### 2002

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

where available

### **Jurisdiction Report**

96

Westmoreland County Town of Colonial Beach Town of Montross

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.

								rea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Westmoreland County				r -											
	2.04	4200	•	From:	10/	King George County		00/	_	0.007	г	0.500	4200	0	2002
3	2.84	4200	G	88%	1%	3% 2%	5%	0%	F	0.087	F	0.592	4200	G	2002
				To: From:		SR 205 Oak Gro	ve	-							
3)	2.83	6000	G	88%	1%	3% 2%	5%	0%	F	0.077	F	0.64	6000	G	2002
				To:		SR 204 N Of Potoma	c Mills								
3	2.05	6200	G	88%	1%	3% 2%	5%	0%	F	0.077	F	0.557	6200	G	2002
3)				- T											
			_	From:	407	96-624	-0/		_		_			_	
3)	2.83	5300	G	88%	1%	3% 2%	5%	0%	F	0.078	F	0.659	5300	G	2002
<u> </u>				To: From:		SR 347		-							
3)	0.68	5500	G	90%	1%	3% 1%	4%	0%	С	0.079	F	0.643	5500	G	2002
				To:		CD 2141									
$\overline{}$	2.57	5000		From:	40/	SR 214 Lerty	40/	00/	_	0.000	_	0.04	E000	0	2002
3)	3.57	5000	G	90%	1%	3% 1%	4%	0%	F	0.083	F	0.64	5000	G	2002
				To:		WCL Montros	3								
own of Montross															
				From:		WCL Montros									
(3)	0.95	5000	N	90%	1%	3% 1%	4%	0%	N	0.083	Ν	0.64	5000	N	2002
$\smile$				To:		Rt T622 E Int									
3	1.49	8900	G	93%	1%	2% 1%	3%	0%	С	0.085	F	0.592	8800	G	2002
3)				To:		ECL Montross									
						ECE IIIOM COS									
Vestmoreland County				From:		ECL Mantage		1							
	2.40	9000	NI.		10/	ECL Montross		00/	N.I	0.005	N.I	0.500	0000	NI	2002
3)	2.18	8900	N	93%	1%	2% 1%	3%	0%	N	0.085	N	0.592	8800	N	2002
				To: From:		SR 202 Templet	on	-							
3)	5.60	4000	G	93%	1%	2% 1%	3%	0%	F	0.089	F	0.501	4000	G	2002
				To:		Richmond County	Line								
				From:		SR 3									
	0.33	3900	G	92%	1%	3% 1%	3%	0%	F	0.086	F	0.634	3900	G	2002
202)	0.55	3300	0	3Z /0	1 /0	370 170	370	070	'	0.000	'	0.004	3300	O	2002
				From:		SR 202 Y									
202)	5.39	3700	G	92%	1%	3% 1%	3%	0%	F	0.085	F	0.642	3700	G	2002
				To:		96-626									
				From:		90-020			_	0.007	_				
202)	4 22	3500	G	020/-	10/	30/_ 10/_	20/					0.500	3500	G	2002
	4.22	3500	G	92%	1%	3% 1%	3%	0%	F	0.087	F	0.599	3500	G	2002
202)	4.22	3500	G	92%	1%	3% 1% 96-611	3%	0%	F	0.087	<u> </u>	0.599	3500	G	2002
( )	2.64	3500 2800	G G	To:	1%		3%	0% 	F	0.087	F F	0.599	3500 2800	G G	
$\sim$				From: 92%		96-611 3% 1%									
	2.64	2800	G	From: 92%	1%	96-611 3% 1% W SR 203	3%	0%	F	0.080	F	0.53	2800	G	2002
202)				To: From: 92%		96-611 3% 1%									2002
202	2.64	2800	G	To: From: 92%	1%	96-611 3% 1% W SR 203	3%	0%	F	0.080	F	0.53	2800	G	2002
