2001

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

Jurisdiction Report 96

> Westmoreland County Town of Colonial Beach Town of Montross

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.

							untenanc Tru				Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Hour	QK	AAWDT	QW	Year
Westmoreland County															
	0.04	4000	_	From:			County Line			_	200	_	4000	_	2004
3	2.84	4200	F	88%	1%	3%	2%	5%	0%	F	360	F	4200	F	2001
$\overline{}$				From:		SR 205 Oa		=0/							
3)	2.83	6000	F	88%	1%	3%	2%	5%	0%	F	460	F	6000	F	2001
				From:	SR 2	04 N Of Po	otomac Mill	s							
(3)	2.05	6200	F	88%	1%	3%	2%	5%	0%	F	480	F	6200	F	2001
<u> </u>				To: From:		96-62	24		Ъ—						
3	2.83	5300	F	88%	1%	3%	2%	5%	0%	F	410	F	5200	F	2001
				To:		SR 34	47		٦						
3)	0.68	5400	F	90%	1%	3%	1%	4%	0%	С	430	F	5400	F	2001
3)	0.00	0.00	•		.,,			.,,	¬ ~ ~	·	.00	•	0.00	•	_00.
	0.57			From:	40/	SR 214		40/			440		5000	_	0004
3	3.57	5000	F	90% To:	1%	3%	1%	4%	0%	F	410	F	5000	F	2001
				10.		WCL Mo	ontross								
own of Montross				From:		WCI M			1						
	0.95	5000	N	90%	1%	WCL Mo	1%	4%	0%	N	410	N	5000	N	2001
3	0.55	3000	14	30 /0	1 /0			7 /0	J 70	ı N	710	1 1	5000	1.4	2001
$\overline{}$				From:		Rt T622			J						
(3)	1.49	8800	F	93%	1%	2%	1%	3%	0%	С	770	F	8800	F	2001
				To:		ECL Mo	ntross								
Vestmoreland County				From:					_						
	0.40	0000			40/	ECL Mo		20/		N.I	770	N.I.	0000	N.	2004
3	2.18	8800	N	93%	1%	2%	1%	3%	0%	N	770	N	8800	N	2001
				To: From:		SR 202 Te			<u> </u>						
3)	5.60	4000	F	93%	1%	2%	1%	3%	0%	F	360	F	4000	F	2001
				To:	Ri	chmond Co	ounty Line								
_				From:		SR :	3								
202)	0.33	3900	F	92%	1%	3%	1%	3%	0%	С	340	F	3900	F	2001
				To:		SR 202	2. Y		٦						
202	5.39	3700	F	92%	1%	3%	1%	3%	0%	F	320	F	3600	F	2001
202)				т					_						
	4.00	2500		From:	1%	96-62 3 %	²⁶ 1%	3%	0%	С	310	F	2500	F	2001
202)	4.22	3500	F	92%	170	3%	170	3%	U% 	C	310	Г	3500	Г	2001
				To: From:		96-61			<u> </u>						
202 <i>)</i>	2.64	2800	F	92%	1%	3%	1%	3%	0%	F	230	F	2800	F	2001
<u> </u>				To:		W SR	203		—						
202)	0.60	3300	F	92%	1%	3%	1%	3%	0%	F	280	F	3300	F	2001
				To	CI	R 203 Grey	и Сотот								
202	1.21	2700	F	91%	1%	3%	1%	3%	0%	F	230	F	2700	F	2001
202)	1.21	2700	•	To:			County Lir		7 ~	•	200	•	2700	•	2001
				From:				ic .	1						
	5.82	2300	F	86%	0%	chmond Co	2%	8%	0%	F	200	F	2300	F	2001
203)	5.02	2300	Г	To:			ths Conner	0 /0	7 0 /8		200		2300	ı	2001
				From:		-604 Griffi -604 Griffi			+						
203	1.21	770	F	86%	0%	3%	2%	8%	0%	С	70	F	770	F	2001
200)				To:		W CD	202		_						
200	0.60	3300	F	From: 92%	1%	3%	1%	3%	0%	F	280	F	3300	F	2001
203 202	0.00	3300	-	92 /0	1 /0			3 /0			200		3300		2001
$\overline{}$				To: From:		E SR 2									
203 <i>)</i>	1.73	950	F	86%	0%	3%	2%	8%	0%	F	110	F	950	F	2001
				To:		96-608 K	insale								
				From:	SR 3	North of P	otomac Mil	ls							
204)	1.73	220	F	97%	0%	2%	0%	0%	0%	С	30	F	220	F	2001
				To:		Wakef	ield								
				From:	Kin	g George C	County Line	:							
205)	3.56	4600	F	95%	0%	2%	1%	1%	0%	F	410	F	4600	F	2001
				To:	N	ICL Coloni	ial Beach		1						
															_

				V	estmor	eland Ma	aintenanc	e Area							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT:	QC	Design	QK	AAWDT	QW	Year
Town of Colonial Beach							3+Axle	TTrail	2Trail		Hour				
	1.79	4600	N	95%	0%	NCL Colon 2%	ial Beach 1%	1%	0%	N	410	N	4600	N	2001
205	1.70	7000		To:		VCL Colon		1 70	¬	.,	710	11	4000	.,	2001
(205)	0.27	5600	F	95%	0%	2%	1%	1%	0%	F	500	F	5600	F	2001
$\overline{}$				To:	V	VCL Colon	ial Beach								
Westmoreland County				From:	V	VCL Colon	ial Beach		1						
205)	3.34	5600	N	95%	0%	2%	1%	1%	0%	N	500	Ν	5600	Ν	2001
	0.00			From:	00/	E 96-0		40/			F.1.0		F700		2004
205	2.08	5800	F	95% To:	0%	2% SR 3 Oak	1% Grove	1%	0%	С	510	F	5700	F	2001
Wye				From:		SR 2									
(205)	0.02	6900	F	97%	1%	2%	0%	1%	0%	С	600	F	6900	F	2001
				To:	V	VCL Colon	ial Beach								
Town of Colonial Beach				From:											
Wye	0.69	6900	N	97%	V	VCL Colon 2%	ial Beach 0%	1%	0%	N	600	N	6900	N	2001
205	0.00	0300	14	To:			enance SR 2		7 ~~	11	000	11	0300	11	2001
Westmoreland County				•											
				From:		SR 3 L	-								
(214)	2.48	1000	F	96%	1%	2%	2%	1%	0%	С	90	F	1000	F	2001
				To:		96-6									
	0.07	400	В	From:		SR 20	2 Y				NIA		NIA		1000
600	0.07	490	R								NA		NA		1992
	2.04	400		From:	20/	SR 2		40/			40		400		2004
600	3.21	420	F	95%	2%	2%	0%	1%	0%	F	48	F	420	F	2001
	0.00	200		From:	20/	96-621 N		40/			00		000		2004
600	0.93	900	F	95%	2%	2%	0%	1%	0%	С	90	F	900	F	2001
	4.70			From:	00/	96-621 S		40/			40		050		
600	1.72	350	F	95%	2%	2%	0%	1%	0%	F	40	F	350	F	2001
	0.04	200		From:	20/	96-612 N 2%		1%	0%	F	00	F	000	F	2004
600	0.81	820	F	95%	2%		0%	170	U% —	Г	80	Г	820	Г	2001
	0.42	200		From:	20/	96-6		40/			40	F	200	F	2004
(600)	0.43	300	F	95%	2%	2%	0%	1%	0%	F	40	Г	300	Г	2001
	1.05	200	-	From:	20/	96-6		10/			40	F	200	F	2001
(600)	1.95	300	F	95%	2%	2%	0%	1%	0%	F	40	Г	300	Г	2001
	1.28	E00		From:	2%	SR 2 2%	03	1%	0%	F	60	F	580	F	2001
(600)	1.20	580	F	95%	270			1 70	U% —	г	00	Г	360	Г	2001
	1 16	270	R	From:		96-6	19				NΙΛ		NΙΔ		06/05/2001
600	1.16	270	ĸ						_		NA		NA		06/05/2001
	0.72	250		From:		96-6	01		_		NA		NA		06/05/2001
600	0.72	250	R	To:	North	numberland	l County Lir	ne	_		INA		INA		00/03/2001
				From:	110111	96-6		iic .							
(601)	3.00	40	R	<u> </u>		20-0	00				NA		NA		06/05/2001
				To:		96-6	02								
(601)	1.20	170	R	From:		90-0	02				NA		NA		06/05/2001
				To:		SR 2	02								·
				From:		SR 2	03								
602	1.10	160	R								NA		NA		06/05/2001
				To: From:		96-6	01]—						
(602)	0.65	60	R						_		NA		NA		06/05/2001
				To:		Dead	End								

				W	/estmor	eland Ma									
Route	Length	AADT	QA	4Tire	Bus	20yla	Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Westmoreland County								IIIali	ZIIali		rioui				
(603)	1.00	60	R	From:		Dead E	and				NA		NA		1998
(003)				To:		SR 20	13								
				From:		SR 20									
604)	1.22	1800	F	94%	1%	2%	1%	3%	0%	С	150	F	1800	F	2001
<u></u>	2.41	1500	F	From: 94%	1%	SR 20 2%	1%	3%	0%	F	130	F	1500	F	2001
604)	2.41	1000	•	70 To:	1 70	96-60		370	7	'	100	'	1500	'	2001
604)	2.06	1200	R	From:		70-00	,		_		NA		NA		06/14/2001
				To: From:		96-610 W	/EST]						
604)	0.32	810	F	94%	1%	2%	1%	3%	0%	F	70	F	810	F	2001
	0.00			From:		96-610 N	MID				NIA		NIA		4000
604)	0.96	300	R	To:		96-610 E	AST		1		NA		NA		1998
				From:		Dead E									
605	0.30	80	R								NA		NA		1998
				From:		0.30 MN De	ead End]						
605	0.05	110	R	To:		96-60	.4		_		NA		NA		1998
				From:		96-61									
606	2.00	240	F	96%	1%	2%	0%	1%	0%	С	20	F	240	F	2001
				To: From:		96-611 W	/EST								
606	0.86	370	F	96%	1%	2%	1%	1%	0%	F	40	F	370	F	2001
				To: From:		96-610 E	AST								
606)	1.62	330	R	To:		96-604 E	AST		7		NA		NA		07/05/2001
				From:		96-60									
606	1.37	130	R	To:		Dood E	and .		7		NA		NA		06/14/2001
				From:		Dead E 96-60			1						
607)	1.40	380	F	90%	1%	5%	2%	1%	0%	С	40	F	380	F	2001
				To:		96-60	4								
	0.25	F20	-	From:	10/	SR 20		20/	00/		60	г	F20	_	2004
608	0.35	530	F	91%	1%	4%	1%	2%	0%	С	60	F	530	F	2001
608)	1.56	460	R	From:		96-60	7				NA		NA		06/14/2001
000				To:		Dead E	end								
$\overline{}$				From:		96-62									
609	2.36	710	F	94% To:	1%	3% SR 21	1%	1%	0%	С	80	F	710	F	2001
				From:		96-61									
610	1.25	300	R	<u> </u>		70-01	1		_		NA		NA		07/05/2001
				To: From:		96-606 NO									
610	0.43	510	F	94%	3%	2%	1%	1%	0%	F	47	F	510	F	2001
				To:		96-66	3		—						
610	0.93	320	F	94%	3%	3%	1%	1%	0%	С	30	F	320	F	2001
				From:		96-73]						
610	1.01	280	F	94% To:	3%	3% 96-604 W	1%	1%	0%	F	30	F	280	F	2001
				From:		96-604 N									
(610)	2.45	700	R								NA		NA		06/14/2001
	4.00			From:		96-71	6				N/ A		N/A		00/44/000
610	1.03	200	R	To:		96-604 E	AST		7		NA		NA		06/14/2001
						>0-004 E	1101								

