### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

01

Accomack County
Town of Accomac
Town of Belle Haven
Town of Bloxom
Town of Chincoteague
Town of Hallwood
Town of Keller
Town of Melfa
Town of Onancock
Town of Onley
Town of Painter
Town of Parksley
Town of Saxis
Town of Wachapreague

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management 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, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; 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; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, 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 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".

Also available are 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 reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **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 Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

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,

### 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 Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve 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.

					Acc	omack Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County															
13	0.19	17000	G	From: 92%	1%	US 13 Bus Exmore; 0	65-687 5%	0%	F	0.079	F	0.504	17000	G	2002
(13)	0.10			To	170	Accomack County			•	0.070		0.001	11000		2002
$\sim$	0.04	04000	-	From:		Northhampton Count		00/	_	0.004	_	0.50	00000	_	2000
[13]	2.94	21000	F	92% To:	1%	2% 0% SCL Painter	5%	0%	F	0.084	F	0.53	20000	F	2002
Town of Painter						SCE T united		<u></u>							
~~~				From:		SCL Painter									
[13]	0.43	21000	N	92%	1%	2% 0%	5%	0%	N	0.084	N	0.53	20000	N	2002
13	0.46	18000	F	From: 92%	1%	01-614 2% 0%	5%	0%	F	0.083	F	0.517	17000	F	2002
				To:		NCL Painter									
Accomack County				From:		MCI D : 4									
<u>13</u> }	1.84	18000	N	92%	1%	NCL Painter	5%	0%	N	0.083	N	0.517	17000	N	2002
(13)				To:	.,,	SCL Keller	0,0			0.000		0.0		• • •	
Town of Keller															
~~~	0.38	18000	N	92%	1%	SCL Keller 2% 0%	5%	0%	N	0.083	N	0.517	17000	NI	2002
[13]	0.36	10000	IN	92 70 To:	1 70		370	076	IN	0.063	IN	0.517	17000	N	2002
13	0.45	19000	F	92%	1%	S SR 180 2% 0%	5%	0%	F	0.081	F	0.524	18000	F	2002
			•	To:	, -	NCL Keller	- 74		-		•				
Accomack County				r. I		***** ·-									
(12)	0.01	19000	N	From: 92%	1%	NCL Keller 2% 0%	5%	0%	N	0.081	N	0.524	18000	N	2002
[13]	0.01	13000	.,	J2 /0	1 70		370		11	0.001	14	0.024	10000	11	2002
13	0.53	18000	Α	From: 92%	1%	N SR 180 2% 0%	5%	0%	В	0.126	Α	0.566	17000	Α	2002
(19)				To		01-734									
(13)	1.01	22000	F	92%	1%	2% 0%	5%	0%	F	0.083	F	0.555	20000	F	2002
				To:		SCL Melfa									
Town of Melfa				From:		COL M. IC		1							
(13)	0.37	20000	F	92%	1%	SCL Melfa 2% 0%	5%	0%	F	0.079	F	0.533	19000	F	2002
(13)				To:		01-T626									
13	0.50	20000	F	92%	1%	2% 0%	5%	0%	F	0.080	F	0.555	19000	F	2002
<u></u>				To:		NCL Melfa									
Accomack County				r											
<u>[13]</u>	2.16	21000	F	92%	1%	NCL Melfa	5%	0%	F	0.081	F	0.531	20000	F	2002
(13)	2.10	21000	•	To:	170	SCL Onley	370	070	'	0.001		0.551	20000	'	2002
Town of Onlev															
	1.00	22000	F	92%	1%	SCL Onley 2% 0%	5%	0%	F	0.081	F	0.616	21000	F	2002
[13]	1.00	22000	г		1 70		5%	070	Г	0.061	г	0.010	21000	Г	2002
<u>(13)</u>	0.17	23000	F	From: 92%	1%	SR 179 2% 0%	5%	0%	F	0.08	F	0.586	22000	F	2002
(13)	V.11		•	To:	1 70	NCL Onley	3,0	2,0		3.50		2.000		•	
Accomack County															
~~~	2.97	18000	F	92%	1%	NCL Onley 2% 0%	5%	0%	F	0.078	F	0.565	17000	F	2002
[13]	2.91	10000	r	92% To:	170	SCL Accomac		U%	Г	0.076	Г	0.000	17000	Г	2002
Town of Accomac															
~~	<b>.</b> . =	46665		From:	101	SCL Accomac		601	_	0.0==	_	0.===		_	
[13]	0.15	18000	F	92% To:	1%	2% 0%  NCL Accomac	5%	0%	F	0.079	F	0.585	18000	F	2002
Accomach County				1		INCL ACCOMAC	,								
Accomack County				From:		NCL Accomac									
(13)	1.39	19000	F	92%	1%	2% 0%	5%	0%	F	0.083	F	0.591	18000	F	2002
~				To:		US 13 Bus N of Acc	comac								

					Acc	omack Maintena	nce Are	а							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:		US 13 Bus N of Acc	comac	1							
13)	4.48	20000	F	92%	1%	2% 0%	5%	0%	F	0.080	F	0.507	19000	F	2002
13	8.14	20000	F	92%	1%	01-676 2% 0%	5%	0%	F	0.081	F	0.505	19000	F	2002
13	3.74	18000	F	From: 92%	1%	01-695 2% 0%	5%	0%	F	0.08	F	0.504	18000	F	2002
<u>(13)</u>	4.09	19000	F	From: 92%	1%	SR 175 Nashs Co	rner 5%	0%	F	0.082	F	0.528	18000	F	2002
<u> </u>				To:		Maryland State L	ine								
Town of Onley Bus				From:		US 13 S of Onle	ey								
13	0.98	3200	F	98% To:	1%	1% 0% NCL Onley	1%	0%	F	0.090	F	0.502	3200	F	2002
Accomack County				From:		NCL Onley		Т							
Bus 13	0.79	3200	N	98%	1%	1% 0%	1%	0%	N	0.090	N	0.502	3200	N	2002
(10)				To:		SR 126; SR 31									
Bus 13	1.01	2900	F	98%	1%	1% 0%	1%	0%	F	0.086	F	0.512	2900	F	2002
Bus				To: From:		01-659									
13	0.79	3000	F	98% To:	1%	1% 0% SCL Accomac	1%	0%	С	0.097	F	0.547	3000	F	2002
Town of Accomac															
Bus 13	0.31	3000	N	98%	1%	SCL Accomac 1% 0%	1%	0%	N	0.097	N	0.547	3000	N	2002
Bus	0.89	2800	F	From:	1%	01-764 1% 0%	1%	0%	F	0.089	F	0.570	2800	F	2002
[13]	0.09	2000	•	Tn-	1 /0	NCL Accomac		070		0.009	'	0.370	2000		
Accomack County				From:		NCL Accomac		ı							
Bus 13	0.96	2800	N	98%	1%	1% 0%	1%	0%	N	0.089	N	0.570	2800	N	2002
				To:		US 13 N of Accor	mac								
Town of Onancock				From:		SR 179 Onancoo	nk	I							
(126)	0.11	3500	F	98%	0%	1% 0%	1%	0%	F	0.089	F	0.524	3500	F	2002
				To:		ECL Onancock	ζ								
Accomack County				From:		ECL Onancock	ζ								
(126)	1.27	3400	F	98%	0%	1% 0%	1%	0%	С	0.087	F	0.515	3400	F	2002
				To:		SR 316 & US13 I	Bus								
(175)	1.65	7500	Α	95%	1%	US 13 Nashs Cor 2% 1%	ner 2%	0%	Α	0.112	Α	0.514	7400	Α	2002
				To: From:		01-704		-							
175	1.87	6500	F	95%	1%	2% 1% 01-798	2%	0%	F	0.104	F	0.665	6500	F	2002
175	4.86	5900	F	95% To:	1%	2% 1% WCL Chincoteag	2% gue	0%	F	0.088	F	0.564	5900	F	2002
Town of Chincoteague				From:											
175	2.11	5800	F	95% To:	1%	WCL Chincoteag 2% 1% 0-1623 Chincoteague	2%	0%	F	0.088	F	0.596	5800	F	2002
Town of Parkslev				<u>I</u>		1025 Chineoteague	.viuiii Dt								
	2.22	0=0-	_	From:	401	SR 316	401	601	_	0.000	_	0.04:	0000	-	0000
176	0.38	3500	F	96% To:	1%	1% 0% ECL Parksley	1%	0%	С	0.092	F	0.614	3600	F	2002

					ACC	omack Maintenance	Area								
Route	Length	AADT	QA	4Tire	Bus	Truck			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:		EGL D. I. I.									
176)	2.20	3400	F	96%	1%	ECL Parksley 1% 0% 1	%	0%	F	0.097	F	0.52	3500	F	2002
(170)				To	.,,	US 13 North of Pastoria									
Town of Belle Haven															
	0.05	2000		From:	40/	NCL Exmore	0/	00/	N.	0.000	N.	0.540	2000	N.	2002
178	0.35	2900	N	97% To:	1%	1% 0% 1 Accomack County Line	%	0%	N	0.092	N	0.510	2900	N	2002
				From:		Northhampton County Li									
(178)	1.72	2000	F	97% To:	1%	1% 0% 1 WCL Belle Haven	%	0%	F	0.097	F	0.725	2000	F	2002
Accomack County															
(470)	2.67	1900	М	From:		WCL Belle Haven				0.097	N	0.725	NA		2002
178	2.01	1300		To:		01.615				0.007	14	0.723	IVA		2002
179	4.33	1200	F	From: 97%	1%	01-615 1% 0% 1	%	0%	С	0.086	F	0.592	1200	F	2002
178			•	To:	.,,					0.000	•	0.002	00	•	
(178)	0.03	2000	F	From: 97%	1%	S SR 180 1% 0% 1	%	0%	F	0.091	F	0.603	2000	F	2002
110			-	To:		N SR 180			•						
(178)	1.90	1700	F	97%	1%		%	0%	F	0.094	F	0.642	1700	F	2002
170				To:		01-620 NE of Pungoteage									
Town of Onancock															
				From:	201	01-1023		201							
179	0.36	5200	F	98%	0%	1% 1% 0	)%	0%	F	0.095	F	0.520	5200	F	2002
				From:	201	S 01-658						0.740			
179	1.16	5800	F	98%	0%	1% 1% 0	)%	0%	С	0.104	F	0.518	5800	F	2002
	0.00			From:	00/	SR 126	.0./	-00/		0.004		0.500	2000		2222
179	0.09	6800	F	98% To:	0%	1% 1% (	)%	0%	F	0.091	F	0.506	6900	F	2002
A						WCE Chancock									
Accomack County				From:		WCL Onancock									
(179)	0.69	6800	N	98%	0%		)%	0%	Ν	0.091	Ν	0.506	6900	Ν	2002
				To:		WCL Onley									
Town of Onley				From:		WCL Onlov									
(179)	0.64	6800	N	98%	0%	WCL Onley 1% 1% 0	)%	0%	N	0.091	N	0.506	6900	N	2002
179)	0.0.		•••	To:	0,0	US 13 Bus	. , , ,	7,0		0.00		0.000			
Accomack County															
				From:		End of Route									
180	3.06	780	F	95%	1%	2% 0% 2	2%	0%	F	0.096	F	0.660	780	F	2002
			_	From:		S SR 178					_				
180 178	0.03	2000	F	97%	1%	1% 0% 1	%	0%	F	0.091	F	0.603	2000	F	2002
				From:	10/	N SR 178									
180	2.89	690	F	95% To:	1%		2%	0%	С	0.082	F	0.579	700	F	2002
						WCL Keller									
Town of Keller				From:		WCL Keller									
(180)	0.46	690	N	95%	1%		2%	0%	Ν	0.082	Ν	0.579	700	Ν	2002
				To: From:		US 13 South									
(180) (13)	0.45	19000	F	92%	1%	S US 13 2% 0% 5	5%	0%	F	0.081	F	0.524	18000	F	2002
100 (13)	0.40			To:	. 70	CL Keller	. , .	2 / 3		0.001		J.02-7			
Accomack County				-									_		
				From:		CL Keller									
(180) [13]	0.01	19000	N	92%	1%	2% 0% 5	5%	0%	N	0.081	N	0.524	18000	N	2002
				From:		US 13 NORTH									
180	4.07	970	F	95%	1%		2%	0%	F	0.088	F	0.592	970	F	2002
				To:		WCL Wachapreague									

					7,00	omack Maintena	IICE AIE	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Wachapreague				From:											
(180)	0.28	970	N	95%	1%	WCL Wachapreas	gue 2%	0%	N	0.088	N	0.592	970	N	2002
1607	0.20			To	.,,	01-1701		0,0		0.000		0.002	0.0		
Wye				From:		SR 180									
(180)	0.55	150	F	96%	3%	1% 0%	0%	0%	С	0.101	F	0.5	150	F	2002
				To:		WCL Wachapreas	gue								
Town of Belle Haven				From:		01-609									
(181)	0.57	1100	F	96%	1%	1% 1%	1%	0%	С	0.099	F	0.651	1100	F	2002
				To:		ECL Belle Have	en								
Accomack County				From:		ECL Belle Have	n	I							
(181)	0.38	1100	N	96%	1%	1% 1%	1%	0%	Ν	0.099	Ν	0.651	1100	N	2002
				To:		US 13									
Town of Painter				From:		LIC 12									
(182)	0.65	1100	F	98%	1%	US 13 1% 0%	0%	0%	F	0.097	F	0.576	1100	F	2002
102)	0.00			To:	.,,	ECL Painter	0,0	0,0		0.00.		0.0.0		•	
Accomack County															
	3.06	890	F	98%	1%	ECL Painter	0%	0%	С	0.099	F	0.671	890	F	2002
182	3.00	090	Г	90 70 To:	170	01-605 Quinby		076	C	0.099	Г	0.67 1	690	Г	2002
				From:		01-658 Guilford		l							
(187)	1.06	550	F	97%	1%	1% 0%	1%	0%	F	0.086	F	0.634	550	F	2002
				To		WCL Bloxom									
Town of Bloxom				From:		WCI DI									
(187)	0.45	550	N	97%	1%	WCL Bloxom	1%	0%	N	0.086	N	0.634	550	N	2002
				To		SR 316		1							
(187)	0.59	1500	F	97%	1%	1% 0%	1%	0%	F	0.093	F	0.57	1500	F	2002
				To:		ECL Bloxom									
Accomack County				From:		ECL DI		r							
(187)	1.60	2000	F	97%	1%	ECL Bloxom	1%	0%	С	0.092	F	0.629	2000	F	2002
167			•	To:	.,,	US 13 Nelsonia				0.002		0.020		•	
(187)	1.73	830	F	97%	1%	1% 0%	1%	0%	F	0.093	F	0.524	830	F	2002
101)				To:		01-679 Modest To	own								
				From:		SR 126									
316	2.58	3900	F	97%	0%	1% 0%	1%	0%	F	0.089	F	0.554	3900	F	2002
				From:	201	01-764 Greenbu									
316	3.16	4000	F	97% To:	0%	1% 0% SCL Parksley	1%	0%	С	0.086	F	0.578	4000	F	2002
T of Dll						SCL Falksley		l							
Town of Parkslev				From:		SCL Parksley									
(316)	0.07	4000	N	97%	0%	1% 0%	1%	0%	Ν	0.086	Ν	0.578	4000	Ν	2002
$\frac{\sim}{\sim}$				To: From:		SR 176		-							
(316)	0.61	3300	F	97%	0%	1% 0%	1%	0%	F	0.089	F	0.603	3300	F	2002
				To:		NCL Parksley									
Accomack County				From:		NCL Parksley		I							
(316)	2.68	3300	N	97%	0%	1% 0%	1%	0%	Ν	0.089	Ν	0.603	3300	N	2002
				To		SCL Bloxom									
Town of Bloxom				From:		COI DI		1							
(316)	0.39	3300	N	97%	0%	SCL Bloxom 1% 0%	1%	0%	N	0.089	N	0.603	3300	N	2002
(0.10)			-	To:		SR 187			•		-				

					Acc	omack Maintena									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:		Northhampton Coun	ty Line	i							
600)	3.68	730	F	96%	1%	2% 0%	0%	0%	С	0.097	F	0.694	740	F	2002
	3.10	290	F	From: 98%	2%	SR 182 0% 0%	0%	0%	F	0.092	F	0.621	290	F	2002
600	3.10	230		To:	2 /0	SR 180	0 70		'	0.032	'	0.021	290	'	2002
600	0.43	310	F	98%	2%	0% 0%	0%	0%	С	0.091	F	0.516	320	F	2002
	0.30	450	F	From: 98%	2%	01-736 0% 0%	0%	0%	F	0.096	F	0.538	450	F	2002
600	0.00		•	To- From:	270	01-626	070			0.000		0.000			2002
600	0.80	170	R							NA			NA		1999
(600)	1.60	230	R	From:		01-624 NORT	H			NA			NA		1999
				То:		01-605									
Cown of Belle Haven				From:		SR 178									
601)	0.27	1200	R	To:		ECL Belle Hav	en	1		NA			NA		1999
Accomack County				1		ECE Belle Hav	CII								
601)	0.46	1200	N	From:		ECL Belle Hav	en			NA			0	N	1999
-				To- From:		US 13									
601)	0.22	760	R	To:		Northampton Count	v Line			NA			NA		1999
Town of Belle Haven						Tvortilampton Count	y Eme	ı							
602)	0.55	820	R	From:		Northampton Count	y Line			NA			NA		1999
002)				To:		SR 178									
Accomack County				From:		Dead End									
603	3.30	180	R	To		01-600 North				NA			NA		1999
	4.00		_	From:		01-600 South									4000
603)	1.20	640	R	To:		US 13				NA			NA		1999
$\overline{}$	4.00			From:		01-679				NIA			NIA		4000
604)	1.00	30	R	To:		Dead End				NA			NA		1999
$\bigcirc$	5.00		_	From:		Dead End									400
(605)	5.00	220	R	To:		01-606		L		NA			NA		1999
605)	0.40	830	R	From:		01-000				NA			NA		1999
	2.00	200		From:	20/	SR 182	00/	00/		0.007	F	0.564	200		2000
605)	3.00	390	F	97%	2%	1% 0% 01-622	0%	0%	С	0.097	۲	0.564	390	F	2002
605)	1.10	460	F	97%	2%	1% 0%	0%	0%	F	0.097	F	0.587	460	F	2002
				To: From:		SR 180 EAST SR 180 WEST	Γ								
605)	2.67	530	F	96%	2%	1% 0%	1%	0%	F	0.106	F	0.719	540	F	2002
605)	1.00	840	F	From: 96%	2%	01-600 1% 0%	1%	0%	F	0.102	F	0.682	850	F	2002
				To: From:		01-789									
605)	3.40	750	F	96%	2%	1% 0%	1%	0%	F	0.144	F	0.537	750	F	2002
605	1.40	1000	F	From: 96%	2%	01-648 NORT	H 1%	0%	F	0.151	F	0.565	1000	F	2002
				To:		01-740 SCL Acco									

					Acc	omack Ma										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Accomac									ZITAII		Hour		Factor			
605)	0.66	1300	F	96% To-	2%	01-740 SC 1% US 1	O% O% 3 BUS	1%	0%	С	0.158	F	0.550	1300	F	2002
Accomack County				From:		0.1	605									
606)	0.24	400	R	FIOIII.			-605				NA			NA		1999
606)	0.11	30	R	From:			-727 LE L		<u> </u>		NA			NA		1999
	1.20	250	R	From:			d End -609				NA			NA		1999
607)				To: From:		US	S 13									
607	1.48	690	R	To:			-600				NA			NA		1999
608)	0.66	230	R	From:			-607				NA			NA		1999
Town of Painter				10.		SCL	Painter									
(608)	0.54	230	N	From:			Painter				NA			0	N	1999
T of D-II- II				To:		SR	182									
Town of Belle Haven  (609)	0.26	1300	R	From:			181				NA			NA		1999
				To:		NCL Be	lle Have	n								
Accomack County  (609)	0.61	1300	N	From:		NCL Be	elle Have	n			NA			0	N	1999
609	1.23	1500	R	To: From:		01-	-607				NA			NA		1999
				To: From:		01-	-614									
609	3.10	460	R	To:		SR 178	SOUTH	ſ			NA			NA		1999
	0.20	400		From:			78 MID				NIA			NIA		1000
609	0.38	480	R	To:		SR 180 Ga					NA			NA		1999
(609)	1.57	510	R	From:		SR 178 N C	Gap Term	ninus			NA			NA		1999