_	2.64	2800	G	70- From: 92% From: 92%	1%	96-611 3% 1% W SR 203 3% 1%	3%	0%	F	0.080	F	0.53 0.535	2800	G	2002
_	2.64	2800 3400	G G	To: From: 92%	1% 1%	96-611 3% 1% W SR 203 3% 1% SR 203 Greys Cot 4% 2%	3% 3% mer 4%	0%	F	0.080	F	0.53	2800	G G	2002
_	2.64	2800 3400	G G	From: 92%  From: 92%  From: 92%  To: 89%  To: 100	1% 1%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cor 4% 2%  Vorthumberland Cour	3% 3% mer 4% aty Line	0%	F	0.080	F	0.53 0.535	2800	G G	2002
202	2.64 0.60 1.21	2800 3400 2700	G G	92% From: 92% From: 92% From: From: From:	1% 1% 1%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cor 4% 2%  Vorthumberland Court  Richmond County	3% 3% mer 4% nty Line Line	0% 0% 0% 0%	F F	0.080 0.082 0.081	F F	0.53 0.535 0.54	2800 3400 2700	G G G	2002
202	2.64	2800 3400	G G	From: 92%  From: 92%  From: 92%  To: 89%  To: 100	1% 1%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cor 4% 2%  Vorthumberland Cour	3% 3% mer 4% aty Line	0%	F	0.080	F	0.53 0.535	2800	G G	2002
202)	2.64 0.60 1.21	2800 3400 2700	G G	92%  To From 92%  To From 92%  To From 89%  To From 86%	1% 1% 1%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cor 4% 2%  Vorthumberland Court  Richmond County	3% 3% nner 4% htty Line Line 8%	0% 0% 0% 0%	F F	0.080 0.082 0.081	F F	0.53 0.535 0.54	2800 3400 2700	G G G	2002
202)	2.64 0.60 1.21	2800 3400 2700	G G	92% From: 92% From: 92% From: From: From:	1% 1% 1%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cor 4% 2%  Northumberland Courty Richmond County 3% 2%	3% 3% nner 4% htty Line Line 8%	0% 0% 0% 0%	F F	0.080 0.082 0.081	F F	0.53 0.535 0.54	2800 3400 2700	G G G	2002 2002 2002 2002
202)	2.64 0.60 1.21 5.82	2800 3400 2700 2300	G G G	70 Prom 92%  70 Prom 92%  70 Prom 89%  70 Prom 88%  70 Prom From 86%	1% 1% 1% 0%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cor 4% 2%  Northumberland Courty 3% 2%  96-604 Griffiths Co 3% 2%	3%  3%  ner  4%  hty Line  Line  8%  borner	0% 0% 0% 0%	F F F	0.080 0.082 0.081	F F F	0.53 0.535 0.54 0.616	2800 3400 2700 2300	G G G	2002
202) 203)	2.64 0.60 1.21 5.82 1.21	2800 3400 2700 2300 770	G G G	92%  To	1% 1% 1% 0%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cor 4% 2%  Northumberland Courty 3% 2%  96-604 Griffiths Co 3% 2%  W SR 202	3%  3%  mer  4%  htty Line  Line  8%  mer  8%	0% 0% 0% 0% 0%	F F F	0.080 0.082 0.081 0.089	F F F	0.53 0.535 0.54 0.616 0.543	2800 3400 2700 2300 770	G G G G	2002 2002 2002 2002 2002
