	Dead End					400
(1122)	0.16	160	R	To:	66-672	1		NA	NA	1999
				From:	66-669					
1129)	0.29	30	R		00-007			NA	NA	1999
				To:	Cul-de-Sac					
$\overline{}$				From:	66-607					
1130	0.35	30	R	To:	66-607	1		NA	NA	1999
				From:		1				
1150	0.05	70	R		Cul-de-Sac			NA	NA	1999
				To:	66-1151	1				
1150	0.45	120	R	From:	VV 1.01	_1		NA	NA	1999
$\bigcup$				To:	66-653					
$\bigcirc$	A /-		_	From:	66-1150					
(1151)	0.10	30	R	To:	Cul-de-Sac	1		NA	NA	1999
				From:	Dead End	<del></del>				
1201	0.28	70	R		Dead Ellu			NA	NA	1986
<del></del>				To:	66-1202	1				

				No	orthumberland	Maintena	ance Area	а						
Route	Length	AADT	QA	4Tire	Bus				- QC	Design	QK A	AWDT	QW	Year
	Longin	7751	Q,A	71110	2A:	de 3+Ax	le 1Tra	il 2Trail	QU	Hour	QIV 7	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	QVV	i cui
Northumberland County				From:	60	5-1202								
(1201)	0.07	46	R							NA		NA		1994
				To:		6-644								
	0.19	20	R	From:	De	ad End				NA		NA		1999
(1202)	0.19	20	K	т						INA		INA		1999
(1202)	0.06	30	R	From:	60	5-1203				NA		NA		1999
(1202)	0.00			To:	6	5-1204								
(1202)	0.04	40	R	From:	0	5-1204				NA		NA		1999
				To:	60	5-1201								
$\bigcirc$				From:	Cu	-de-Sac								
1203	0.04	2	R	To:		1202		_		NA		NA		1999
				From:		5-1202								
(1204)	0.03	6	R		Cu	-de-Sac				NA		NA		1999
		-		To:	60	5-1202								
				From:	6	6-644								
(1209)	0.46	20	R							NA		NA		1999
				To: From:		-de-Sac								
(240)	0.04	100	R	Floin.	6	6-639				NA		NA		1994
(1210)	0.04	100		To		: 1212		_		1471		147.		1004
(1210)	0.40	60	R	From:	00	5-1212				NA		NA		1986
1210				To:	66 12	1 SOUTH								
(1210)	0.54	40	R	From:	00-12	11 300 111				NA		NA		1986
<u> </u>				To:	66-12	1 NORTH								
				From:	60	5-1210								
(1211)	0.08	40	R	To:	6	5-1210		_		NA		NA		1999
				From:										
(1212)	0.05	10	R		00	5-1210				NA		NA		1999
				To:	Cu	-de-Sac								
				From:	Cu	-de-Sac								
(1213)	0.08	20	R	To:						NA		NA		1994
				From:		5-1210								
(1214)	0.08	NA		Floin.	De	ad End/				NA		NA		
(1214)	0.00			To:	66-0	1210(B)/								
				From:	6	6-707								
1216	0.47	40	R							NA		NA		1999
				To:		-de-Sac								
(1017)	0.06	9	R	From:	Cu	-de-Sac				NA		NA		1999
(1217)	0.00	3	1	To:	6	6-707		$\overline{}$		INC		11/7		1000
				From:		-de-Sac								
1220	0.64	80	R							NA		NA		1994
				To: From:	6	5-1221								
(1220)	0.07	47	R							NA		NA		1986
				To: From:	60	5-1223								
1220	0.10	40	R							NA		NA		1986
				To:		6-604								
(1221)	0.23	10	R	From:	60	5-1220				NA		NA		1999
(1221)	0.20	10	1	To:	6	6-604		$\neg$		NA				1000

				No	orthumberland Maintena							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Ax		 2Trail	QC	Design Hour	QK AAWD	T QW	Year
Northumberland County				From:	66-604	[						
(1221)	0.21	30	R	<u> </u>	00-004				NA	NA		1999