	2.17	00		To: From:		01-620	0 EAST				NIA			NIA		1000
609	2.17	90	R	To:		01	-627				NA			NA		1999
609	0.34	250	R	From:							NA			NA		1999
609	0.01	390	R	From:		01-626	SOUTH		}		NA			NA		1999
609	0.71	620	R	From:		01-626	NORTH	[	-		NA			NA		1999
609	1.44	960	R	From:		01-	-639		]		NA			NA		1999
				To: From:		01-	-716									
609	0.26	1400	R	То:		SCL	Onley				NA			NA		1999
Town of Onlev				From:		SCL	Onley									
609	0.04	1400	N	To:			-638				NA			0	N	1999
				1		01-	0.50									

					,	orridor i	viairiteriai	.007 0	_							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Cown of Onlev				From:												
600)	0.12	2400	F	98%	1%	1%	01-638 0%	1%	0%	С	0.098	F	0.54	2400	F	2002
609)	0.12	2400	•	To-			US 13; Gap			J	0.000	•	0.04	2400	•	2002
<u> </u>				From:			; Gap Term									
609	0.42	900	R								NA			NA		1999
				To:		Е	CL Onley									
Accomack County																
	0.05	000		From:		Е	CL Onley				NIA			0		4000
609	0.65	900	N								NA			0	N	1999
				From:		01-6	550 SOUTH									
609	0.48	790	R								NA			NA		1999
				To- From:			01-648									
609	1.27	870	R								NA			NA		1999
				To:		U	S 13 BUS									
_				From:			01-688									
610	0.20	47	R								NA			NA		1999
				To-			01-689									
				From:		Γ	Dead End									
611)	1.45	120	R								NA			NA		1999
				To:			01-612									
_				From:		Ι	Dead End									
612	2.25	60	R								NA			NA		1999
				To:			01-613									
612	0.90	80	R	From:							NA			NA		1999
012				To:			01-615		1							
				From:			01-612		1							
613	1.10	110	R	<u> </u>							NA			NA		199
				To:			01-615									
613 613	1.50	230	R	From:			01-013				NA			NA		199
613)	1.00	200									147 (			1473		100
$\bigcirc$	0.45	F40		From:			SR 178				NIA			NIA		4000
(613)	2.15	540	R								NA			NA		1999
				To: From:			01-614									
613	0.05	270	R	_							NA			NA		199
				To:			SR 335									
				From:		Γ	Dead End									
(614)	2.08	210	R	_							NA			NA		199
				To: From:		01-615;	; Gap Termi ; Gap Term	nus								
614)	1.65	270	R	<u> </u>		SK 176	, Gap Term	iiius			NA			NA		199
614)			•••													
	0.60	E20	В	From:			01-732				NA			NΙΛ		100
614)	0.60	530	R								INA			NA		199
		=6.5		From:			01-617									
614)	0.60	520	R								NA			NA		199
				To: From:			01-613									
614)	0.65	720	R								NA			NA		1999
				To: From:			01-609		1							
614)	1.10	700	R	110111.							NA			NA		1999
				To			01-1204									
	0.05	120	R	From:			J1-1204				NA			NA		199
614)	0.00	0		To:		W	CL Painter				11/1					100
Cover of D-14						.,,			I							
Town of Painter				From:		W	CL Painter									
614)	0.24	120	N	<u> </u>							NA			0	N	199
				To:		01-6	19; 01-1204	1								
						J. 0	, ,									

					Accomack Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	$\cap$ C	O.	Dir Factor	AAWDT	QW	Year
Town of Painter				From:							
614)	0.02	1700	R	To:	01-619; 01-1204	N.	A		NA		1999
Accomack County					SR 182; US 13						
	1.30	260	R	From:	Dead End	N	Δ		NA		1999
(615)	1.00	200		To:	01-613	<u> </u>	•		101		1000
615)	1.00	230	R	From:		N	A		NA		1999
615)	0.30	460	R	From:	01-614	N	A		NA		1999
(013)				To:	SR 178						
$\bigcirc$				From:	SR 178						
616	1.77	170	R	_		N.	A		NA		1999
(616)	0.03	30	R	From:	01-2009	N	Α		NA		1999
(616)	0.00			To:	Dead End		•				1000
				From:	01-614						
617	2.20	100	R	To:	SR 178 NORTH	N. I	A		NA		1999
				From:	SR 178 NORTH SR 178 SOUTH						
(617)	1.26	90	R	т	D 15 1	N	A		NA		1999
				From:	Dead End						
(618)	1.15	47	R	FIOIII.	01-617	l N	Δ		NA		1999
(010)	1.10	••		To:	SR 178		•				1000
Town of Painter											
	0.62	300	R	From:	01-614; 01-1204	l N	٨		NA		1999
619	0.02	300	K	To	01-620 NCL Painter	N 	~		INA		1999
Accomack County											
	0.20	390	R	From:	01-620 NCL Painter	l N	٨		NA		1999
(619)	0.20	390	K	Tar	01.620	IN.	٦.		INA		1999
(619)	1.88	490	R	From:	01-620	N	A		NA		1999
(019)				To:	SR 180		•				
				From:	01-609						
(620)	1.16	240	R	To:	W. 27 P. 1	N.	A		NA		1999
T. 4D.1				10.	WCL Painter						
Town of Painter				From:	WCL Painter						
(620)	0.14	240	N	_		N	A		0	N	1999
				To:	01-619 NCL PAINTER						
Accomack County				From:	01-619 NCL PAINTER						
(620)	0.60	220	R		or or medianical	N	A		NA		1999
				To: From:	US 13 SOUTH						
620	0.60	250	R			N	A		NA		1999
				To: From:	01-621						
620	1.30	260	R	To:	LIC 12 C. COL VELLED	N.	A		NA		1999
T CYZ II				10.	US 13 S; SCL KELLER						
Town of Keller				From:	US 13 N; SCL KELLER						
620)	0.33	90	R	P.		N	A		NA		1999
$\frac{\circ}{\circ}$				To: From:	SR 180						
(620)	0.36	320	R		37	N.	A		NA		1999
				To-	NCL Keller						

						omack Maintena TruTru				Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Hour	QK	Factor	AAWDT	QW	Year
ccomack County				From:		NCL Keller		- 1							
620	0.10	320	N			NCL Keller				NA			0	N	1999
				To: From:		01-734									
620	0.90	390	R	Troin.						NA			NA		1999
				To: From:		01-609 EAST 01-609 WEST									
620	1.30	310	R			01-009 WEST				NA			NA		1999
				To: From:		SR 178; 01-718	8	-							
620	0.60	120	R							NA			NA		1999
				To:		Dead End									
	1.20	240	R	From:		01-620				NA			NA		1999
621)	1.20	240	K	To:		01-600				INA			INA		1998
				From:		01-696									
622	1.40	70	R	<u> </u>						NA			NA		1999
				To: From:		01-600									
622	1.30	60	R							NA			NA		1999
				To: From:		01-743									
622	1.31	70	R	To		01.605				NA			NA		1999
				From:		01-605	1								
623)	0.38	240	R			01-620 NCL Kel	ier			NA			NA		1999
523)				To:		SR 180; US 13	3								
_				From:		01-639 SCL Mel	lfa								
624)	1.00	200	R							NA			NA		1999
				From:		01-600 NORTH 01-600 SOUTH									
624)	1.30	130	R							NA			NA		1999
				To: From:		01-605 NORTH 01-605 SOUTH									
624)	0.58	240	R			01 003 500 11	<u> </u>			NA			NA		1999
				To: From:		SR 180 Y; 01-17	06								
624)	0.70	40	R	Troin.						NA			NA		1999
				To-		Dead End									
	1.10	100	R	From:		01-731				NA			NA		1999
625)	1.10	100	K	To:		01-639				INA			INA		1998
				From:		01-637									
626)	1.60	190	R							NA			NA		1999
				To: From:		01-718 SOUTE 01-718 NORTE									
626	0.80	1400	F	96%	2%	1% 0%	1%	0%	F	0.105	F	0.597	1400	F	2002
				To:		01-609 NORTH									
626)	1.17	1800	F	96%	2%	01-609 SOUTH	1%	0%	С	0.092	F	0.601	1800	F	2002
020			•	To:		NCL Melfa	. 70			J.JOL	·	3.301	. 500	•	
own of Melfa															
	0.42	2200		From:	20/	NCL Melfa	10/	00/		0.000	Г	0 522	2200		2000
626	0.13	2200	F	96%	2%	1% 0%	1%	0%	F	0.092	F	0.532	2200	F	2002
626	0.62	940	F	From: 97%	1%	US 13 1% 0%	0%	0%	С	0.102	F	0.52	950	F	2002
626)				91 /0 Tn:	1 /0	SCL Melfa	J /0	J /0		0.102		U.UZ			
Accomack County				From:		CCL M-16-									
Accomack County	1.54	450	F	97%	1%	SCL Melfa	0%	0%	F	0.101	F	0.596	460	F	2002

Davida	1	AADT		4.7	Bus 20.44 2.44 4Trail 2Trail	- Peak	Dir	A AVAIDT OVAI	\/
Route	Length	AADI	QA	4 i ire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hour	QK Factor	AAWDT QW	Year
ccomack County				From:	01-718				
627)	1.33	130	R			NA		NA	1999
				Tn·	01-609				
620)	1.65	440	R	From:	Dead End	NA		NA	1999
628	1.00			To:	SR 178	107			1000
				From:	01-628				
629	0.50	50	R	To:		NA		NA	1999
				From:	Dead End				
630	2.00	70	R		Dead End	NA		NA	1999
330)				To:	SR 180 Gap Terminus				
	1.10	30	R	From:	01-631 Gap Terminus	NA		NA	1999
530	1.10	30	IX.	To:	Dead End	INA		INA	1999
				From:	Dead End				
331)	1.45	40	R			NA		NA	1999
				To: From:	01-633 EAST				
631)	1.40	510	R		GD 100	NA		NA	1999
				To:	SR 180				
623)	0.80	60	R	From:	01-631	NA		NA	1999
632	0.00			To:	01-721	1.0.		10.	1000
332)	0.30	10	R	From:	01-721	NA		NA	1999
302)				To:	Dead End				
				From:	Dead End				
633	1.70	20	R	To:	01-631 EAST	NA		NA	1999
				From:	01-631 EAST 01-631 WEST				
633	0.30	30	R			NA		NA	1999
				From:	0.30 MN 01-631				
633)	0.25	70	R	To:	D. IE I	NA		NA	1999
				From:	Dead End 01-638				
634)	1.20	150	R		01-038	NA		NA	1999
•••				To:	01-637				
				From:	Dead End				
635)	0.88	40	R	To:	01 (20	NA		NA	1999
				From:	01-638 Dead End				
336)	1.10	150	R		Dead End	NA		NA	1999
330)				To:	01-717				
				From:	01-638 SOUTH				
637)	0.80	50	R			NA		NA	1999
		400		To: From:	01-634				1000
637)	1.30	180	R			NA		NA	1999
	1 10	200		From:	01-626	NIA		NA	1000
337	1.10	300	R	To:	01-638 EAST	NA		NA	1999
$\widehat{}$				From:	01-638 WEST				
637)	0.80	90	R	To:	D1E-1	NA		NA	1999
				From:	Dead End  Dead End				
638)	0.55	70	R	. roul.	Dead End	NA		NA	1999
				To	01-745	1471			
638)	0.50	120	R	From:	V1-17J	NA		NA	1999
				To:	01-637 SOUTH				

					ACC	omack Maintena		а		<u> </u>		<u> </u>			
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:		01-637 SOUTH		1							
638)	0.94	260	R	<u> </u>		01 037 500 11				NA			NA		1999
_	1.12	410	R	To: From:		01-717				NA			NA		1999
638)	1.12			To: From:		01-641				14/1			1471		1000
638	1.71	1000	F	98%	0%	1% 0%	0%	0%	F	0.089	F	0.674	1000	F	2002
638)	1.73	1500	F	From: 98%	0%	01-637 NORTH	1 0%	0%	С	0.099	F	0.607	1500	F	2002
				To: From:		01-718 WEST									
638)	0.29	3600	F	98%	0%	1% 0%	0%	0%	F	0.091	F	0.567	3600	F	2002
(638)	1.36	1300	F	98%	0%	01-718 EAST 1% 0%	0%	0%	F	0.117	F	0.690	1400	F	2002
				To:		WCL Onley									
Town of Onlev				From:		WCL Onley			_						
(638)	0.29	1300	F	98% To:	0%	1% 0% 01-609	0%	0%	F	0.12	F	0.714	1400	F	2002
Accomack County				From:		01.710		1							
(639)	1.00	570	R			01-718				NA			NA		1999
	4.00	200		From:		01-609		]		NIA			NIA		4000
639	1.00	320	R	To		US 13				NA			NA		1999
639	0.02	940	R	From:		03 13				NA			NA		1999
	4.00	250		To: From:		01-731		}		NIA			NIA		4000
639	1.28	250	R	Ta		01-672				NA			NA		1999
(639)	0.70	270	R	From:						NA			NA		1999
Town of Melfa				To:		ECL Melfa									
	0.05	270	N	From:		ECL Melfa				NA			0	N	1999
(639)	0.03	210	N	To:		01-626				INA			0	IN	1999
Accomack County				From:		01-638		1							
(640)	1.40	60	R	_						NA			NA		1999
				To: From:		01-718 SOUTE 01-718 NORTE									
640	1.10	240	R	To:		01-609				NA			NA		1999
				From:		Dead End									
641)	1.10	70	R							NA			NA		1999
	0.10	120	R	From:		01-733				NA			NA		1999
641)	5.10	0		To- From:		01-767		<del></del> -					14/1		
641)	0.60	680	R	To:		01-638				NA			NA		1999
				From:		Dead End		<u>_</u> I							
642)	1.00	170	R	To			·			NA			NA		1999
				From:		01-638		<u> </u>							
643)	1.69	140	R	_						NA			NA		1999
				To:		Dead End		<u> </u>							
644)	0.80	100	R			01-672				NA			NA		1999
				To:		01-605									

					Accomack Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC	Peak Hour	Dir Factor	AAWDT QW	Year
ccomack County				From:	01-605	1				
644)	0.60	50	R		01-003		NA		NA	1999
				To:	Dead End					
$\overline{}$	4.40		_	From:	01-647 WEST		NIA		NIA	4000
546	1.40	20	R	To:	01-647 EAST	1	NA		NA	1999
				From:	01-789	<u> </u>				
647)	0.80	810	R			_	NA		NA	1999
				To: From:	01-715 WEST	]				
647	0.10	330	R				NA		NA	1999
				To: From:	01-715 EAST	]				
647)	1.40	560	R			_	NA		NA	1999
	2.40	20	_	From:	01-605 NORTH		NIA		NIA	4000
547)	3.40	30	R	To:	01-605 SOUTH	1	NA		NA	1999
				From:	01-657	i i				
648)	0.76	1200	R			-	NA		NA	1999
				To: From:	SR 316	]				
648	0.20	130	R			_	NA		NA	1999
				To: From:	US 13 BUS	]				
648)	0.35	520	R				NA		NA	1999
	2.05			From:	US 13	]				4000
648	0.25	530	R			-	NA		NA	1999
	2.00	550	R	From:	01-609		NA		NA	1999
648)	2.00	550	K	To:	01-605 NORTH	1	INA		INA	1993
$\overline{}$				From:	01-605 SOUTH					
648)	1.20	160	R			_	NA		NA	1999
	0.75	60		From:	01-651	<u> </u>	NIA		NIA	1000
648)	0.75	60	R			4	NA		NA	1999
649)	0.65	130	R	From:	0.75 ME 01-651	<u> </u>	NA		NA	1999
648)	0.00			To	Dead End	1				
				From:	01-655					
649)	0.10	130	R	. —		7	NA		NA	1999
				To: From:	Dead End	1				
038	0.60	320	R	rioin.	01-648		NA		NA	1999
650	0.00			To:	01-609 SOUTH					
	0.33	140	R	From:	01-609 NORTH	<u> </u>	NA		NA	1999
650	0.55	140	K	т	VIO 10	7	INA		INA	1998
650	0.45	370	R	From:	US 13	J	NA		NA	1999
030)				To:	SR 126					
				From:	01-648					
651)	0.80	30	R	To:	D 10 1	7	NA		NA	1999
				10.	Dead End	I				
Cown of Accomac				From:	US 13 BUS					
652)	0.27	360	R			<b>-</b> -	NA		NA	1999
				To-	ECL Accomac					
Accomack County				From:	ECL Accomac	I				
652)	0.16	330	R	<u> </u>	LCL / tecoming	_	NA		NA	1999
				То:	01-1509 WEST	]				
					01-1305 WEST					

						omack Maintena Tr				Peak	011	Dir		0144	.,
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Accomack County				From:		01-1509 WES	Γ								
652)	0.20	400	R							NA			NA		1999
	1.86	100	R	From:		01-1509 EAS	Γ			NA			NA		1999
652	1.00	100	IX	To		Dead End				INA			INA		1999
				From:		Dead End									
653	0.85	130	R							NA			NA		1999
	1.45	110	R	From:		01-655		-		NA			NA		1999
653	1.40	110		To		01-654		1		INA			IVA		1000
653	0.60	530	R	From:		01-034				NA			NA		1999
				To:		01-658									
	1 20	450	-	From:		Dead End				NIA			NΙΔ		1000
654)	1.30	150	R	т		01.652				NA			NA		1999
654)	0.70	240	R	From:		01-653				NA			NA		1999
004)				To:		01-655									
$\bigcirc$				From:		01-653									
655)	3.30	180	R							NA			NA		1999
	0.58	340	R	From:		01-654				NA			NA		1999
655	0.30	340		To		01-657				INA			INA		1999
_				From:		Dead End									
656	0.81	440	R	To:		01.657				NA			NA		1999
				From:		01-657									
657	1.39	380	R			Dead End				NA			NA		1999
<u> </u>				To		01-656									
657)	1.37	830	R	From:						NA			NA		1999
				To: From:		01-655									
657	0.34	1900	R							NA			NA		1999
	1.89	1600	F	From: 97%	0%	01-658 WEST 1% 1%	1%	0%	С	0.091	F	0.51	1600	F	2002
657	1.09	1600	г	91 70 To:	0%		1 70	0%	C	0.091	Г	0.51	1000	Г	2002
657)	0.74	650	F	From: 97%	0%	01-648 1% 1%	1%	0%	F	0.099	F	0.508	660	F	2002
001)				To		SR 316									
657)	0.40	500	F	97%	0%	1% 1%	0%	0%	С	0.090	F	0.604	500	F	2002
				To: From:		US 13 BUS		}							
657	0.08	480	R	To:		US 13				NA			NA		1999
Town of Onancock						03 13									
_				From:		01-718									
658)	0.37	420	R							NA			NA		1999
	0.37	480	R	To: From:		01-1009		•		NA			NA		1000
658	0.37	400	K	To		SR 179 EAST		1		INA			INA		1999
	0.46	0400	_	From:	001	SR 179 WEST	Γ	001		0.005	_	0.545	0400	_	0000
658	0.16	2100	F	98%	0%	1% 0%	0%	0%	С	0.085	F	0.515	2100	F	2002
(650)	0.20	2000	F	From: 98%	0%	01-1006 1% 0%	0%	0%	F	0.083	F	0.519	2000	F	2002
658)	0.20			70 70 To:	J 70	NCL Onancoc		0 /0	'	0.000	'	0.010		<u> </u>	
Accomack County															
	4.50	4000	_	From:	00/	NCL Onancoc		00/		0.000	г	0.0	1000		2000
(658)	1.52	1000	F	98%	0%	1% 0%	0%	0%	F	0.098	F	0.6	1000	F	2002

					ACC	omack Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ccomack County				Erom:				ī							
050	2.90	520	F	98%	0%	01-657 WEST 1% 0%	0%	0%	F	0.082	F	0.532	520	F	2002
658)	2.00	020	•	To:	070		0 70	070	•	0.002	•	0.002	020	•	2002
658)	0.70	570	R	From:		01-661 WEST				NA			NA		1999
658				To:		01-661 E; 01-72	12								
658)	1.16	520	R	From:		01-001 L, 01-72	.2			NA			NA		1999
				To:		01-669 SOUTI									