202) 203)	2.64 0.60 1.21 5.82	2800 3400 2700 2300	G G G	70 Prom 92%  70 Prom 92%  70 Prom 89%  70 Prom 86%  86%	1% 1% 1% 0%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cor 4% 2%  Northumberland Courty 3% 2%  96-604 Griffiths Co 3% 2%	3%  3%  ner  4%  hty Line  Line  8%  borner	0% 0% 0% 0%	F F F	0.080 0.082 0.081	F F F	0.53 0.535 0.54 0.616	2800 3400 2700 2300	G G G	2002 2002 2002 2002 2002
202) 203)	2.64 0.60 1.21 5.82 1.21	2800 3400 2700 2300 770	G G G	92%  To	1% 1% 1% 0%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cor 4% 2%  Northumberland Courty 3% 2%  96-604 Griffiths Co 3% 2%  W SR 202	3%  3%  mer  4%  htty Line  Line  8%  mer  8%	0% 0% 0% 0% 0%	F F F	0.080 0.082 0.081 0.089	F F F	0.53 0.535 0.54 0.616 0.543	2800 3400 2700 2300 770	G G G G	2002 2002 2002 2002 2002
202 203 203 203 203 202	2.64 0.60 1.21 5.82 1.21	2800 3400 2700 2300 770	G G G	92%  To From 92%  To From 89%  To T	1% 1% 1% 0%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cot 4% 2%  Northumberland Courty 3% 2%  96-604 Griffiths Cot 3% 2%  W SR 202 3% 1%	3%  3%  mer  4%  htty Line  Line  8%  mer  8%	0% 0% 0% 0% 0%	F F F	0.080 0.082 0.081 0.089	F F F	0.53 0.535 0.54 0.616 0.543	2800 3400 2700 2300 770	G G G G	2002 2002 2002 2002 2002 2002
202 203 203 203 203 202	2.64 0.60 1.21 5.82 1.21 0.60	2800 3400 2700 2300 770 3400	G G G	To   From   92%     From   89%   To   From   86%   From   86%   From   92%   From   From	1% 1% 1% 0% 0% 1%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cot 4% 2%  Northumberland Courty 3% 2%  96-604 Griffiths Cot 3% 2%  W SR 202 3% 1%  E SR 202	3%  3%  mer  4%  hty Line  Line  8%  omer  8%	0% 0% 0% 0% 0% 0%	F F F	0.080 0.082 0.081 0.089 0.089	F F F F	0.535 0.535 0.54 0.616 0.543 0.535	2800 3400 2700 2300 770 3400	G G G G G	2002 2002 2002 2002 2002 2002
202 202 203 203 203 203 203 203	2.64 0.60 1.21 5.82 1.21 0.60	2800 3400 2700 2300 770 3400	G G G	To   From   92%   To   From   89%   To   From   86%   From   From   86%   From   From   86%   From   From   86%   From   From	1% 1% 1% 0% 0% 1% 0%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cot 4% 2%  Northumberland County 3% 2%  96-604 Griffiths Cot 3% 2%  W SR 202 3% 1%  E SR 202 3% 2%  96-608 Kinsale	3%  3%  mer  4%  htty Line  Line  8%  mer  8%  8%	0% 0% 0% 0% 0% 0%	F F F	0.080 0.082 0.081 0.089 0.089	F F F F	0.535 0.535 0.54 0.616 0.543 0.535	2800 3400 2700 2300 770 3400	G G G G G	2002 2002 2002 2002 2002
202 203 203 203 203 203 203	2.64 0.60 1.21 5.82 1.21 0.60 1.73	2800 3400 2700 2300 770 3400 960	G G G G	From	1% 1% 1% 0% 0% 1%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cot 4% 2%  Northumberland Courty 3% 2%  96-604 Griffiths Cot 3% 2%  W SR 202 3% 1%  E SR 202 3% 1%  6 SR 208  96-608 Kinsale SR 3 North of Potoma	3%  3%  mer  4%  htty Line  Line  8%  mer  8%  8%  3%	0% 0% 0% 0% 0%	F F F F	0.080 0.082 0.081 0.089 0.089 0.082	F F F F	0.53 0.535 0.54 0.616 0.543 0.535 0.579	2800 3400 2700 2300 770 3400 960	G G G G G G	2002 2002 2002 2002 2002 2002
