2001

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

Jurisdiction Report 79

Richmond County Town of Warsaw

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.

					Richmo	ond Maint	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Dishmond Country	· ·					2Axle	3+Axle	1Trail	2Trail		Hour				
Richmond County				From:	Wes	stmoreland (County Line								
3	0.15	5200	F	91%	1%	2%	1%	5%	0%	F	460	F	5200	F	2001
(3)	1.46	6500	F	91%	1%	SR 203 I 2%	yells 1%	5%	0%	С	560	F	6500	F	2001
				To: From:		79-65	i3		7						
3	0.79	6500	N	91% To:	1%	2%	1%	5%	0%	Ν	560	N	6500	N	2001
Town of Warsaw				10.		NCL Wa	irsaw								
				From:		NCL Wa	ırsaw								
(3)	0.20	6500	N	91% To:	1%	2% SR 3 E	1%	5%	0 %	N	560	N	6500	N	2001
				From:		US 360, SF									
3	0.11	6800	F	89% To:	1%	3%	4%	4%	0%	F	580	F	6800	F	2001
Richmond County				10.		SCL Wa	rsaw								
				From:		SCL Wa									
3	6.20	6800	N	89%	1%	3%	4%	4%	0%	N	580	N	6800	N	2001
				From:		9-642 Near I		101							
3	3.07	3700	F	89%	1%	3%	4%	4%	0%	F	320	F	3700	F	2001
	2.37	3400	F	From: 89%	1%	79-69 3 %	4%	4%	0%	F	300	F	3400	F	2001
3	2.31	3400	Г	To	1 /0	79-60		4 /0	¬ <u> </u>	ı	300		3400	ı	2001
3	2.70	3100	F	From: 89%	1%	3%	4%	4%	0%	F	280	F	3100	F	2001
				To:	L	ancaster Co	unty Line								
Town of Warsaw				From:		GD 3									
Bus 3	0.77	12000	N	93%	0%	SR 3	1%	3%	0%	N	1100	N	12000	N	2001
	0.77	12000	.``	To:	070	US 36		070	¬		1100	.,	12000		2001
Bus (360)	0.78	12000	F	93%	0%	3%	1%	3%	0%	F	1100	F	12000	F	2001
				To:		E SR	3								
Richmond County															
	0.40		_	From:	00/	SR 3 Ly		00/		_	000	_	0000	_	0004
203	0.40	2600	F	86% To:	0%	3% stmoreland (2%	8%	0%	F	220	F	2600	F	2001
				From:		Essex Cour									
(360)	3.98	14000	F	93%	0%	3%	1%	3%	0%	F	1200	F	14000	F	2001
(600)				To:		W 79-6	524		٦						
(360)	0.40	14000	F	93%	0%	3%	1%	3%	0%	С	1400	F	13000	F	2001
				To:		WCL Wa	arsaw								
Town of Warsaw															
()	2.02	14000	N	93%	0%	WCL Wa	rsaw 1%	3%	0%	N	1400	N	13000	N	2001
360	2.02	14000	N	93 70 To:	0 70			370	□ 0 76 □	IN	1400	IN	13000	IN	2001
360	0.78	12000	F	From: 93%	0%	W SR 3 3%	1%	3%	0%	F	1100	F	12000	F	2001
(000)				To:		E SR 3 Bus									
(360)	0.37	7900	F	93%	0%	3%	1%	3%	0%	F	700	F	7900	F	2001
				To:		ECL Wa	rsaw								
Richmond County				r											
360	4.59	7900	N	93%	0%	ECL Wa	rsaw 1%	3%	0%	N	700	N	7900	N	2001
(360)				To:		79-66									
(360)	2.97	6000	F	93%	0%	3%	1%	3%	0%	F	550	F	6000	F	2001
	-			To:		humberland									-
				From:	L	ancaster Co	unty Line								
600	3.16	400	F	94%	0%	2%	2%	1%	0%	F	40	F	400	F	2001
				To:		79-60)1								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Richmond County				From:		79-601									
600	2.23	390	F	95%	0%	2%	2%	1%	0%	F	40	F	390	F	2001
600	0.26	450	F	94% To:	0%	79-604 SOI 2% ancaster Cour	2%	1%	0%	С	50	F	450	F	2001
				From:	Le	SR 3	inty Line								
601)	2.90	210	R	To:					- -		NA		NA		08/22/200
				From:		79-600			1						
602)	1.64	240	R			Dead En			 		NA		NA		09/26/20
602	0.03	340	R	From:		79-607 SR 3 EAS					NA		NA		09/26/200
602	0.11	200	R	From:		SR 3 WE					NA		NA		09/26/200
602	1.10	500	R	From:		79-692	!]——		NA		NA		09/26/200
	2.00	440		To: From:		79-612	!]——		NIA		NIA		00/00/00
602)	3.00	140	R	To:		79-601			1		NA		NA		08/22/200
				From:		79-601									
603)	3.00	30	R	To:					<u>-</u>		NA		NA		09/05/20
				From:		79-612									
604)	0.60	20	R			Dead En			_ _		NA		NA		09/05/20
				To:		79-600									
605)	1.20	20	R	From:		79-606	i				NA		NA		08/22/20
				To: From:		1.20 ME 79	0-606		—						
605)	0.50	20	R						<u> </u>		NA		NA		08/22/20
				To:		Dead En									
	1.33	200	R	From:		Dead En	nd				NA		NA		1998
606)	1.55	200	K	т		50.050			_		INA		INA		1990
606	1.75	340	F	94% To:	0%	79-673 2% 79-608	0%	3%	0%	С	30	F	330	F	2001
				From:		Dead En									
607)	0.90	220	R								NA		NA		1998
				To: From:		9-602 Gap Te 9-692 Gap Te									
607	3.25	580	F	96%	0%	2%	0%	1%	0%	F	60	F	570	F	2001
				To: From:		69-677									
607)	1.65	800	F	96%	0%	79-677 2 %	0%	1%	0%	F	80	F	800	F	2001
607)	0.50	550	F	From: 96%	0%	79-617 2 %	0%	1%	0%	С	60	F	550	F	2001
				To:		US 360)								
				From:		79-642									
608)	1.03	160	F	93%	1%	4%	1%	3%	0%	F	20	F	160	F	2001
608	0.08	270	F	From: 93%	0%	79-610 4 %	0%	3%	0%	F	20	F	270	F	2001
608)	3.37	220	F	From: 93%	0%	79-613 4%	0%	2%	0%	F	20	F	210	F	2001
				To: From:		79-606	;		—						
608)	0.90	990	F	93%	1%	4%	1%	2%	0%	С	100	F	980	F	2001
$\overline{}$				To:		SR 3									