$\bigcup$				To:	66-1222							
$\bigcirc$				From:	Cul-de-Sac							
(1222)	0.15	30	R						NA	NA		1999
				From:	66-1221							1000
(1222)	0.28	20	R	To:	66-604				NA	NA		1999
				From:	Cul-de-Sac							
1223	0.06	4	R		Cui-uc-bac				NA	NA		1999
				To:	66-1220							
$\widehat{}$				From:	66-1220							
1224	0.09	60	R						NA	NA		1994
				From:	66-1225							
1224	0.01	60	R						NA	NA		1994
				From:	0.01 MS 66-1225	-						
1224	0.41	60	R	To:	Cul-de-Sac				NA	NA		1994
				From:								
(1225)	0.26	NA			66-1227				NA	NA		
1225	0.20			To:	66-1224					101		
				From:	Cul-de-Sac							
1226	0.08	20	R	<u>-</u>					NA	NA		1999
				To: From:	66-1229	-						
1226	0.14	20	R						NA	NA		1999
				To:	Cul-de-Sac							
	0.44			From:	Cul-de-Sac				NIA	NIA		
1227	0.11	NA		To:	Cul-de-Sac				NA	NA		
				From:	66-740							
(1228)	0.02	80	R	<u> </u>	00-740				NA	NA		1999
				To:	66-1229							
				From:	Cul-de-Sac							
1229	0.42	40	R						NA	NA		1999
_				From:	66-1228							
(1229)	0.15	60	R	т					NA	NA		1999
				To:	RIVERSIDE COUR	Γ						
(1930)	0.48	130	R	From:	66-603				NA	NA		1999
1230	0.40	100		To:	66 1221				14/1	14/1		1000
(1230)	0.32	60	R	From:	66-1231				NA	NA		1999
(1230)				To:	DECIN LOOP							
1230	0.18	9	R	From:	BEGIN LOOP				NA	NA		1999
		-	-	To:	END LOOP							
	<u> </u>		<u> </u>	From:	66-1230							
(1231)	0.13	20	R						NA	NA		1999
				To: From:	Pintail Court							
(1231)	0.20	NA		т					NA	NA		
				To:	Dead End							
	0.08	7	R	From:	66-1230				NA	NA		1999
1232	0.00	,	ĸ	To:	Cul-de-Sac				11/7	INA		1333
				From:	Dead End							
1233	0.10	NA		<u> </u>					NA	NA		
				To:	66-1229							

Route	Length	AADT	QA	4Tire	Bus 24 vla 2 4 Avla 4 Trail		QC	Design	QK AAWDT QW	Year
Northumberland County					2Axle 3+Axle 1Trail	21rail		Hour		
	0.00	NA		From:	66-1233			NIA	NIA	
1234	0.09	NA		To:	Cul-de-Sac	7		NA	NA	
				From:	66-740					
1235	0.17	NA			00 7.10			NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$				From:	66-01230(B)/					
1236	0.05	NA		To:	Cul-de-Sac/	7		NA	NA	
				From:						
1237)	0.10	NA			Dead End/	_		NA	NA	
1231)				To:	66-01230(B)/66-01231(L)/	1				
				From:	US 360					
1301)	0.68	690	R	<u>-</u>				NA	NA	1994
				To: From:	66-1305					
1301)	1.03	240	R			_		NA	NA	1986
				To:	66-1302; 66-1303					
$\widehat{}$	0.70		_	From:	66-1301; 66-1303			NIA.	NIA	4000
1302	0.79	60	R	To:	Dead End	٦		NA	NA	1999
				From:		1				
1303	0.28	45	R		Dead End	_		NA	NA	1999
1303)				To:	66-1304					
1303)	0.06	50	R	From:	00-1304			NA	NA	1999
1505)				To	66-1301; 66-1302	1				
				From:	66-1303					
1304)	0.05	10	R			_		NA	NA	1999
				To:	Cul-de-Sac					
$\overline{}$			_	From:	66-1301					4000
1305	0.28	360	R			_		NA	NA	1986
	0.00			To: From:	66-1306			NIA	NIA .	4000
1305	0.22	30	R	To:	Cul-de-Sac	7		NA	NA	1986
				From:		1				