202 203 203 203 203 203 203	2.64 0.60 1.21 5.82 1.21 0.60	2800 3400 2700 2300 770 3400	G G G	From	1% 1% 1% 0% 0% 1% 0%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cot 4% 2%  Northumberland Courty 3% 2%  96-604 Griffiths Cot 3% 2%  W SR 202 3% 1%  E SR 202 3% 1%  E SR 202 3% 2%  96-608 Kinsale SR 3 North of Potoma 2% 0%	3%  3%  mer  4%  htty Line  Line  8%  mer  8%  8%	0% 0% 0% 0% 0% 0%	F F F	0.080 0.082 0.081 0.089 0.089 0.082	F F F F	0.535 0.535 0.54 0.616 0.543 0.535	2800 3400 2700 2300 770 3400	G G G G G	2002 2002 2002 2002 2002 2002
202 203 203 203 203 203 203	2.64 0.60 1.21 5.82 1.21 0.60 1.73	2800 3400 2700 2300 770 3400 960	G G G G	From   92%	1% 1% 1% 0% 0% 1%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cot 4% 2%  Northumberland Courty 3% 2%  96-604 Griffiths Cot 3% 2%  W SR 202 3% 1%  E SR 202 3% 1%  6 SR 208  96-608 Kinsale SR 3 North of Potoma	3%  3%  mer  4%  htty Line  Line  8%  mer  8%  8%  3%	0% 0% 0% 0% 0%	F F F F	0.080 0.082 0.081 0.089 0.089 0.082	F F F F	0.53 0.535 0.54 0.616 0.543 0.535 0.579	2800 3400 2700 2300 770 3400 960	G G G G G G	2002 2002 2002 2002 2002 2002
202) 203) 203) 203) 202) 203)	2.64 0.60 1.21 5.82 1.21 0.60 1.73	2800 3400 2700 2300 770 3400 960	G G G G	From	1% 1% 1% 0% 0% 1%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cor 4% 2%  Northumberland Courty 3% 2%  96-604 Griffiths Co 3% 2%  W SR 202 3% 1%  E SR 202 3% 1%  E SR 202 3% 2%  96-608 Kinsale  SR 3 North of Potoma 2% 0%  Wakefield  King George County	3%  3%  mer  4%  hty Line  8%  brace Mills  0%	0% 0% 0% 0% 0%	F F F F	0.080 0.082 0.081 0.089 0.089 0.082	F F F F	0.53 0.535 0.54 0.616 0.543 0.535 0.579	2800 3400 2700 2300 770 3400 960	G G G G G G	2002 2002 2002 2002 2002 2002 2002
202 203 203 203 203 202	2.64 0.60 1.21 5.82 1.21 0.60 1.73	2800 3400 2700 2300 770 3400 960	G G G G	From   92%	1% 1% 1% 0% 0% 1%	96-611 3% 1%  W SR 203 3% 1%  SR 203 Greys Cor 4% 2%  Northumberland Courty 3% 2%  96-604 Griffiths Co 3% 2%  W SR 202 3% 1%  E SR 202 3% 1%  E SR 202 3% 2%  96-608 Kinsale  SR 3 North of Potoma 2% 0%  Wakefield	3%  3%  mer  4%  hty Line  8%  brace Mills  0%	0% 0% 0% 0% 0%	F F F F	0.080 0.082 0.081 0.089 0.089 0.082	F F F F	0.53 0.535 0.54 0.616 0.543 0.535 0.579	2800 3400 2700 2300 770 3400 960	G G G G G G	2002 2002 2002 2002 2002 2002 2002 200