Doute	Longth	AADT		4Tiro	Due		Trı	uck		QC	Design	OK	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	OW	Voor
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Westmoreland County				From:		96-604 E	AST								
(610)	0.25	60	R						<u>-</u>		NA		NA		1998
				To:		Dead I									
\odot	1.69	940	F	95%	1%	SR 20 2%	1%	1%	0%	С	90	F	940	F	2001
(611)	1.00	340	•	To:	1 70	96-606 V		1 /0	٦	O	50	•	340	'	2001
\bigcirc	4.00	222		From:		96-606 E					NIA		NIA		07/05/0000
611)	1.26	380	R						_		NA		NA		07/05/2000
64	0.80	46	R	From:		96-66	1				NA		NA		1998
611)	0.00	40		To:		Dead I	End				IVA		IVA		1000
				From:		Dead I	End								
612)	0.39	60	R								NA		NA		1998
				From:		96-68	0]						
612	0.40	360	R								NA		NA		07/05/2001
	0.00			From:	40/	96-68		00/					050		2004
612	2.02	860	F	92%	1%	4%	0%	3%	0%	F	90	F	850	F	2001
	3.90	1200	F	From: 92%	1%	96-69 4%	0%	3%	0%	С	110	F	1200	F	2001
612)	3.90	1200	Г	92 /0 To:	1 /0	SR 202 F		3 /0	7 0 /%	C	110		1200		2001
				From:		SR 202 V	VEST		J						
612	0.30	800	F	92%	1%	4%	0%	3%	0%	F	90	F	800	F	2001
	4.00	400	R	From:		96-61	6				NA		NA		07/05/2001
612)	4.00	400	K	To:		96-600 No	ORTH		1		INA		INA		07/05/2001
				From:		96-600 SC									
612	2.90	630	R						_		NA		NA		07/05/2001
	0.40	130	R	From:		96-61	3		_		NA		NA		07/05/2001
612	0.40	130	K	т		an a			_		INA		INA		07/05/2001
<u>612</u>	1.00	220	R	From:		SR 3	5				NA		NA		1998
012				To:		Dead I	End								
				From:		SR 3	}								
613)	0.60	670	R	To:		06.61	2		_		NA		NA		07/05/2001
				From:		96-61									
(614)	2.50	20	R			96-60	10				NA		NA		07/05/2001
				To:		96-61	6								
				From:	Ri	ichmond Co	unty Line								
615	2.90	240	R								NA		NA		07/05/2001
-	0.00	000		From:		96-61	6				NIA		NIA		07/05/0004
615)	0.80	660	R	To:		96-60	14		1		NA		NA		07/05/2001
				From:		SR 20									
616)	0.31	390	F	96%	2%	2%	0%	0%	0%	F	40	F	390	F	2001
				To: From:		96-61	4		—						
616	0.93	380	F	96%	2%	2%	0%	0%	0%	F	40	F	380	F	2001
				To: From:		96-61]—						
616	0.75	670	F	96%	1%	2%	0%	0%	0%	С	70	F	670	F	2001
	4.65			From:	001	96-70		001	<u> </u>						600:
616	1.66	570	F	96% To:	2%	2% 96-61	0%	0%	0%	F	60	F	570	F	2001
				From:	Nortl	numberland		1e	+						
(617)	1.50	160	R		11011	iaiiioci iaiiQ	County Lli		_		NA		NA		1998
				To:		SR 20)2								

Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle	uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Westmoreland County				From:		SR 202									
618)	0.85	210	R			511 201					NA		NA		07/05/200
_	0.75	210	R	To: From:		96-700)]		NA		NA		1998
618)				To:		Dead Er	nd								
				From:	R	ichmond Cou	inty Line								
619	0.75	320	F	95% To:	2%	1%	0%	2%	0%	С	40	F	320	F	2001
				From:	D	96-600									
620	0.58	490	R		K	ichmond Cou	inty Line				NA		NA		1998
				To:		SR 203	3								
\bigcirc				From:	R	ichmond Cou	inty Line								
621)	0.60	540	R						_		NA		NA		06/05/200
	2.07	900	F	From: 93%	2%	SR 3 3%	0%	2%	0%	С	80	F	800	F	2001
621)	2.07	800	Г	93 70 To:	Z 70	96-600 SO		270	7 0%	C	60	г	800	Г	2001
\bigcirc				From:		96-600 NO	RTH		J						
621)	2.13	640	F	93% To:	2%	3% SR 202 EA	0%	2%	0%	F	60	F	640	F	2001
				From:		SR 202 W									
621)	3.18	1800	R						_		NA		NA		07/09/200
				To: From:		96-626 NO 96-626 SO									
621)	0.30	560	F	93%	2%	3%	0%	2%	0%	F	50	F	560	F	2001
				To: From:		96-650 W	EST								
621)	2.30	180	R						_		NA		NA		06/14/2001
				To:		96-650 EA									
(622)	0.57	690	F	96%	2%	ichmond Cou 2%	nty Line 1%	0%	」 ○%	F	70	F	690	F	2001
(622)	0.07	030	•	To:		SCL MONT		070		•	70	•	000	•	2001
Town of Montross															
	0.14	000	_	From:		SCL MONT 2%		00/	00/	г	00		960		2004
622)	0.14	860	F	96% To:	2%	SR 3 WE	1% ST	0%	0% T	F	90	F	860	F	2001
\sim				From:		SR 3 EA	ST								
(622)	0.04	1300	F	96%	2%	2%	1%	0%	0%	F	140	F	1300	F	2001
	0.05	=00		From:	00/	96-120		00/			70		700		0004
622	0.25	700	F	96% To:	2%	2% NCL MONT	1%	0%	0% T	С	70	F	700	F	2001
Westmoreland County						IVEE MOIVI	ROSS								
				From:		NCL MONT									
622	2.11	530	F	96%	2%	2%	1%	1%	0%	F	60	F	530	F	2001
	4.45	200		From:	00/	96-644		40/			47		200		0004
622 622	1.15	390	F	96%	2%	2%	1%	1%	0%	F	47	F	390	F	2001
	0.70	820	F	From: 96%	2%	96-643 W	EST 1%	0%	0%	F	90	F	820	F	2001
(622)	0.70	020	г	90 /6 	Z /0			0 76	7		90		020		2001
(622)	2.50	150	R	From:		96-609)				NA		NA		1998
622		.00	• • • • • • • • • • • • • • • • • • • •	To:		Dead E	nd								
				From:	R	ichmond Cou	inty Line								
623	0.61	320	R						_		NA		NA		1998
				To:		SR 3			<u> </u>						
624)	3.38	600	F	93%	0%	ichmond Cou 3%	nty Line 1%	3%	」 ○%	С	50	F	600	F	2001
624)				To:	5 /0	96-640		3 /0							
624)	0.55	950	F	From: 93%	0%	3%	1%	3%	0%	F	90	F	940	F	2001
(OZT)			-	To:		SR 3 EA		•	-						

Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Westmoreland County				From:		SR 3 WI	EST								
624)	2.32	320	R			DICS III					NA		NA		1998
_	0.02	170	R	To: From:		96-142	21				NA		NA		1998
624)				To: From:		96-142	20								
624	0.65	40	R	To:		Dead E	nd		_		NA		NA		07/16/200
				From:		96-63									
625)	1.20	230	R						_		NA		NA		07/16/200
625	1.70	160	R	From:		96-63	9				NA		NA		07/16/200
020				To:		96-640 NO									
625	4.60	220	R	From:		96-640 SC	OUTH				NA		NA		06/12/200
				To: From:		96-67	7]——						
625	0.50	70	R	To:		06.62	4		_		NA		NA		06/12/200
				From:		96-62									
626	1.10	560	R			96-61	2		_		NA		NA		07/05/200
020				To:		SR 202 E									
	3.23	470	F	82%	5%	SR 202 W 12%	/EST 0%	1%	0%	F	50	F	470	F	2001
626	3.23	470	г	02 70	3%			1 70	U% -	Г	50	Г	470	г	2001
626	3.71	140	F	From: 82%	5%	96-621 NO 12%	1%	1%	0%	С	20	F	140	F	2001
				To: From:	96	5-626 BEGI	N LOOP		1						
626	0.60	47	R	Piolii.							NA		NA		05/16/200
				To: From:		96-73	9]						
626)	0.32	30	R	To:	C	06-626 END	LOOP		¬		NA		NA		05/16/2001
				From:		96-60			1						
627)	0.50	220	R	<u></u>		70-00	<u> </u>		_		NA		NA		06/05/200
				To:		Dead E	nd								
\bigcirc				From:		g George C				_		_		_	
628	1.95	530	F	98%	0%	2%	0%	0%	0%	F	60	F	530	F	2001
	1.70	760		From:	00/	96-63 2 %		0%	0%	С	70	F	750	F	2001
628	1.70	760	F	98%	0%		0%	0 70	U% -	C	70	Г	750	г	2001
628	0.45	2500	R	From:		SR 205 NO	ORTH				NA		NA		07/11/200
628				To:		96-65	Q								
628)	0.90	700	R	From:		70-03	0				NA		NA		07/11/2001
				To: From:		96-63	3		—						
628)	1.32	1000	R						_		NA		NA		07/11/2001
				To:		SR 205 SC									
600	0.50	430	F	96%	Kin 1%	g George C 2%	ounty Line 0%	0%	0%	С	48	F	430	F	2001
629	0.50	430	•	To:	1 /0	SR 20		0 70	٦	O	40	•	400		2001
				From:		96-62	8								
630	1.60	380	R						_		NA		NA		07/16/2001
				To: From:		SR 205 E	AST]						
630	0.30	50	R	To:		00.00	1		_		NA		NA		07/16/2001
				From:		96-63									
631)	1.75	2900	R			SR 205 SC	JUTH		_		NA		NA		07/16/2001
(001)	•			To:		96-62	Q		_						

						eland Mai				_	Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Westmoreland County				From:		96-628	3								
(631)	2.30	2800	R	_					<u>-</u>		NA		NA		07/16/200
				To: From:		SR 205 NC									
632)	0.25	260	R			SR 20:	5				NA		NA		07/11/200
				From:		0.25 MN S	R 205]——						
632	0.76	50	R	_					_		NA		NA		07/11/2001
632	0.61	150	R	From:		1.01 MN S	R 205				NA		NA		07/11/200
002)				To:		SR 20:	5								
	0.63	1000	R	From:		96-628	3				NA		NA		07/11/200
633)	0.03	1000	K	To		96-132	5				INA		INA		07/11/200
633)	0.19	830	R	From:		90-132	3		_		NA		NA		1998
				From:		96-132	1]——						
633	0.09	620	R						_		NA		NA		1998
633	0.24	400	R	From:		96-132	0		_		NA		NA		1998
(033)	· · · · · · · · · · · · · · · ·			To: From:		96-130	5		1						
633)	0.18	360	R	From:					_		NA		NA		1998
	0.00	400		To: From:		96-130	4]——		NIA				4000
633	0.20	180	R	To:		96-130	2		1		NA		NA		1998
				From:		SR 3 WE	EST								
634	0.80	300	R						_		NA		NA		06/12/2001
(24)	1.30	300	R	To: From:		96-63	7				NA		NA		07/16/2001
634)	1.00			To		SR 3 EA	ST				100				017107200
634)	0.30	90	R	From:					<u>-</u>		NA		NA		06/12/2001
				To: From:		Dead E									
(635)	1.00	330	R			Dead E	na		_		NA		NA		1998
				To:		96-638									
(636)	1.95	40	R	From:		96-634	1				NA		NA		07/16/2001
030)				To:		96-638	3								
	1.40	130	F	From: 82%	5%	96-640	2%	2%	0%	F	20	F	130	F	2001
637)	1.40	130	Г	02 70 	370	96-64		Z 70	7	Г	20	Г	130	Г	2001
637	2.32	300	F	82%	5%	9%	2%	2%	0%	С	30	F	300	F	2001
				To: From:		96-638	3]—						
637)	3.50	210	R	To:		96-634	1		7		NA		NA		06/12/2001
				From:		96-63									
638)	3.09	700	F	92%	2%	3%	1%	2%	0%	F	60	F	700	F	2001
	4.54	4400		From:	20/	96-625		20/			400		1100		2004
638	1.51	1100	F	92% To:	2%	3% SR 3		2%	0%	С	100	F	1100	F	2001
600	1.15	280	R	From:		SR 205 SO					NA		NA		05/31/2001
638	1.10	200		To:		SR 205 NC	RTH				14/4		14/4		00/01/200
				From:		96-625									
639	0.81	50	R	To:		0.82 ME 0	5_625		7		NA		NA		07/16/2001
			To: 0.82 ME 96-625												