Route	Length	AADT	QA	4Tire	Rus	 Axle 3+				QC	Design Hour	QK	AAWDT	QW	Year
Richmond County				r				···aii			11001				
(609)	1.35	80	R	From:	I	Dead End					NA		NA		08/22/200
(009)				To:		79-610									
\bigcirc			_	From:		79-647									00/00/000
610	0.65	80	R						_		NA		NA		08/22/200
610	0.30	30	R	From:		79-657					NA		NA		08/22/200
610	0.00			To:	Dead En	nd; Gap Ter	minue		1		14/ (10.0		00/22/200
610	0.45	40	R	From:	Dead En	ia, Gup Ter	minus				NA		NA		08/22/200
				To: From:		79-641]						
610	0.75	100	R	To:		70.600			7		NA		NA		08/22/200
				From:		79-608 79-613			1						
(611)	1.50	170	R			/9-013					NA		NA		08/15/200
				To:		SR 3									
	4.00		_	From:		79-602									00/00/000
612	1.30	270	R	_					_		NA		NA		08/22/200
612)	3.30	300	R	From:		79-616					NA		NA		08/22/200
612				To:		66-600									
\sim				From:		79-608									
613)	2.50	280	R						_		NA		NA		08/15/200
	0.80	240	R	To: From:		79-611			<u> </u>		NA		NA		08/15/200
613	0.60	240	K	To:		SR 3			1		INA		INA		06/13/200
				From:	I	Dead End									
614)	0.07	40	R								NA		NA		08/15/200
				To: From:		79-669]						00/45/000
614)	2.20	100	R	_					_		NA		NA		08/15/200
614)	2.17	120	R	From:		79-642					NA		NA		08/15/200
614)			•••	To:		79-615			1						00/10/200
614)	1.84	270	R	From:		77-013					NA		NA		08/15/200
				To: From:		79-643]——						
(614)	0.70	570	F	97%	0% 2	2% ()%	1%	0%	С	60	F	570	F	2001
	0.05			From:		SR 3]		NIA		NIA.		00/45/000
614)	0.35	40	R						_		NA		NA		08/15/200
614)	1.25	40	R	From:		79-626					NA		NA		08/15/200
614)				To:	I	Dead End									
				From:	I	Dead End									
615)	1.40	150	R	To:		79-614			1		NA		NA		1998
				From:		79-612			<u> </u>						
616)	3.90	80	R	<u> </u>		,)-012					NA		NA		09/05/200
				To:	66-	600; 66-61	6		<u> </u>						
	0.00	700	_	From:	00/	79-607	20/	10/	00/		00		700	_	2004
617)	0.80	760	F	95% To:		4% C US 360)%	1%	0%	С	80	F	760	F	2001
				From:		79-661			l						
618)	1.00	290	R						-		NA		NA		09/05/200
				To:	Northumb	erland Cou	nty Line								