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Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Colonial Beach				From:		NCL C	olonial Be	ach	ī							
205	1.79	4600	N	95%	0%	2%	1%	1%	0%	N	0.084	N	0.67	4600	N	2002
205)	0.27	5600	G	From: 95%	0%	2%	Colonial Be	1%	0%	F	0.086	F	0.536	5600	G	2002
				To-		WCL C	Colonial Be	ach								
Westmoreland County				From:		WCLC	Colonial Be	ach								
205	3.34	5600	N	95%	0%	2%	1%	1%	0%	N	0.086	N	0.536	5600	N	2002
205	2.08	5800	G	95%	0%	2%	1%	1%	0%	F	0.085	F	0.641	5800	G	2002
				To:		SR 3	Oak Grove	e								
Wye			_	From:			SR 205					_			_	
205	0.02	7000	G	97% To:	1%	2% WCL C	0% Colonial Be	1% ach	0%	F	0.087	F	0.537	6900	G	2002
Town of Colonial Beach						*****										
Wye	0.69	7000	N	97%	1%	2%	Colonial Be 0%	ach 1%	0%	N	0.087	N	0.537	6900	N	2002
205	0.09	7000	IN	91 /0 To:			aintenance		0 /6	IN	0.007	IN	0.557	0900	IN	2002
Westmoreland County																
westinoreland County				From-		SI	R 3 Lerty									
(214)	2.48	1100	G	95%	1%	2%	1%	1%	0%	F	0.084	F	0.591	1100	G	2002
				To:			96-609									
$\bigcirc$	0.04	400	_	From:	00/		al Class Ch	_	00/		0.400	_	0.500	400		0000
600	3.21	430	G	95%	2%	2%	0%	1%	0%	F	0.109	F	0.588	430	G	2002
	0.00			From:	00/		21 NORTH		00/		0.007		0.504	000		0000
600	0.93	900	G	95%	2%	2%	0%	1%	0%	С	0.097	F	0.534	900	G	2002
				From:	00/		21 SOUTH									
600	1.72	350	G	95%	2%	2%	0%	1%	0%	F	0.113	F	0.59	350	G	2002
	0.04		_	From:	00/		12 NORTH		00/	-	0.404	_	0.500	200		0000
600	0.81	820	G	95%	2%	2%	0%	1%	0%	F	0.101	F	0.566	820	G	2002
	2.10			From:	00/		96-615	40/								
600	0.43	300	G	95%	2%	2%	0%	1%	0%	F	0.129	F	0.692	300	G	2002
	4.05			From:	00/		96-614	40/	00/		0.405		0.075	200		0000
600	1.95	300	G	95%	2%	2%	0%	1%	0%	F	0.135	F	0.675	300	G	2002
				From:	00/		SR 203	40/					2 2 4 2			
600	1.28	580	G	95%	2%	2%	0%	1%	0%	F	0.113	F	0.612	580	G	2002
				From:			96-619									
600	1.16	270	R								NA			NA		06/05/2001
				To: From:			96-601									
600	0.72	250	R	To:		T /L 1	1 10				NA			NA		06/05/2001
				To:	N		rland Coun	ity Line								
	2.00	40	В	From:			96-600				NIA			NΙΔ		06/05/2001
601)	3.00	40	R								NA			NA		06/05/2001
	4.00	470		From:			96-602				NIA			NIA		00/05/0004
601)	1.20	170	R	To:			SR 202				NA			NA		06/05/2001
				From:												
602)	1.10	160	R			-	SR 203				NA			NA		06/05/2001
602	1.10		• • • • • • • • • • • • • • • • • • • •	т			06 601				14/3			1 1/7		33,30,2001
600	0.65	60	R	From:			96-601				NA			NA		06/05/2001
602	0.00	00	ĸ	To:		n	ead End				INA			INA		JU/JU/J/ZUU I
				From:			ead End		<u>_</u>							
603	1.00	60	R			D	cua Liiu				NA			NA		1998