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Westmoreland County				From:		0.82 ME 9	6-625								
639	1.69	60	R						-		NA		NA		07/16/200
_	0.09	60	R	To: From:		96-654	4]——		NA		NA		07/16/200
639	0.00			To:		SR 3			1		1471		147 (077107200
				From:		Dead E	nd								
640	1.10	100	R						_		NA		NA		06/12/200
640	1.10	120	R	From:		96-64	1				NA		NA		06/12/200
640	1.20	140	F	From: 96%	0%	96-63° 4%	⁷ 0%	1%	0%	F	20	F	140	F	2001
				To: From:		96-625 NC]						
640	2.67	340	F	96% To:	0%	3% 96-624	0%	1%	0%	С	40	F	340	F	2001
				From:		96-63			1						
641)	0.80	150	R			90-03	/				NA		NA		06/12/200
				To:		96-640)								
\bigcirc	0.40	400	_	From:		96-624; 96	5-625				NIA		NIA		00/40/00
642	3.40	180	R	To:		SR 3			7		NA		NA		06/12/200
				From:		SR 3 EA			_						
642)	1.00	20	R	To:					_		NA		NA		07/16/200
						Dead E			 						
(643)	0.37	30	R	From:		Dead E	nd		_		NA		NA		07/25/200
043)	0.07			To:		96-622 W	ECT				101				017207200
643)	1.82	850	F	From: 91%	1%	4%	3%	1%	0%	С	80	F	850	F	2001
				To:		96-64:	5								
$\widehat{}$				From:		96-622	2								
644)	2.20	220	R	To:		CD 21	4		7		NA		NA		07/25/200
				From:	D:	SR 21			+						
(645)	0.80	180	R		KI	chmond Cou	inty Line				NA		NA		1998
049				To		96-640	5								
645)	1.51	590	R	From:		70-040	<u>, </u>		_		NA		NA		07/16/200
				To: From:		SR 3			7——						
645)	2.35	2100	F	95%	1%	2%	1%	1%	0%	С	200	F	2100	F	2001
_				To: From:		96-643	3]						
645)	2.98	1100	R								NA		NA		07/09/200
				To: From:		96-649 E	AST]						
645)	0.97	110	R	To:		D 15	,		7		NA		NA		07/09/200
				From:	D:	Dead E			<u> </u>						
(646)	1.10	340	R	T TOMI.	KI	enmona Cot	inty Line		_		NA		NA		1998
040				To:		96-64:	5		1						
				From:		SR 3 WE	EST								
(647)	0.13	40	R						_		NA		NA		07/09/200
				To:	<u> </u>	WCL MON	TROSS								
Town of Montross				From:	,	WCL MON	ΓROSS								
(647)	0.24	40	R						_		NA		NA		1998
				To:		SR 3 EA	ST								
Westmoreland County				From:		96-64:	5		1						
(648)	0.10	40	R			<i>7</i> 0-04.			_		NA		NA		07/23/200
				To:	Dea	ad End; Gap	Terminus		7						

Route	Length	AADT	QA	4Tire	Bus 2Axle	Truck 3+Axle 1Tra	il 2Trail	QC	Design Hour	QK AAWDT	QW	Year
Westmoreland County				From:	Dead End; Gap		<u> </u>					
648)	0.40	7	R	<u> </u>	Dead Elid, Gap	Terminus			NA	NA	07	7/09/2001
				To:	96-64	3						
\bigcirc	0.10			From:	Dead E	nd					-	= 1001000
649	0.40	20	R						NA	NA	07	7/09/2001
	0.70	250		From:	96-645 E	AST			NIA	NA	0-	7/00/2004
649)	0.79	250	R	To:	Dead E	nd			NA	NA	U.	7/09/2001
				From:	96-101							
649	0.34	80	R	To:	D 15	1			NA	NA	07	7/09/2001
				From:	Dead E							
(FO)	0.26	120	R	rioni.	Dead E	nd			NA	NA		1998
650	0.20	0	• • •	To:	06 621 E	ACT						.000
650	2.46	490	R	From:	96-621 E	ASI			NA	NA	06	6/14/2001
000				To:	91-621 W	EST						
				From:	96-62	1						
(651)	0.43	46	R	. —					NA	NA	06	6/05/2001
				To:	SR 3							
	0.62	420	В	From:	96-628	8			NA	NA	0-	7/11/2001
652	0.02	120	R	To:	Dead E	nd			INA	INA	0.	7/11/2001
				From:	96-640							
653)	0.05	46	R			¥			NA	NA	07	7/23/2001
				To: From:	0.05 ME 9	6-640	—					
653)	0.50	46	R	rioni.					NA	NA	07	7/23/2001
				To:	96-624	4						
	0.44		_	From:	96-639	9					0.7	7/40/0004
654	0.11	40	R	To:	SR 3				NA	NA	0.	7/16/2001
				From:	Dead E							
(655)	0.38	10	R		Dead E	iiu			NA	NA	06	6/12/2001
				To:	96-63	7						
Town of Montross												
	0.10	460	В	From:	SR 3				NA	NA		1998
656	0.18	160	R	To:	NCL MONT	TROSS			INA	NA		1990
Westmoreland County												
				From:	NCL MONT	TROSS						
(656)	0.42	70	R	To:	D 1E	1			NA	NA		1998
				From:	Dead E							
657	1.10	290	R	rioni.	Dead E	nd			NA	NA		1998
(657)				To:	96-770	n						
(657)	0.29	80	R	From:	90-770	U			NA	NA	07	7/16/2001
001)				To:	96-63	1						
				From:	96-628	8						
658	0.73	1200	R						NA	NA	07	7/11/2001
				To: From:	96-1300 BEGI	IN LOOP						
(658)	0.07	670	R						NA	NA		1998
				To: From:	96-130	13						
(658)	2.28	440	R	To:	06 1000 727	NI OOD			NA	NA		1998
				From:	96-1300 ENI							
(650)	0.90	70	R	110m.	SR 3 WE	EST			NA	NA	0.5	7/23/2001
659	3.00	. 0	11	To:	SR 3 EA	ST				177	0.	
				-			•					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Ti	rail 2Trail	QC	Design Hour	QK AAWDT	QW Year
Westmoreland County				From:	Dead End					
660	0.10	10	R	<u>I</u>	Dead End			NA	NA	07/05/2001
				To: From:	96-745					
660	0.60	110	R	To:	96-612			NA	NA	07/05/2001
				From:	96-611					
661)	1.25	90	R		90-011			NA	NA	1998
				To:	Dead End					
\bigcirc				From:	SR 202					
662	0.50	290	R	To:	Dead End	 1		NA	NA	1998
				From:	96-610					
663	0.90	280	R		90-010			NA	NA	1998
000				To	96-763					
663)	0.55	150	R	From:	70 703			NA	NA	1998
				To:	Dead End					
\bigcirc				From:	SR 3					
664)	1.70	1200	R					NA	NA	05/31/2001
	0.00	040		From:	96-682			NIA	NIA	4000
664)	0.80	240	R					NA	NA	1998
	1.60	120	R	From:	BEGIN LOOP			NA	NA	1998
664)	1.00	120	K	To:	LOOP END			INA	NA	1990
				From:	Dead End					
665	0.80	100	R	-				NA	NA	1998
				To: From:	0.80 ME Dead End					
665)	0.10	150	R					NA	NA	1998
				To: From:	96-621 NORTH 92-621 SOUTH					
665)	0.75	160	R		72-021 500111			NA	NA	07/09/2001
				To:	96-626					
\bigcirc				From:	96-606					
666	1.90	120	R	To:	Dead End			NA	NA	1998
				From:	Dead End					
(667)	0.12	60	R	<u> </u>	Dead End			NA	NA	1998
				To	96-736					
(667)	0.18	250	R	From:	,,,,,,			NA	NA	1998
				To:	96-650					
\bigcirc	0.40			From:	Dead End			NIA	N14	07/40/0004
668)	0.40	30	R					NA	NA	07/16/2001
_	0.50	120	R	From:	96-695			NA	NA	07/16/2001
668	0.50	120	K	To:	SR 202			INA	NA	07/10/2001
				From:	SR 3					
(669)	0.50	30	R					NA	NA	07/16/2001
				To: From:	SR 347					
(669)	0.40	60	R					NA	NA	07/16/2001
				To:	Dead End					
670	0.11	80	R	From:	96-604			NA	NA	1998
670	0.11	ου	ĸ	To:	SR 203			INA	INA	1990
				From:	Dead End					
671)	0.52	60	R					NA	NA	1998
\bigcirc				To:	96-1402					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT (QW Year
Westmoreland County				From:						
671)	0.16	60	R	FIOIII.	96-1402	_		NA	NA	1998
071)				To:	96-610	1				
				From:	96-645					
672)	0.87	240	R			_		NA	NA	1998
				To:	Dead End					
	0.00	20	_	From:	Dead End	_		NIA	NIA	00/05/2004
673)	0.20	20	R	To:	96-621	7		NA	NA	06/05/2001
				From:	Dead End					
674)	0.83	40	R		Dette Ente	_		NA	NA	1998
				To	0.83 ME Dead End					
674)	1.01	70	R	From:		_		NA	NA	1998
				To:	96-634					
				From:	Dead End					
675)	0.84	20	R	т	0.5.51.0	_		NA	NA	07/05/2001
				To:	96-612					
670	0.12	280	R	From:	96-645	_		NA	NA	1998
676	0.12	200	IX.	т	0.5.504	_		IVA	IVA	1330
670	0.30	80	R	From:	96-694			NA	NA	1998
676)	0.50	00	1	To:	Dead End	7		IVA	IVA	1330
				From:	Richmond County Line	$\overline{}$				
677)	0.40	200	R	<u> </u>		_		NA	NA	1998
				To:	96-625					
				From:	Dead End					
678)	0.30	10	R					NA	NA	06/12/2001
				From:	0.30 MN Dead End]				
678)	1.50	30	R	To:	06.605	٦		NA	NA	06/12/2001
				From:	96-625					
670	0.24	180	R	rioii.	Dead End	_		NA	NA	1998
679	0.21	100		To:	07.725	7			10.	1000
670	0.10	260	R	From:	96-735	_		NA	NA	1998
679				To:	96-612					
				From:	96-612	1				
(680)	0.94	120	R			_		NA	NA	1998
				To:	Dead End	1				
	A = 4			From:	Dead End					4000
(681)	0.51	130	R	To:	SCL MONTROSS	٦		NA	NA	1998
TD 63.5					SCL MONTROSS					
Town of Montross				From:	SCL MONTROSS	1				
681)	0.13	220	R	-		_		NA	NA	1998
				To: From:	96-1205	—				
(681)	0.08	320	R	riom.		<u>-</u>		NA	NA	07/25/2001
				To:	SR 3	1				
Westmoreland County				From:	06 664					
682)	0.09	670	R		96-664	_		NA	NA	1998
(682)				To	07.1240					
682	0.25	440	R	From:	96-1340			NA	NA	1998
682	0.20			To:	96-1341 WEST				14/3	
				From:	96-1341]				
(682)	0.53	430	R	Te	p in i	7		NA	NA	05/31/2001
				To:	Dead End					