					Richmo	ond Mainte									
Route	Length	AADT	QA	4Tire	Bus	2Avlo	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Richmond County						ZAXIE	STAXIE	HHall	ZIIali		Houi				
	0.40	450	_	From:	00/	SR 3	00/	00/		0	47	_	450	_	0004
(619)	3.10	450	F	97%	0%	2%	0%	0%	0%	С	47	F	450	F	2001
	1.42	480	F	From: 98%	0%	79-627 2 %	0%	1%	0%	F	50	F	480	F	2001
619	1.42	400	-	30 /0	0 70			1 /0	7	ı	50	ı	400	'	2001
(£10)	2.80	600	F	From: 97%	0%	US 360 2%	0%	0%	0%	F	60	F	600	F	2001
619	2.00		•	To:		tmoreland C				•		•	000		2001
				From:		Dead E									
620	0.15	130	R								NA		NA		08/15/200
				To: From:		SR 3									
620	2.31	250	R								NA		NA		09/26/2001
				To: From:		US 360	0								
620	2.79	540	R						_		NA		NA		09/05/2001
				To:	Wes	stmoreland C	ounty Line	;							
\bigcirc				From:		79-624	ļ								
621)	1.80	590	R	To:		70. (00 W	FOT		_		NA		NA		08/16/2001
				From:		79-690 W									
621)	2.90	270	R			77 070 121	101				NA		NA		08/01/2001
				To		79-637	7		¬						
621)	0.10	310	R	From:		,, 03,					NA		NA		08/01/2001
				To:	Wes	stmoreland C	ounty Line	;							
				From:		Dead E	nd								
622	1.30	30	R								NA		NA		08/06/2001
				To: From:		79-625	5		—						
622	0.70	80	R	rion:							NA		NA		08/06/200
\bigcup				To:		79-624 W									
	2.10	80	В	From:		79-624 EA	AST				NA		NA		08/06/200°
622	2.10	80	R						_		INA		INA		06/00/200
$\overline{}$	0.00	040		From:		79-638 W	EST		_		NIA		NIA		00/40/000
622	0.20	210	R						_		NA		NA		08/16/200
	0.70			From:	00/	79-638 EA		00/					500		2004
622	0.70	580	F	97% To:	0%	2%	0%	0%	0%	С	60	F	580	F	2001
				From:	wes	stmoreland C		;							
(623)	1.28	400	R	rioin.		79-624	ļ				NA		NA		08/06/200
(623)	1.20	400	11	To:	Wes	stmoreland C	ounty Line	;	1		1471		10/1		00/00/200
				From:		Dead E									
(624)	1.20	110	R			Doud D					NA		NA		1998
				To:		SCL War	saw								
Town of Warsaw															
				From:		SCL War	saw								
(624)	0.10	110	N	To:		LIC 260 F	ACT		_		NA		NA		1998
				10.		US 360 E.	ASI		<u> </u>						
Richmond County				From:		US 360 W	FST		I						
624)	0.20	2400	F	97%	0%	1%	1%	1%	0%	F	240	F	2400	F	2001
				To:		79-634									
624)	0.80	2000	F	From: 97%	0%	1%	1%	1%	0%	С	190	F	2000	F	2001
624	0.00		•	To:				. , ,	7		. 50	•	_500	•	_55.
624	1.10	1500	F	From: 97%	0%	79-621 1%	1%	1%	0%	F	140	F	1500	F	2001
624	1.10	1500			U /0			1 /0	J 70	'	170		1500		2001
	2.07	1200		From:	00/	79-676		10/		Г	110	Г	1200		2004
624	3.27	1200	F	97% To:	0%	2% 79-636 NO	1%	1%	0%	F	110	F	1200	F	2001
						77-030 NO	ПП								

3.21	940	F	From:		_, ,,,,,	3+Axle				Hour				
	940	_	FIOIII.		70 (2())	ODTH								
0.90		Г	97%	0%	79-636 NO	1%	1%	0%	F	90	F	940	F	2001
0.90			To:		79-638 SC		10/							
	970	F	97%	0%	1%	1%	1%	0%	F	80	F	970	F	2001
4.56	670	F	From: 97%	0%	79-638 No	1%	1%	0%	F	50	F	670	F	2001
			To:	We			e							
0.65	9	R	From:		79-62	22				NA		NA		08/06/200
			To:		Dead I	End]						
0.40	100	D	From:		SR 3	3				NΔ		NΔ		08/15/200
0.40	100	K	To:		79-61	4				INA		INA		00/13/200
			From:		79-61	9								
2.14	350	R						_		NA		NA		09/05/200
0.06	370	R	From:		US 30	50				NA		NA		09/05/200
			To:		79-66	51		1						
0.70	110	D	From:		Dead I	End				NΙΛ		NΙΔ		1998
0.70	110	K	To:		US 36	50				INA		INA		1990
			From:		79-62	20								
0.17	220	R						_		NA		NA		09/05/2001
0.26	170	R	From:		79-69	95				NA		NA		09/05/2001
			To:		Dead I	End								
1.25	00	В	From:		Dead I	End				NΙΛ		NΙΔ		08/15/200°
1.23	30	K	To:		70.66	50				INA		INA		00/13/200
1.41	380	F	94%	0%	3%	0%	2%	0%	С	40	F	380	F	2001
			To: From:]						
1.69	840	F	94% To:	0%			2%	□ 0% □	F	80	F	840	F	2001
			From:											
1.30	210	R	To:		70.63	20		7		NA		NA		1998
			From:											
1.79	160	R						_		NA		NA		1998
0.07			From:		79-67	79]——						1000
0.07	250	ĸ	To:		39-69	98		7		NA		NA		1998
0.79	500	Р	From:		79-69	98				NΙΛ		NΙΔ		08/15/2001
0.76	300	N.	To:		SR 3	3				INA		INA		00/13/200
			From:		79-63	37								
2.51	10	R	To:		79-69	90		7		NA		NA		08/01/2001
			From:											
0.55	50	R								NA		NA		1998
4.06	360		From:	00/-			10/-]		16	F	360		2001
4.00	300	Г	93% To:	0%			+ 70	0 %		40	۲	300	r	ZUU I
			From:		79-62	24								
1.41	140	R	To:		70_63	36		7		NA		NA		08/01/2001
	1.69 1.30 1.79 0.07 0.78	0.40 100 2.14 350 0.06 370 0.70 110 0.26 170 1.25 90 1.41 380 1.69 840 1.79 160 0.07 250 0.78 500 2.51 10 0.55 50 4.06 360	0.40 100 R 2.14 350 R 0.06 370 R 0.70 110 R 0.17 220 R 0.26 170 R 1.25 90 R 1.41 380 F 1.69 840 F 1.30 210 R 1.79 160 R 0.07 250 R 0.78 500 R 2.51 10 R 0.55 50 R 4.06 360 F	0.65 9 R From: 0.40 100 R From:	0.65 9 R From 0.40 100 R To From 0.06 370 R To From 0.70 110 R To From 0.17 220 R To From 0.17 220 R To From 0.26 170 R To From 0.26 1.41 380 F 94% 0% To From 0.26 R To From 0.27 R To From 0.27 R To From 0.27 R To From 0.27 R To From 0.28 R To From 0.29 R To From	0.65 9 R 79-62	0.65 9 R	1.00	1.41 140 R	Town Town	100	10.65 9 R	0.65 9 R	0.65 9 R

Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Richmond County				From:		79-63-	4								
636	1.70	170	R			.,,			_		NA		NA		08/09/200
636	0.32	220	R	To: From:		79-64)				NA		NA		08/09/200
636)	0.02	220		To:		79-624 SO					147 (14/ (00/00/200
	2.00	140	R	From:		79-624 NC	RTH				NA		NA		08/09/200
636	2.00	140	ĸ	To:		79-63	7		1		INA		INA		00/09/200
				From:		Dead E	nd								
(637)	0.70	130	R						_		NA		NA		08/06/200
				To: From:		79-624 W									
(637)	1.50	230	R			77 02 113	1.51				NA		NA		08/06/200
<u> </u>				To: From:		79-63	5]						
637	2.44	230	R						_		NA		NA		08/01/200
				To: From:		79-690 W									
(637)	1.50	130	R			77 070 11	1.51				NA		NA		08/01/200
				To:		79-62	1								
\bigcirc	0.00		_	From:		Dead E	nd				NIA		NIA		00/00/000
638	3.00	230	R	To:		79-624 SO	UTH		7		NA		NA		08/06/200
$\widehat{}$				From:		79-624 N	ИID								
638)	1.40	280	F	99%	0%	1%	0%	0%	0%	С	40	F	280	F	2001
	4.00	200		From:	00/	79-639		00/			40		200		0004
638	1.30	320	F	99% To:	0%	1% 79-622 E	0% AST	0%	0%	F	40	F	320	F	2001
				From:		79-622 W									
638	2.10	120	R	To:		70. (24.)Y	D.TH.		_		NA		NA		08/06/200
				From:		79-624 NO									
(639)	0.45	60	R			/9-03	3		_		NA		NA		08/06/200
000				To:		Dead E	nd								
				From:		79-63	5								
640	2.50	100	R	To:		70.62	4		_		NA		NA		08/01/200
				From:		79-62									
(641)	1.10	90	R	rioni.		79-64	2		_		NA		NA		08/22/200
(041)				To:		79-61)								
				From:		Dead E	nd								
642	0.04	20	R								NA		NA		1998
	0.04			From:		79-66	5]						4000
642	0.01	60	R						_		NA		NA		1998
	1.10	260	R	From:		79-68	1				NA		NA		08/22/2001
642	1.10	200		To:		70.64	1		_		INA		INA		00/22/200
642	1.10	280	F	From: 95%	0%	79-64 4 %	1%	1%	0%	F	40	F	280	F	2001
642				To:		79-60			¬						
642	0.70	420	F	94%	0%	4%	1%	1%	0%	F	47	F	420	F	2001
				To:		79-61	4		—						
642	2.28	560	F	94%	0%	4%	1%	1%	0%	С	60	F	560	F	2001
				To: From:		79-65	1]——						
642)	0.90	740	F	95%	0%	4%	1%	1%	0%	F	80	F	740	F	2001
				To:		SR 3			<u> </u>						
642	1.16	180	R	From:		79-61	4				NA		NA		1998
643)	1.10	100	13	To:		Dead E	nd		7		INA		INA		1000