				To:			SR 203									

						17T				Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			$^{\circ}$	Hour	QK	Factor	AAWDT	QW	Year
Westmoreland County				From:		SR 203									
604)	1.22	1800	G	94%	1%	2% 1%	3%	0%	С	0.085	F	0.589	1800	G	2002
	2.41	1500	G	From: 94%	1%	SR 202 2% 1%	3%	0%	F	0.092	F	0.575	1500	G	2002
604)				To: From:		96-607									
604)	2.06	1200	R							NA			NA		06/14/2001
604)	0.32	820	G	From: 94%	1%	96-610 WES 2% 1%	<u>Γ</u> 3%	0%	F	0.088	F	0.54	820	G	2002
				To: From:		96-610 MID									
604)	0.96	300	R	To:		96-610 EAST				NA			NA		1998
				From:		Dead End	•	1							
605	0.30	80	R							NA			NA		1998
605	0.05	110	R	From:		0.30 MN Dead I	End			NA			NA		1998
(003)				То:		96-604									
606	2.00	240	G	From: 96%	1%	96-612 2% 1%	1%	0%	С	0.093	F	0.56	240	G	2002
606	2.00			To- From:	1,0	96-611 WEST				0.000		0.00			2002
606)	0.86	380	G	96%	1%	2% 1%	1%	0%	F	0.091	F	0.507	370	G	2002
	1.62	330	R	To: From:		96-610 EAST				NA			NA		07/05/2001
606)	1.02	330		To:		96-604 EAST				11/-3			IVA		01703/200
(606)	1.37	130	R	From:		96-604				NA			NA		06/14/2001
				To:		Dead End									
607)	1.40	380	G	90%	1%	96-608 5% 2%	1%	0%	С	0.108	F	0.535	380	G	2002
				To:		96-604									
608)	0.35	530	G	92%	1%	SR 203 4% 1%	2%	0%	С	0.095	F	0.714	530	G	2002
				To: From:		96-607		-							
608	1.56	460	R	To:		Dead End				NA			NA		06/14/2001
				From:		96-622									
609	2.36	710	G	94% To:	1%	3% 1% SR 214	1%	0%	С	0.116	F	0.541	710	G	2002
				From:		96-611									
610	1.25	300	R	To:		96-606 NORT	TT			NA			NA		07/05/2001
$\overline{}$				From:		96-606 SOUT	Н								
610	0.43	510	G	94%	3%	2% 1%	1%	0%	F	0.092	F	0.583	510	G	2002
(610)	0.93	320	G	From: 94%	3%	96-663 2% 1%	1%	0%	С	0.099	F	0.563	320	G	2002
			_	To: From:		96-732								_	
610	1.01	280	G	94% To:	3%	2% 1% 96-604 WES	1% Γ	0%	F	0.089	F	0.577	280	G	2002
	2.45	700	R	From:		96-604 MID				NA			NA		06/14/2001
<b>610</b>	2.40	100	, r	To		96-716		<u> </u>		INA			INA		00/14/200
610	1.03	200	R	From:		70-110				NA			NA		06/14/2001
	0.05	60		From:		96-604 EAST				NIA			NI A		1000
610	0.25	60	R	To:		Dead End				NA	_		NA		1998
	·			-											

						Westn	noreland Mainter									
Section   Sect	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
1.69	Westmoreland County				Eron-			iiiaii	Z 11011		i ioui		1 40101			
	611)	1.69	940	G	95%	1%	2% 1%	1%	0%	С	0.094	F	0.540	940	G	2002
	<b>611</b>	1.26	380	R	From:		96-606 EAST				NA			NA		07/05/2000
612 0.39 60 R	(611)	0.80	46	R	To: From:		96-661				NA			NA		1998
Section   Sect	(611)	0.00			To:		Dead End									