$\bigcirc$	0.79	370	R	From:		01-669 NORTI	ł			NA			NA		1999
658)	0.79	3/0	K	_						INA			INA		1998
250	0.09	440	R	From:		01-673 SOUTE	I			NA			NA		1999
658)	0.09	440	K							INA			INA		1998
	0.59	420	R	From:		01-673 NORTI	I			NA			NA		1999
658	0.59	420	K	_						INA			INA		1998
	1.48	330	R	From:		01-674 NORTI	I			NA			NA		1999
658	1.40	330	K	_						INA			INA		1998
	1.27	490	R	From:		01-676 NORTI	I			NA			NA		1999
658	1.27	490	K	_						INA			INA		1998
250	0.78	370	R	From:		SR 187				NA			NA		1999
658	0.70	370	IX							INA			INA		1999
	0.06	270	R	From:		01-684 WEST				NA			NA		1999
658	0.00	210	IX							INA			INA		1999
	0.75	210	R	From:		01-684 EAST				NA			NA		1999
658	0.75	210	K	_						INA			INA		1998
	1.11	200	R	To: From:		01-683 NORTI	ł			NA			NA		1999
658)	1.11	200	K							INA			INA		1998
	0.95	40	R	From:		01-688 NORTI	I			NA			NA		1999
658	0.93	40	K	To:		01-690				INA			INA		1999
				From:		US 13 BUS									
659	0.45	310	R			05 15 1505				NA			NA		1999
<u> </u>				To:		SR 316 SOUTI	1								
659)	2.15	70	R	From:		510 500 11	1			NA			NA		1999
9				To:		SR 316 N; 01-70	54								
	4.00	440	_	From:		01-764									4000
659	1.20	110	R							NA			NA		1999
			_	From:		01-663									
659	0.90	400	R	To:		01-661				NA			NA		1999
				From:											
600	1.80	250	R	FIOIII.		Dead End				NA			NA		1999
660)	1.00	200		To:		01-658 SOUTH	I	1		IVA			IVA		1000
				From:		01-658 NORTI									
660)	1.98	60	R	_						NA			NA		1999
				To: From:		01-659 WEST 01-659 EAST									
660)	0.05	80	R	<u> </u>		01-037 L/131				NA			NA		1999
<u> </u>				To:		SR 316									
660)	0.85	110	R	From:		51.510			· <u> </u>	NA	_	_	NA		1999
			-	To:		01-764							<u> </u>		
				From:		Dead End									
661)	1.25	70	R							NA			NA		1999
				To:		01-658 WEST									
	0.00	200	Р	From:		01-658 EAST				NΙΛ			NA		1000
661)	0.80	280	R	To:		01-763 Gap Term	mus	1		NA			NA		1999
				I		01-703 Gap Term	iius	ļ							

					Accomack Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	CC CK		Year
ccomack County				From:	SR 316 Gap Terminus			
661)	0.40	550	R		Sk 310 Gap Terminus	NA NA	NA	1999
				To: From:	01-659			
661)	1.70	340	R	110		NA	NA	1999
				To: From:	01-667			
661)	0.50	230	R			NA	NA	1999
	1.00	440	_	From:	US 13	NIA	NA	1999
661)	1.80	110	R	To:	01-666	NA I	NA	1998
				From:	Dead End			
662	2.80	230	R			NA	NA	1999
				To: From:	US 13 BUS			
662	0.30	570	R			NA	NA	1999
				To: From:	US 13			
662	0.35	230	R	To:	Dead End	NA I	NA	1999
				From:	01-659			
663)	1.45	740	R	<u> </u>	V1=UJ7	NA NA	NA	1999
				To:	US 13; US 13 BUS			
$\bigcirc$				From:	US 13			1000
664)	1.30	260	R	To:	Dead End	NA I	NA	1999
				From:	Dead End			
665)	0.80	6	R	<u> </u>	Dead Liid	NA NA	NA	1999
				To: From:	01-661 EAST			
665	0.80	60	R	Piolii.	01-661 WEST	NA NA	NA	1999
665)	0.00			To:	US 13			.000
				From:	Dead End			
666	1.55	120	R			NA	NA	1999
				To: From:	01-786			
666	0.40	210	R			NA	NA	1999
	1.00	400		From:	01-661	NIA	NA	1000
666	1.00	180	R	To:	01-679	NA 	NA	1999
				From:	01-661			
667)	0.60	170	R			NA	NA	1999
				To:	SR 176			
	1.00	90	ь	From:	01-661	NA	NA	1999
668	1.00	<b>3</b> U	R	To:	01-669 EAST	INA	INA	1998
$\overline{}$			_	From:	01-669 WEST			
668	0.20	70	R	To:	SR 176	NA I	NA	1999
				From:	Dead End			
669	1.30	260	R	<u> </u>	Deau Eliu	NA NA	NA	1999
				To	01-670			
669	0.70	450	R	erom:		NA	NA	1999
				To: From:	01-658 WEST			
669	0.20	660	R			NA	NA	1999
				To: From:	01-658 EAST			
669	0.60	680	R			NA	NA	1999
	0.00			From:	01-671	NI A	- NIA	4000
669	0.60	600	R	To:	01-763 SOUTH	NA I	NA	1999
					01 703 500 111			

					ACC	omack Mainte	enance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			$\Omega$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:		01-763 NO	этн								
669	0.25	780	R	<u> </u>		01-703 110	XIII			NA			NA		1999
				To: From:		SR 316									
669	1.67	810	R	To:		SR 176				NA			NA		1999
				From:		Dead En									
670	0.60	120	R	<u> </u>		Dedd Er	u			NA			NA		1999
				To:		01-669									
$\bigcirc$	0.00	222		From:		01-669				NIA			NIA		4000
671)	0.60	220	R	To:		01-673				NA			NA		1999
				From:		01-639									
672	1.30	140	R							NA			NA		1999
				From:		01-644									
672	0.30	20	R	To:		D1E-				NA			NA		1999
				From:		Dead En									
673)	0.80	270	R			01-0/3				NA			NA		1999
9				To:		01-658 SOI									
	0.70	710	F	95%	3%	01-658 NO		0%	С	0.104	F	0.620	710	F	2002
673	0.70	710	г	95 76 To:	3%	WCL Park		076	C	0.104	Г	0.020	710	Г	2002
Town of Parksley															
_	0.21	4400	_	From:	20/	WCL Park		00/	_	0.101	_	0.506	1100	_	2002
673	0.21	1100	F	95%	3%	2% 0%		0%	F	0.101	F	0.596	1100	F	2002
672)	0.20	1900	F	95%	3%	01-763 2% 09		0%	F	0.103	F	0.588	1900	F	2002
673	0.20	1000	•	To:	070	SR 176; SR		070	•	0.100		0.000	1000		2002
Accomack County															
	1.10	47	R	From:		Dead En	d			NA			NA		1999
674)	1.10	41	IX	To:		01 (75 )(0)	O.T.I.			INA			INA		1999
674)	0.80	170	R	From:		01-675 NO	KIH			NA			NA		1999
074)				To:		01-658 NO	RTH								
	0.80	320	R	From:		01-658 SOI	JTH			NA			NA		1999
674)	0.00	320	K	To:		WCL Park	sley			INA			INA		1999
Town of Parkslev															
_	0.40	220	NI.	From:		WCL Park	sley			NA			0	N!	1999
674)	0.10	320	N							NA			0	N	1999
674)	0.06	140	R	From:		01-1820	)			NA			NA		1999
674)	0.00			To:		01-1810	)								.000
674)	0.06	240	R	From:		01-1610	,			NA			NA		1999
<u></u>				To:		01-1803; 01-	1819								
674)	0.10	330	R	From:		***********				NA			NA		1999
				To: From:		01-763									
674	0.10	690	R							NA			NA		1999
				To: From:		01-182	}								
674	0.10	900	R							NA			NA		1999
				To: From:		SR 316	ı								
674)	0.01	2600	R							NA			NA		1999
_	0.00	0000		From:		01-1812 W	EST			N I A			NIA.		4000
674)	0.03	2600	R	To:		01-1812 E	AST			NA			NA		1999
						01-1012 EA	1.U.1								

					٨٠٠	COTTACK IVIAITILETIAI	ICE AICE								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			()(')	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Parkslev				From:		01-1812 EAST									
674)	0.06	3900	R	<u></u>		01 1012 11101				NA			NA		1999
_				To: From:		01-1805									
674	0.10	3100	R							NA			NA		1999
				To: From:		01-1806									
674)	0.15	2700	R	To:		01-678				NA			NA		1999
Accomack County						01 0/0									
				From:		01-669									
675)	1.30	140	R	To:		01-674 SOUTH				NA			NA		1999
				From:		01-674 NORTH									
675)	0.70	210	R							NA			NA		1999
	4.40			From:		01-676 SOUTH							N/A		4000
675)	1.10	340	R							NA			NA		1999
	0.60	40	R	To: From:		01-682 WEST				NA			NA		1999
675)	0.00	40	ĸ	To:		Dead End				INA			INA		1999
				From:		Dead End									
676	1.00	60	R							NA			NA		1999
				To: From:		01-675 NORTH 01-675 SOUTH									
676	0.90	180	R			01 070 500 111				NA			NA		1999
				To: From:		01-658 SOUTH									
676	0.90	440	R			01-658 NORTH				NA			NA		1999
				To:		SR 316 SOUTH									
676	1.10	260	R	From:		SR 316 NORTH				NA			NA		1999
676	1.10			To:		01-678									1000
676	1.27	840	R	From:		01-078				NA			NA		1999
				To:		US 13									
676	0.90	80	R	110111.						NA			NA		1999
				To:		01-679									
( <del></del>	0.80	230	R	From:		US 13				NA			NA		1999
677	0.00	250		To:		01 (70			ĺ	IVA			IVA		1000
677)	1.60	100	R	From:		01-679				NA			NA		1999
011)				To:		Dead End									
$\bigcirc$			_	From:		01-669									
678)	0.35	120	R	To:		SCL Parksley; Gap Te	rminus			NA			NA		1999
				From:		SR 176 Gap Termi									
678)	0.20	770	R							NA			NA		1999
	4.00	400		From:		01-674				A.I.A.			NI A		4000
678)	1.90	420	R	To:		01-676				NA			NA		1999
				From:		US 13									
679	0.34	1000	F	94%	3%	2% 1%	0%	0%	F	0.103	F	0.545	1000	F	2002
				To: From:		01-723									
679	0.25	680	F	94%	3%	2% 1%	0%	0%	F	0.095	F	0.564	680	F	2002
				To: From:		01-738									
679	3.88	450	F	94% To:	3%	2% 1%	0%	0%	С	0.103	F	0.556	450	F	2002
				From:		SR 187 S; Gap Terr									
679	2.41	510	F	96%	1%	1% 2%	1%	0%	F	0.119	F	0.577	510	F	2002
				To:		01-689									

						Ulliack Mailitella									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:		01-689		1							
679	3.10	700	F	96%	1%	1% 2%	1%	0%	F	0.122	F	0.69	700	F	2002
				To: From:		01-803									
679	1.49	2000	F	96%	1%	1% 2%	1%	0%	F	0.102	F	0.645	2000	F	2002
	0.70			From:	40/	01-695 SOUTH		-00/		0.400		0.505	2000		0000
679	0.73	3300	F	96%	1%	1% 2%	1%	0%	F	0.103	F	0.525	3300	F	2002
	1.05	3800	F	97%	1%	01-702 1% 1%	1%	0%	С	0.096	F	0.533	3800	F	2002
679				To:	.,,	01-766; 01-798				0.000	•	0.000			
679	1.50	520	F	97%	1%	1% 1%	1%	0%	F	0.108	F	0.633	520	F	2002
				To: From:		SR 175									
679	3.68	2200	F	94%	1%	2% 2%	2%	0%	С	0.098	F	0.639	2200	F	2002
				From:		01-709 SOUTH		-							
679	2.16	1600	F	94%	1%	2% 2%	2%	0%	F	0.101	F	0.559	1600	F	2002
	4.40	4400		From:	40/	01-712 NORTH				0.447		0.000	4.400		0000
679	4.10	1400	F	94%	1%	2% 2%	2%	0%	F	0.117	F	0.629	1400	F	2002
	0.35	280	F	From: 94%	1%	01-3003 2% 2%	2%	0%	F	0.114	F	0.585	280	F	2002
679	0.55	200	-	34 /0	1 /0		2 /0	0 70		0.114	'	0.363	200	,	2002
679	0.05	560	R	From:		01-3002				NA			NA		1999
079)	0.00			To		01-3001									1000
679	0.46	120	R	From:		01-3001				NA			NA		1999
<u></u>				To		Dead End									
$\sim$				From:		01-681									
680	1.30	180	R	To:		LIC 12 NODTI	т	1		NA			NA		1999
				From:		US 13 NORTH US 13 SOUTH									
680	1.00	300	R							NA			NA		1999
				To: From:		01-679		-							
(680)	1.80	130	R	. —						NA			NA		1999
				To-		Dead End									
Town of Bloxom				From:		SR 187									
681)	0.17	290	R							NA			NA		1999
				To: From:		SR 316		-							
(681)	0.02	210	R			9.07.70				NA			NA		1999
				To:		SCL Bloxom									
Accomack County				From:		SCL Bloxom		I							
681	2.28	210	N							NA			0	Ν	1999
				To: From:		US 13 SOUTH US 13 NORTH									
681)	1.30	150	R			US 13 NORTI	1			NA			NA		1999
<u></u>				To:		SR 187 WEST	1								
	2.00	130	R	From:		SR 187 EAST		<u> </u>		NA			NA		1999
681)	2.00	130	1	To:		Dead End				1 1/7			INA		1998
				From:		Dead End									
682	0.20	10	R							NA			NA		1999
				To: From:		01-800									
682	1.00	210	R							NA			NA		1999
				To- From:		01-675 NORTH 01-675 EAST	I								
682	0.60	340	R			01-0/3 EAST		l		NA			NA		1999
<del>()</del>				To-		01-658									

					Accomack Maintenar	ice Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle		$\cap$ C	ak Our	Dir Factor	AAWDT	QW	Year
Accomack County				From:	Dead End							
683	0.80	50	R		Dead End		N	Α		NA		1999
				To: From:	01-658 SOUTH							
683	1.10	80	R	110	01-658 NORTH		N	A		NA		1999
				To: From:	01-779							
683	0.35	120	R				N	Α		NA		1999
				To:	01-687							
	2.30	140	R	From:	Dead End		N	Δ		NA		1999
684	2.50	140		To	01-658 WEST		11	^		IVA		1000
	1.16	270	_	From:	01-658 EAST		N	^		NIA		1000
684)	1.16	370	R	To:	NCL Bloxom		N	A		NA		1999
Town of Bloxom						<u></u>						
				From:	NCL Bloxom					_		
684)	0.07	370	N				N	A		0	N	1999
604	0.32	560	R	From:	01-779		N	Δ		NA		1999
(684)	U.32	J00		To	01-687					IN/A		1998
Accomack County						<u> </u>						
	0.00	70		From:	Dead End			^		NIA		4000
685)	0.90	70	R	_			N	А		NA		1999
605	0.60	130	R	From:	01-686		N	Α		NA		1999
685	0.00	100		To:	01-658			, ,		14/ (		1000
_				From:	01-685							
686)	0.50	30	R	. —			N	A		NA		1999
				To:	01-688							
Town of Bloxom				From:	SR 187							
687	0.02	1700	R				N	Α		NA		1999
				From:	01-684							
(687)	0.20	440	R	To	NCL Bloxom		N	A		NA		1999
Assamask County					NCL BIOXOIII							
Accomack County				From:	NCL Bloxom							
687)	0.30	440	N				N	A		0	N	1999
$\bigcirc$	4.00			From:	01-683			•				4000
(687)	1.30	280	R				N	A		NA		1999
	0.20	420	R	From:	01-688 S; 01-739	)	N	Δ		NA		1999
687)	0.20	420		To:	01 690		.,	, ,		14/ (		1000
687)	0.40	180	R	From:	01-689		N	A		NA		1999
				To:	01-690	<del></del> -						
687)	0.90	200	R	From:	V- V/		N	Α		NA		1999
				To- From:	01-691							
687)	0.60	200	R				N	Α		NA		1999
				To:	SCL Hallwood							
Town of Hallwood				From:	SCL Hallwood							
687)	0.10	200	N				N	Α		0	N	1999
				To:	01-692							
Accomack County				From:	SR 187	Т						
688)	1.60	210	R	<u> </u>	5K 107		N	Α		NA		1999
				Tn·	01-687 SOUTH							

Davida	1 41-	AADT		4.75	Tru	ck	QC	Peak	Dir	AAMOT	NA/	\/
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle	1Trail 2Trail	QC	Hour	QK Factor	AAWDT (	QVV	Year
ccomack County				From:	01-687 N; 01-739	N						
688)	0.45	70	R	_				NA		NA		1999
600	0.95	160	R	From:	01-779	•		NA		NA		1999
688)	0.00	100		To	01-658 SOUTH			1471		1471		1000
	1.70	260	R	From:	01-658 NORTH			NA		NA		1999
688)	1.70	200	K	Tor	01.702			INA		INA		1998
688)	2.50	230	R	From:	01-792			NA		NA		1999
3009				To:	01-690							
$\widehat{}$				From:	01-688							
689	0.30	70	R					NA		NA		1999
	0.40	440	R	From:	01-779			NIA		NΙΔ		1000
689	0.40	110	ĸ			1		NA		NA		1999
200	1.90	180	R	From:	01-687			NA		NA		1999
689				To:	US 13 S; 01-280							
	1.30	380	R	From:	US 13 N NORTH	[		NA		NA		1999
689	1.30	300	K		01.5=0	1		INA		INA		199
689)	1.25	60	R	From:	01-679			NA		NA		1999
009	1.20		• • • • • • • • • • • • • • • • • • • •	To:	Dead End							
_				From:	01-692							
690)	0.50	130	R					NA		NA		1999
				From:	01-688							
690	0.70	120	R					NA		NA		1999
	1.00	400		From:	01-658			NIA		NIA		4000
690	1.00	160	R	_				NA		NA		1999
690	0.40	20	R	From:	01-779			NA		NA		1999
690)	0.10			To	01-687							100
				From:	01-687							
691)	1.70	530	R					NA		NA		1999
				From:	US 13 SOUTH US 13 NORTH							
691)	1.00	430	R					NA		NA		1999
				To:	01-679							
	1.58	390	R	From:	01-695			NA		NA		1999
692)	1.00	390	K	т	01 (00 NOPTH			INA		INA		199
692)	0.10	400	R	From:	01-698 NORTH			NA		NA		1999
092)				To	01-698 SOUTH							
692)	0.80	320	R	From:	01-070 500 111			NA		NA		1999
				To: From:	01-737	]						
692	0.60	470	R	. ront.				NA		NA		1999
				To: From:	01-701							
692	1.30	390	F	96%	3% 1% 0%	0% 0%	F	0.117	F 0.639	400	F	2002
_	40:			From:	01-690	00/ 00/		0.407	F 0.005	200		000
692)	1.24	330	F	96%	3% 1% 0%  WCL Hallwood	0% 0%	С	0.127	F 0.682	330	F	2002
Cown of Hallwood					WCL Hallwood							
OWILOT LISTIMOOO				From:	WCL Hallwood							
692)	0.20	400	F	96%	3% 1% 0%	0% 0%	F	0.116	F 0.684	400	F	2002

					Acc	omack Maintenar	ice Are	а							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Hallwood				From:				i							
692	0.59	1200	F	96%	3%	01-779 1% 0%	0%	0%	F	0.090	F	0.668	1200	F	2002
692)	0.44	710	F	From: 96%	3%	01-687 1% 0%	0%	0%	F	0.101	F	0.566	710	F	2002
(092)	••••		•	Tn	0,0	ECL Hallwood	0,0		•		•			•	
Accomack County				From:		EQL II II 1									
692	1.36	720	F	96%	3%	ECL Hallwood 1% 0%	0%	0%	F	0.103	F	0.536	720	F	2002
				To: From:		US 13 SOUTH									
692	1.60	260	R			US 13 NORTH				NA			NA		1999
				To: From:		01-679 WEST 01-679 EAST									
692	2.25	90	R			01-0/9 EAS1				NA			NA		1999
				To:		Dead End									
Town of Hallwood				From:		01-692		I							
(693)	0.28	640	F	95%	2%	2% 0%	1%	0%	F	0.121	F	0.506	640	F	2002