					Richmoi		enance A								
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!!	QC	Design	QK	AAWDT	QW	Year
Richmond County						2Axie	3+Axle	Tirali	21 raii		Hour				
	0.40	4=0		From:		Dead E	and								00/05/000
644)	0.46	150	R	To:		79-65	6		7		NA		NA		09/05/200
				From:		Dead E									
(645)	0.70	110	R	<u> </u>		Deua E	niq.				NA		NA		08/06/200
				To:	West	moreland C	County Line	9							
\sim				From:		US 36	50								
646	0.55	60	R						_		NA		NA		08/06/200
	0.99	60		From:	(0.55 MN U	JS 360				NA		NA		08/06/200
646)	0.99	60	R	To:		79-62	1		7		INA		INA		00/00/200
				From:		Dead E			ĺ						
(647)	0.80	110	R	<u> </u>					_		NA		NA		1998
				To: From:		79-64	8								
647)	0.90	170	R								NA		NA		1998
				To: From:		79-61	0								
647)	2.40	310	R			=	0		_		NA		NA		08/22/200
				To: From:		79-60									
(648)	0.70	40	R	From:		79-64	7		_		NA		NA		1998
(046)	0.70		• • • • • • • • • • • • • • • • • • • •	To:		Dead E	End				101				1000
Town of Warsaw															
\sim	0.04	400	_	From:		US 360 E	EAST				NIA		NIA		00/44/000
649	0.34	180	R	To:		US 360 W	/FST		1		NA		NA		09/11/200
Richmond County				i		05 300 11	LSI								
C C				From:		Dead E	End								
(650)	0.90	240	R	т		=0.64			- 1		NA		NA		09/05/200
				To: From:		79-61									
(F1)	0.20	30	R	rioii.		79-61	4				NA		NA		08/15/200
(651)	0.20			To:		0.20 MN 7	10.614				101				00/10/200
(651)	1.92	30	R	From:		0.20 WIN /	9-014				NA		NA		08/15/200
001)				To:		79-64	2								
				From:		Dead E	End								
(652)	0.53	70	R								NA		NA		08/01/200
				To: From:		79-68	3								
(652)	1.07	110	R	To:		79-63	6		7		NA		NA		08/01/200
				From:		SR 3			1						
653	0.45	120	R	<u></u>		SK 3					NA		NA		09/26/200
000				To		79-66	7								
653)	0.45	70	R	From:		77 00	,				NA		NA		09/26/200
				To:		Dead E	nd								
\sim				From:		Dead E	End								
654)	1.30	20	R	To:		79-60	0		7		NA		NA		08/22/200
				From:					1						
655)	1.25	130	R	<u> </u>		Dead E	an u		_		NA		NA		1998
				To:		79-61	4								
				From:		Dead E	and								
656	0.63	80	R								NA		NA		09/05/200
				To: From:		79-64	4]						
656	0.57	240	R	To:		50 (11	7		_		NA		NA		09/05/200
				To:		79-61	/								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Richmond County				From:	Dead End						
(657)	0.90	45	R		Dead End			NA	NA		1998
				To:	79-610						
\bigcirc	0.50	00		From:	Dead End			NIA	NIA		4000
658)	0.52	80	R	To:	79-619	1		NA	NA		1998
				From:	Dead End	1					
(659)	0.50	20	R		Dette Ente	_		NA	NA		08/01/2001
				To:	79-690						
\bigcirc				From:	Dead End						
660	0.35	70	R			_		NA	NA		1998
\bigcirc	0.15	440		From:	79-672			NIA	NIA		1000
660	0.15	140	R	To:	79-630	7		NA	NA		1998
				From:	US 360						
661)	1.90	520	R		03 300			NA	NA		09/05/2001
				To	79-627						
661)	0.08	40	R	From:	.,, 02.			NA	NA		09/05/2001
				To:	Dead End						
$\overline{}$				From:	79-661						
662	0.70	170	R	To:	70 (10	7		NA	NA		09/05/2001
				From:	79-619 79-620	1					
(663)	1.00	60	R	rioni.	79-620			NA	NA		1998
000				To	Dead End						
				From:	79-637						
664	0.45	100	R			_		NA	NA		08/01/2001
				To:	Dead End						
	0.10	40	R	From:	79-642			NA	NA		1998
665)	0.10	40	K	To:	Dead End	1		INA	INA		1990
				From:	Dead End						
(666)	0.06	NA		<u> </u>		_		NA	NA		
				To:	SR 3						
\bigcirc	2.24		_	From:	Dead End						00/00/0004
667	0.64	20	R	To:	79-653	\neg		NA	NA		09/26/2001
				From:	79-617						
668	0.15	90	R	<u> </u>	/ 7-01 /			NA	NA		1998
000				To:	US 360						
				From:	79-614						
669	0.05	40	R			_		NA	NA		1998
				To:	Dead End						
670	0.65	200	R	From:	US 360			NA	NA		1998
670	0.00	200	• • • • • • • • • • • • • • • • • • • •	To:	79-699			14/1	10.0		1000
				From:	Dead End						
671	0.45	70	R			-		NA	NA		09/05/2001
				To:	79-619	<u> </u>					
	0.05		_	From:	Dead End			NIA	- NIA		1000
672	0.35	60	R	To:	79-660	-		NA	NA		1998
				From:	Dead End	1					
673)	0.84	80	R		Dona Lina	_		NA	NA		1998
				To:	79-606						