Route	Length	AADT	QA	4Tire		Truck 3+Axle 1Trail		QC	Design Hour	QK AA\	WDT	QW	Year
Westmoreland County				From:	King George Cou	unty Line							
683)	0.40	80	R	<u> </u>	King George Cot	ancy Enic			NA	N	ΙA		06/12/200
				To:	Dead En	d							
\bigcirc	0.04			From:	96-609				NIA				4000
684)	0.31	49	R	To:	Dead En	d	1		NA	N	IA		1998
				From:	SR 3	<u> </u>							
685)	0.01	80	R		51.5				NA	N	IΑ		1998
				To: From:	0.01 ME SI	R 3							
685)	0.36	30	R						NA	N	IΑ		1998
				To:	Dead En								
\bigcirc	2.04	40		From:	SR 347				NIA		1.4		07/40/000
686	2.04	40	R				_		NA	N	IA		07/16/200
<u></u>	0.36	70	R	From:	2.04 MN SR	. 347			NA		IA		07/16/200
686	0.50	70	IX.	To:	Cul-de-Sa	ac			INA		4/~\		077107200
				From:	Dead En	d							
(687)	0.20	160	R				_		NA	N	IΑ		1998
				To:	96-612								
	0.60	180	R	From:	SR 203				NA		ΙA		1998
688	0.00	100	ĸ	To:	Dead En	d			INA	יו	IA.		1990
				From:	Dead En								
689	0.50	50	R						NA	N	lΑ		07/09/200
				To:	96-649								
	1.65	500	,	From:	Richmond Cour	nty Line			NIA		1.0		06/05/200
690	1.65	580	R	_					NA	ľ	IA		06/05/200
<u></u>	0.15	730	R	From:	96-751				NA		IA		06/05/200
690	0.13	730	IX.	To:	SR 3		1		INA	1	1 /\		00/03/200
				From:	Richmond Cour	nty Line							
(691)	0.10	5	R				_		NA	N	IΑ		1998
				To:	96-642								
	0.53	220	R	From:	96-612				NA		ΙA		1998
692)	0.55	220	ĸ						INA	11	1/1		1990
(692)	0.77	80	R	From:	96-764				NA		ΙΑ		1998
092)	• • • • • • • • • • • • • • • • • • • •			To	06 757								
(692)	0.10	50	R	From:	96-757				NA	N	IA		1998
				To:	96-756								
\bigcirc			_	From:	96-609								
693	0.68	660	R						NA	N	ΙA		1998
\bigcirc	4.00			From:	96-1606				NIA		1.4		4000
693	1.29	550	R	To:	96-1601; 96-	-1609	一		NA	N	ΙA		1998
				From:	96-676		<u> </u>						
694)	0.45	100	R	<u> </u>	20 070				NA	N	ΙA		07/09/200
				To:	Dead En	d							
\bigcirc	2.52		-	From:	96-668								00/05/00
695)	0.90	60	R	To:	Dead En	d	\neg		NA	N	IA		06/05/200
				From:	Dead En								
			_	<u> </u>	Deau Elle	<u>u</u>							00/40/000
696)	0.90	130	R						NA	N	IΑ		06/12/200

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Westmoreland County				From:	Dead End	1				
(697)	0.99	30	R		Dette Ente	_		NA	NA	06/12/2001
				To:	96-625					
	0.75	240	R	From:	Dead End			NA	NA	1998
698)	0.73	240	K	To:	96-645	7		INA	NA	1990
				From:	Dead End					
699	0.44	70	R			_		NA	NA	07/23/200
				To: From:	96-643					
(700)	0.50	8	R	Piolii.	Dead End	_		NA	NA	07/05/200
700				To:	96-701					
700	0.50	90	R	From:	70-701	_		NA	NA	07/05/200
				To:	96-618					
\bigcirc	0.50			From:	96-700					4000
701)	0.50	70	R	To:	Dead End	1		NA	NA	1998
				From:	Dead End					
702)	0.60	270	R		Dem Lin			NA	NA	1998
				To: From:	96-713	1—				
702)	0.70	400	R					NA	NA	1998
				To:	96-616					
700	0.40	80	R	From:	Dead End			NA	NA	1998
703	0.40	00	IX.	To	96-645	1		IVA	IVA	1000
				From:	Dead End					
704)	1.25	150	R			_		NA	NA	1998
				To:	96-604					
705	0.57	100	R	From:	Dead End	_		NA	NA	1998
705)	0.01			To:	96-628					1000
				From:	SR 3					
706	0.07	140	R					NA	NA	06/12/2001
				To: From:	0.07 MS SR 3]—				
706	0.38	60	R	To:	Dead End	7		NA	NA	06/12/2001
				From:	Dead End					
707)	0.30	60	R	<u> </u>	Dead End	_		NA	NA	07/16/200
				To:	96-628					
\bigcirc	0.05			From:	96-645					07/00/000
708)	0.25	20	R	To:	Dead End	7		NA	NA	07/09/2001
				From:	Dead End					
709	0.08	10	R	<u></u>	Dette Ente			NA	NA	07/09/2001
				To:	96-645					
\bigcirc	0.00	400	_	From:	96-611			N/ 0		1000
710	0.60	120	R	To:	96-760	7		NA	NA	1998
				From:	96-621					
711)	1.66	290	R	<u> </u>	70-021	_		NA	NA	07/09/2001
				To:	Dead End					
\bigcirc	.	400	_	From:	96-621			.	***	
712	0.41	100	R	To:	96-741	7		NA	NA	1998
					70-741					-

				V	Vestmore	eland Ma	intenanc	e Area							
Route	Lenath	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
			··	3		2Axle	3+Axle	1Trail	2Trail		Hour				
Westmoreland County				From:		Dead E	End								
(713)	0.18	60	R						_		NA		NA		07/05/2001
				To:		96-70									
\bigcirc	0.20	90	В	From:		Dead E	End				NA		NA		1998
(714)	0.20	80	R	To:		96-61	0				INA		INA		1990
				From:		96-71									
715)	0.31	45	R			,,,,,					NA		NA		1998
				To:		96-61	0								
				From:		Dead E	End								
716	0.45	40	R						_		NA		NA		1998
				To:		96-61									
	0.45	30	R	From:		96-64	13				NA		NA		07/23/200
717	0.43	30	K	To:		Dead F	End				INA		INA		011231200
				From:		96-71									
718)	0.50	100	R	<u> </u>		70-71	.5				NA		NA		1998
				To:		96-60)4								
_				From:		SR 20)2								
719	0.10	5	R						_		NA		NA		07/05/200
				To:		Dead E	End								
	0.05	400		From:		Dead E	End				NIA		NIA		4000
720	0.35	160	R	To:		SR 3	2		_		NA		NA		1998
				From:		SR 3			_ <u> </u>						
(721)	0.35	40	R			SK 2	•				NA		NA		05/31/200
721)				To:		Dead E	End								
				From:		Dead E	End								
722	0.61	60	R						_		NA		NA		07/09/200
				To:		96-75	55								
\bigcirc				From:		Dead I	End								
723	0.40	140	R	To:		CD 20	25		_		NA		NA		1998
				From:		SR 20									
(724)	0.34	60	R	rion.		Dead E	end				NA		NA		1998
(724)	0.0.		• • •	To:	0	24 ME D	15.1		_						.000
(724)	0.09	130	R	From:	0	.34 ME De	ead End				NA		NA		1998
(724)				To:		06.61	2		_						
(724)	1.05	520	R	From:		96-61	1.2				NA		NA		07/05/200
724		0_0		To:		96-75	:0		_						
724)	0.55	160	R	From:		70-/3	, U				NA		NA		1998
				To:		Dead E	End								
				From:		Dead F	End								
725)	0.60	120	R						_		NA		NA		1998
				To:		96-607; 9			<u> </u>						
	0.00	4-7	_	From:		96-65	50				N. A		N. A		4000
726	0.30	47	R	To:		Dead E	End		7		NA		NA		1998
				From:		96-61			1						
(727)	0.31	100	R	<u> </u>		90-01	U		_		NA		NA		1998
.21)				To:		Dead E	End		<u></u>		<u> </u>		<u> </u>		
				From:		96-61									
728	1.08	370	R						-		NA		NA		1998
				To:		Dead F	End]						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Westmoreland County				From:	96-1410					
(729)	0.20	90	R					NA	NA	1998
_				To: From:	96-747	}——				
(729)	0.30	80	R	To:	96-610	7		NA	NA	06/14/200
				From:						
(730)	0.35	60	R		Dead End	_		NA	NA	1998
(130)				To:	96-650					
				From:	Dead End					
731)	0.20	60	R			_		NA	NA	1998
				To:	96-610					
	0.50	450	В	From:	Dead End	_		NΙΔ	NΑ	1009
732	0.50	150	R	To:	96-610	7		NA	NA	1998
				From:	96-615					
733	0.75	30	R	<u>L</u>	70-013	_		NA	NA	07/05/200
				To:	Dead End					
				From:	96-643					
734)	0.35	60	R			_		NA	NA	07/23/200
				To:	Dead End					
	0.25	200	В	From:	Dead End	_		NA	NΑ	07/05/200
735	0.35	200	R	To:	96-679	7		INA	NA	07/05/200
				From:	96-667					
736	0.10	160	R	<u> </u>	70-007	_		NA	NA	1998
				To:	BEGIN LOOP					
736	0.20	60	R	From:	BEGIN EGG!	_		NA	NA	1998
				To:	END LOOP					
				From:	Dead End					
737	0.18	110	R			_		NA	NA	07/09/200
				To:	96-621					
	0.75	45	ь	From:	96-711			NA	NIA	07/09/200
738)	0.75	45	R	To:	Dead End	1		INA	NA	07/09/200
				From:	Dead End					
739	0.40	20	R	<u> </u>	Boat End	_		NA	NA	05/16/200
				To:	96-626					
				From:	Dead End					
740	0.15	60	R			_		NA	NA	06/05/200
				To:	96-690					
	0.50	40	R	From:	Dead End			NA	NA	1998
741)	0.50	40	K	To:	96-621	1		INA	NA.	1990
				From:	96-634					
(742)	0.60	10	R		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			NA	NA	07/16/200
				To:	Dead End					
$\widehat{}$				From:	Dead End					
(743)	0.28	40	R	To:	07.700	7		NA	NA	07/25/200
					96-622	<u> </u>				
(m)	0.18	70	R	From:	Dead End	J		NA	NA	1998
744	0.10	7.0	17	To:	96-608	1		13/7	N/A	1990
				From:	96-660					
745)	0.35	60	R		, v	_		NA	NA	1998
				To:	Dead End	1				

				V	Vestmoreland Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Westmoreland County				From:	Dead End	1					
(746)	0.25	120	R		D that Esta			NA	NA		1998
				To:	96-610						
\sim				From:	Dead End						
(747)	0.30	20	R	т	0.5 700	_		NA	NA	0	6/14/200
				To: From:	96-729						
(10)	0.30	40	R	From:	96-615			NA	NA		1998
748)	0.50	40	- 1	To:	Dead End	7		IVA	INA		1330
				From:	96-610						
749)	1.76	60	R			_		NA	NA		1998
				To:	Dead End						
			_	From:	96-724						
750	0.25	60	R	To:	D1 F1	_		NA	NA		1998
				From:	Dead End	1					
751	0.06	460	R	r toni.	96-690			NA	NA	0	7/23/200
751)	0.00	400		To:	SR 3	7				Ü	17207200
				From:	Dead End						
752	0.26	20	R					NA	NA		1998
				To	96-753 SOUTH	¬——					
752	0.05	30	R	From:				NA	NA		1998
				To: From:	96-753 NORTH	Ъ—					
752)	0.35	110	R	110.11.		_		NA	NA	0	6/14/200 ⁻
				To	96-610						
\bigcirc				From:	96-752						
753	0.15	20	R	To:	07.752	_		NA	NA		1998
				From:	96-752						
751	0.30	80	R	FIOIII.	96-621			NA	NA		1998
754)	0.50	00	1	To:	Dead End	7		14/3	INA		1550
				From:	96-722						
755)	0.20	30	R					NA	NA	0	7/09/200
				To:	SR 3						
\bigcirc				From:	Dead End						
(756)	0.17	46	R					NA	NA		1998
				From:	96-757						
(756)	0.20	50	R					NA	NA		1998
				From:	96-692						1000
756	0.09	6	R	To:	Dood End	_		NA	NA		1998
				From:	Dead End	1					
(757)	0.23	30	R	rioni.	96-756	_		NA	NA		1998
(131)	0.20			To:	96-692						.000
				From:	SR 205						
758	0.25	110	R	<u> </u>				NA	NA		1998
				To: From:	0.25 MN SR 205						
(758)	0.07	40	R			_		NA	NA		1998
				To:	Dead End	<u> </u>					
\bigcirc			_	From:	Dead End						1000
759	0.07	580	R	To:	SD 202	_		NA	NA		1998
				From:	SR 202						
760	0.30	30	R	-TOIL	96-710	_		NA	NA	Λ	7/05/200
760	3.00	50	11	To:	Dead End	7			1471	U	
•				-		-					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Westmoreland County				From:		Ī				
(761)	0.47	10	R	1 toni.	SR 3 WEST			NA	NA	1998
(101)	-			To:	SR 3 EAST					
				From:	Dead End					
762	0.17	20	R			_		NA	NA	07/25/2001
				To:	96-610					
\bigcirc	1.40	50	R	From:	96-663			NA	NA	1998
763)	1.40	50	K	To:	Dead End	7		INA	NA	1990
				From:	Dead End					
764)	0.58	110	R	<u> </u>	= 			NA	NA	1998
				To:	96-692					
				From:	Dead End					
765)	0.20	90	R	т	0.5.504	_		NA	NA	07/09/2001
				To:	96-621					
700	0.47	60	R	From:	Dead End			NA	NA	07/25/2001
768	0.47	00	IX.	To:	SR 202	1		14/3	14/3	011231200
				From:	96-657	i				
770	0.53	90	R		, o oc.			NA	NA	07/25/2001
				To:	96-628					
				From:	96-666					
771)	0.47	130	R	To	0.6 772 7.4 67	_		NA	NA	07/25/2001
				To:	96-772 EAST					
770	0.20	40	R	From:	96-771 WEST			NA	NA	07/25/2001
772)	0.20	40	IX.	To:	96-771 EAST	7		INA	INA	01/25/2001
				From:	Cul-de-Sac					
(773)	0.04	30	R	<u> </u>				NA	NA	07/25/2001
				To:	96-772					
				From:	Dead End					
775)	0.09	80	R	To:	an a	_		NA	NA	07/05/2001
				From:	SR 3					
(780)	0.88	200	R	riom.	96-711			NA	NA	07/09/2001
(780)	0.00	200	• • •	To:	END LOOP					0.700.200
				From:	Cul-de-Sac					
(790)	0.53	40	R					NA	NA	07/25/2001
				To:	Northumberland County Line					
\bigcirc				From:	Dead End					4000
799	0.35	290	R	To:	96-622	_		NA	NA	1998
				From:						
(1001)	0.02	130	R	riom.	SR 203 WEST	_		NA	NA	1998
(1001)	0.02		•••	To:	07 1002 WEST	_				
(1001)	0.20	30	R	From:	96-1002 WEST			NA	NA	1998
(1001)				To:	SR 203 E; 96-1002 E	1				
				From:	96-1001 WEST					
1002	0.10	100	R			_		NA	NA	1998
				To:	SR 203; 96-1001 E	<u> </u>				
\bigcirc	0.40		_	From:	96-1005			NI A		4000
1003	0.10	20	R			_		NA	NA	1998
\sim	0.00		_	To: From:	96-1004			NIA.	* 1 *	4000
(1003)	0.09	48	R	To:	CD 202	7		NA	NA	1998
					SR 203					