				To:		NCL Hallwood									
Accomack County				From:		NCL Hallwood		I							
(693)	3.06	640	F	95%	2%	2% 0%	1%	0%	С	0.120	F	0.506	640	F	2002
	1.32	280	F	From: 95%	2%	01-702 2% 0%	1%	0%	F	0.108	F	0.672	280	F	2002
693)	1.52	200		To:	2 /0	01-703	1 /0		ı	0.100		0.072	200	ı	2002
693)	1.20	190	F	95%	2%	2% 0%	1%	0%	F	0.128	F	0.644	190	F	2002
				To: From:		01-706									
(693)	1.50	70	R	To:		01.701				NA			NA		1999
				From:		01-701									
(694) Sand St	1.05	300	R	FIOIII.		01-692				NA			NA		1999
(094) Santa St				To:		01.052									.000
(694) Temperanceville Rd	0.05	330	F	96%	2%	01-852 1% 0%	0%	0%	С	0.111	F	0.575	330	F	2002
				To: From:		01-695		ŀ							
(694)	2.10	140	R	110						NA			NA		1999
				To:		US 13									
Town of Saxis				From:		Dead End									
(695)	0.05	420	R							NA			NA		1999
				To: From:		0.05 ME Dead En	d								4000
695)	0.03	1100	R							NA			NA		1999
(695)	1.30	1200	R	From:		01-817				NA			NA		1999
(093)				To:		01-697									
Accomack County								-							
	2.97	630	F	97%	1%	01-697 2% 0%	0%	0%	F	0.096	F	0.705	630	F	2002
(695)	2.91	030		To:	1 /0	01-692	0 70	L	'	0.030	ı.	0.703	030	'	2002
(695)	1.17	690	F	97%	1%	2% 0%	0%	0%	F	0.097	F	0.518	690	F	2002
<u> </u>				To: From:		01-770									
695)	2.69	860	F	97%	1%	2% 0%	0%	0%	С	0.091	F	0.683	860	F	2002
695)	1.95	830	F	From: 97%	1%	01-701 2% 0%	0%	0%	F	0.082	F	0.54	830	F	2002
				To:		01-693									
695)	2.26	900	F	97%	1%	2% 0%	0%	0%	F	0.085	F	0.660	900	F	2002
				To:		US 13; 01-2701									

					Acc	omack Maintena	nce Are	а							
Route	I enath	AADT	QΑ	4Tire	Bus	Tr			- QC	Peak	QK	Dir	AAWDT	ΟW	Year
	201901		~~		200	2Axle 3+Axle	1Trail	2Trail	40	Hour	ωι	Factor		٠.,	. 501
Accomack County				From:		US 13		j							
695	0.26	1200	F	97%	1%	2% 0%	0%	0%	F	0.108	F	0.667	1200	F	2002
				From:		01-694 SOUTE 01-694 NORTE									
695	1.88	1200	F	98%	1%	1% 0%	1%	0%	С	0.104	F	0.618	1200	F	2002
				To: From:		01-679 SOUTH	ł	-							
695)	1.30	480	R							NA			NA		1999
				To:		Dead End		ļ							
Town of Keller				From:		US 13; SR 180	)								
(696)	0.25	120	R							NA			NA		1999
				To:		ECL Keller									
Accomack County				From:		ECI Vallar		Ī							
696)	0.20	120	N			ECL Keller				NA			0	N	1999
				To:		01-622		1							
696)	0.37	100	R	From:		01 022				NA			NA		1999
				To: From:		SR 180									
(606)	1.10	60	R			SR 180 EAST				NA			NA		1999
696)	1.10	•	• • • • • • • • • • • • • • • • • • • •	To:		01-626				10.			10.		1000
				From:		01-695									
(697)	0.50	70	R							NA			NA		1999
				To:		Dead End									
	0.60	10	R	From:		Dead End				NA			NA		1999
698)	0.00	10	K	To-		01-692 SOUTI	I			INA			INA		1999
$\bigcirc$				From:		01-692 NORTI									
698	0.60	180	R							NA			NA		1999
	0.00	200		From:		01-700				NIA.			NIA		4000
698	0.60	200	R	To:		01-695 SOUTE	1	1		NA			NA		1999
				From:		01-695 NORTI									
698)	0.50	10	R	To:						NA			NA		1999
				From:		Dead End									
600	1.00	150	R			01-700				NA			NA		1999
699				To:		01-695 EAST									
	0.40	40	_	From:		01-695 WEST	1			NIA			NIA		1000
699	0.43	40	R	To:		Dead End				NA			NA		1999
				From:		01-698									
700)	0.30	80	R							NA			NA		1999
				To: From:		01-699									
700	1.20	80	R							NA			NA		1999
				To:		01-701									
	2.50	150	R	From:		01-692				NA			NA		1999
701)	2.50	130	ĸ	т.		04.70#				INA			INA		פפפו
(701)	0.60	690	F	97%	1%	01-695 2% 0%	0%	0%	С	0.094	F	0.677	690	F	2002
701)	J.00			To:	. 70		J 70			J.557		2.011			
(701)	0.60	160	R	From:		01-702				NA			NA		1999
101)				To:		01-703		1							
(701)	2.70	130	R	From:		01-703				NA			NA		1999
				To:		01-693									
701)	0.52	100	R	From:						NA			NA		1999
				To:		01-709									

					ACC	omack i										
Route	Length	AADT	QA	4Tire	Bus		TrTrı 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:			01.701									
702	1.60	730	F	96%	2%	1%	01-701 <b>0</b> %	1%	0%	F	0.089	F	0.716	730	F	2002
102)				To: From:			01-693									
702	1.70	1300	F	96%	2%	1%	0%	1%	0%	С	0.113	F	0.623	1300	F	2002
				To			US 13									
702)	3.00	1300	F	96%	1%	2%	0%	1%	0%	С	0.102	F	0.542	1300	F	2002
				To: From:			01-679									
702	1.30	110	R								NA			NA		1999
				To:			ead End									
$\bigcirc$	2.10	70	R	From:			01-701				NIA			NIA		1000
703)	2.10	70	ĸ	_							NA			NA		1999
	1.90	370	R	From:		-	01-693				NA			NA		1999
703	1.90	370	IX.	To:		US 1	3 NORTH	H			INA			INA		1999
				From:		US	13 SOUTH	I								
703	0.40	1100	R	To:		01.5	102 HIEGE	,			NA			NA		1999
				From:			02 WEST 702 EAST									
703)	2.50	300	R								NA			NA		1999
				To:			01-679									
$\bigcirc$				From:			01-705									4000
704)	1.70	310	R	To:		IIC 1	3 NORTH	ī			NA			NA		1999
				From:		US	13 SOUTH	I								
704)	2.83	140	R								NA			NA		1999
				To: From:		SR I	175 WEST 175 EAST									
704)	0.40	320	R			SK	1/3 EAS1				NA			NA		1999
704)				To			01-679									
				From:			01-703									
705	1.30	50	R	•					-		NA			NA		1999
				To: From:			01-704		-							
705)	1.60	520	R								NA			NA		1999
				To: From:			01-706									
705)	1.28	350	R								NA			NA		1999
				To: From:		01-70	09 NORTI	I	ŀ							
705)	0.95	150	R								NA			NA		1999
			_	From:		01-7	07 SOUTI	I								
705)	0.90	150	R	To:		Moralo	nd State L	ino			NA			NA		1999
				From:			01-693	ille								
706	1.30	180	R				01-073				NA			NA		1999
				To:			01-705									
				From:			01-709									
707)	1.50	80	R								NA			NA		1999
				To: From:			05 NORTI 05 SOUTI									
707)	0.20	80	R			31-7	50011				NA			NA		1999
				To		D	ead End									
				From:		01-7	09 WEST	1								
708)	2.70	30	R	т			300 E : =:				NA			NA		1999
				To:			709 EAST									
700)	1.08	60	R	From:		D	ead End				NA			NA		1999
709	1.00	80	ĸ	, —			04.50:				INA			INA		1998
700	2.16	70	R	From:		-	01-701				NA			NA		1999
709	2.10	70	ĸ	To:		01-7	05 SOUTH	I			INA			INA		1999
						01-7		-								

					ACC	omack Mainten		a							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:		01-705 NORT	Ή	1							
709	1.47	110	R			01 703 110101				NA			NA		1999
	1.02	130	R	To: From:		01-707				NA			NA		1999
709	1.02	130		To:		01-2301				INA			INA		1995
709	0.12	220	R	From:						NA			NA		1999
				To: From:		01-710 S; 01-2 01-710 N; 01-2	304 304								
709	0.05	580	R	<u>.                                    </u>		, , , ,				NA			NA		1999
	0.06	720		From:	10/	US 13	00/	00/		0.000		0.541	720		2000
709	0.06	720	F	98%	1%	1% 0%	0%	0%	F	0.090	F	0.541	720	F	2002
709	3.93	530	F	98%	1%	01-720 1% 0%	0%	0%	С	0.087	F	0.688	530	F	2002
				To: From:		01-679 NORT 01-679 SOUT									
709	1.70	250	R	<u> </u>		01-077 300 1	.11			NA			NA		1999
				To:		Dead End									
<del>(</del>	0.35	630	R	From:		US 13 SOUT	Ή			NA			NA		1999
710	0.00			To:		01-709; 01-23	04			147.			147 (		1000
710	0.33	680	R	From:		01-707, 01-25	04			NA			NA		1999
				To: From:		US 13 S MII US 13 N MII									
710	0.65	500	R			05 13 1 ( 141				NA			NA		1999
				To: From:		01-712									
710	1.01	190	R	To:		US 13 NORT	`H			NA			NA		1999
				From:		01-710									
711)	0.50	90	R							NA			NA		1999
				To: From:		Maryland State 01-710	Line								
712	2.50	310	R			01-710				NA			NA		1999
				To: From:		01-725		ŀ							
712)	1.60	240	R	To:		01-679 NORT	TI .			NA			NA		1999
				From:		01-679 SOUT	H								
712)	2.00	290	R	To:		Dead End				NA			NA		1999
				From:		Maryland State	Line								
713	1.20	80	R							NA			NA		1999
				To: From:		Maryland State	Line								
714)	0.80	130	R	r roid.		01-712				NA			NA		1999
				To:		Maryland State	Line								
	0.50	200	R	From:		01-789	-			NA			NA		1999
715	0.50	200	ri	To-		01-647 EAS				INA			INA		1998
	1.40	240	R	From:		01-647 WES	Т			NA			NA		1999
715	1.40			To:		01-648				13/7			19/7		1008
				From:		01-609									
716	0.23	270	R							NA			NA		1999
	0.06	260	R	To: From:		0.24 ME 01-6	09	}		NA			NA		1999
716	3.00		•••	To:		01-9502				101					
716	0.05	300	R	From:						NA			NA		1999
				To:		US 13									

					٨٠٠	Offiack Mairite	ilalice Al	Ja							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			(.)(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:		Dead Er	d								
717)	1.20	30	R			Dead Er	<u>a</u>			NA			NA		1999
				To		01-638									
				From:		SR 178 S; 0	1-620								
718)	2.13	2300	F	97%	1%	1% 0%	6 1%	0%	С	0.111	F	0.568	2300	F	2002
				To: From:		01-626 NO	RTH								
718)	2.11	2100	F	97%	1%	1% 0%		0%	F	0.09	F	0.511	2100	F	2002
				To: From:		01-638 WI									
718	0.27	3600	F	97%	1%	1% 0%		0%	F 0.091	F (	0.573	3600	F	2002	
710				To:		SCL Onan									
Town of Onancock															
				From:		SCL Onan									
718)	0.58	3300	F	97% To:	1%	1% 09		0%	F	0.092	F	0.561	3300	F	2002
				10.		SR 179 NO	KIH								
Accomack County				From:		Dead Er	d								
719)	1.10	180	R			Dead El	u			NA			NA		1999
				To:		01-695									
				From:		01-709									
720	1.00	140	R							NA			NA		1999
				To:		01-712									
$\overline{}$				From:		01-632									
721)	0.10	20	R	-			_		Ī	NA			NA		1999
				To:		Dead Er									
	0.07	00	_	From:		01-658 S; 0	-661			N.1.0			NIA		4000
722	0.27	30	R	To:		01-658	T.		İ	NA			NA		1999
				From:											
700	0.18	150	R			01-679				NA			NA		1999
723	0.10			To:		Dead Er	d			1471			14/1		1000
				From:		Dead Er	d								
724	0.45	70	R	<u></u>		D dua Di			NA				NA		1999
				To:		SR 178									
				From:		01-712									
725)	0.30	160	R						='	NA			NA		1999
				To:		01-713									
$\sim$				From:		Dead Er	d								
726	0.25	40	R	т		OD 454			ı	NA			NA		1999
				To:		SR 175									
	0.28	230	R	From:		01-606				NA			NA		1999
727	0.20	230	ĸ	To:		Dead Er	d			INA			INA		1998
				From:		US 13									
728	0.07	50	R			03 13				NA			NA		1999
120)				To:		Dead Er	d								
				From:		US 13									
729	0.75	20	R						1	NA			NA		1999
				To:		Dead Er	d								
				From:		01-689									
730	0.83	60	R						ī	NA			NA		1999
				To:		Dead Er			<u> </u>						
$\bigcirc$				From:		01-639									
31)	0.55	470	R							NA			NA		1999
				To: From:		01-625									
31)	0.95	540	R						Ī	NA			NA		1999
				To:		SCL Onl	ey								

					Accomack Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	OC.	QK Dir Factor	AAWDT	QW	Year
Town of Onlev				From:		i				
731)	0.29	540	N		SCL Onley	NA		0	N	1999
				To: From:	01-789					
731)	0.08	120	R	To	01.1(10	NA 1		NA		1999
Accomack County					01-1610					
				From:	Dead End					
732)	0.90	120	R	To:	SR 178 SOUTH	NA <b>1</b>		NA		1999
				From:	SR 178 NORTH					
732	1.20	430	R	To:	01-614	NA <b>1</b>		NA		1999
				From:	Dead End					
733)	0.40	10	R			NA		NA		1999
				To:	01-641					
704	0.80	180	R	From:	01-620	NA		NA		1999
734)	0.00	100		To:	US 13 SOUTH	INA		14/4		1998
(734)	0.70	110	R	From:	US 13 NORTH	NA		NA		1999
	0.70	110	K	To:	01-626	]		INA		1998
735)				From:	Dead End					
	0.10	40	R	To:	04.650	NA 1		NA		1999
				From:	01-658 01-600	<u> </u>				
736	0.80	150	R		01-000	NA		NA		1999
				To:	SR 180					
737)	0.10	420		From:	01-692	N/A		NA		1000
	0.10	120	R	To:	01-700	NA ]		NA		1999
				From:	US 13					
738	0.40	70	R	To:	04 ( <b>=</b> 0	NA		NA		1999
				From:	01-679					
(739)	0.15	6	R		01-687 S; 01-688	NA		NA		1999
				To:	01-687 N					
Town of Accomac				From:	01-605 SCL Accomac	I				
740)	0.03	100	R		01-003 SCL Accondic	NA NA		NA		1999
				To:	ECL Accomac					
Accomack County				From:	ECL Accomac	I				
740)	0.87	100	N			NA		0	N	1999
				To:	Dead End					
744	0.61	90	R	From:	SR 180 WEST	J NA		NA		1999
741)	0.01	30	- 1	To:	SR 180 EAST	]		14/-4		1000
				From:	01-679					
742)	1.30	70	R	To:	Dead End	NA 1		NA		1999
				From:	01-600	<u> </u>				
743)	1.30	40	R	<u></u>	01-000	NA NA		NA		1999
				To:	01-622					
744)	1.10	130	R	From:	US 13	NA		NA		1999
	1.10	130	ĸ	To:	Dead End	]		INA		1998
					**	•		-		

					Accomack Maintenance Are	ea							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County						-							
745	0.60	220	R	From:	Dead End			NA			NA		1999
745	0.00	220	IX.	To	01-638	1		INA			INA		1999
				From:	01-763								
746)	0.15	60	R	<u></u>				NA			NA		1999
				To:	SR 316								
$\bigcirc$				From:	01-638								4000
747)	0.75	170	R	To:	Dead End			NA			NA		1999
				From:	01-606								
748)	0.10	90	R		01-000			NA			NA		1999
140				To:	01-797								
				From:	Dead End								
749	0.10	40	R	_				NA			NA		1999
				To:	01-669								
(750)	0.10	400	R	From:	01-606			NIA			NIA		1000
	0.10	100	ĸ	To:	Dead End			NA			NA		1999
				From:	01-657	<u>_</u>							
751)	0.25	40	R		01 037			NA			NA		1999
				To	Dead End								
$\widehat{}$				From:	Dead End								
752)	0.60	40	R	_				NA			NA		1999
				To:	01-614								
753)	1.10	320	R	From:	01-676			NA			NA		1999
	1.10	320	K	To:	01-680			INA			INA		1999
				From:	01-605								
754)	0.20	30	R	<u> </u>	01 000			NA			NA		1999
				To:	01-605								
				From:	SR 176								
755)	0.28	40	R	To:	D IF I		NA	NA			NA	1999	
				10.	Dead End								
Town of Saxis				From:	01-695								
756	0.09	70	R	<u></u>				NA			NA		1999
				To:	Dead End								
Accomack County				From:	2112								
757	0.78	30	R	r roin.	Cul-de-Sac			NA			NA		1999
757)	0.70	•		To:	US 13						10.		1000
				From:	01-687								
758	0.65	40	R					NA			NA		1999
				To:	Dead End								
$\bigcirc$	2.22			From:	Dead End								4000
759	0.30	90	R	To:	01-631			NA			NA		1999
				From:									
760)	0.15	30	R		SR 175			NA			NA		1999
				To	Dead End						<u> </u>		
				From:	Dead End								
761)	0.37	110	R					NA			NA		1999
				To:	01-654								
	* ==	4.5.5	_	From:	01-679		J				<b>N</b> 1-		
762)	0.75	120	R	To	01 720			NA			NA		1999
				10	01-730								

					Accor	mack Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tro 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:		SR 316; 01-659	0	1							
763)	0.15	430	R	<u> </u>		SK 310, 01-03;	9			NA			NA		1999
<u> </u>			_	To: From:		01-746		-							
763	1.95	380	R							NA			NA		1999
	1.15	460	R	From:		SR 316; 01-661	Е	-		NA			NA		1999
763	1.13	400	K	To:		01.600.001.001				INA			INA		1999
763)	0.04	1200	R	From:		01-669 SOUTI	1			NA			NA		1999
7009				To:		01-669 NORTI	1								
763	0.19	540	R	From:						NA			NA		1999
	0.00	FC0		From:		01-1802		-		NIA			NIA		4000
763	0.08	560	R							NA			NA		1999
763)	0.14	370	R	From:		01-1801				NA			NA		1999
100)				To:		SCL Parksley									
Town of Parkslev															
700	0.01	360	R	From:		SCL Parksley				NA			NA		1999
763	0.01			To:		01-1824		<u> </u>		147 (			147 (		1000
763)	0.06	320	R	From:		01-1624				NA			NA		1999
				To:		01-673		1							
763)	0.06	320	R	From:						NA			NA		1999
<u> </u>				To: From:		01-1814									
763)	0.07	430	R							NA			NA		1999
				From:		01-1808		-							
763)	0.06	350	R							NA			NA		1999
	0.06	240	R	From:		01-674				NIA			NΙΔ		1000
763	0.06	210	ĸ	т		01 1010				NA			NA		1999
763)	0.06	230	R	From:		01-1810				NA			NA		1999
703)				To:		01-1820		1.							