Length	AADT	QA	4Tire	Rile		QC	Design	QK A	AAWDT	QW	Year
· ·				2Axle 3+Axle 1Trail	2Trail		Hour				
0.40	00	_	From:	Dead End			N10		NIA		00/04/0004
0.40	60	К	To:	79-621	7		NA		NA		08/01/2001
			From:								
0.61	30	R		Dette Ente			NA		NA		1998
			To:	79-636							
			From:	79-624							
0.98	40	R	To:	Dond End	7		NA		NA		1998
0.30	47	R	<u> </u>	Dead End			NA		NA		09/05/200
			To:	79-607							
			From:	Dead End							
0.67	30	R					NA		NA		08/06/2001
			To: From:	0.67 MS Dead End							
0.13	30	R	To	70.624	7		NA		NA		08/06/2001
0.35	90	R	r toin.	79-632			NA		NA		1998
			To:	Dead End							
			From:	Dead End							
0.40	110	R					NA		NA		1998
0.40	440	_	From:	Dead End			NIA		NIA		4000
0.40	140	ĸ	To:	79-642	7		NA		NA		1998
			From:								
0.09	20	R	<u> </u>	Dead End			NA		NA		1998
			To:	79-608							
			From:	Dead End							
0.38	10	R	т	7 0.55	_		NA		NA		1998
					1						
0.55	48	R	rioii.	79-619			NA		NA		08/15/2001
0.00	.0		To:	Dead End	1						00, 10, 200
			From:	Dead End							
0.35	110	R					NA		NA		1998
0.00	70	В	From:	79-697			NIA		NIA		1000
0.06	70	K			_		INA		IVA		1998
0.07	90	В	From:	79-1101			NΑ		NΔ		1998
0.07	90	K	To:	US 360: FR-815	7		INA		INA		1990
			From:		İ						
0.12	160	R					NA		NA		1998
			To:	SR 3							
			From:	Dead End							
0.20	40	R	To:	70.620	7		NA		NA		1998
					1						
0.19	60	R	Ъ	Cui-de-Sac	_		NA		NA		1998
			To:	SR 3	1				-		
			From:	SR 3							
0.20	1000	F	98%	0% 1% 0% 1%	0%	F	130	F	1000	F	2001
	0.40 0.61 0.98 0.30 0.67 0.13 0.35 0.40 0.40 0.38 0.55 0.35 0.08 0.07	0.40 60 0.61 30 0.98 40 0.30 47 0.67 30 0.13 30 0.35 90 0.40 110 0.40 140 0.09 20 0.38 10 0.55 48 0.35 110 0.08 70 0.07 90 0.12 160 0.20 40	0.40 60 R 0.61 30 R 0.98 40 R 0.30 47 R 0.67 30 R 0.13 30 R 0.35 90 R 0.40 110 R 0.40 140 R 0.09 20 R 0.38 10 R 0.38 10 R 0.35 48 R 0.35 110 R 0.07 90 R 0.07 90 R	0.40 60 R From	Company Comp	Carrell	Dead End Dead End	Dead End Dead End	Care Care	Carrell Carr	Carrier Carr

					Richmo		enance A								
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Richmond County							3+Axle	Tirall	2 i rail		Hour				
	2.64	650	F	From: 98%	0%	NCL WAR	RSAW 0%	1%	0%	С	60	F	650	F	2001
(690)	2.04	650	Г	90 70 To:	070	79-621 W		1 70	7	C	00	Г	050	Г	2001
690	2.49	430	R	From:		79-021 W	ESI				NA		NA		08/06/2001
				To: From:		79-637 E	AST								
690	1.50	380	R	_ I					-		NA		NA		08/01/2001
690	0.50	370	R	From:		79-63	3				NA		NA		08/01/2001
				To:	West	moreland (County Line	;							
	0.85	20	_	From:	West	moreland (County Line)			NA		NA		08/06/2001
691)	0.00	30	R	To:		Dead E	End		1		INA		INA		00/00/2001
				From:		SR 3 SO									
692	0.40	380	R								NA		NA		09/26/2001
	0.22	770	F	From: 94%	0%	79-60 3 %	7 1%	2%	0%	С	80	F	770	F	2001
692	0.22	770	-	70:	0 70	SR 3 NO		2 /0			00	'	770		2001
				From:		Dead E	end								
693	0.30	120	R	To:		79-62	1		7		NA		NA		1998
				From:		79-63									
(694)	0.19	30	R						<u>-</u>		NA		NA		08/01/2001
				To: From:		Dead E									
695)	0.15	170	R	From:		US 36	50		_		NA		NA		09/05/2001
				To:		79-62	9								
	0.40	20	_	From:		Dead E	and				NIA		NIA		00/00/0004
696)	0.19	30	R	To:		SR 3			7		NA		NA		08/22/2001
				From:		US 36									
697	0.66	210	R								NA		NA		09/26/2001
	0.76	140	R	From:		79-68	6				NA		NA		09/26/2001
697)	0.70	140	K	To:		79-62	0				INA		INA		09/20/2001
				From:		Dead E	end								
698)	0.36	60	R	To:		79-63	2		_		NA		NA		1998
				From:		Dead E									
(699)	0.13	90	R	_					_		NA		NA		1998
				To:		79-67	0								
Town of Warsaw				From:		US 36	50								
700)	0.13	190	R	To:		NCI W-			_		NA		NA		10/17/2001
Dishmand County				10.		NCL Wa	rsaw								
Richmond County				From:		NCL Wa	rsaw								
700	0.20	170	R	To:		Dead E	End		_		NA		NA		09/11/2001
				From:		79-61			1						
(701)	0.70	40	R	_					<u> </u>		NA		NA		08/22/2001
				To: From:		Cul-de-			<u> </u>						
702)	0.17	NA				79-00704	+(L)/		_		NA		NA		
				To:		Cul-de-S	Sac/								