1306)	0.15	620	R		66-1305	_		NA	NA	1999
				To	66-1307					
1306	0.03	600	R	From:	00-1307	_1		NA	NA	1999
1500)				To	66-1310					
1306	0.14	540	R	From:	00-1310	_		NA	NA	1999
				To	66-1311	<b></b>				
1306	0.05	500	R	From:	00-1311			NA	NA	1999
				To	66-1315	<b></b>				
1306	0.11	250	R	From:	00 1310			NA	NA	1999
				To	66-1317					
1306	0.12	190	R	From:	30 1317			NA	NA	1999
$\cup$				To: From:	66-1316	<b>—</b>				
1306	0.10	170	R	rrom:	, , , , , , , , , , , , , , , , , , ,			NA	NA	1999
$\cup$				To	66-1308	<b>—</b>				
1306	0.26	100	R	From:	00.1500			NA	NA	1999
				To:	66-1312					
1306	0.08	110	R	From:	00 1512			NA	NA	1999
				To:	66-1318					
1306)	0.16	130	R	From:	00-1310	_		NA	NA	1999
				To:	Cul-de-Sac	<u></u>				
									· · · · · · · · · · · · · · · · · · ·	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Northumberland County				From:		1				
(1307)	0.15	70	R	Piolii.	66-1306			NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.07	4.0		From:	66-1309			NIA	NIA	4000
1308)	0.07	10	R			_		NA	NA	1999
	0.10	20	R	From:	66-1317			NA	NA	1999
1308)	0.10	20	.,	To:	66-1306			1471	14/1	1000
				From:	66-1315					
(1309)	0.06	130	R					NA	NA	1999
<u> </u>				To: From:	W LITTLE JOHN ST	}—				
(1309) (1309)	0.33	60	R			_		NA	NA	1999
	0.00		_	From:	E LITTLE JOHN ST	]		NIA	NIA .	1000
(1309)	0.06	40	R			_		NA	NA	1999
	0.16	130	R	From:	66-1315	_		NA	NA	1999
1309	0.10	130	ĸ			_		INA	IVA	1999
	0.22	100	R	From:	66-1308	_		NA	NA	1999
1309	0.22			To:	66-1318				107	1000
(1309)	0.21	80	R	From:	00-1318			NA	NA	1999
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1310	0.19	50	R	To:	(( 120(	7		NA	NA	1999
				From:	66-1306					
(1311)	0.12	60	R		66-1306	_		NA	NA	1999
(1311)				To:	Cul-de-Sac					
				From:	66-1306					
(1312)	0.04	10	R			_		NA	NA	1999
				To: From:	Cul-de-Sac					
1313)	0.03	30	R	rioni.	Cul-de-Sac	_		NA	NA	1994
(1313)	0.00			To:	66-1306	1				
				From:	66-1309 WEST					
1314	0.17	30	R	_		_		NA	NA	1999
				To:	66-1309 EAST					
(1245)	0.20	120	R	From:	36-1306			NA	NA	1999
1315	0.20	120	IX.	To:	66-1309	7		14/1	177	1000
				From:	66-1306					
1316)	0.10	30	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.20	50	R	From:	66-1306	_		NA	NA	1999
(1317)	0.20	50	ĸ			_		INA	IVA	1999
(1217)	0.23	30	R	From:	66-1308			NA	NA	1999
(1317)				To:	66-1318	<u> </u>				
				From:	66-1306					
(1318)	0.04	60	R					NA	NA	1999
				To: From:	66-1317	]				
(1318)	0.07	50	R	To:	(/ 1200	7		NA	NA	1999
				From:	66-1309	1				
(1320)	0.12	80	R	. 100111	66-1321	_		NA	NA	1994
(1020)				To:	66-650	7		•	* ** *	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Northumberland County				From:	Dead End	1				
1321)	0.01	20	R		Dead End	_		NA	NA	1994
<u> </u>				To: From:	66-1320	]				
1321)	0.01	20	R	To:	Dead End	٦		NA	NA	1994
				From:	Cul-de-Sac	1				
1329	0.17	50	R		our de sue	_		NA	NA	1999