763)	0.06	210	R	From:		01 1020				NA			NA		1999
<u></u>				To: From:		01-1813									
763)	0.06	280	R							NA			NA		1999
				To:		01-1811									
Town of Accomac				From:		US 13 BUS; 01-1	502								
764)	0.48	1600	F	97%	1%	1% 0%	0%	0%	С	0.106	F	0.578	1600	F	2002
				To: From:		US 13		-							
764)	0.08	1200	G	To:		NOL 4				0.097	N	0.649	1200	G	2002
						NCL Accomac	:	<u> </u>							
Accomack County				From:		NCL Accomac	)								
764)	1.18	770	F	96%	1%	2% 0%	0%	0%	С	0.097	F	0.649	780	F	2002
				To: From:		SR 316; 01-659	9								
765)	0.10	70	R	rioid.		Dead End				NA			NA		1999
765)	3			To		01-798				•			•		
_				From:		01-679; 01-798	3			_					
766	1.25	90	R	т		P 15 1				NA			NA		1999
				To:		Dead End		<u> </u>							
767)	1.00	270	R			01-641				NA			NA		1999
				To:		01-3101									
<del></del>															

					Accomack Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:	01-3101							
767)	0.06	40	R				NA			NA		1999
				To: From:	01-776							
767)	0.03	240	R				NA			NA		1999
				To:	Dead End							
760	0.50	20	R	From:	Dead End		NA			NA		1999
768	0.00	20		To	01-614		147 (			147 (		1000
				From:	US 13							
769	1.20	180	R	_		i	NA			NA		1999
				To:	01-679							
770	0.50	70	R	From:	01-695		NA			NA		1999
	0.30	70	K	To	Dead End		INA			INA		1998
				From:	01-657							
771)	0.08	120	R				NA			NA		1999
				To:	01-825							
$\bigcirc$	1.00	200		From:	SR 187		NIA			NIA		1000
772	1.20	200	R	To:	Dead End	1	NA			NA		1999
				From:	01-606							
773	0.10	80	R	<u> </u>	01 000		NA			NA		1999
				To: From:	01-797							
773)	0.30	130	R	From:			NA			NA		1999
				To:	01-605							
$\overline{}$	0.00		-	From:	Dead End		NI A			NIA		4000
774	0.80	90	R	To:	01-701		NA			NA		1999
				From:	Dead End							
775)	0.50	70	R	<u> </u>	Dead End		NA			NA		1999
				To:	US 13							
$\widehat{}$				From:	01-3104							
776)	0.12	60	R	To:	01-3103		NA			NA		1999
				From:	Dead End							
777)	0.60	100	R		Dead End		NA			NA		1999
				To:	01-653							
$\sim$				From:	01-638							
778)	1.15	140	R	To:	0.1.1.0		NA			NA		1999
c e ni				10.	Cul-de-Sac							
Town of Bloxom				From:	SR 187; SR 316							
779)	0.39	1600	F	96%	1% 1% 1% 1% 0%	F	0.089	F	0.558	1600	F	2002
				To:	NCL Bloxom							
Accomack County				From:	NCL Bloxom							
779)	3.22	1300	F	96%	1% 1% 1% 1% 0%	С	0.102	F	0.581	1300	F	2002
				To:	SCL Hallwood							
Town of Hallwood				P		-						
779)	0.01	1200	F	From: 96%	SCL Hallwood 1% 1% 1% 1% 0%	l F	0.101	F	0.559	1200	F	2002
(19)				70 70 To:	01-692		J. 10 1		<u> </u>	1200		
Accomack County					-							
		46	_	From:	01-710							100
780	0.29	48	R	To:	US 13; Maryland State Line		NA			NA		1999
				1	US 13, Maryland State Line							

					Acco	mack Maintena	nce Area	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County															
704	1.30	100	R	From:		01-679				NA			NA		1999
(781)	1.00	100		To-		Dead End				1471			1471		1000
				From:		Dead End									
782	1.00	180	R							NA			NA		1999
				To:		01-655									
	0.06	20	R	From:		01-763				NA			NA		1999
783	0.00	20	K	To:		SR 316				INA			INA		1999
				From:		01-2601		1							
784)	0.10	80	R							NA			NA		1999
				To:		SR 180									
$\bigcirc$			_	From:		Dead End									1000
785)	0.20	40	R	To:		01-669		1		NA			NA		1999
				From:				<u></u>							
786	1.00	90	R	<u> </u>		01-666				NA			NA		1999
100				To:		Dead End									
_				From:		01-647									
787	0.25	20	R							NA			NA		1999
				To:		Dead End									
788)	1.00	160	R	From:		Dead End				NA			NA		1999
	1.00	100	IX	To:		01-695				INA			INA		1995
				From:		01-605		1							
(789)	2.64	760	F	97%	2%	1% 0%	0%	0%	С	0.094	F	0.528	760	F	2002
				To:		SCL Onley									
Town of Onlev				From:		CCI O-1									
790	0.29	1500	F	97%	2%	SCL Onley 1% 0%	0%	0%	F	0.101	F	0.521	1500	F	2002
(789)	0.20		-	To:		01-731	0,0		•	01.01	•	0.02		•	
(789)	0.33	2100	F	97%	2%	1% 0%	0%	0%	F	0.094	F	0.515	2100	F	2002
7009				To:		US 13 BUS; SR									
Accomack County															
	1.20	280	R	From:		US 13				NA			NA		1999
790	1.20	200	K	To:		01-679		1		INA			INA		1998
				From:		Dead End		1							
(791)	0.30	270	R	4						NA			NA		1999
				To:		SR 178									
$\sim$				From:		Dead End									
792	0.45	6	R	To:		01-688				NA			NA		1999
				From:											
793)	0.50	120	R			01-693				NA			NA		1999
				To:		01-695									
			_	From:		US 13			_		_				
794)	0.25	170	R							NA			NA		1999
				To:		01-689									
$\bigcirc$	4.00		_	From:		01-679				A.1.0					100-
795)	1.00	80	R	To:		Dead End				NA			NA		1999
				From:											
796	0.15	50	R			SR 187				NA			NA		1999
				To:		Dead End									

					ACCC	omack Maintenar	ice Ale	2							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:		01-605		ī							
797)	0.10	180	R	<u> </u>		01-003				NA			NA		1999
				To: From:		01-748		-							
797	0.10	80	R	To		01.772				NA			NA		1999
				From:		01-773									
(700)	0.75	3400	F	97%	1%	01679; 01-766 1% 1%	1%	0%	С	0.097	F	0.531	3400	F	2002
798	0.70	0.00	•		170		170		Ū	0.001	·	0.001	0.00	•	2002
700	1.70	1900	R	To: From:		SR 175 EAST				NA			NA		1999
798)				To:		SR 175 WEST									
				From:		US 13 BUS									
799	0.19	720	R							NA			NA		1999
				To:		US 13									
				From:		01-682									4000
800	0.25	10	R	To:		Dead End				NA			NA		1999
				From:											
(901)	0.30	10	R	110		Dead End				NA			NA		1999
801)	0.00			To		01-611				1471					1000
				From:		01-656									
802	0.86	300	R							NA			NA		1999
				To:		Dead End									
				From:		01-679									
803)	0.76	460	R							NA			NA		1999
				To:		Dead End									
	0.25	47	R	From:		Dead End				NA			NA		1999
804)	0.23	71	IX	To:		01-709				INA			INA		1333
				From:		01-657		i							
805	0.20	150	R			01 057				NA			NA		1999
				To:		Dead End									
				From:		01-657									
806)	0.23	60	R	_						NA			NA		1999
				To:		Dead End									
	0.44	40	_	From:		Dead End				N.1.A			NIA		4000
(807)	0.11	40	R	To:		01-638				NA			NA		1999
E 60 .						01-038									
Town of Saxis				From:		01-695									
808)	0.06	60	R							NA			NA		1999
				To:		Dead End									
Accomack County				From:		01 (70		ı							
(809)	0.12	120	R			01-679				NA			NA		1999
				To:		01-803									
				From:		SR 178									
810	0.34	240	R							NA			NA		1999
				To: From:		01-811									
810)	0.10	60	R	rion!						NA			NA		1999
				To:		Dead End									
$\widehat{}$				From:		0.10 MW 01-810	)								
811)	0.10	60	R							NA			NA		1999
				To: From:		01-810		-							
811)	0.90	170	R		-		-			NA			NA		1999
$\sim$				To:		Dead End									

_					Truck	Peak	Dir AAMPT O	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()()	QK Factor AAWDT QV	V Year
Accomack County				From:	01-679			
812	1.10	120	R			NA	NA	1999
				To:	Dead End			
813)	0.90	50	R	From:	Dead End	l NA	NA	1999
(613)				To:	01-657			
Town of Saxis				From:	01.605			
814)	0.20	100	R	r toni.	01-695	l NA	NA	1999
				To:	Dead End			
Accomack County				From:	Dood End			
815)	0.15	50	R		Dead End	NA NA	NA	1999
9.9				To:	US 13			
	0.40		_	From:	Dead End			
816	0.10	60	R	To:	US 13	NA I	NA	1999
Town of Saxis				•	02.10			
				From:	01-695			4000
(817)	0.40	160	R	To:	Dead End	NA I	NA	1999
Accomack County								
	0.44		_	From:	Dead End			4000
818)	0.41	90	R	To:	01-626	NA I	NA	1999
				From:	Dead End			
819	0.08	70	R			NA	NA	1999
				To:	US 13			
(920)	0.28	40	R	From:	SR 180 WEST	l NA	NA	1999
820	0.20			To:	SR 180 EAST			
$\widehat{}$				From:	Dead End			
821)	0.09	30	R	To:	01-605	NA I	NA	1999
				From:	01-617			
(822)	0.19	10	R		01 01,	NA	NA	1999
				To:	Dead End			
<u></u>	0.10	90	R	From:	Dead End	NA	NA	1999
823)	0.10	30	- 1	To:	US 13	IVA	IVA	1000
				From:	01-657			
824	0.10	40	R	To:	Cul-de-Sac	NA	NA	1999
				From:	Dead End			
825)	0.10	10	R		Dead End	NA	NA	1999
				To:	01-771			
$\bigcirc$	0.07	20	-	From:	Dead End	NIA	NIA	4000
826	0.27	20	R	To:	01-695 EAST	NA 	NA	1999
				From:	01-695			
827)	0.04	20	R			NA	NA	1999
				To: From:	Dead End			
828)	0.26	120	R	riom:	01-638	l NA	NA	02/12/2002
020				To:	01-829	1		
				From:	01-828			
829	0.07	60	R	To:	01-718	NA I	NA	02/12/2002
					01-/18			

				Accomack Maintenance Area				
Length	AADT	QA	4Tire	Rus	()(:	()12	AAWDT QW	Year
			From:	01 708 WEST				
0.02	120	R	<u> </u>	01-776 WES1	NA		NA	1999
			To: From:	01-832 WEST				
0.20	110	R			NA		NA	1999
			From:	01-831				
0.20	20	R			NA -		NA	1999
0.03	40	В	From:	01-832 EAST	NΙΔ		NΙΔ	1999
0.03	40	K	To:	01-798 EAST	INA		NA .	1999
			From:	01-798				
0.02	50	R			NA		NA	1999
			To: From:	01-832				
0.15	20	R	To:	01.030	NA I		NA	1999
0.11	4	R	<u> </u>	01-030 MES1	NA NA		NA	1999
			To	01-831				
0.11	70	R			NA		NA	1999
			To:	01-830 EAST				
0.40	470		From:	01-802	NIA		NIA	4000
0.40	170	ĸ	To	01-838	INA		NA	1999
			From:					
0.17	90	R		2 3.11	NA		NA	1999
			To:	01-835				
0.07	00		From:	Cul-de-Sac	NIA		NIA	1000
0.27	80	ĸ	To:	01-835	INA		NA	1999
			From:					
0.59	70	R			NA		NA	1999
0.55	170	R	From:	Dead End	ΝΔ		ΝΔ	1999
0.00	.,,	• • • • • • • • • • • • • • • • • • • •	To:	01-703			101	1000
			From:	Dead End				
0.10	60	R			NA		NA	1999
∩ 1 <b>0</b>	30	R	From:	01-605	NΔ		NΔ	02/12/200
0.13			To:	Cul-de-Sac	11/7			<i>32,</i> 12,200
			From:	Cul-de-Sac				
0.07	7	R			NA		NA	02/12/200
0.06	20	R	From:	01-842; 01-843	NΔ		NΔ	02/12/200
0.00			To:	Dead End	11/7			
			From:	01-703				
0.38	60	R			NA		NA	1999
በ 1ዩ	70	P	From:	Dead End	NIA.		ΝΔ	1999
0.10	70	ĸ	To:	01-845	INA		INA	1555
			From:	01-695				
0.14	380	R			NA		NA	1999
			To:	Dead End				
	0.02 0.20 0.20 0.03 0.02 0.15 0.11 0.11 0.40 0.17 0.27 0.59 0.55 0.10 0.19 0.07 0.06 0.38	0.02 120 0.20 110 0.20 20 0.03 40 0.02 50 0.15 20 0.11 4 0.11 70 0.40 170 0.17 90 0.27 80 0.59 70 0.55 170 0.10 60 0.19 30 0.07 7 0.06 20 0.18 70	0.02 120 R 0.20 110 R 0.20 20 R 0.03 40 R 0.02 50 R 0.15 20 R 0.11 70 R 0.11 70 R 0.17 90 R 0.27 80 R 0.27 80 R 0.59 70 R 0.55 170 R 0.10 60 R 0.19 30 R 0.19 30 R 0.19 30 R	0.02   120   R	Length   AADT   QA   4Tire   Bus   Truck   2Axle   3+Axle   1Trail   2Trail   01-798 WEST	Length   AADT   QA   4Tire   Bus   Truck   2Axie   3+Axie   1Trail   2Trail   QC   Peak   Hour	Length   AADT   QA   4Tire   Bus   2Aside 3+Axide   1Trail   2Trail   2Tr	Length   AADT   QA   ATire   Bus   2Ayle 3-AAye   Truck   Truck   QK   Peak   QK   Dir   AAWDT   QW

					Accomack Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Pea Hou	(.)K	Dir Factor	AAWDT QW	Year
Accomack County				From:	01-850					
(851)	0.01	6	R	<u></u>	01-830	NA			NA	1999
001)				To	01-695					
				From:	01-2701					
852)	0.24	730	R			NA			NA	1999
				To:	01-694					
Town of Onancock				From:	Dead End					
1001)	0.05	90	R		Dead End	NA			NA	1999
				To	01-1025					
1001)	0.15	120	R	From:		NA			NA	1999
				Tar	01-1012					
1001)	0.17	320	R	rioiii.		NA			NA	1999
				To: From:	01-1003					
1001)	0.20	670	R	rioin.		NA			NA	1999
				To:	SR 179					
$\bigcirc$				From:	01-1012					
1002	0.22	210	R	To	SR 179	NA			NA	1999
				From:						
1003	0.20	110	R		01-1002	NA			NA	1999
1003)	0.20			To:	01-1001		,			.000
				From:	SR 178					
1004)	0.19	1500	R			NA			NA	1999
				To: From:	01-1006					
1004)	0.03	810	R	<u>.</u>	•	NA			NA	1999
				To: From:	01-1015					
1004	0.06	910	R			NA			NA	1999
				To: From:	01-1007					
1004	0.03	310	R			NA			NA	1999
				To:	01-1008					
	0.08	8	R	From:	SCL Onancock	NA			NA	1999
1005	0.06	0	K	_		INA			INA	1999
	0.08	90	В	From:	01-1019	NA			NA	1999
1005)	0.00	90	R	To:	SR 179 EAST	INA			INA	1999
				From:	SR 179 WEST					
1005)	0.30	310	R			NA			NA	1999
				To: From:	01-1008					
1005	0.09	70	R	To:	NGLO 1	NA			NA	1999
				From:	NCL Onancock					
1000	0.81	720	R	Pioni.	01-658	NA			NA	1999
1006	0.01	720		To:	01-1004	14/			IN/A	1000
				From:	01-1005					
1007)	0.17	500	R			NA			NA	1999
				To:	01-1004					
				From:	01-1005					
1008	0.18	150	R	To:	0.1001	NA			NA	1999
					01-1004					
	0.29	610	R	From:	01-1001	NA			NA	1999
1009	0.29	010	ĸ	To:	01-658	INA			INA	1999
				From:	Dead End					
1010	0.06	47	R		Doug LIIU	NA			NA	1999
				To:	01-1003					

D 1				4	Accomack Maintenance Area	- O Peak	Dir	A A14/57 - 0111	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	( )( '	QK Factor	AAWDT QW	Year
Town of Onancock				From:	01-1012				
1011)	0.09	30	R			NA		NA	1999
				To:	01-1003				
1010	0.05	60	R	From:	Dead End	NA		NA	1999
1012)	0.03	00		To:	01 1002	IVA		IVA	1000
1012	0.23	180	R	From:	01-1002	NA		NA	1999
1012				To:	01-1026				
1012	0.03	20	R	From:	01 1020	NA		NA	1999
				To:	Dead End				
$\bigcirc$				From:	01-1021				4000
1013	0.15	100	R	To:	01-1014	NA		NA	1999
				From:	01-1013				
1014	0.07	100	R	<u> </u>	01-1013	NA		NA	1999
				To:	01-1020				
				From:	01-1016				
1015)	0.10	20	R	т	01.1004	NA		NA	1999
				To: From:	01-1004				
4040	0.03	130	R	From:	01-1006	NA		NA	1999
1016	0.00	100		To:	01-1015	IVA		IVA	1000
				From:	01-1006				
1017)	0.15	70	R			NA		NA	1999
				To:	Dead End				
$\bigcirc$	0.44	70	_	From:	SR 178	NIA		NIA	4000
1018)	0.14	70	R	To:	01-1006	NA		NA	1999
				From:	01-1005				
1019	0.09	70	R	<u> </u>	01 1005	NA		NA	1999
				To:	Dead End				
$\overline{}$				From:	01-1021				
1020	0.27	120	R	To:	01.710	NA		NA	1999
				From:	01-718				
1021)	0.06	40	R	110111.	01-1013	NA		NA	1999
1021)	0.00			To:	01-1020				
1021)	0.02	480	R	From:	01-1020	NA		NA	1999
1021)				To:	01-1022				
1021)	0.12	420	R	From:	01 1022	NA		NA	1999
				To:	SR 178				
$\overline{}$				From:	01-658				
1022	0.10	90	R	To	01 1021	NA		NA	1999
				From:	01-1021				
1023	0.18	370	R		SR 179	NA		NA	1999
····				To	01-1043				
1023)	0.18	10	R	From:	V1-1V+3	NA		NA	1999
				To	01-658 Crockett				
				From:	01-718				
1024	0.04	170	R		par a	NA		NA	1999
				To:	ECL Onancock				
Accomack County				From:	ECL Onancock				
1024)	0.20	150	R		202 Charlover	NA		NA	1999
				To:	Dead End				

					Accomack Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	$\cap$ C	(.)K	Dir Factor	AAWDT	QW	Year
Town of Onancock				From:	01-1001	Ī					
(1025)	0.06	40	R		01-1001	NA			NA		1999
				To-	01-1026						
$\bigcirc$	0.45		_	From:	01-1025	]					1000
1026	0.15	60	R			NA -			NA		1999
	0.12	170	R	From:	01-1012	NA NA			NA		1999
1026	0.12	170	K	To:	01-1009	]			INA		1999
				From:	Dead End						
1027	0.19	160	R			NA			NA		1999
				To:	SR 178						
Accomack County				From:	Dead End						
(1028)	0.84	300	R			NA			NA		1999
				To:	01-658						
Town of Onancock				From:	01-718						
(1029)	0.04	180	R	<u> </u>	U1-/18	J NA			NA		1999
				To:	ECL Onancock	1					
Accomack County											
1020	0.07	180	N	From:	ECL Onancock	J NA			0	N	1999
(1029)	0.07	100	.,	To:	01 1020	1			•	.,	1000