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Westmoreland County				From:		96-100									
(1004)	0.05	20	R	110iii.		96-100.	3		_		NA		NA		1998
				To:		SR 203	3								
\bigcirc	0.00		_	From:		SR 203	3				NIA		NIA		1000
1005	0.02	60	R	т		0.5.4.00			_		NA		NA		1998
1005	0.11	2	R	From:		96-100	3				NA		NA		06/14/200
(1005)	••••			To:		Dead Er	nd								
\sim				From:		SR 203	3								
1006	0.20	150	R	To:		Dead Er	nd		7		NA		NA		1998
				From:		SR 203; 96									
1007)	0.03	80	R						_		NA		NA		1998
				To:		Dead Er									
(1009)	0.12	NA		From:		96-00606	(B)/		_		NA		NA		
1009)				To:		Dead En	ıd/								
\sim				From:		96-600)								
1010	0.15	90	R	To:		Cul-de-S	lac		7		NA		NA		06/05/200
				From:		96-649			1						
1015)	0.36	60	R						- -		NA		NA		07/09/200
				To:		Cul-de-S									
1016)	0.25	20	R	From:		96-101:	5				NA		NA		07/09/200
1016)	0.20		.,	To:		Cul-de-S	ac				1471		14/ (011001200
$\widehat{}$				From:		96-649)								
1017	0.32	20	R	To:		Cul-de-S	0.0		7		NA		NA		07/09/200
Town of Colonial Beach						Cui-uc-s	iac								
				From:		96-112]					_	
(1101)	1.35	650	F	97%	0%	2%	0%	1%	0%	С	70	F	650	F	2001
	0.06	950	R	From:		96-110	3				NA		NA		06/18/200
1101	0.00		.,	To:		96-110	8		1						00/10/200
				From:		96-111	9								
(1102)	0.09	80	R						_		NA		NA		1998
	1.08	250	F	From: 97%	0%	96-114- 2 %	4 0%	0%	0%	F	30	F	250	F	2001
1102	1.00	250	Г	To:		96-1103 SO		0 70	7 "	ı	30	ı	250		2001
	0.12	2000	_	From:		96-1103 NC	ORTH	00/	00/	_	250	-	2000	_	2001
1102	0.12	2800	F	97%	0%	2%	0%	0%	0% ¬	F	250	F	2800	F	2001
1102	0.19	4100	F	97%	0%	96-112°	0%	0%	0%	С	350	F	4100	F	2001
				To:		SR 205			7						
(1102)	0.28	560	F	97%	0%	2%	0%	1%	0%	F	60	F	560	F	2001
				To		96-111									
(1402)	0.03	90	R	From:		Dead Er	nd		_		NA		NA		06/18/200
1103	0.00			To:		96-112	1		¬		(1/1		107		00, 10,200
1103	0.11	790	F	96%	1%	3%	0%	0%	0%	С	80	F	790	F	2001
				To: From:		96-1102 NC	ORTH								
(4400)	0.09	2200	R						-		NA		NA		06/18/200
(1103)															
1103	0.03	950	F	From: 96%	1%	96-111 3 %	0%	0%	0%	F	90	F	950	F	2001

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Colonial Beach				From:		96-112	1								
1104	0.26	60	R	To:		96-110	1		_		NA		NA		06/18/2001
				From:		96-110			+						
1105	0.26	45	R						<u>-</u>		NA		NA		06/18/2001
				To: From:		96-110									
(1106)	0.26	40	R	rioin.		96-112	1				NA		NA		06/18/200
				To:		96-110	1		1						
	0.37	190	R	From:		96-112	0				NA		NA		06/18/200
1107	0.07	130		To:		96-112	2		٦		14/1		1471		00/10/200
(1107)	0.58	460	R	From:		70-112			_		NA		NA		06/18/200
				To: From:		96-110									
(1107)	0.12	1400	F	98%	1%	1%	0%	0%	0%	С	140	F	1400	F	2001
	0.06	1400	R	From:		96-112	7		_		NA		NA		06/18/200
(1107)	0.00	1400	IX.	To:		96-111	0				IVA		11/-1		00/10/200
				From:		96-110	7								
1108	0.21	500	R	To:		96-110	1		7		NA		NA		06/18/2001
				From:		96-110			1						
(1109)	0.12	720	R	_					_		NA		NA		06/18/200
				To: From:		96-111			1						
(1110)	0.27	870	R			96-112	6		_		NA		NA		06/18/200
				To:		96-110	9]						
\bigcirc	0.21	290	F	From: 97%	0%	96-110 1 %	3 1%	0%	0%	С	40	F	290	F	2001
(1111)	0.21	290	Г	97 % To:	0%	96-110		0%]	C	40	Г	290	Г	2001
				From:		SR 205	Y								
1112	0.28	260	R	To:		96-111	2		_		NA		NA		06/25/200
				From:		96-112									
(1113)	0.19	110	R			, o 112			<u>-</u>		NA		NA		06/25/200
				To: From:		96-110			1						
(1114)	0.60	2900	R	From:		SR 20:	5		_		NA		NA		06/25/200
				To:		96-113	4								
\bigcap	0.60	220	_	From:		SR 20:	5				NA		NA		06/25/200
(1115)	0.60	220	R	To:		96-114	3		7		INA		INA		00/25/200
				From:		96-115	9								
(1116)	0.32	80	R	To:		Dead E	nd		_		NA		NA		06/25/2001
				From:		96-111			1						
(1117)	0.12	45	R						<u>-</u> -		NA		NA		06/25/2001
				To:		96-110			1						
(1118)	0.19	360	R	From:		96-112	7				NA		NA		06/18/2001
		-		To:		SR 205									
(1118)	0.40	400	R			SR 20:)		_		NA		NA		06/25/2001
				To:		SR 111	4								
	0.74	400	P	From:		SR 20:	5				NIA		NΙΛ		06/19/2004
(1119)	0.74	190	R	To:	96.	-1136 Gap T	Terminus		7		NA		NA		06/18/2001

				V	Vestmore						Docina				
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	ıcк 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Colonial Beach											11001				
(1119)	0.48	480	R	From:	96-	1163 Gap 7	Γerminus				NA		NA		06/18/2001
(1119)	0.40	400	.,	To:		Dead E	nd				1471		10.0		00/10/2001
				From:		96-112	1								
(1120)	0.29	70	R	To:		06.115	2		_		NA		NA		06/18/2001
				From:		96-115 96-110			1						
(1121)	1.28	600	F	97%	0%	2%	0%	1%	0%	С	60	F	600	F	2001
(1121)				To:		96-110									
\sim				From:		96-112	1								
1122	0.25	40	R	To:		96-110	1		_		NA		NA		06/18/2001
				From:	0	96-110 96-1121 NO									
(1123)	0.14	80	R			70-1121 INC	JKIII		_		NA		NA		06/18/2001
				To:	ç	96-1121 SC	UTH								
\sim				From:		Dead E	nd								
1124	0.19	240	R						_		NA		NA		06/18/2001
	0.00			From:		96-112	1				NIA		NIA		00/40/2004
1124	0.26	80	R	To:		96-110	1		7		NA		NA		06/18/2001
				From:		96-115									
(1125)	0.32	120	R			70 113	0		_		NA		NA		06/18/2001
				To:		96-110	2								
\bigcirc	0.40	4500	_	From:	40/	96-112		00/		_	440	_	4500	_	0004
(1126)	0.13	1500	F	97%	1%	1%	1%	0%	0%	F	140	F	1500	F	2001
	0.06	1600	F	From: 97%	1%	96-112 1%	5 1%	0%	0%	С	150	F	1600	F	2001
1126	0.00	1000	-	To:	1 70	SR 205		0 70	7 070	C	150	'	1000	'	2001
\bigcirc	0.50		_	From:	40/	SR 205	Y	201		_		_			2224
(1126)	0.59	880	F	97%	1%	1%	1%	0%	0%	F	80	F	880	F	2001
$\overline{}$	0.05	400	F	From:	10/	96-114	0 1%	00/	0%		45	F	400	F	2001
1126	0.05	400	Г	97%	1%	1%		0%	U%	F	45	Г	400	Г	2001
(1126)	0.30	230	F	From: 97%	1%	96-114 1 %	0%	0%	0%	F	20	F	230	F	2001
1126	0.00			To:	.,,	96-115		0,0	<u> </u>	•		•		•	
				From:		96-112	6								
(1127)	0.10	1300	F	97%	0%	2%	0%	0%	0%	С	120	F	1300	F	2001
<u> </u>				From:		96-110	7]						
(1127)	0.17	140	R	To:		06 110	0		-		NA		NA		06/18/2001
				From:		96-110 96-112									
1128	0.18	60	R			90-112	1		_		NA		NA		06/18/2001
				To:		96-111	9								
				From:		Dead E	nd								
1129	0.28	80	R	To:		06 110	1		_		NA		NA		06/18/2001
				From:		96-110			1						
(1130)	0.23	50	R	rioin.		96-112	1		_		NA		NA		06/18/2001
			-	To:		96-110	1						-		
				From:		96-115	9	_							
(1131)	0.24	130	R	To		0.5	2		-		NA		NA		06/25/2001
				To: From:		96-110			<u> </u>						
(1122)	0.16	520	R	r rom:		96-111	3				NA		NA		06/25/2001
1132	<u> </u>			To:		96-111	4								