					Richmon	d Mainte	enance A	Area							
Route	Length	AADT	QA	4Tire	Rue					QC	Design	QK	AAWDT	QW	Year
	- 3-					2Axle	3+Axle	1Trail	2Trail		Hour				
Richmond County				From:		Dead Er	nd								
(703)	0.15	100	R			=0 =0			_		NA		NA		08/15/2001
				To: From:		79-704									
704	0.38	90	R	From:		Cul-de-S	Sac				NA		NA		08/15/200
704)	0.00	30		To:		79-703	3				14/1		147.		00/10/200
				From:		79-620)								
705)	0.04	60	R						_		NA		NA		08/15/2001
				To:		Dead Er									
	0.30	40	R	From:		SR 3					NA		NA		1998
707)	0.30	40	K	To:		Dead Er	nd		1		INA		INA		1990
				From:		79-614			i						
708)	0.38	40	R			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					NA		NA		1998
				To:		Dead Er	nd								
\bigcirc				From:		79-630)								
709	0.19	90	R	To:		CD 2			7		NA		NA		1998
				From:		SR 3									
710	0.42	60	R			Dead Er	na		_		NA		NA		08/22/2001
(110)	• • • •			To:		79-606	j.								
720				From:		79-642	2								
	0.20	30	R						_		NA		NA		08/22/200
				To:		Cul-de-S	Sac								
Town of Warsaw				From:		SR 3			1						
(1000)	0.25	70	R			DIC 3					NA		NA		09/11/2001
				To:		Cul-de-S	Sac								
				From:		US 360				_					
1001)	0.75	360	F	96% To:	0%	3%	0%	1%	0%	С	40	F	360	F	2001
				From:	N	NCL WAR	SAW								
(1002)	0.23	280	R			SR 3					NA		NA		09/26/2001
(1002)				To:		79-100	1								
				From:		SR 3									
1003	0.23	1100	R						_		NA		NA		09/11/2001
				To:		US 360									
	0.17	300	R	From:	US 360; S	R 3 BUS;	BEGIN LO	OOP			NA		NA		09/11/2001
1004	0.17	300	K						_		INA		INA		09/11/2001
(1004)	0.13	310	R	From:		79-103	6				NA		NA		09/11/2001
1004)	0.10	0.0	• • • • • • • • • • • • • • • • • • • •	To:		END LO	OP		7		10.		10.		00/11/2001
				From:		79-1012									
1005	0.18	30	R								NA		NA		1998
				To: From:		79-100	6								
1005	0.17	80	R						-		NA		NA		1998
				To: From:		79-1020	0]						
1005	0.08	110	R			70.700	`		7		NA		NA		1998
				To:		79-690									
	0.08	310	R	From:		79-1012	2		_		NA		NA		09/11/2001
1006	0.00	310	11	To		70.100	-				14/1		17/3		55, 11,2001
(1006)	0.10	520	R	From:		79-100:	3				NA		NA		09/11/2001
(1006)				To:		SR 3									
				-											

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Warsaw				From:	US 360; 79-624					
(1007)	0.13	1900	R			- '		NA	NA	09/11/200
				To:	Dead End	<u> </u>				
1008	0.19	130	R	From:	US 360	_		NA	NA	09/26/200
(1008)				To:	79-1002					
				From:	79-1028					
(1009)	0.09	200	R					NA	NA	1998
	0.00	0.40		From:	79-1014 SOUTH]		NIA	NIA	1000
1009	0.02	240	R	_		_		NA	NA	1998
(100)	0.06	260	R	From:	79-1014 NORTH			NA	NA	1998
(1009)	0.00	200		To:	70 1010 COLUTII					1000
(1009)	0.03	320	R	From:	79-1010 SOUTH			NA	NA	1998
				To:	79-1010 NORTH	7				
1009	0.05	650	R	From:	77 1010 110111	_		NA	NA	09/11/200
				To:	US 360					
\bigcirc	0.00	40		From:	WCL WARSAW					1000
1010	0.06	10	R			_		NA	NA	1998
	0.09	100	R	From:	79-1011			NA	NA	1998
(1010)	0.09	100	ĸ	To:	79-1009	7		INA	INA	1990
1010				From:	79-1009 SOUTH					
	0.14	30	R	To	79-1018	7		NA	NA	1998
				From:	79-1018	1				
(1011)	0.09	20	R		/7-1014	_		NA	NA	1998
				To:	79-1010					
\sim			_	From:	Dead End		NIA			
(1012)	0.11	60	R					NA	NA	1998
\bigcirc	0.00	440		From:	79-1005			NIA	N10	4000
(1012)	0.08	110	R			_		NA	NA	1998
	0.28	70	R	From:	79-1006			NA	NA	1998
(1012)	0.20	70	IX.	To:	Dead End	7		IVA	INA	1330
				From:	US 360; 79-1016					
(1013)	0.18	150	R			_		NA	NA	09/11/2001
				To:	Dead End					
	0.04	20	R	From:	WCL WARSAW			NA	NA	1998
(1014)	0.04	20	K	т	- 0.4044	_		INA	INA	1990
(1044)	0.09	40	R	From:	79-1011			NA	NA	1998
1014	0.00			To:	79-1009					1000
1014)	0.15	46	R	From:	77-1007			NA	NA	1998
				To:	79-1018					
				From:	Cul-de-Sac					
1015	0.23	100	R					NA	NA	09/11/2001
				To: From:	0.23 MN Cul-de-Sac					00/44/000
1015	0.33	280	R	-		-		NA	NA	09/11/2001
	0.09	070		To: From:	79-1036			NA	NA	09/11/2001
1015	0.09	870	R	To:	US 360	7		INA	INA	09/11/200
				From:	79-1017	<u> </u>				
(1016)	0.40	410	R	_		-		NA	NA	1998
				To:	US 360					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT Q	W Year
Cown of Warsaw				From:	Dead End					
1017)	0.04	80	R	<u> </u>	Dead End	_		NA	NA	1998
$\overline{}$				To: From:	79-1016]				
1017)	0.07	170	R			_		NA	NA	1998
	0.10	90	R	From:	79-1023			NA	NA	1998
1017)	0.10	30	IX.	To:	Dead End			INA	INA	1990
				From:	SCL WARSAW					
1018	0.05	80	R			_		NA	NA	1998
	0.10	110	R	From:	79-1014			NA	NA	1998
1018	0.10	110	K	To:	70 1010			INA	INA	1990
1018)	0.08	170	R	From:	79-1010			NA	NA	1998
				To:	79-649					
$\overline{}$			_	From:	US 360					4000
1019	0.15	60	R	To:	Dead End	7		NA	NA	1998
				From:	79-1005					
1020	0.12	40	R		17 1005			NA	NA	1998
				To:	NCL WARSAW					
$\overline{}$	0.15	680	R	From:	79-1022			NA	NA	1998
1021)	0.15	660	K	To:	US 360	7		INA	INA	1990
				From:	SR 3					
1022	0.18	1100	R					NA	NA	1998
				From:	79-1021]				
1022	0.04	1400	R	To:	Dead End	7		NA	NA	1998
				From:	Dead End					
1023)	0.16	80	R			_		NA	NA	1998
				To:	79-1017					
(1027)	0.15	60	R	From:	Dead End			NA	NA	1998
1027)	0.10			To:	79-649					1000
				From:	79-1029					
1028	0.13	110	R					NA	NA	1998
	0.00			From:	79-1009	_		NIA	NIA	4000
1028	0.02	20	R	To:	Dead End	7		NA	NA	1998
Richmond County										
	0.00	40		From:	Dead End			NIA	NIA	4000
1029	0.09	40	R	To:	79-1028	7		NA	NA	1998
Town of Warsaw										
	0.47	400	-	From:	US 360		_	NI A	NIA.	4000
1033)	0.17	130	R	. —	- 0.405 :	_		NA	NA	1998
1033)	0.09	80	R	From:	79-1034			NA	NA	1998
1033				To:	Dead End					1000
				From:	79-1033					
1034	0.05	50	R	To:	C-11 C	7		NA	NA	1998
				From:	Cul-de-Sac	+				
1035	0.07	410	R		US 360	_		NA	NA	09/11/20
		-	-	To:	79-1037	1				