				To:	66-651					
	0.50	40	R	From:	66-805			NA	NA	1994
1330	0.00	70		To:	66-805	1		1471	14/1	1004
				From:	66-00644(B)/					
1335)	0.76	NA		To:		7		NA	NA	
				From:	Dead End/	1				
1336)	0.23	NA		rioin.	66-01335(B)/			NA	NA	
		-		To:	Dead End/	1				
$\overline{}$				From:	66-1403					
1400	0.16	30	R	To:	Cul-de-Sac	٦		NA	NA	1994
				From:	Cul-de-Sac					
1401)	0.14	40	R		Cui-uc-Sac	_		NA	NA	1999
				To: From:	66-1403					
1401)	0.59	100	R					NA	NA	1999
			_	To: From:	66-751					4000
1401)	0.30	60	R	To:	Dead End	7		NA	NA	1999
				From:	66-751					
1402	0.29	20	R		00-731			NA	NA	1999
				To:	66-751					
$\bigcirc$	0.20	200	_	From:	66-751			NIA	NIA	1000
1403	0.29	290	R			_		NA	NA	1999
1403	0.20	240	R	From:	66-1409			NA	NA	1999
1403)	0.20		- ` `	To:	66-1408					
1403)	0.19	240	R	From:	00-1-00	_		NA	NA	1999
				To: From:	66-1407	<b>─</b>				
1403)	0.07	240	R			-		NA	NA	1999
				To: From:	66-1406					
1403	0.09	230	R			_		NA	NA	1999
	0.10	210	R	From:	66-1405			NA	NA	1999
1403	0.10	<u> </u>		To:	(( 1404			11/7	1971	1999
(1403)	0.35	190	R	From:	66-1404			NA	NA	1999
		-		To:	66-1401	1				
$\overline{}$			_	From:	66-1403					
1404	0.27	50	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	66-1403	<del>1</del>				
1405)	0.20	40	R		50°170 <i>3</i>			NA	NA	1999
				To:	66-1404					
$\overline{}$	0.05		-	From:	66-1403			NIA	NIA	4000
1406	0.25	70	R					NA	NA	1999

Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK .	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Hour				
Northumberland County				From:		66-14	03								
(1407)	0.18	30	R								NA		NA		1999
				To:		66-14	06								
$\bigcirc$	0.00		_	From:		66-14	03								1000
1408	0.06	40	R								NA		NA		1999
	0.00			From:		66-14	10								4000
1408	0.20	30	R	To:		Cul-de-	Sac		_		NA		NA		1999
				From:		66-14									
1409	0.09	48	R			00-14	03		_		NA		NA		1999
1409				To		66-14	10								
1409	0.20	40	R	From:		00-14	10				NA		NA		1999
1409				To:		Cul-de-	Sac								
				From:		66-14	09								
1410	0.25	40	R						<u> </u>		NA		NA		1999
				To:		66-14	08								
$\bigcirc$				From:		66-75	51								
1411)	0.32	46	R	To:		66.70	-1		_		NA		NA		1999
				From:		66-75			1						
1412	0.11	20	R	rioin.		66-75	01				NA		NA		1994
1412)	0.11	20		To:		66-14	13		7		1471		147 (		1004
				From:		66-75									
1413)	0.24	20	R								NA		NA		1994
				To:		Cul-de-	Sac								
$\sim$				From:		Cul-de-	Sac								
1414	0.10	10	R	To:		66.70	- 1		_		NA		NA		1999
						66-75									
	0.18	NA		From:		66-69	98		_		NA		NA		
9294	0.10	NA.		To:	Shadow	of:727268	END OF LO	OOP	7		INA		INA		
				From:	.,	66-698 S0									
9296	0.15	NA				00 070 50			_		NA		NA		
				To:		66-698 N	ORTH			INA					
_				From:		66-60	)1								
9297)	0.16	230	R						 		NA		NA		1994
				To:	NOR	THUMBE	RLAND HS	S							