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Colonial Beach						ZIIali		Tioui		
(1122)	0.59	310	R	From:	SR 205	_		NA	NA	06/25/2001
(1133)	0.00	0.0	• • • • • • • • • • • • • • • • • • • •	To:	96-1134					00/20/2001
				From:	96-1114					
1134	0.12	70	R			_		NA	NA	06/25/2001
				To: From:	96-1149					
(1135)	0.27	70	R	rioiii.	96-1160	_		NA	NA	06/25/2001
(1135)	0.27	. •		To:	96-1143	1				00,20,200
				From:	SR 205					
(1136)	0.16	70	R	To:	06 1152	7		NA	NA	06/25/2001
				From:	96-1153	1				
(1137)	0.09	49	R		96-1126	_		NA	NA	06/25/200
1107				To:	96-1143]				
				From:	96-1102					
1138	0.10	80	R	To:	D 15 1	7		NA	NA	06/25/2001
				From:	Dead End	1				
(1139)	0.10	80	R	rioin.	96-1102	_		NA	NA	1998
1133				To:	Dead End					
				From:	96-1160					
(1140)	0.27	40	R	To:	25.44.12	7		NA	NA	06/25/2001
				From:	96-1143					
(1141)	0.59	180	R	From:	SR 205			NA	NA	06/25/2001
(1141)	0.00			To:	96-1143]				00/20/200
				From:	96-1143					
1142	0.58	270	R			_		NA	NA	06/25/2001
				To: From:	SR 205	<u> </u>				
(1143)	0.42	130	R	From:	96-1135			NA	NA	06/25/2001
(1143)	0.12			To:	96-1152	1				00/20/200
_				From:	96-1121					
(1144)	0.20	60	R	_		_		NA	NA	06/18/2001
				To:	96-1101					
	0.24	40	R	From:	96-1121			NA	NA	06/18/2001
(1145)	0.24	40	11	To:	96-1101			14/ (101	00/10/2001
				From:	96-1121					
1146	0.22	48	R	_		_		NA	NA	06/18/2001
				To:	96-1101	<u> </u>				
(447)	0.27	47	R	From:	96-1121			NA	NA	06/18/2001
1147	0.27	41	11	To:	96-1101			14/ (101	00/10/2001
				From:	96-1121					
1148)	0.20	20	R			_		NA	NA	06/18/2001
				To:	96-1119					
4440	0.57	180	R	From:	SR 205	_		NA	NA	06/25/2001
(1149)	0.51			To:	96-1134	1		1973		50/23/2001
				From:	96-1160					
(1150)	0.28	90	R			<u>-</u> -		NA	NA	06/25/2001
				To:	96-1143	<u> </u>				
\cap	0 11	47	Б	From:	96-1126			NIA	NIA	06/25/2004
(1151)	0.11	47	R	To:	96-1143	7		NA	NA	06/25/2001
					/U-11TJ					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Town of Colonial Beach				From:	SR 205					
1152	0.55	560	R					NA	NA	06/25/200
				To:	96-1143					
\bigcirc	0.00	400		From:	SR 205			NIA	NIA	00/05/000
1153	0.22	100	R	To:	96-1136 Gap Terminus	_		NA	NA	06/25/200
				From:	96-1163 Gap Terminus					
1153	0.45	160	R			_		NA	NA	06/25/200
				To:	Dead End					
	0.47	220	_	From:	SR 205			NIA	NA	06/25/20/
1154	0.47	330	R	To:	96-1153	\neg		NA	NA	06/25/200
				From:	SR 205					
1155	0.37	360	R	<u> </u>	SR 203			NA	NA	06/25/200
				To:	96-1153					
				From:	96-1158					
1157	0.06	80	R					NA	NA	06/18/20
				To:	Dead End					
	0.44	4=0	_	From:	96-1157					00/40/00
1158	0.14	150	R	To:	SR 205	_		NA	NA	06/18/200
				From:						
1159	0.20	80	R	r toin.	96-1125			NA	NA	06/25/20
1159	0.20	00	• • • • • • • • • • • • • • • • • • • •	To:	96-1116	\neg				00/20/20
				From:	96-1114					
1160	0.57	500	R					NA	NA	06/25/20
				To:	96-1152					
				From:	SR 205					
1161	0.47	250	R	To:	06.1152	_		NA	NA	06/25/200
				From:	96-1153					
	0.31	130	R	From:	96-1161			NA	NA	06/25/200
1162	0.01	100	• • • • • • • • • • • • • • • • • • • •	To:	96-1136	\neg				00/20/20
				From:	96-1161					
1163	0.25	60	R	<u> </u>				NA	NA	06/25/200
				To:	96-1153					
$\overline{}$				From:	Dead End					
1164)	0.20	140	R	To:	GD 205 V	_		NA	NA	1998
				From:	SR 205 Y	1				
1105	0.12	40	R	riom.	96-1144			NA	NA	06/18/200
1165	0.12	40	• • • • • • • • • • • • • • • • • • • •	To:	96-1120	\neg				00/10/20
				From:	SR 205; SR 205 Y					
1166)	0.16	910	R					NA	NA	06/25/200
				To: From:	96-1114	\neg —				
1166	0.06	540	R	. IOIII.				NA	NA	06/25/200
				To: From:	96-1133	_				
1166	0.06	460	R	- 1000		_		NA	NA	06/25/200
				To: From:	96-1149					
(1166)	0.13	270	R					NA	NA	06/25/200
				To:	96-1141					
\bigcirc			_	From:	SR 205 WEST					A-
1167	0.01	140	R	To:	CWCL Caladia 1	_		NA	NA	07/11/200
				10.	SWCL Colonial Beach					

				V	estmoreland Maintena	nce Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Ax		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Westmoreland County							ZIIali		rioui				
(1167)	0.31	80	R	From:	SWCL Colonial Beau	ch			NA		NA		07/11/2001
				To:	SCL Colonial Beach	ı							
Town of Colonial Beach				From:	SCL Colonial Beach	1							
1167	0.01	160	R	To:	SR 205 EAST		_ _		NA		NA		07/11/2001
Westmoreland County					SR 203 EAS1								
	0.25	80	R	From:	Dead End				NA		NA		07/23/200°
(1180)	0.23	00	N .	To:	96-630				INA		INA		011231200
\bigcirc	0.40		_	From:	Dead End								07/00/000
(1181)	0.10	20	R	To:	96-1180				NA		NA		07/23/200
Town of Montross													
(1201)	0.07	340	R	From:	SR 3				NA		NA		07/09/200
(1201)				To:	96-622								
\bigcirc	0.01	20	R	From:	Dead End				NA		NA		1998
(1202)	0.01	20	K	To:	96-1211				INA		INA		1990
(1202)	0.03	140	R	From:	90-1211				NA		NA		1998
				To: From:	96-1206								
1202	0.04	200	R						NA		NA		1998
(1202)	0.05	380	R	From:	96-1207				NA		NA		1998
(1202)				To: From:	96-1203		_						
1202	0.12	470	R				<u> </u>		NA		NA		07/09/2001
				To: From:	SR 3								
1203	0.22	360	R		SR 3				NA		NA		07/09/200
				To:	96-1202								
(1204)	0.23	180	R	From:	Dead End				NA		NA		1998
(1204)				To:	SR 3								
\bigcirc	0.21	440	_	From:	96-681				NA		NA		07/09/200
(1205)	0.21	110	R	To:	96-1203				INA		INA		07/09/200
				From:	96-1202								
(1206)	0.15	140	R	To:	96-1205				NA		NA		1998
Westmoreland County				ı	70 1203		ı						
	0.11	80	R	From:	Dead End				NA		NA		1998
(1207)	0.11	00	K	To:	96-1212; SCL MONTR	OSS			INA		INA		1990
Town of Montross					0.6.4.2.4.2.007.1.4.03.787								
(1207)	0.16	230	R	From:	96-1212; SCL MONTR	OSS	_		NA		NA		1998
				To:	96-1202								
4000	0.07	40	R	From:	96-1201				NA		NA		1998
1208	0.07	+∪	N	To:	Dead End				11/7		INA		1990
				From:	SR 3								
(1209)	0.10	80	R	To:	NCL MONTROSS		\neg		NA		NA		1998
					THE MONTROSS								

				V 1	Truel			Danima		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT (QW Year
Westmoreland County				From:	NCL MONTROSS					
(1209)	0.16	40	R		TOE MOTTROSS			NA	NA	1998
				To:	Dead End					
Town of Montross				From:	Dead End	$\overline{}$				
1210)	0.18	390	R		Dead End	_		NA	NA	1998
				To:	SR 3					
\bigcirc				From:	96-1202]				
(1211)	0.10	120	R	To:	SCL MONTROSS	7		NA	NA	1998
Westmoreland County					SCL WONTROSS					
Aestinoreiana Conniv				From:	SCL MONTROSS					
(1211)	0.04	100	R	To:	06.1010	-		NA	NA	1998
				From:	96-1212					
(1212)	0.34	120	R	r tom.	Dead End	_		NA	NA	1998
(1212)				To:	96-1211	¬				
(1212)	0.06	80	R	From:	70-1211	_		NA	NA	1998
				To:	SCL MONTROSS					
Town of Montross				From:	GGL MONTROGG					
(1212)	0.01	80	R	r tom.	SCL MONTROSS	_		NA	NA	1998
(12.12)				To:	96-1207 SCL MONTROSS					
				From:	96-622					
(1213)	0.06	180	R					NA	NA	1998
\bigcirc				From:	96-1214]—				
(1213)	0.09	60	R	To:	Cul-de-Sac	7		NA	NA	1998
Westmoreland County					Cui-uc-sac					
C C				From:	96-1213					
(1214)	0.06	60	R	To:	0.1.1.0	_		NA	NA	1998
				From:	Cul-de-Sac 96-1302	+				
(1300)	0.25	590	R		90-1302	_		NA	NA	07/11/200
				To:	96-658					
				From:	Dead End					
(1301)	0.49	60	R	To:	SR 3; SR 205	_		NA	NA	1998
				From:	96-1327					
(1302)	0.06	150	R		70-1327	_		NA	NA	07/11/200
				To:	96-1326	_				
(1302)	0.08	190	R	From:		_		NA	NA	07/11/200
				To: From:	96-1317]—				
(1302)	0.64	240	R					NA	NA	07/11/200
<u> </u>				To: From:	96-1306]—				
(1302)	0.20	710	R					NA	NA	07/11/200
	0.00	222		To: From:	96-1300]		NIA.	NI A	07/44/000
1302	0.23	220	R	To:	96-1309	٦		NA	NA	07/11/200
				From:	96-1302; 96-1309	十				
(1303)	0.10	290	R			_		NA	NA	1998
				To:	96-658	<u> </u>				
\bigcirc	A 45		_	From:	96-1313			A I A	A1.4	07/44/000
(1304)	0.45	110	R	To:	96-1302	⊣		NA	NA	07/11/200
				ı	70-1302					