	$\sim$				From:		Dead End									
	(612)	0.39	60	R	To		06 690				NA			NA		1998
(612) 2.02 860 G 92% 1% 4% 9% 9% 3% 0% F 0.103 F 0.535 860 G 2002 (612) 3.90 1200 G 92% 1% 4% 9% 9% 3% 0% C 0.090 F 0.504 1200 G 2002 (612) 0.30 810 G 92% 1% 4% 9% 9% 3% 0% F 0.11 F 0.625 810 G 2002 (612) 4.00 400 R	612	0.40	360	R	From:						NA			NA		07/05/2001
Signature   Sign	<b>612</b>	2.02	860	G		1%	4% 0%	3%	0%	F	0.103	F	0.535	860	G	2002
SR 202 WISST   SR 2	612)	3.90	1200	G	92%	1%	4% 0%	3%	0%	С	0.090	F	0.504	1200	G	2002
	(612)	0.30	810	G		1%	SR 202 WEST	3%	0%	F	0.11	F	0.625	810	G	2002
Section NOLTH					To: From:		96-616		}							
	(612)	4.00	400	R	To:		96-600 NORTE	ī			NA			NA		07/05/2001
	(612)	2.90	630	R							NA			NA		07/05/2001
SR 3		0.40	130	R	From:		96-613		<u>.</u>		NA			NA		07/05/2001
613  0.60  670  R					To: From:		SR 3									
SR 3	(612)	1.00	220	R	To:		Dead End		1		NA			NA		1998
613 0.60 670 R    1					From:				1							
Second   S	613)	0.60	670	R	To:						NA			NA		07/05/2001
614 2.50 20 R																
Second   S	(614)	2.50	20	R			90-000				NA			NA		07/05/2001
615 2.90 240 R NA NA 07/05/2001  615 0.80 660 R NA NA 07/05/2001  616 0.31 390 G 96% 2% 2% 0% 0% 0% 0% F 0.105 F 0.536 390 G 2002  616 0.93 380 G 96% 2% 2% 0% 0% 0% 0% F 0.106 F 0.577 380 G 2002  616 0.75 670 G 96% 2% 2% 0% 0% 0% 0% F 0.106 F 0.577 380 G 2002  617 0.80 570 G 96% 2% 2% 0% 0% 0% 0% F 0.102 F 0.535 570 G 2002  618 0.85 210 R NA NA NA 07/05/2001																
SR 203	615)	2.90	240	R	From:		Richmond County	Line			NA			NA		07/05/2001
615  0.80 660 R  To 96-604  NA NA O7/05/2001	013				To		96-616									
SR 203	(615)	0.80	660	R							NA			NA		07/05/2001
Street																
SR 202   S	616	0.31	390	G	96%	2%	2% 0%	0%	0%	F	0.105	F	0.536	390	G	2002
Columbia   Columbia		0.93	380	G	From: 96%	2%		0%	0%	F	0.106	F	0.577	380	G	2002
1.66   570   G   96%   2%   2%   0%   0%   0%   0%   F   0.102   F   0.575   570   G   2002	-	0.75	670	G		2%		0%	0%	С	0.099	F	0.537	670	G	2002
Northumberland County Line		1.66	570	G	96%	2%	2% 0%	0%	0%	F	0.102	F	0.575	570	G	2002
1.50   160   R						), T		ty Line								
From: SR 202    SR 202	(617)	1.50	160	R	<u> </u>	IN		ту глис			NA			NA		1998
(618) 0.85 <b>210 R</b> NA NA 07/05/2001																
Tr. 96-700	618)	0.85	210	R	From:		SR 202				NA			NA		07/05/2001
	010)				To		96-700									

Route	Length	AADT	QA	4Tire	Bus				$^{\circ}$	Peak	QK	Dir	AAWDT	QW	Year
Westmoreland County						2Axle 3+A		21raii		Hour		Factor			
618)	0.75	210	R	From:		96-70	)			NA			NA		1998
010		_		To		Dead E	nd								
				From:		Richmond Cor	ınty Line								