1029	0.05	60	R	From:	01-1030	NA			NA		1999
				To:	Dead End	<u> </u>					
$\widehat{}$				From:	Cul-de-Sac	]					
(1030)	0.15	80	R	To:	01-1029	NA T			NA		1999
				From:	01-1030						
(1031)	0.07	10	R	<u> </u>	01-1030	NA NA			NA		1999
				To:	Cul-de-Sac						
$\bigcirc$				From:	Dead End	]					
1032	0.09	20	R	To:	01-1030	NA 1			NA		1999
				From:	01-703	<u> </u>					
(1033)	0.08	80	R	<u> </u>	01-705	NA			NA		02/13/200
$\bigcup$				To:	01-1034						
$\bigcirc$	0.40		_	From:	Cul-de-Sac						00/40/000
(1034)	0.12	47	R	To:	Cul-de-Sac	NA T			NA		02/13/200
				From:	Cul-de-Sac	<u>.                                      </u>					
1035	0.40	70	R	<u> </u>	Ctil de Sac	NA			NA		02/12/200
				To-	01-628						
Town of Onancock				From:	01 (50	1					
(1040)	0.17	120	R		01-658	J NA			NA		02/12/200
	-	-		To:	Street	1					
				From:	01-1006						
(1041)	0.14	6	R	To:	01 1040	NA			NA		1999
				From:	01-1040	<u> </u>					
1042	0.08	45	R		01-658	J NA			NA		1999
1072				To:	01-1041	1					
				From:	SR 179			·			
1043)	0.04	45	R		24 4022	NA			NA		1999
				To-	01-1023	l					

					Accomack Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	C)C:	eak our	Dir Factor	AAWDT	QW	Year
Accomack County				From:	01-1051	1					
(1050)	0.10	100	R		01-1031	1	۱A		NA		02/13/200
				To:	01-709	<u> </u>					
(105)	0.05	60	R	From:	Cul-de-Sac	]	۱A		NA		02/13/200
1051	0.00	- 00		To:	Cul-de-Sac	<u> </u>	<b>1</b> /1		IVA		02/10/200
				From:	01-695						
(1060)	0.51	30	R	To:	Dead End	۱ ا	۱A		NA		02/13/200
Town of Melfa					Doug End						
	0.14	50	R	From:	Dead End		۱A		NA		1999
(1101)	0.14	50	K	To:	01 1111	, r 1	NA		NA		1999
(1101)	0.10	70	R	From:	01-1111		۱A		NA		1999
				To: From:	01-1106	1					
(1101)	0.08	170	R				NΑ		NA		1999
				To: From:	01-626	<del> </del>					
(1101)	0.17	290	R	To	01-1107	י [	۱A		NA		1999
				From:	01-1111						
(1102)	0.05	30	R				۱A		NA		1999
^	2.22			From:	01-1106	<del>}</del>					1000
(1102)	0.06	270	R	To	01-626	, r 1	۱A		NA		1999
				From:	01-626						
(1103)	0.10	210	R			1	۱A		NA		1999
	0.06	47	R	To: From:	01-1104		10		NA		1999
(1103)	0.06	41	ĸ	To:	01-1107	]	۱A		NA		1999
				From:	01-626						
(1104)	0.22	100	R			_	۱A		NA		1999
	0.10	110	R	From:	01-1103		۱A		NA		1999
(1104)	0.10	110		To:	01-1105	1	N/A		INA		1999
(1104)	0.06	40	R	From:	01-1103	,	۱A		NA		1999
				To:	01-1101	<u> </u>					
(1405)	0.05	180	R	From:	01-626	]	۱A		NA		1999
(1105)				To:	01-1109	· 1———					
(1105)	0.05	100	R	From:	01 1109	1	۱A		NA		1999
				To: From:	01-1104	<del></del>					
(1105)	0.06	80	R	P		١	۱A		NA		1999
	0.07	40	R	From:	01-1107		۱A		NA		1999
(1105)	0.01	<del></del> -	١٠	To:	Dead End	1	***		INA		1000
				From:	01-1118	<u> </u>					
(1106)	0.08	80	R	,		1	۱A		NA		1999
(1106)	0.09	80	R	From:	01-1117	<u> </u>	۱A		NA		1999
(1106)	0.00		.,	To:	01-1116	· 			. 17.1		.555
1106	0.08	70	R	From:	01 1110	1	۱A		NA		1999
				From:	01-1102	}					
(1106)	0.09	70	R	To:	01 1101	۱ 1	۱A		NA		1999
					01-1101	I					

					Accomack Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir AAWDT QW Factor	Year
own of Melfa				From:	01-1103			
1107)	0.10	60	R		01-1105	NA	NA	1999
				To: From:	01-1105			
1107	0.09	47	R	rioiii.		NA	NA	1999
				To:	01-1101			
$\bigcirc$	2.22			From:	US 13		NIA	4000
1108	0.08	50	R	To:	WCL Melfa	NA	NA	1999
				From:	01-1105			
1109	0.04	20	R		01-1103	NA	NA	1999
				To:	01-1101			
				From:	01-626			
1110	0.11	110	R			NA	NA	1999
				To:	Dead End			
$\overline{}$	0.00	20	Б	From:	01-1101	N I A	NI A	4000
1111	0.06	20	R	To:	01-1102	NA	NA	1999
				From:	01-1102			
1112	0.07	300	R	<u> </u>	V1-1113	NA	NA	1999
1112				To:	01-1115			
1112)	0.10	230	R	From:	01-1113	NA	NA	1999
1112				To:	01-1114	<u> </u>		
1112	0.03	180	R	From:	01-1114	NA	NA	1999
1112				To:	01-626			
				From:	01-1119			
1113	0.07	30	R			NA	NA	1999
				To: From:	01-1112			
1113	0.08	360	R			NA	NA	1999
				To-	US 13			
	0.07	40	_	From:	01-1119		***	4000
1114	0.07	40	R	To:	01-1112	NA	NA	1999
				From:	01-1119 WCL Melfa			
1115)	0.07	40	R		01-1119 WCL Mena	NA	NA	1999
1119	0.0.			To:	01-1112			
1115)	0.07	280	R	From:	01-1112	NA	NA	1999
1113)	0.0.			To:	US 13			
				From:	01-1106			
1116	0.06	40	R			NA	NA	1999
				To:	01-626			
$\overline{}$			_	From:	01-1106			
1117	0.06	40	R	To:	01.636	NA	NA	1999
				From:	01-626			
1118)	0.07	30	R	r tom.	01-1106	NA	NA	1999
1110)	J.01			To:	01-626	11/7	INC)	
				From:	01-1113			
1119	0.10	40	R		V	NA	NA	1999
<u> </u>				Ta	01-1115 WCL Melfa			
1119)	0.10	20	R	From:	or tito well wona	NA	NA	1999
				To:	01-1114			
Town of Painter								
		465		From:	01-1203			,
1201)	0.24	180	R	To:	01.1207	NA	NA	1999
				10.	01-1206			

				Accomack Maintenance Area							
Length	AADT	QA	4Tire	Rue	C)C:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
			From:	01-1203	1						
0.29	40	R		01-1203		NA			NA		1999
			To:	ECL Painter							
			From:	ECI Painter	1						
0.24	40	N		ECL Painter	J	NA			0	N	1999
			To:	Dead End	]						
			r	24.522	1						
0.08	380	R		01-608	_	NA			NA		1999
			To:	01-1202	1						
0.05	400	R	From:	01 1202	_	NA			NA		1999
			To:	01-1207	<b></b>						
0.15	460	R	110111			NA			NA		1999
			To: From:	01-1201	]						
0.05	680	R	To:	GD 102	7	NA			NA		1999
			10.	SR 182							
			From:	01-614							
0.09	630	R			7	NA			NA		1999
			To-	WCL Painter							
			From:	WCL Painter							
0.31	630	N			<b>-</b>	NA			0	Ν	1999
				01-614; 01-619							
0.00	660	В	From:	01-619	_	NIA			NΙΔ		1999
0.09	860	K	To:	US 13	1	INA			INA		1999
			From:		1						
0.20	50	R			-	NA			NA		1999
				0.10 ME 01-1201							
0.06	30	В	From:	01-1203	_	NΙΛ			NΙΔ		1999
0.00	30	K	т	gp 102	7	INA			INA		1999
0.12	30	R	From:	SR 182		NA			NA		1999
			To:	01-1210	1						
			From:	SR 182							
0.10	40	R	To:	01 1200	7	NA			NA		1999
					1						
0.09	20	R		01-1208		NA			NA		1999
			To:	01-1201							
			From:	01-1202							
0.05	20	R	To:	01 1207	7	NA			NA		1999
				01-1207	ļ						
			From:	Cul-de-Sac							
0.19	100	R			7	NA			NA		02/13/20
			To:	US 13							
			From:	Dead End	1						
0.69	110	R	<u> </u>	D von Dille	_	NA			NA		1999
			To:	01-1311	<b>]</b>						
0.10	110	R			-	NA			NA		1999
			To-	Dead End							
	0.29  0.24  0.08  0.05  0.15  0.09  0.31  0.09  0.20  0.06  0.12  0.10  0.09  0.05	0.24 40  0.08 380  0.05 400  0.15 460  0.05 680  0.09 630  0.09 660  0.20 50  0.06 30  0.12 30  0.12 30  0.10 40  0.09 20  0.05 20  0.19 100	0.29 40 R  0.24 40 N  0.08 380 R  0.05 400 R  0.15 460 R  0.05 680 R  0.09 630 R  0.09 660 R  0.20 50 R  0.20 50 R  0.12 30 R  0.12 30 R  0.12 30 R  0.10 40 R  0.10 40 R  0.10 40 R	0.29   40   R	Carry   Carr	Column	Length AADT   QA   41   Fe   Bus   2Axle 3+Axle 1Trail 2Trail   QC   Hour	Company   Comp	Design   AAD   QA   4   Ire   BUS   2Axide 3+Axide 1Trail 2Trail   QC   Hour   QK   Factor	Deep	Deep

					Accomack Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea Hou	()k	Dir Factor	AAWDT QW	Year
own of Tangier				From:	Dead End	i				
1302	0.63	220	R	<u></u>		NA			NA	1999
				To:	01-1301					
	0.26	50	R	From:	01-1305	NA NA			NA	1999
1303	0.20	30	K	To:	01-1301	]			INA	1998
				From:	01-1305					
1304)	0.25	130	R			NA			NA	1999
				To:	Dead End					
	0.92	70	R	From:	SCL Tangier	] NA			NA	1999
1305	0.92	70	K	To:	Dead End	]			INA	1998
				From:	01-1305					
1306	0.20	170	R			NA			NA	1999
				To:	01-1301					
$\cap$	0.04	20	Б	From:	Dead End	- NIA			NIA	4000
1307)	0.04	30	R	To:	01-1301	NA I			NA	1999
				From:	Dead End					
1308	0.06	20	R			NA			NA	1999
				Tn·	01-1305					
$\overline{}$				From:	Dead End					
1309	0.03	10	R	To:	01-1301	NA I			NA	1999
				From:	Dead End					
1310	0.07	8	R		Dead End	I NA			NA	1999
				To	01-1301					
				From:	Dead End					
1311)	0.06	20	R	To:	01 1201	NA 1			NA	1999
				From:	01-1301					
1312)	0.16	390	R	110111	01-1305	I NA			NA	1999
1312)				To:	01-1301					
				From:	Dead End					
1313	0.03	3	R	_		NA			NA	1999
				To:	01-1301					
	0.02	30	R	From:	01-1301	l NA			NA	1999
(1314)	0.02	30		To:	Dead End	]			IVA	1000
Town of Keller										
	0.00		_	From:	Dead End				NIA.	4000
1401)	0.06	70	R			NA			NA	1999
$\overline{}$	0.00	440	Ъ	From:	01-1405	NI A			NA	4000
1401)	0.09	140	R			NA 1			NA	1999
	0.09	70	R	From:	SR 180	NA			NA	1999
1401)	0.09	10	N	To:	01-1406	]			INC	1998
				From:	SR 180	<u> </u>				
1402	0.10	590	R			NA			NA	1999
				To-	01-620					
1402	0.06	640	R			NA			NA	1999
				To: From:	01-1404					
1402	0.06	920	R			NA			NA	1999
				To:	US 13					

					Accomack Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruckTruck 2Trail 2Trail	$\alpha$	eak OK Iour	Dir Factor	AAWDT QW	Year
Town of Keller				From:						
(1403)	0.06	60	R	rioin.	01-620	1	NA		NA	1999
	0.05	400		To: From:	01-1404		.14		NIA	1000
(1403)	0.05	100	R	To	US 13	r I	NA		NA	1999
				From:	01-1403					
(1404)	0.22	380	R			١	NA		NA	1999
$\bigcup_{i=1}^{n}$				To	01-620; 01-1406					
$\bigcirc$	0.00	40		From:	SR 180		\1A		NIA	4000
1405)	0.09	40	R			l. I	NA		NA	1999
1405	0.09	47	R	From:	01-1401		NA		NA	1999
(1403)	0.00			To:	01-1406					
				From:	01-1405					
1406)	0.09	20	R			١	NA		NA	1999
<u> </u>				To: From:	01-1401					
1406)	0.07	30	R	To:	01-620; 01-1404	l I	NA		NA	1999
1.0					01-020, 01-1404					
Accomack County				From:	01-1424					
1420	0.68	120	R			١	NA		NA	1999
				To:	US 13					
	0.11	7	R	From:	01-1420	l ,	NA		NA	1999
1423	0.11	•		To:	Cul-de-Sac	I	V/A		IVA	1000
				From:	Cul-de-Sac					
1424	0.12	10	R			1	NA		NA	1999
				To- From:	01-1420					
(1424)	0.11	30	R			1	NA		NA	1999
				To:	Cul-de-Sac					
Town of Accomac				From:	01-764					
(1501)	0.42	190	R			١	NA		NA	1999
$\cup$				To:	US 13 BUS					
$\bigcirc$	0.44	400	_	From:	01-1503				NIA	4000
(1502)	0.11	120	R	To:	US 13 BUS; 01-764	r I	NA		NA	1999
				From:	01-605					
1503	0.16	480	R		0.000	١	NA		NA	1999
				To: From:	01-1502					
1503	0.28	300	R			١	NA		NA	1999
				To:	US 13 BUS					
	0.11	70	R	From:	01-1508		NA		NA	1999
1504	0.11	70	IX.	To:	01-652	l '	VA.		NA.	1333
				From:	Dead End					
1505	0.12	130	R	_			NA		NA	1999
				To:	US 13 BUS					
	0.23	80	ь	From:	US 13 BUS		NA		NA	1999
1506	0.23	ου	R	To	US 13 BUS	r 	N/A		INA	1999
				From:	Dead End					
1507)	0.08	50	R				NA		NA	1999
				To: From:	01-1508					
1507	0.10	110	R			١	NA		NA	1999
				To:	01-652					

					Acc	omack Maintena	ance Area								
Route	Length	AADT	QA	4Tire	Bus	Tr			QC	Peak	QK	Dir	AAWDT	QW	Year
Town of Accomac	O.		•			2Axle 3+Axle	e 1Trail	2Trail		Hour		Factor			
	0.12	80	R	From:		01-1504				NA			NA		1999
(1508)	0.12		1	To		01-1507				INA			INA		1333
Accomack County				From:		01-652									
(1509)	0.40	30	R			01-632				NA			NA		1999
				To:		01-652									
Town of Accomac				From:		01-764 SOUT	Н								
1510	0.07	60	R	To:		01.7(4)(0)(7)	11			NA			NA		1999
				From:		01-764 NORT	П								
(1511)	0.13	40	R							NA			NA		02/13/2002
				To:		Dead End									
Accomack County				From:		US 13									
1530	0.13	130	R	To:		01-1531		1		NA			NA		02/13/2002
				From:		01-1532		<u>_</u>							
(1531)	0.10	70	R							NA			NA		02/13/2002
				To:		01-1530 US 13									
(1532)	0.16	220	R	<u> </u>		08 13				NA			NA		02/13/2002
				To:		01-1531									
(1533)	0.04	100	R	From:		01-1530				NA			NA		02/13/2002
(1333)				To:		Cul-de-Sac									
Town of Onlev				From:		01-731		1							
1601	0.07	46	R	<u> </u>		01 /51				NA			NA		1999
				To: From:		01-1607									
1601)	0.06	120	R	_ 1						NA			NA		1999
(1601)	0.11	120	R	From:		01-1602				NA			NA		1999
				To:		01-1605									
	0.06	20	R	From:		01-1618				NA			NA		1999
1602	0.00	20		To:		01-1605				INA			INA		1999
1602	0.07	20	R	From:		01 1005				NA			NA		1999
				To: From:		01-1601		<u> </u>							
1602	0.07	50	R	. —				i		NA			NA		1999
(1602)	0.08	70	R	From:		01-789				NA			NA		1999
				То:		01-1610									
$\bigcirc$	0.06	80	-	From:		01-1604				NA			NA		1999
1603	0.00	00	R	To:		LIC 12 DIIC EA	ST.			INA			INA		1999
1603	0.10	50	R	From:		US 13 BUS EA	J1			NA			NA		1999
				To: From:		01-1606		}							
(1603)	0.09	20	R	To:		Dead End				NA			NA		1999
				From:		01-1609									
(1604)	0.09	70	R							NA			NA		1999
	0.46	465		To: From:		01-1603		}		N/ A					4000
1604	0.10	100	R	Tn		01-789		1		NA			NA		1999
						107									

Route	Lenath	AADT	QA	4Tire	Accomack Maintenance AreaTruckBus	OC:	QK AAW	DT QW	Year
Town of Onley	Longar		~~		2Axie 3+Axie 11raii 21raii	Hour	Factor		. oui
	0.08	40	R	From:	01-731	NA	N.	Α	1999
1605)	0.00			To: From:	01-1607			`	1000
1605	0.06	110	R	From:		NA	N/	4	1999
	2.25	400		To: From:	01-1602		N.		1000
1605	0.05	120	R	To:	01.1711	NA I	NA.	4	1999
1605)	0.06	330	R	From:	01-1611	NA	N/	4	1999
				To: From:	01-1601				
1605	0.08	400	R	To:	01-609; 01-789	NA I	N.A	4	1999
				From:	01-1609				
1606	0.08	80	R			NA	NA.	A	1999
	0.10	200		To: From:	01-1603	NA	NI/		1000
1606	0.10	200	R	To:	SR 179	NA 	N/	1	1999
				From:	SCL Onley				
1607	0.03	7	R			NA	N/	4	1999
	0.06	100	R	From:	01-1619	NA	N.A	Α	1999
1607				To:	01-1618				
1607	0.06	90	R	From:		NA	N/	4	1999
				To: From:	01-1605	<del>                                     </del>			
1607	0.07	46	R		21.1521	NA	N/	4	1999
1607)	0.07	40	R	From:	01-1601	NA	N/	<b>A</b>	1999
				To:	01-789				
	0.12	47	R	From:	US 13 BUS	NA	N.	Δ	199
1608	0.12	71		To:	Dead End	INA	147	1	199
$\overline{}$				From:	Dead End				
1609	0.07	100	R	. —		NA	N.A	4	1999
1609	0.01	120	R	From:	01-1604	NA	N/	Α	1999
				To: From:	01-1613				
1609	0.05	90	R	To:		NA	NA.	4	1999
				From:	US 13 BUS EAST US 13 BUS WEST				
1609	0.10	150	R			NA	N/	4	1999
1609	0.07	30	R	To: From:	01-1606	NA	N.A.		1999
1609)	0.01			To:	Dead End			`	100
$\bigcirc$				From:	01-731				
1610)	0.11	45	R		24.452	NA	N.A	4	1999
1610	0.18	100	R	From:	01-1602	NA	N.A	4	1999
				To:	01-609				
	0.14	30	R	From:	Dead End	NA	N.	Δ	1999
1611)	0.14	JU	Λ.	To:	01-1605	INA	INA	٦	1998
				From:	01-1616				
(1612)	0.06	80	R	To:	01-1613	NA I	N/	4	1999
				L	01-1013				

					Accomack Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC Peak Hour	QK Dir AAWDT QW Factor	/ Year
Town of Onlev				From:	01-1613	1		
(1612)	0.12	90	R		33 333	NA	NA	1999
				To	Dead End			
$\bigcirc$	0.00		_	From:	01-1612	]		1000
1613	0.09	30	R	To:	01-1609	NA 1	NA	1999
				From:	01-1612			
1614)	0.05	40	R		01-1012	NA NA	NA	1999
				To:	01-1609	]		
<u> </u>				From:	US 13			
1615)	0.34	850	R	т	LVG 14 DVVG	NA 1	NA	1999
				To:	US 13 BUS			
Accomack County				From:	US 13			
1616)	0.11	700	R	<u> </u>	00.13	NA	NA	1999
				To:	SCL Onley			
Cown of Onlev								
	0.23	520	R	From:	SCL Onley	J NA	NA	1999
1616)	0.23	320	K	. —		INA	IVA	1999
	0.03	780	R	From:	01-1612	NA	NA	1999
1616)	0.03	700	IX.	To:	US 13 BUS	1	IVA	1999