				V	Vestmorel					Dosies				
Route	Length	AADT	QA	4Tire	Bus		3+Axle		QC	Design Hour	QK	AAWDT	QW	Year
Westmoreland County								 2114		11001				
	0.19	70	R	From:		96-633	3			NA		NA		07/11/200°
(1305)	0.19	70	K	To:		96-130	2	7		INA		INA		07/11/200
				From:		96-131	6							
(1306)	0.22	190	R					_		NA		NA		07/11/2001
				To:		96-130								
	0.23	70	R	From:	W	VAKEFIEI	D DR			NA		NA		07/11/2001
(1307)	0.23	70	K	To:		96-130	6	7		INA		INA		07/11/200
				From:		Dead E		Ì						
1308	0.36	140	R					_		NA		NA		07/11/2001
				To:		96-130								
	0.40	450	_	From:	90	6-1302; 96	5-1303			NIA		NIA		4000
1309	0.18	150	R	To:		Cul-de-S	Sac	7		NA		NA		1998
				From:		96-638								
(1310)	0.56	2300	R			70 050	,			NA		NA		05/31/2001
				To: From:		96-131	2							
(1310)	0.28	610	R	From:						NA		NA		05/31/2001
				To:		96-131	1							
\bigcirc	0.40	400	-	From:		96-131	0			NIA		NIA		4000
1311)	0.48	420	R	To:		96-131	5	7		NA		NA		1998
				From:		96-132								
(1312)	0.42	380	R			70-132	.0	_		NA		NA		1998
				To: From:		96-131	8							
1312	0.44	320	R	From:			-			NA		NA		05/31/2001
				To: From:	0.	.45 MS 69	-1318							
(1312)	0.14	70	R					_		NA		NA		05/31/2001
				To:		Cul-de-S								
	0.06	100	R	From:		96-133	3			NA		NA		07/11/2001
1313	0.00	100	K					_		INA		INA		07/11/2001
	0.06	180	R	From:		96-131	4	_		NA		NA		1998
(1313)	0.00	100		To		06 121		_		14/1		14/1		1000
(1313)	0.51	120	R	From:		96-131	0			NA		NA		1998
(1313)				To:		96-658	3							
				From:		Dead E	nd							
(1314)	0.19	130	R	т		06.444		_		NA		NA		1998
				To:		96-131								
(1245)	0.43	110	R	From:		Dead E	nd			NA		NA		1998
1315	0.10		.,	To:		06 121	1	_						1000
(1315)	0.29	310	R	From:		96-131	1			NA		NA		1998
		-		To:		Dead E	nd							
				From:		96-133	2							
(1316)	0.21	50	R							NA		NA		07/11/2001
	• • • •			To: From:		96-131	3]						07////
1316	0.24	90	R	To:		96-130	16	7		NA		NA		07/11/2001
				From:		96-130		1						
1317) 0	0.16	60	R			70-130	٠٠	_		NA		NA		1998
		•		To:		96-130	2							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Westmoreland County				From:	AZALEA WAY	1				
1318)	0.22	70	R	<u> </u>	AZALEA WAT	_		NA	NA	1998
				To:	96-1312					
				From:	96-1312 SOUTH					
1319)	0.39	120	R			_		NA	NA	1998
				To:	96-1312 NORTH					
	0.44	00	_	From:	Dead End			N1.0	NA	4000
1320	0.11	80	R			_		NA	NA	1998
$\overline{}$	0.38	400	R	From:	96-1321	_		NA	NA	1998
1320	0.30	160	ĸ	To:	96-633	7		INA	NA	1990
				From:	96-633	1				
1321	0.18	210	R	<u> </u>	70-033	_		NA	NA	1998
				To:	96-1324					
1321	0.27	90	R	From:	70*1324	_		NA	NA	1998
				To:	96-1320					
				From:	96-1324					
1322	0.09	70	R					NA	NA	1998
<u> </u>				To: From:	96-1323]——				
1322	0.20	160	R			_		NA	NA	1998
				To:	96-1325					
	0.05	40	_	From:	Cul-de-Sac	_		NIA	NA	1000
1323	0.05	40	R	To:	96-1322	7		NA	NA	1998
				From:	96-1325					
1324	0.09	60	R	<u> </u>	70-1323			NA	NA	1998
				To:	96-1322	٦				
1324	0.12	80	R	From:	70-1322			NA	NA	1998
				To:	96-1321					
				From:	Cul-de-Sac]				
(1325)	0.08	40	R					NA	NA	1998
				To: From:	96-1324					
1325	0.29	180	R					NA	NA	1998
				To: From:	96-1322]				
1325	0.09	320	R			_		NA	NA	1998
				To:	96-633					
	0.20	40	-	From:	96-633	J		NIA	NIA	07/11/200
1326	0.20	40	R	To:	96-1302	7		NA	NA	07/11/200
				From:	96-1302					
1327	0.20	220	R	<u> </u>	/0-1302	_		NA	NA	07/11/200
				To:	96-633					
_				From:	Dead End					
1328	1.04	630	R			_		NA	NA	05/31/200
				To:	96-1315	<u> </u>				
\cap	0.07	4000	_	From:	96-1310			NIA.	NIA	05/24/202
1329	0.37	1600	R	To:	96-1328	7		NA	NA	05/31/200
				From:	Dead End/	<u> </u>				
1330)	0.17	NA		<u> </u>	DCAU EHU/	_		NA	NA	
				To:	96-01329(B)/	<u></u>				
				From:	Dead End/					
1331	0.22	NA				_		NA	NA	
				To:	96-01329(B)/	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Westmoreland County				From:	96-1333 EAST					
(1332)	0.37	60	R	Troni.	90-1333 EAS1	_		NA	NA	07/11/200
1002				To:	Dead End					
				From:	96-1332 WEST					
1333	0.29	80	R			_		NA	NA	07/11/2001
				To:	96-1332 EAST					
\bigcirc				From:	LAKEVIEW DRIVE(R)/					
1334	0.26	NA		To:	96-01329(B)/	1		NA	NA	
				From:						
(1225)	0.16	30	R		96-682			NA	NA	05/31/2001
(1335)				To:	96-1339	1				
				From:	96-1337					
1336	0.09	45	R	-				NA	NA	05/31/2001
				To:	Cul-de-Sac					
				From:	96-682					
1337	0.34	100	R	т		_		NA	NA	05/31/2001
				To:	Dead End					
\bigcirc	0.08	70	ъ	From:	96-1339			NA	NA	05/31/2001
1338	0.06	70	R	To:	96-1337			INA	INA	05/31/2001
				From:	96-1338	1				
(1339)	0.14	49	R		70-1336	_		NA	NA	05/31/2001
1553	-	_		To:	96-682					
				From:	96-682					
1340)	0.43 180	180	R					NA	NA	05/31/2001
			To:	96-1342						
\bigcirc			From:	96-1340					0=1011000	
1341)	0.16	60	R	To:	07.792	7		NA	NA	05/31/2001
				From:	96-682	1				
(1342)	0.25	30	R	rioii.	96-1341			NA	NA	05/31/2001
(1342)	0.20	00	• • • • • • • • • • • • • • • • • • • •	To:	96-1340			1471	10.0	00/01/2001
				From:	96-682 WEST					
(1343)	0.66	20	R			_		NA	NA	05/31/2001
				To:	96-682 EAST					
				From:	96-1302					
(1345)	0.06	80	R	_		_		NA	NA	07/11/2001
				To:	Dead End					
	0.24	NIA		From:	LAKE VIEW DRIVE(R)/			NIA	NIA	
(1346)	0.31	NA		To:	96-01329(B)/	7		NA	NA	
				From:		1				
(1401)	0.14	46	R		96-1402	_		NA	NA	1998
(1401)	• • • • • • • • • • • • • • • • • • • •		• • •	To:	07.1402	_				
(1401)	0.03	90	R	From:	96-1403			NA	NA	1998
(1401)	0.00		•••	To	96-610					
				From:	96-1403 WEST					
1402	0.20	30	R		· · ·	_		NA	NA	06/14/2001
				To:	96-671]				
				From:	96-1402 EAST					
(1403)	0.18	20	R					NA	NA	06/14/2001
				To: From:	96-1402 WEST]				
(1403)	0.18	30	R			_		NA	NA	06/14/2001
				To:	0.18 MN 96-1402					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Westmoreland County				From:	0.18 MN 96-1402					
(1403)	0.04	60	R		0.18 MIN 90-1402	_		NA	NA	1998
				To:	96-1401]				
				From:	Dead End					
(1404)	0.04	9	R	To:	96-1402	7		NA	NA	06/14/2001
				From:	96-729	1				
(1410)	0.24	50	R	<u> </u>	90-729	_		NA	NA	1998
1419				To:	Dead End	1				
				From:	96-624					
1420	0.43	150	R					NA	NA	1998
				From:	96-1423					
1420	0.01	140	R	To:	D 15 1	7		NA	NA	1986
				From:	Dead End					
	1.05	130	R	Pioni.	96-624			NA	NA	1998
(1421)	1.00	100		To:	96-1422					1000
				From:	96-1421					
(1422)	0.22	70	R					NA	NA	1998
				To:	Dead End					
\bigcirc	0.40		_	From:	Dead End					4000
1423	0.16	30	R					NA	NA	1998
	0.50			To: From:	96-1424					1000
(1423)	0.52	110	R	To	96-1420	_		NA	NA	1998
				From:	96-1425	1				
1424	0.06 20	R		70-1423			NA	NA	1998	
1424				To:	96-1423					
				From:	Cul-de-Sac					
1425	0.16	20	R			_		NA	NA	1998
				To:	96-1424					
	0.39	530	R	From:	96-626			NA	NA	05/16/2001
1501)	0.00	330	1	т	0.5.4.500 XXXXX	_		IVA	NA	03/10/2001
(1501)	0.13	520	R	From:	96-1509 WEST			NA	NA	1998
(1501)	0.10	320	1	To:	06.1515	_		14/1	10.0	1000
(1501)	0.17	490	R	From:	96-1515			NA	NA	1998
(1501)				To	96-1502					
(1501)	0.18	330	R	From:	90-1302			NA	NA	1998
				To	96-1505					
(1501)	0.05	310	R	From:	70-1303	_		NA	NA	1998
				To	96-1511					
(1501)	0.06	270	R	From:	70 1011			NA	NA	1998
				To:	96-1508	1				
(1501)	0.08	210	R	. TOIL		_		NA	NA	1998
				To: From:	96-1505					
(1501)	0.09	160	R			•		NA	NA	1998
				To: From:	96-1507]——				
(1501)	0.06	150	R					NA	NA	1998
				To: From:	96-1509 EAST]				
(1501)	0.05	120	R					NA	NA	1998
				To: From:	96-1504 NORTH					
(1501)	0.04	80	R	To	06.1504.0037777	7		NA	NA	1998
				To:	96-1504 SOUTH					

							aintenanc Tru			Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle		QC	Hour	QK	AAWDT	QW	Year
Westmoreland County				From:										
(1502)	0.16	240	R	Floin.		96-15	01			NA		NA		1998
				To: From:		96-15	13							
(1502)	0.26	210	R	To:		06.15	202	_		NA		NA		1998
				From:		96-15								
(1503)	0.26	90	R			96-15	133			NA		NA		05/16/2001
				To		96-15	02	—						
1503	0.09	190	R	Tion.						NA		NA		1998
				To: From:		96-15	41							
(1503)	0.11	150	R					_		NA		NA		1998
<u> </u>	0.15	400		From:		96-1517	WEST			NIA		NIA		1000
(1503)	0.15	100	R					_		NA		NA		1998
(1502)	0.35	60	R	From:		96-1517	EAST			NA		NA		1998
1503	0.00		.``	To:		Cul-de-	-Sac							
				From:		96-1501 N	ORTH							
(1504)	0.28	30	R							NA		NA		1998
	0.47			From:		96-15	10			NIA		NIA.		4000
1504)	0.17	45	R	To:		96-1501 S	OUTH	1		NA		NA		1998
				From:		96-1501								
(1505)	0.13	80	R	<u> </u>				_		NA		NA		1998
				To: From:		96-15	06]						
(1505)	0.25	20	R			064#04		_		NA		NA		1998
				To: From:		96-1501								
(1506)	0.07	50	R	FIOIII.		96-15	05			NA		NA		1998
(1300)				To:		Cul-de-	-Sac							
				From:		96-15	09							
1507	0.07	30	R	To:		06.15	·01	_		NA		NA		1998
				From:		96-15								
(1508)	0.16	40	R	Tioni		96-15	09			NA		NA		1998
(1500)				To:		96-15	01							
				From:		96-1501	WEST							
(1509)	0.45	40	R							NA		NA		1998
\bigcirc	0.45	40		From:		96-15	16			NIA		NIA		4000
1509	0.15	40	R	. —				_		NA		NA		1998
(1500)	0.46	30	R	From:		96-15	15			NA		NA		1998
1509	0.10			To:		96-15	:11							1000
(1509)	0.11	30	R	From:		90-13	11			NA		NA		1998
				To		96-15	08	_						
(1509)	0.30	20	R	From:						NA		NA		1998
				To: From:		96-15	07]						
1509	0.04	20	R							NA		NA		1998
				To: From:		96-15	12]						4.6
(1509)	0.09	60	R	To:		96-1501	FAST	1		NA		NA		1998
			From:		96-1501		1							
(1510)	0.07	40	R			90-13	VT	_		NA		NA		1998
				To:		Cul-de	-Sac							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Ti		QC	Design Hour	QK AAWDT QW	Year
Westmoreland County				From:	96-1509	1				
(1511)	0.10	60	R		70-1307			NA	NA	1998
				To:	96-1501					
(1542)	0.02	30	R	From:	Cul-de-Sac			NA	NA	1998
(1512)	0.02			To:	96-1509					1000
$\overline{}$				From:	96-1502					
1513	0.12	30	R					NA	NA	1998
(1513)	0.08	8	R	From:	96-1514 SOUTH			NA	NA	1998
(1313)				To:	96-1514 NORTH					
\bigcirc		_	_	From:	96-1513 SOUTH					1000
1514	0.22	7	R	To:	96-1513 NORTH			NA	NA	1998
				From:	96-1501					
1515	0.20	100	R		70 1301			NA	NA	1998
				To:	96-1509					
	0.08	40	R	From:	96-1509			NA	NA	1998
1516	0.00	40	K	To:	Dead End			INA	INA	1990
				From:	96-1503 WEST					
(1517)	0.26	20	R	_				NA	NA	1998
				To: From:	96-1503 EAST					
(1530)	1.13	230	R	From:	96-626			NA	NA	1998
1530	_			To:	96-1531 WEST					
(1530)	0.15	100	R	From:	y0 1031 WEG1			NA	NA	1998
				To: From:	96-1531 EAST					
(1530)	0.35	40	R					NA	NA	1998
	0.40			To: From:	96-1532			NIA		1000
1530	0.10	30	R	To:	Cul-de-Sac			NA	NA	1998
				From:	96-1530 WEST					
(1531)	0.14	40	R					NA	NA	1998
				From:	96-1532					
(1531)	0.06	10	R	To:	96-1530 EAST			NA	NA	1998
				From:	96-1531					
(1532)	0.35	30	R	<u> </u>	90-1331			NA	NA	1998
				To:	96-1530					
	0.25	20	R	From:	Cul-de-Sac			NIA	NA	06/14/2001
(1533)	0.25	20	ĸ	. —	25.4.22			NA	NA	06/14/2001
	0.45	140	R	From:	96-1530			NA	NA	06/14/2001
1533				To	96-1556					
1533	0.17	60	R	From:	70-1550			NA	NA	06/14/2001
				To: From:	96-1534					
(1533)	0.02	20	R					NA	NA	06/14/2001
				To: From:	Dead End	<u> </u>				
1534	0.18	50	R	Pioni.	96-1533			NA	NA	06/14/2001
				To:	Cul-de-Sac					
$\overline{}$				From:	96-1503					
1535	0.26	80	R	To:	96-1540			NA	NA	05/16/2001
-					90-1340	<u> </u>				