	1 "	4457		47.		ond Main			- 00	Design	014	A A14/DT	C) 4 ′	
Route	Length	AADT	QA	4Tire	Bus		3+Axle		QC	Hour	QK	AAWDT	QW	Year
Town of Warsaw				From:		79-10	37							
(1035)	0.22	160	R				-	_		NA		NA		09/11/2001
<u> </u>				To: From:		79-10	38							
(1035)	0.04	10	R	To:		D 11	2.1	_		NA		NA		09/11/2001
				From:		Dead I 79-10								
1036	0.04	610	R			/9-10	04			NA		NA		1998
				To:		79-10	15							
	2.42			From:		79-10	35							4000
1037	0.18	130	R							NA		NA		1998
	0.02	20	В	From:		0.18 MN 7	9-1035			NA		NA		1998
1037	0.02	20	R	To:		Dead I	End			INA		INA		1990
				From:		Cul-de-		i						
1038	0.16	100	R							NA		NA		1998
				To: From:		79-10	35							
1038	0.05	20	R				_	_		NA		NA		1998
				To:		Cul-de-	Sac							
Richmond County				From:		Cul-de-	Sac							
(1040)	0.05	30	R							NA		NA		1998
				To:		79-62								
(1041)	0.12	40	,	From:		Cul-de-	Sac			NIA		NIA		1000
	0.12	48	R	To:		79-62	20			NA		NA		1998
				From:		79-60								
1060	0.14	80	R							NA		NA		1998
				To:		79-10	61							
\bigcirc		10		From:		Cul-de-	Sac		J NA		NIA		4000	
(1061)	0.06	10	R	. —				_		NA		NA		1998
(1061)	0.11	40	R	From:		79-10	60		NA	NA	NA	NA		1998
(1061)	• • • • • • • • • • • • • • • • • • • •		• • • • • • • • • • • • • • • • • • • •	To:		Cul-de-	Sac							
				From:		79-11	02							
(1101)	0.15	40	R					_		NA		NA		1998
				To: From:		79-68								
1102	0.07	30	R	rioni.		79-11	01			NA		NA		1998
(1102)				To:		79-69	97							
				From:		79-62	20							
1110	0.20	NA						_		NA		NA		
				To:		Dead I								
(1111)	0.29	NA		From:		Cul-de-	Sac			NA		NA		
	0.20			To:		79-11	10	 Ī						
				From:		SR 3								
9350)	0.12	280	R					_		NA		NA		09/26/2001
				To:		SR 3								
0030	0.15	380	R	From:		US 30	50	_		NA		NA		09/26/2001
9838	0.10	500	1	To:		US 30	60	7		14/7		11/7		30,20,2001
								_						