				From:	US 13			
1617)	0.10	1300	R			NA	NA	1999
				To:	SR 179			
$\overline{}$				From:	01-1602	j		
1618	0.06	70	R			NA	NA	1999
<u> </u>				To: From:	01-1607	]		
1618)	0.09	40	R	To:	01.701	NA 1	NA	1999
				From:	01-731			
1619)	0.06	20	R	FIOIII.	Penn Ave	J NA	NA	1999
1619)	0.00	20		To	01.1607	1	TVA	1000
1619)	0.09	120	R	From:	01-1607	NA	NA	1999
1619)	0.00	120	• • • • • • • • • • • • • • • • • • • •	To:	01-731	1	101	1000
				From:	01-789			
1620)	0.03	20	R			NA	NA	1999
				To:	Dead End			
Accomack County				From:	01 700	ı		
1630)	0.44	400	R		01-789	J NA	NA	1999
1630)	0.11		••	To:	Cul-de-Sac	1		1000
				From:	01-1630			
1631)	0.05	40	R			NA	NA	1999
				To:	Cul-de-Sac	]		
				From:	01-1630	]		
1632	0.12	30	R	To-	Cul da Saa	NA 1	NA	1999
				From:	Cul-de-Sac	] 		
1622	0.05	40	R		Cul-de-Sac	) NA	NA	1999
1633	0.03	<del>-1</del> 0	11	To:	01-1630	]	14/3	1009
Cown of Wachapreague						-		
				From:	Dead End			
1701)	0.03	110	R			NA	NA	02/13/20
				To: From:	01-1713	]		
(1701)	0.12	120	R			NA	NA	1999
				To:	01-1705	<u> </u>		

					ACC	COTTACK IVIAITILETIAI	ice Area							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC Peak Hour	()K	Dir Factor	AAWDT	QW	Year
Town of Wachapreague				From:				i						
1701)	0.11	240	R	riom.		01-1705			NA			NA		1999
1701)				To:		SR 180								
1701)	0.15	290	R	From:		511 100			NA			NA		1999
				To: From:		01-1715								
(1701)	0.03	260	R						NA			NA		1999
<u> </u>				To- From:		01-1709								
1701	0.10	270	R						NA			NA		1999
	0.06	240	R	From:		01-1710			NA			NA		1999
1701)	0.00	240	K	To:		01-1711			INA			INA		1999
				From:		01-1713		Ī						
1702	0.06	40	R						NA			NA		1999
				To: From:		01-1705		$\Box$ $\vdash$						
1702	0.05	60	R						NA			NA		1999
			_	To: From:		01-1717		$\Box$ $\vdash$						400-
(1702)	0.05	70	R	To:		SR 180; 01-1706	5		NA			NA		1999
				From:		01-1713	,							
1703	0.09	60	R			V			NA			NA		1999
				To- From:		01-1705								
1703	0.10	120	R						NA			NA		1999
				To:		SR 180								
4704)	0.10	120	R	From:		01-1705			NA			NA		1999
1704	0.10			To:		SR 180; SR 180	Y							1000
_				From:		01-1719								
1705	0.03	100	R						NA			NA		1999
				From:		01-1716								
1705	0.04	90	R						NA			NA		1999
$\overline{}$	0.06	100	R	From:		01-1702			NA			NA		1000
1705	0.00	100	K	т		24.1522			INA			INA		1999
1705	0.06	100	R	From:		01-1703			NA			NA		1999
(1709)				To:		01-1704								
(1705)	0.03	100	R	From:		01-1704			NA			NA		1999
				To:		01-1701								
$\bigcirc$	0.00	040	_	From:		SR 180; 01-1702	2		NIA			NIA		4000
1706	0.09	210	R	_					NA			NA		1999
(1706)	0.06	190	R	From:		01-1708			NA			NA		1999
(1706)	0.00			To:	0	01-1709 WCL Wachap	areague							
(1706)	0.12	160	R	From:		11-1709 WCL Wachap	neague		NA			NA		1999
				To:		01-1710		<u> </u>						
1706	0.06	150	R	From:					NA			NA		1999
_				To: From:		01-1711								
1706	0.06	110	R			an 10:			NA			NA		1999
				To: From:		SR 180 Y; 01-62	4	<u> </u>						
1707	0.07	100	R	riom:		01-1708			NA			NA		1999
	0.07			To:		01-1709								. 550
1707)	0.10	60	R	From:		01-1/07			NA			NA		1999
				To:		01-1710								

					Accomack Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- Peak QC Hour	OK	Dir Factor	AAWDT	QW	Year
Town of Wachapreague											
	0.00	20	_	From:	01-1710	NIA			NIA		4000
1707	0.06	30	R	To	01-1711	NA			NA		1999
				From:	01-1714						
1708)	0.07	90	R		01-1714	NA			NA		1999
				To: From:	01-1718						
1708)	0.06	90	R	From:		NA			NA		1999
				To: From:	01-1706						
1708)	0.05	100	R	rioiii.		NA			NA		1999
				From:	01-1707						
1708	0.06	170	R			NA			NA		1999
				To:	SR 180 Y						
Accomack County				From:	01 (05						
1709)	0.50	230	R	T TOILL	01-605	NA			NA		1999
1709)	0.00		•••	To:	01 1710						
1709)	0.05	170	R	From:	01-1718	NA			NA		1999
1709)	0.00	•		To:	01-1706 WCL Wachapreague						
Town of Wachapreague											
				From:	01-1706 WCL Wachapreague						
1709)	0.05	190	R			NA			NA		1999
$\overline{}$				From:	01-1707						
1709	0.06	190	R	To	CD 100 W N DVT	NA			NA		1999
				From:	SR 180 Y; N INT SR 180 Y; S INT						
1709)	0.05	130	R	-		NA			NA		1999
				To	01-1701						
$\bigcirc$				From:	01-1706						4000
1710	0.05	20	R			NA			NA		1999
$\overline{}$	0.00			From:	01-1707	NIA			NIA		4000
1710	0.06	30	R			NA			NA		1999
	0.07	47		From:	SR 180 Y	NIA			NIA		4000
1710	0.07	47	R	To:	01-1701	NA			NA		1999
				From:	01-1706						
1711)	0.05	45	R		01 1/00	NA			NA		1999
				To:	01-1707						
1711)	0.07	60	R	From:		NA			NA		1999
				To:	SR 180 Y						
1711)	0.07	220	R	From:		NA			NA		1999
				To:	01-1701						
$\overline{}$				From:	SR 180 Y						
1712	0.07	30	R	To:	D 15.1	NA			NA		1999
					Dead End						
1713	0.07	60	R	From:	01-1719	NA			NA		1999
1713				To	01 1702				. */ `		
1713	0.06	90	R	From:	01-1702	NA			NA		1999
1713				To:	01 1702				. */ `		
1713	0.09	90	R	From:	01-1703	NA			NA		1999
1713				To:	01-1701						
				From:	SR 180; WCL Wachapreague						
1714	0.09	230	R	<u>-</u>		NA			NA		1999
				To	01-1708						

					Acc	omack Maintena		1							
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Wachapreague				From:		CD 100 V		1							
(1715)	0.05	80	R	<u> </u>		SR 180 Y				NA			NA		1999
				To		01-1701									
$\bigcirc$			_	From:		01-1705									
1716)	0.05	70	R							NA			NA		1999
	0.05	80	R	From:		01-1717				NA			NA		1999
1716	0.05	00	K	To:		SR 180		1		INA			INA		1999
				From:		01-1716									
(1717)	0.05	9	R							NA			NA		1999
				To:		01-1702									
(770)	0.06	30	R	From:		01-1708				NA			NA		1999
(1718)	0.00	30		To-		01-1709				INA			14/-3		1000
				From:		01-1713									
1719	0.05	20	R							NA			NA		1999
				To:		01-1705									
Accomack County				From:		Dead End		1							
(1801)	0.20	110	R	<u> </u>		Zoud End				NA			NA		1999
				To: From:		01-1803									
(1801)	0.10	200	R	Prom.				•		NA			NA		1999
				From:		01-763									
1801)	0.09	410	R							NA			NA		1999
				From:		01-1815		-							
(1801)	0.04	530	R							NA			NA		1999
				From:		01-1809									4000
1801)	0.09	650	R	To:		SR 316				NA			NA		1999
				From:		Dead End									
(1802)	0.20	150	R	<u> </u>		Dead End				NA			NA		1999
				To:		01-1803									
(1802)	0.10	280	R	From:						NA			NA		1999
				To:		01-763									
$\bigcirc$	0.07	400	_	From:		01-1802									1000
1803	0.07	160	R							NA			NA		1999
	0.07	180	R	From:		01-1801				NA			NA		1999
1803)	0.07	100	ĸ	т		A. 101-				INA			INA		1999
(1803)	0.06	210	R	From:		01-1816				NA			NA		1999
(1803)				To:		Dead End; Gap Ter	minus								
Town of Parkslev															
	0.01	190	R	From:		Dead End; Gap Ter	minus			NA			NA		1999
(1803)	0.01	190	ĸ							INA			INA		1999
(1903)	0.06	230	R	From:		01-1824				NA			NA		1999
1803				To:		01 (72									
(1803)	0.06	250	R	From:		01-673				NA			NA		1999
(1803)		•		To:		01-1814				•					
(1803)	0.07	260	R	From:		01-1014				NA			NA		1999
				To:		01-1808									
(1803)	0.06	340	R	From:						NA			NA		1999
				To:		01-674; 01-182	0								

				, 1001	Offiack Mairite	arioc / trea	•							
Length	AADT	QA	4Tire	Bus				()(:		QK	Dir Factor	AAWI	OT QW	Year
			From:		01-1812		1							
0.06	1800	R			01 1012				NA			NA		1999
			To: From:		01-1805 WE	ST	-							
0.03	1100	R							NA			NA		1999
			From:		01-1805 EAS	ST								
0.06	690	R							NA			NA		1999
0.06	530	Р	From:		01-1806				ΝΔ			NΔ		1999
0.00	550	K	To:		01 1017				INA			INA		1998
0.07	450	R	From:		01-181/				NA			NA		1999
			To:		01-678									
			From:		SR 176									
0.08	480	R	To:		01 1004 FAG	T.			NA			NA		1999
			From:											
0.10	380	R							NA			NA		1999
			To: From:		01-674		-							
0.07	370	R							NA			NA		1999
0.07	400		To: From:		01-1810				NI A			NI A		4000
0.07	180	К	_						NA			NA		1999
0.07	120	R	From:		01-1820				ΝΔ			NΔ		1999
0.07	120	- 1	To:		01 1912				IVA			14/4		1000
0.06	40	R	From:		01-1813				NA			NA		1999
			To:		01-1811									
			From:		SR 176									
0.08	310	R							NA			NA		1999
0.10	200		From:		01-1804				NIA			NIA		1000
0.10	200	ĸ	To:		01-674				NA			INA		1999
			From:				i							
0.06	150	R							NA			NA		1999
			To: From:		01-1814									
0.07	150	R							NA			NA		1999
2.22	4=^		From:		01-1808				NIA					4000
0.06	1/0	К							NΑ			NΑ		1999
0 0 <del>7</del>	60	R	From:		01-1819				NΔ			NΑ		1999
0.07			To:		01-1810				1471			1471		1000
			From:		01-1807									
0.10	70	R	т		01 1002 G T				NA			NA		1999
			From:											
0.10	140	R	<u></u>						NA			NA		1999
			To: From:		01-1823									
0.10	310	R	Tar		OD 215				NA			NA		1999
					SR 316									
			From:		Dead End									
0.10	70	R							NA			NA		1999
			To:		01-1801		]							
			From:		01-1807		J							
0.10	80	R			01-100/				NA			NA		1999
			To:		01-674									
	0.06 0.03 0.06 0.06 0.07 0.08 0.10 0.07 0.06 0.08 0.10 0.06 0.07 0.06 0.07 0.10 0.10 0.10	0.03       1100         0.06       690         0.07       450         0.08       480         0.10       380         0.07       370         0.07       120         0.06       40         0.08       310         0.10       200         0.06       150         0.07       150         0.06       170         0.07       60         0.10       70         0.10       310         0.10       70         0.10       70         0.10       70	0.06	0.06	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   Town   Ol-1812	Length   AADT   QA   4Tire   Bus   Truck   2Axle   3+Axle   1Trail   0.06   340   R   0.1-1805 WEST	Length   AADT   QA   4Tire   Bus   Truck   2Axie 3+Axie 1Trail 2Trail	Length AADT QA 4Tire Bus	Length   AADT   QA   4Tire   Bus   AADT   CAR   CARREST   CARRES	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie 1Trail 2Trail   QC   Peak   Hour   QK	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie 1Trail 2Trail   2Trail   C   Peak   QK   Factor	Length   AADT   QA   4Tire   Bus   2Axie 3+Axe   1Trait 2Trait   QC   Peak   QK   Dir   AAWE	Length   AADT   QA   4Tire   Bus

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT QW	Year
Town of Parkslev				From:	01-674				
1810)	0.10	160	R		01-0/4	NA		NA	1999
				To: From:	01-763				
1810	0.10	150	R			NA		NA	1999
$\overline{}$	0.10	220		From:	01-1823	NA		NA	1000
1810	0.10	220	R	To:	CD 217	INA		NA	1999
1810	0.01	40	R	From:	SR 316	NA		NA	1999
				To- From:	01-1812				
1810	0.10	190	R			NA		NA	1999
				To: From:	01-1805				
1811)	0.10	90	R	From:	01-763	NA		NA	1999
1011)				To:	01-1823				
1811)	0.10	110	R	From:		NA		NA	1999
				To: From:	SR 316 Gap Terminus 01-1812 Gap Terminus				
1811)	0.10	60	R	<u> </u>	01-1012 Gap Terriminas	NA		NA	1999
				To:	01-1805				
$\bigcirc$	0.40	F400	_	From:	SR 176	NIA		NIA	4000
1812	0.10	5400	R			NA		NA	1999
1912)	0.10	4200	R	From:	01-1804	NA		NA	1999
1812				To:	01-674 EAST				
100	0.07	200	R	From:	01-674 WEST	NA		NA	1999
1812	0.07	200		To:	01-1810	IN/A		IVA	1000
1812	0.07	170	R	From:	01-1010	NA		NA	1999
				To: From:	01-1820				
1812	0.07	190	R			NA		NA	1999
				To: From:	01-1813				
1812	0.06	90	R			NA		NA	1999
	0.05	10	R	From:	01-1811	NA		NA	1999
1812	0.03	10	K	To:	Dead End	INA		NA	1995
				From:	01-763				
1813	0.10	70	R			NA		NA	1999
	0.40			To: From:	01-1823				4000
1813)	0.10	120	R	To:	SR 316 Gap Terminus	NA		NA	1999
$\widehat{}$				From:	01-1812 Gap Terminus				
1813	0.10	90	R	To:	01-1805	NA		NA	1999
				From:	01-1807				
1814)	0.10	120	R		01-1607	NA		NA	1999
				To: From:	01-1803				
1814)	0.10	230	R	From:	•	NA		NA	1999
				To: From:	01-763				
1814)	0.10	180	R			NA		NA	1999
				To: From:	01-1823				
1814)	0.10	250	R	т	OD 215	NA		NA	1999
				To:	SR 316				

					Accomack Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	(.)K	Dir Factor	AAWDT QW	Year
Accomack County				From:	Dead End					
(1815)	0.10	30	R		Dead End	NA			NA	1999
				To	01-1801					
$\bigcirc$			_	From:	Dead End					1000
(1816)	0.06	60	R	To:	01-1803	NA			NA	1999
Town of Parkslev				<u> </u>	01-1005					
C .				From:	SR 176					
(1817)	0.08	130	R	To:	01 1004	NA			NA	1999
				10.	01-1804					
Accomack County				From:	Dead End					
(1818)	0.15	110	R			NA			NA	1999
				To:	SR 316					
Town of Parkslev				From:	01-1807					
(1819)	0.10	220	R		V1-10V/	NA			NA	1999
				To:	01-674; 01-1803					
				From:	01-674					
(1820)	0.10	300	R			NA			NA	1999
				To: From:	01-763					
(1820)	0.10	330	R	-		NA			NA	1999
	0.10	470		From:	01-1823				NI A	4000
1820	0.10	470	R	To:	SR 316 Gap Terminus	NA			NA	1999
				From:	01-1812 Gap Terminus					
(1820)	0.10	47	R			NA			NA	1999
				To:	01-1805					
	0.10	40	R	From:	Dead End	NA			NA	1999
(1821)	0.10	40	K	To:	SR 316	INA			INA	1999
				From:	01-1823					
(1822)	0.10	110	R	<u>.                                    </u>		NA			NA	1999
				To:	SR 316					
$\sim$				From:	01-673					
(1823)	0.06	370	R			NA			NA	1999
	2.2-	400	_	From:	01-1814				NIA.	4000
(1823)	0.07	420	R			NA			NA	1999
	0.06	440	В	From:	01-1808	NI A			NA	1000
(1823)	0.06	440	R	, <del>-</del>		NA			NA	1999
(1000)	0.06	480	R	From:	01-674	NA			NA	1999
1023)	0.00	<del>-1</del> 00		To	01 1010				14/7	1333
1823	0.06	440	R	From:	01-1810	NA			NA	1999
1023)				To:	01-1820					.500
(1823)	0.06	410	R	From:	U1-102U	NA			NA	1999
		-		To:	01-1813					
(1823)	0.06	240	R	From:	01-1013	NA			NA	1999
				To:	01-1811					
(1823)	0.05	120	R	From:	V. 1011	NA			NA	1999
				To:	01-1822					
$\bigcirc$	_	_	_	From:	01-1803					
1824	0.10	70	R	To:	01.762	NA			NA	1999
					01-763					

					Accomack Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(:	Peak Hour	QK Dir Facto	AAWDT QW	Year
Town of Belle Haven				From:	01-601					
2001)	0.23	140	R		01-001		NA		NA	1999
				To:	SR 181 ECL Belle Haven					
				From:	Dead End					
2002	0.08	20	R	_		İ	NA		NA	1999
				To:	SR 178					
	0.08	230	R	From:	SR 178		NA		NA	1999
2003	0.00	230	K	. —		1	INA		INA	1998
	0.10	220	R	From:	01-2007		NA		NA	1999
2003	0.10	220		To:	01-601 ECL Belle Haven		IVA		IVA	1000
				From:	SR 181					
2004	0.08	70	R			l	NA		NA	1999
				To:	01-2005					
$\widehat{}$				From:	01-2004					
2005	0.13	60	R	To:	01 2007	İ	NA		NA	1999
				From:	01-2006					
2006	0.08	40	R	rrom:	SR 181		NA		NA	1999
2006	0.00	70		To:	01-2005		IVA		INA	1000
				From:	Dead End					
2007)	0.09	80	R		2 300		NA		NA	1999
				To:	01-2003					
2007)	0.10	30	R	From:			NA		NA	1999
				To:	Dead End					
Accomack County										
$\frown$	0.16	40	R	From:	01-2009		NA		NA	1000
2008)	0.10	40	ĸ			i	INA		INA	1999
$\overline{}$	0.01	60	R	From:	01-2015		NA		NA	1999
2008)	0.01	00	K	. —		1	INA		INA	1998
	0.05	60	R	From:	01-2010		NA		NA	1999
2008	0.05	60	ĸ	To:	01-616		INA		INA	1998
				From:	01-2008					
2009)	0.06	10	R	<u> </u>	01 2000		NA		NA	1999