Route	Length	AADT	QA		Bus		Tru	ck		QC	Design	Uĸ	AAWDT	O\\\	Year
	Lengin	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QN	AAWDI	QVV	Teal
Westmoreland County				From:		96-154	0								
(1535)	0.15	90	R								NA		NA		05/16/2001
\bigcirc	0.04	400		To: From:		96-153	6]		NIA		NIA		05/40/2004
(1535)	0.24	160	R	To:		96-1530	0		7		NA		NA		05/16/2001
				From:		96-153:									
1536	0.15	80	R	-			-				NA		NA		05/16/2001
				To: From:		96-155	0]						
1536	0.10	40	R								NA		NA		05/16/2001
	0.10	20		From:		96-153	8		<u> </u>		NA		NΙΔ		05/16/2004
1536	0.18	30	R						_		NA		NA		05/16/2001
(F00)	0.03	7	R	From:		96-153	7				NA		NA		05/16/2001
1536	0.00	•		To:		Cul-de-S	ac		1						00/10/2001
_				From:		Cul-de-S	ac								
1537)	0.12	20	R						_		NA		NA		05/16/2001
				To: From:		96-153			<u> </u>						
1520	0.11	20	R	From:		Cul-de-S	ac				NA		NA		1998
(1538)	0.11			To		96-1539	0								1000
(1538)	0.09	20	R	From:		90-133	7				NA		NA		05/16/2001
				To:		96-153	6								
		_		From:		96-154	0								
1539	0.23	8	R	To:		96-153	0		7		NA		NA		05/16/2001
			From:		96-153:			+							
(1540)	0.09 30	30	R			70-133.	<u> </u>		_		NA		NA		05/16/2001
				To:		96-153	9								
\bigcirc	0.44		_	From:		96-150	3								05/40/000
(1541)	0.11	80	R						_		NA		NA		05/16/2001
	0.07	60	R	From:		96-1542	2				NA		NA		05/16/2001
(1541)	0.07	00	IX.	To:		96-154	4				IVA		IVA		00/10/2001
				From:		96-154	1								
(1542)	0.17	20	R						_		NA		NA		05/16/2001
				To:		96-154									
1543	0.10	20	R	From:		Cul-de-S	ac		_		NA		NA		05/16/2001
(1543)	00			To:		96-1542	2		1						00, 10, 200
				From:		Cul-de-S	ac								
1544	0.07	20	R								NA		NA		05/16/2001
				To: From:		96-154	1]						
1544)	0.14	20	R	To:		Cul-de-S	lac		7		NA		NA		05/16/2001
				From:		96-01533(
(1545)	0.12	NA		<u> </u>		20 01000	(-) ^r		_		NA		NA		
				To:		Dead En	ıd/								
\bigcirc	0.10	N1.0		From:		96-01533((B)/				N.I.A		NIA		
1546	0.16	NA		To:		Dead En	ıd/		7		NA		NA		
				From:		96-153			 						
(1550)	0.06	40	R	<u> </u>		70-133	•		_		NA		NA		05/16/2001
				To:		Cul-de-S	ac								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Westmoreland County				From:	96-1533	I				
(1556)	0.40	45	R		70 1555			NA	NA	06/14/200
	0.05	40		To: From:	96-1557]		NΙΛ	NΙΔ	06/14/2004
(1556)	0.05	10	R	To:	Cul-de-Sac	7		NA	NA	06/14/2001
				From:	96-1556					
(1557)	0.09	7	R			_		NA	NA	06/14/2001
				To: From:	Cul-de-Sac					
(1558)	0.18	30	R	r toin.	96-1556			NA	NA	06/14/200
(1000)				To:	Dead End					
\bigcirc				From:	96-609					
1601)	0.93	350	R			_		NA	NA	07/23/2001
	0.23	250	R	From:	96-1611			NA	NA	1998
1601)	0.23	250	K	To	06.1602	7		INA	INA	1990
(1601)	0.30	210	R	From:	96-1603			NA	NA	1998
				To:	96-1614					
(1601)	0.20	190	R	From:	70 1011	<u> </u>		NA	NA	1998
				To: From:	96-1612]				
1601	0.22	180	R					NA	NA	1998
				To: From:	96-1617 WEST]				
1601)	0.27	160	R			_		NA	NA	1998
	0.05	150	R	From:	96-1615			NA	NA	1998
1601)	0.03	150	K	To:	06 1617 FACT	7		INA	INA	1990
(1601)	0.13	150	R	From:	96-1617 EAST			NA	NA	1998
				To:	96-1602	—				
(1601)	0.70	220	R	From:	, , , , , , , , , , , , , , , , , , ,	<u>-</u>		NA	NA	1998
				To:	96-693; 96-1609					
	0.20	180	R	From:	96-1607			NA	NA	1998
1602	0.20	100	K	To:	06.1616	7		INA	IVA	1990
(1602)	0.43	120	R	From:	96-1616			NA	NA	1998
				To: From:	96-1610	—				
1602	0.27	160	R			-		NA	NA	1998
				To:	96-1601					
(1000)	0.10	10	R	From:	96-1605	_		NA	NA	1998
1603	0.10	10		To	96-1604			14/1	10.1	1000
(1603)	0.19	40	R	From:	90-1004	_		NA	NA	1998
				To:	96-1601					
	0.40		_	From:	96-1603					4000
1604)	0.16	20	R	_		_		NA	NA	1998
(1604)	0.14	20	R	From:	96-1605			NA	NA	1998
(1004)	J.11			To:	Dead End	_		, .	101	
				From:	96-1603]				
1605	0.13	6	R	To:	07.1704	7		NA	NA	1998
				From:	96-1604 96-693	+				
1606	0.08	20	R	<u> </u>	70-073	_		NA	NA	1998
				To:	Dead End]				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Yea
Westmoreland County				From:	BEGIN LOOP	1				
1607	0.47	40	R		BEGIN EOOT			NA	NA	199
				To: From:	END LOOP					
1607	0.07	210	R			_		NA	NA	199
	0.06	240	R	From:	96-1602			NA	NA	199
1607	0.00	240	K	To	06.1610	- 1		INA	NA.	1990
(1607)	0.04	240	R	From:	96-1610			NA	NA	199
				To: From:	96-1608	1				
1607	0.07	260	R			_		NA	NA	199
				To:	96-1609					
	0.30	49	R	From:	96-1607			NA	NA	199
1608	0.50	43	K	To:	96-1609	7		INA	IVA	133
				From:	Cul-de-Sac					
1609	0.07	20	R					NA	NA	07/23/2
				To: From:	96-1608]				
1609	0.26	40	R	-				NA	NA	199
	0.04	200		From:	96-1607			NIA	NIA	100
1609	0.24	290	R	To:	96-693; 96-1601	7		NA	NA	199
				From:	96-1607					
1610	0.54	30	R			-		NA	NA	199
				To:	96-1602					
	0.27	80	R	From:	96-1613			NA	NA	199
1611)	0.27	80	K	To:	96-1601	1		INA	NA.	1990
				From:	Cul-de-Sac					
1612	0.33	20	R					NA	NA	199
				To:	96-1601					
	0.12	10	R	From:	Cul-de-Sac			NA	NA	199
1613	0.12	10	IX	To:	96-1611	1		IVA	IVA	100
				From:	Dead End					
1614	0.33	20	R					NA	NA	199
				To:	96-1601					
	0.33	20	R	From:	NOMINI DR			NA	NA	199
1615	0.00	20		To:	96-1601	1		1471	107	100
				From:	96-1602					
1616	0.16	60	R			_		NA	NA	199
				To:	Cul-de-Sac					
1617)	0.22	30	R	From:	96-1601 WEST			NA	NA	07/23/2
1617)	0.22			To:	96-1601 EAST	1		101		0112012
				From:	96-609					
1618)	0.32	30	R	т		_		NA	NA	199
				To:	AVIAN COURT	<u> </u>				
1619)	0.07 20	20	R	From:	96-1601			NA	NA	07/23/2
1019)	0.01			To:	Cul-de-Sac					
			From:	Cul-de-Sac						
1620	0.05	8	R			_		NA	NA	07/23/2
				To:	96-1608					

				•	restmoreiand Maintenance Area	Declara		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()(:	QK AAWDT	QW Year
Westmoreland County				From:		T		
1622)	0.25	10	R	Piolii.	Cul-de-Sac	 NA	NA	07/23/200
1022				To:	96-1601			
				From:	96-1616 SOUTH			
1623	0.20	20	R	_		NA	NA	07/23/200
				To:	96-1616 NORTH			
	0.12	46	R	From:	96-1602	NA	NA	07/23/20
1624	0.12	40		To:	Cul-de-Sac	ן ''``	10.0	01720720
				From:	Cul-de-Sac			
1628	0.10	20	R			NA	NA	07/23/20
				To:	96-1611			
\bigcirc	0.47			From:	Dead End/		NIA	
1629	0.17	NA		To:	96-01601(B)/	NA NA	NA	
				From:	96-1606			
1630	0.19	40	R		70 1000	NA	NA	07/23/20
<u> </u>				To:	96-693			
$\overline{}$				From:	96-1630			
1631)	0.10 60	60	R	To:	07.1722	¬ NA	NA	07/23/20
				From:	96-1632			
1632)	0.12 20	20	R	10.11	Cul-de-Sac	∟ NA	NA	07/23/20
1632)	···-	20		To:	Cul-de-Sac			01720720
				From:	96-693 WEST			
1633	0.28	30	R			NA	NA	07/23/20
				To:	96-693 EAST			
	0.06	20	R	From:	96-693	 NA	NA	07/23/20
1634)	0.00	20	K	To:	Dead End		INA	01/23/200
				From:	96-1634			
1635)	0.11	9	R		20 202 1	NA NA	NA	07/23/20
				To:	Cul-de-Sac			
$\overline{}$				From:	96-693			
1636	0.22	20	R	To:	Cul-de-Sac	¬ NA	NA	07/23/20
_				From:	96-693 WEST			
1637)	0.36	20	R		90-093 WES1	 NA	NA	07/23/20
1001)				To:	96-693 EAST			
				From:	96-690			
9732)	0.11 40	40	R			NA	NA	07/23/200
				To:	MONTROSS ELEM SCH	1		
	0.20 2	20	R	From:	SR 202	 NA	NA	07/05/200
9735)		20	ĸ	To:	COPLE PRI SCH		INA	07/05/200
			From:	BEGIN LOOP	'			
0.23 NA	NA			5201. 5001	NA	NA		
/	0.20			To:	96-1301			