				To:	01-2011					
2009)	0.25	30	R	From:	01 2011		NA		NA	1999
2009				To	01-2010					
2009)	0.06	60	R	From:	01 2010		NA		NA	1999
				To:	01-616					
				From:	01-2009					
2010)	0.10	20	R				NA		NA	1999
$\sim$				To: From:	01-2011					
2010)	0.06	40	R				NA		NA	1999
				To: From:	01-2013					
2010)	0.01	30	R				NA		NA	1999
				To: From:	01-2014					
2010	0.04	10	R			ı	NA		NA	1999
				To:	01-2008					
$\overline{}$			_	From:	01-2009					
2011)	0.04	10	R				NA		NA	1999
				To: From:	01-2012				_	
2011)	0.13	30	R	т		ı	NA		NA	1999
<u>~</u>				To:	01-2010					

					Accomack Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	$\cap$ C	QK F	Dir Factor AAWDT QW	Year
Accomack County									
	0.00	40	_	From:	01-2011	]		NIA	1000
(2012)	0.02	10	R	To	Cul-de-Sac	NA 1		NA	1999
				From:	01-2010	1			
2013)	0.06	40	R		01 2010	NA		NA	1999
				To:	01-616				
				From:	Cul-de-Sac				
2014)	0.05	20	R			NA		NA	1999
				To:	01-2010				
$\bigcirc$	0.00		_	From:	01-2008	]			4000
2015	0.03	4	R	To:	Cul-de-Sac	NA 1		NA	1999
				From:					
2020	0.18	NA			Dead End/	NA		NA	
2020	00			To:	01-00617(L)/	]			
				From:	Dead End/				
2021)	0.13	NA				NA		NA	
				To:	01-02020(B)/				
Town of Belle Haven						•			
	0.22	NA		From:	SR 178	J NA		NA	
2024	0.22	INA		To:	Dead End	1		INA	
				From:	Dead End				
2025	0.07	40	R		Dead End	NA NA		NA	1999
2020				To:	01-2003	]			
				From:	SR 178				
2026	0.11	NA				NA		NA	
				To:	01-2027; 01-2028				
$\sim$				From:	Dead End				
2027)	0.11	NA		To:	04.000.04.000	NA 1		NA	
					01-2026; 01-2028				
	0.16	NA		From:	01-2026; 01-2027	NA		NA	
2028	0.10	INA		To:	Dead End	1		INA	
1 l- C					Dette Ente				
Accomack County				From:	Dead End				
2201)	0.27	60	R			NA		NA	1999
				To:	01-695				
$\bigcirc$				From:	01-695	]			
2202	0.25	120	R	To:	2 12 1	NA		NA	1999
					Dead End				
	0.05	30	R	From:	01-710	NA		NA	1999
2301)	0.05	30	ĸ	, —		1N <i>F</i> A 1		INA	1995
	0.15	40	R	From:	01-2303	NA		NA	1999
2301)	0.15	40	ĸ	To:	01-709	1NA		INA	1998
				From:	01-710				
	0.05	30	R	<u> </u>	01-710	NA NA		NA	1999
2302				To:	US 13	1		<u>.</u>	
				From:	01-2301				
303)	0.07	7	R	<u> </u>		NA		NA	1999
				To:	01-709				
				From:	01-709; 01-710				
2304)	0.05	470	R	,		NA		NA	1999
				To:	US 13				

					Accomack Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	OC.	(.)K	Dir Factor	AAWDT QW	Year
Accomack County							ai	1 40101		
2005	0.25	150	R	From:	US 13	J N/	7		NA	1999
2305)	0.20	100		To:	Dead End	1	,		101	1000
Cown of Hallwood						•				
2401)	0.15	49	R	From:	Dead End	J N/	4		NA	1999
2401)	0.10			To:	01-692	<u></u>	`			1000
				From:	SCL Hallwood					
2402	0.19	60	R	To:	01.602	N/	A		NA	1999
				From:	01-692	1				
2403)	0.09	400	R		01-053	J N/	A		NA	1999
				To:	01-692					
$\overline{}$	2.42		_	From:	01-692					4000
2404)	0.10	90	R	To:	01-2405	N/ 1	A.		NA	1999
				From:	01-2409	Ì				
2405)	0.08	40	R			N/	A		NA	1999
				To:	01-2404					
	0.18	10	R	From:	01-693 SOUTH	J N/	1		NA	1999
2406)	0.10	10	- 1	To:	NCL Hallwood	1	`		IVA	1550
Accomack County										
	0.06	•	R	From:	NCL Hallwood	]			NA	1000
2406	0.00	9	K	To:	01-693 NORTH	N/ 1	`		NA	1999
Town of Hallwood						_				
	0.45	45		From:	01-692	]			NIA	4000
2407	0.15	45	R	To:	Dead End	N/ ]	١.		NA	1999
				From:	01-692	<u> </u>				
2408)	0.16	60	R	_		N/	A		NA	1999
				To:	Dead End	<u> </u>				
2409)	0.12	50	R	From:	01-692	J N/	7		NA	1999
2409	0.12			To:	01-2405	1	•		7.0.1	1000
Town of Bloxom										
	0.32	220	R	From:	SR 187	J N/	1		NA	1999
2501)	0.02			To:	01-684	1	`		101	1000
				From:	SR 187	]				
2502	0.08	50	R			N/	A		NA	1999
	0.07	00		From:	01-2506	<del></del>			NIA	4000
2502	0.07	80	R			N/	4		NA	1999
2502	0.07	50	R	From:	01-2504	N/	\ \		NA	1999
2502	0.07			To:	01-684	1	·			
				From:	SR 187	]				
2503	0.06	80	R			N/	A		NA	1999
	2.22	400		To: From:	01-2513	<del></del>			NI A	100
2503	0.09	180	R	To:	SR 316		4		NA	1999
				From:	SR 187	<u>:</u> 				
2504	0.11	70	R	<u> </u>		_ N/	A		NA	1999
				To	01-2502					

					Accomack Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	$\sim$	Peak Hour	QK Dir Factor	AAWDT QW	Year
Town of Bloxom				r		1				
(2505)	0.10	60	R	From:	Dead End	J	NA		NA	1999
	0.45			To: From:	01-2508	}				1000
2505	0.15	90	R	To	SR 187	I	NA		NA	1999
				From:	01-2502					
2506	0.08	20	R		01 2502	ı	NA		NA	1999
				To:	SR 187					
$\bigcirc$				From:	01-2508					
(2507)	0.15	140	R	To:	SR 187	1	NA		NA	1999
				From:	Dead End	<u> </u>				
2508	0.02	40	R	<u> </u>	Dead End	ı	NA		NA	1999
2009				To:	01-2507	]				
2508	0.04	50	R	From:	01 2507	ı	NA		NA	1999
$\bigcup$				To:	01-2505					
				From:	Dead End					
2509	0.25	20	R	To	GD 107	1	NA		NA	1999
				From:	SR 187	1				
2510	0.12	80	R	r tolii.	SR 187	J	NA		NA	1999
2510	0.12	00	•••	To:	01-2511				7.0.1	1000
				From:	01-2510					
(2511)	0.07	30	R				NA		NA	1999
				To:	01-2512					
$\bigcirc$	0.00	20		From:	SR 187		NIA		NIA	4000
(2512)	0.06	30	R			•	NA		NA	1999
	0.06	40	R	From:	01-2513		NA		NA	1999
2512	0.00	40	K	To:	01-2511		INA		INA	1999
				From:	01-2512					
(2513)	0.07	40	R				NA		NA	1999
				To:	01-2503					
Accomack County				From:	D15-1	ı				
(2520)	0.48	120	R		Dead End	l	NA		NA	1999
2020				To:	01-676					
				From:	01-680 WEST					
(2521)	0.18	140	R	. —		1	NA		NA	02/12/2002
				To:	01-680 EAST					
	0.20	90	R	From:	SR 180 SOUTH		NA		NA	1999
2601)	0.20	00		To	01.704	1	147.		10.0	1000
2601	0.13	130	R	From:	01-784		NA		NA	1999
2601)	00			To:	SR 180 NORTH					
				From:	Dead End					
2602	0.25	60	R			1	NA		NA	1999
				To:	SR 180					
	0.10	320	R	From:	US 13; 01-695	l	NA		NA	1999
(2701)	0.10	320	ĸ			1	INA		INA	1999
	0.10	310	R	From:	01-2702		NA		NA	1999
2701)	0.10	310	ĸ	To:	01-694	]	INA		INA	1999
				From:	01-2701	·				
2702	0.05	40	R			_	NA		NA	1999
				To:	01-695					

					Accomack Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:		i						
(2801)	0.10	150	R	FIOII.	US 13; 01-689	1	NA			NA		1999
				To	01-689							
$\bigcirc$	0.12	70	_	From:	US 13 BUS		NIA			NIA		1000
2901)	0.12	70	R	To:	Dead End	1	NA			NA		1999
				From:	01-3002							
3001	0.08	100	R			1	NA			NA		1999
				To: From:	01-3008	<u> </u>						
(3001)	0.09	140	R				NA			NA		1999
	2.22	400		From:	01-3004	}						1000
3001)	0.06	100	R			-	NA			NA		1999
$\overline{}$	0.13	60	R	From:	01-3003		NA			NA		1999
(3001)	0.13	60	K	To:	01-679	1	INA			INA		1999
				From:	01-3001							
3002	0.10	300	R			_	NA			NA		1999
				To:	01-3008	<u> </u>						
3002	0.13	320	R			_	NA			NA		1999
				To: From:	01-3003 WEST	}						
(3002)	0.02	500	R				NA			NA		1999
				To: From:	01-3003 EAST	}						1000
3002	0.08	280	R	To:	01-679	1	NA			NA		1999
				From:	01-679							
3003)	0.25	200	R	<u> </u>	01-0/9	1	NA			NA		1999
				To:	01-3002 EAST							
	0.03	120	R	From:	01-3002 WEST	]	NA			NA		1999
3003	0.00	120		To:	01 2001	1	1471			147 (		1000
(3003)	0.08	90	R	From:	01-3001		NA			NA		1999
(5005)				To:	01-3004							
				From:	01-3001							
(3004)	0.05	50	R				NA			NA		1999
$\bigcirc$	• • • • • • • • • • • • • • • • • • • •			From:	01-3003	}						1000
3004)	0.11	80	R	To:	01-3005 Maryland State Line	1	NA			NA		1999
				From:	01-679							
3005	0.15	80	R		01 0/2	1	NA			NA		1999
				To:	01-3004 Maryland State Line							
$\bigcirc$			_	From:	Dead End							1000
3006	0.20	320	R	To:	01-679	1	NA			NA		1999
				From:	01-3002	l						
(3008)	0.05	40	R		01-5002	1	NA	٧A	NA		1999	
(3008)				To:	01-3001							
_				From:	Dead End							
(3101)	0.11	20	R			_	NA			NA		1999
	2.2-			To: From:	01-3104	}	N.1.0					4000
(3101)	0.07	30	R	-		•	NA			NA		1999
	0.00	400		From:	01-767	<del> </del>	NI A		NIA	10	1000	
(3101)	0.06	120	R			7	NA			NA		1999
	0.23	90	R	From:	01-3103	<b>—</b>	NA			NA		1999
(3101)	0.23	90	ĸ	To:	01-3102	1	14/4			INA		1333
				<u>!</u>	V							

					Accomack Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		Dir AAWDT QW actor	Year
Accomack County				From:	01-3103	i		
3102)	0.14	30	R	<u>L</u>	01-5105	NA	NA	1999
$\stackrel{\circ}{\sim}$				To: From:	01-3101	]		
3102	0.04	20	R	To:	Dood End	NA 1	NA	1999
				From:	Dead End	<u> </u>		
3103)	0.05	20	R		01-3101	I NA	NA	1999
	0.04			To: From:	01-3102	]	N/A	4000
3103	0.01	60	R	Tax	01-776	NA I	NA	1999
3103)	0.04	20	R	From:		NA	NA	1999
				To:	Dead End			
3104)	0.03	80	R	From:	01-3101	] NA	NA	1999
				To	01-3105	1		
3104)	0.03	30	R	From:	01 3103	NA	NA	1999
				To: From:	01-776	]		
3104	0.01	4	R	To:	De-JE-J	NA 1	NA	1999
				From:	Dead End	<u> </u>		
3105)	0.13	20	R	r tom.	Dead End	I NA	NA	1999
3103)	00			To	01-3104	]		.000
$\widehat{}$			_	From:	Central High School	<u></u>		
9001)	0.15	200	R	To:	US 13	NA 1	NA	1999
Cown of Onancock					00 13	<u> </u>		
Own of Onancock				From:	Onancock High School			
9002	0.08	390	R	To	01-658 NORTH	NA 1	NA	1999
acomoely Country				<u> </u>	01-030 NORTH			
Accomack County				From:	01-691			
9501)	0.18	390	R			NA NA	NA	1999
				To:	Accomack Elem School			
$\frown$	0.40	240	ь	From:	US 13	NIA.	NA	1000
9502	0.48	240	R	To:	Nandua High School	NA 1	NA	1999
				From:	US 13			
9638)	0.11	470	R		0313	NA	NA	1999
				To:	Atlantic High School			
	0.14	240	R	From:	0.12 MN US 13	] NA	NA	1000
9638)	0.14	240	ĸ	_		INA 1	NA	1999
$\overline{}$	0.04	290	R	From:	0.25 MN US 13	NA NA	NA	1999
9638)	0.04	290	K	To:	Arcadia High School	]	IVA	1998
Town of Bloxom								
	2.25			From:	01-684			400-
9640	0.06	220	R	To:	Dlayam High Cahaal	NA 1	NA	1986
- ep : :					Bloxom High School	<u>l</u>		
Cown of Parkslev				From:	01-763			-
9641)	0.06	180	R	_		NA	NA	1999
				To:	Parksley High School	<u> </u>		
Cown of Accomac				From:	01 1501	Γ		
9642)	0.10	100	R		01-1501	J NA	NA	1999
3072)	55		• •	To	Accomac Primary School	]		
				-	<b>2</b> - 1 - 2	-		

					ACC	omack Maintena		а							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Accomack County				From:				1							
(9643)	0.27	190	R			01-663				NA			NA		1999
				To		Mary N Smith Jr	HS								
$\bigcirc$			_	From:		01-718 SOUTH	I								1000
9963	0.07	170	R	To:		Accomac Elem Scl	nool			NA			NA		1999
				From:		0.08 MN 01-71									
9963	0.10	150	R	To:		01-718				NA			NA		1999
Town of Belle Haven						01-/18									
	2.22		_	From:		WCL BELLE HAV	/EN								0.4/0.4/0.00
(602) (652)	0.06	570	R	To:		01-602		1		NA			NA		04/24/200
				From:		SR 178									
687	0.15	290	R	_						NA			NA		04/25/200
60)				To:		ECL Belle Have									
	0.30	110	R	From:		SCL Belle Have	n			NA			NA		04/25/200
693	0.50	110	K	To:		Dead End				INA			INA		04/23/200
Town of Chincoteague															
1 Maddox Blvd	0.38	3200	F	98%	0%	Main St 1%	1%	0%	С	0.096	F	0.547	3200	F	2002
1 Maddox Blvd	0.50	3200	•	30 70 To:	0 70		1 /0	070	C	0.030	'	0.547	3200		2002
1 Maddox Blvd	0.27	4000	F	From: 98%	0%	Deep Hole Rd	1%	0%	F	0.095	F	0.545	4000	F	2002
1 Maddox Blvd				To: From:		Chicken City R									
190 Maddox Blvd	0.92	4000	F	98%	0%	1% 1%	1%	0%	F	0.093	F	0.515	4000	F	2002
190				To:	E	Entrance To Assateag	gue Isl.								
2 Ridge Rd	0.69	1900	F	99%	0%	Beebe Rd 1% 0%	0%	0%	F	0.099	F	0.519	1900	F	2002
Ridge Rd	0.00	1300	•	JJ 70	0 70		0 70	070	'	0.000	į.	0.010	1500		2002
2 Ridge Rd	0.95	2100	F	99%	0%	Bunting Rd 1% 0%	0%	0%	С	0.098	F	0.585	2100	F	2002
190				To: From:		Church St									
2 Chicken City Rd	0.41	3100	F	99%	0%	1% 0%	0%	0%	F	0.091	F	0.540	3100	F	2002
				To: From:		Maddox Blvd									
2 Chicken City Rd	0.39	1300	F	99% To:	0%	1% 0% Deep Hole Rd	0%	0%	F	0.106	F	0.527	1300	F	2002
				From:		Chicken City R	d								
3 Church St	0.32	3400	F	98%	1%	1% 0%	1%	0%	С	0.089	F	0.567	3400	F	2002
190				To: From:		Pension St									
3 Church St	0.08	4000	F	98%	1%	1% 0%	1%	0%	F	0.088	F	0.555	4000	F	2002
				To: From:		Willow St					_				
3 Church St	0.22	2900	F	98% To:	1%	1% 0% Main St	1%	0%	F	0.089	F	0.519	2900	F	2002
				From:		Ridge Rd									
Bunting Rd	0.39	1600	F	97%	1%	1% 0%	1%	0%	С	0.098	F	0.513	1600	F	2002
190				To: From:		Willow St									
Bunting Rd	0.16	1100	F	97 <u>%</u>	1%	1% 0%	1%	0%	F	0.094	F	0.581	1100	F	2002
				To:		Main St									
5 Beebe Rd	0.30	610	F	98%	0%	Main St 1% 0%	1%	0%	С	0.099	F	0.613	620	F	2002
5 Beebe Rd			-	To:	- / 0	Ridge Rd	.,,	- / 0			•				
				From:		Bunting Rd									
6 Willow St	0.93	1000	F	98%	1%	1% 0%	0%	0%	С	0.094	F	0.697	1000	F	2002
				To:		Church St									

					Acci	Ulliack it	/iaii ilei iai	ICC AIC	a							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Peak	QK	Dir	AAWDT	ΟW	Year
Noute	Lengui	ועאא	ųл	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	Factor	AAWDI	QVV	i cai
Town of Chincoteague				From:												
O Danaian Ct	0.01	4400	_		40/		hurch St	40/	00/	0	0.400	_	0.000	4400	_	2002
Pension St	0.21	1100	F	98% To:	1%	0%	0%	1%	0%	С	0.109	F	0.639	1100	F	2002
							p Hole Rd		I							
O 5 5.			_	From:	10/		ension St	10/	201	_		_		4.400	_	
8 Deep Hole Rd	0.18	1400	F	95%	1%	1%	2%	1%	0%	F	0.11	F	0.608	1400	F	2002
				From:			ddox Blvd		-							
B Deep Hole Rd	0.38	870	F	95%	1%	1%	2%	1%	0%	С	0.107	F	0.62	870	F	2002
(1917)				To: From:		Chicl	ken City Ro	i								
8 Deep Hole Rd	0.40	940	F	95%	1%	1%	2%	1%	0%	F	0.118	F	0.559	940	F	2002
8 Deep Hole Rd				To:			Chicken C									
<u> </u>				From:			ınting Rd									
(1622) South Main St	0.77	3600	F	97%	0%	1%	1%	0%	0%	С	0.089	F	0.502	3600	F	2002
(1622) South Main St				To:			Channel Br									
				From:			ınting Rd									
South Main St	0.60	1600	F	97%	0%	1%	1%	0%	0%	F	0.102	F	0.524	1600	F	2002
Tan				To: From:			eebe Rd									
Couth Main	1 01	040	F	97%	0%	Ве 1%	ebe Road 1%	0%	00/	F	0.110	F	0.542	010	F	2002
1622 South Main	1.21	810	Г	97 % To:					0%	Г	0.112	Г	0.543	810	Г	2002
					JD		State Main									
Alauth Main Ot	0.44	7000	_	From:	40/		Channel Br		00/	_	0.000	_	0.500	7400	_	0000
(1623) North Main St	0.11	7000	F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.523	7100	F	2002
<u> </u>				From:			hurch St									
(1623) North Main St	0.32	6300	F	97%	1%	1%	0%	0%	0%	F	0.092	F	0.524	6400	F	2002
				To: From:		Mad	ddox Blvd		T <sub>F</sub>							
North Main St	0.73	3000	F	97%	1%	1%	0%	0%	0%	С	0.126	F	0.572	3000	F	2002
190				To:		Miety	Meadows I	)r								
North Main St	1.08	1000	F	97%	1%	1%	0%	0%	0%	F	0.099	F	0.512	1000	F	2002
North Main St	1.00		•	To	170		hardson St	070		•	0.000	•	0.012	1000	•	2002
				From:			rdson Stree	et								
N Main Street	0.13	NA									NA			NA		
190/				To:	JB-1-1	190 RT.21	01 NCL CI	hincoteag	ıe							
				From:		N	Main St		Ī							
Taylor St		500	F						-		0.092	F		530	F	2002
				To:		Dee	p Hole Rd									
				From:		Fa	stside Rd									
Wayne Dr		220	F	<u> </u>							0.143	F		240	F	2002
•				To:		Fi	lmore St									