619	0.75	320	G	95% To:	2%	1% 0'		0%	С	0.106	F	0.514	320	G	2002
				From:		96-60 Richmond Cor									
620	0.58	490	R			Kichinona Co	mty Line			NA			NA		1998
				To:		SR 20	3								
$\bigcirc$				From:		Richmond Cor	ınty Line								
621)	0.60	540	R							NA			NA		06/05/2001
	2.07	810	G	From: 93%	2%	3% 0°		0%	С	0.091	F	0.714	810	G	2002
621)	2.07	010	G	93 70 To:	Z70	96-600 SO		070		0.091	Г	0.714	010	G	2002
				From:		96-600 NC	RTH								
621)	2.13	640	G	93% To:	2%	3% 0° SR 202 E		0%	F	0.094	F	0.556	640	G	2002
				From:		SR 202 W	EST								
(621)	3.18	1800	R	Tai		06 626 NG	DTH	1	Ī	NA			NA		07/09/2001
				From:		96-626 NO 96-626 SO									
621	0.30	560	G	93%	2%	3% 0'	% 2%	0%	F	0.088	F	0.569	560	G	2002
				To: From:		96-650 W	EST								
(621)	2.30	180	R	т		06.650.77			i I	NA			NA		06/14/2001
				To: From:		96-650 E									
(622)	0.57	700	G	96%	2%	Richmond Cor 2% 1		0%	F	0.102	F	0.701	700	G	2002
022	0.0.			To:		SCL MONT		0,0		002		00.			
Town of Montross															
<u></u>	0.14	860	G	From: 96%	2%	SCL MONT 2% 1'		0%	F	0.095	F	0.667	860	G	2002
(622)	0.14	000	G	To:	2 /0	SR 3 WI		0 70	'	0.033	•	0.007	000	O	2002
				From:		SR 3 EA									
622	0.04	1300	G	96%	2%	2% 1'	% 0%	0%	F	0.102	F	0.532	1300	G	2002
	0.05	700		From:	2%	96-120		0%	С	0.404	F	0.540	700	G	2002
622	0.25	700	G	96% To:	270	2% 1'		0%		0.104	Г	0.548	700	G	2002
Westmoreland County				•											
$\sim$				From:		NCL MON									
(622)	2.11	530	G	96%	2%	2% 1		0%	F	0.104	F	0.518	530	G	2002
	1.15	390	G	From: 96%	2%	96-64 2% 1'		0%	F	0.109	F	0.547	390	G	2002
622	1.10	390	G	90 70	Z70			070	F	0.109	Г	0.547	390	G	2002
622	0.70	830	G	From: 96%	2%	96-643 W 2% 1		0%	F	0.105	F	0.567	830	G	2002
622				To:		96-60				*****					
622	2.50	150	R	From:		<del>90-00</del> .	,			NA			NA		1998
				To:		Dead E	nd								
				From:		Richmond Cor	ınty Line								
623	0.61	320	R	To:		SR 3				NA			NA		1998
				From:		Richmond Cor									
624)	3.38	610	G	93%	0%	3% 1 <sup>s</sup>		0%	С	0.086	F	0.5	610	G	2002
				To:		96-64									
624)	0.55	950	G	93%	0%	3% 1		0%	F	0.087	F	0.669	950	G	2002
				To: From:		SR 3 EA									
(624)	2.32	320	R			SR 3 WE	201			NA			NA		1998
<u></u>			=	To:		96-142	1		<u>L</u>	-			•		

Route   Length   AADT   QA   4Tire   Bus   Truck   2Axle   3+Axle   1Trail   2Trail   QC   Hour   QK   Factor   AAWDT   QA   CA   CA   CA   CA   CA   CA   CA	214/ V
624   0.02   170   R	QW Year
	1998
Dead End   Dead End	
625	07/16/20
1.20   230   R	
1.70   160   R	07/16/20
625 4.60 220 R NA NA NA  625 0.50 70 R 96-640 SOUTH  NA NA  10 96-677  NA NA  NA NA  10 96-624  From 96-612  NA NA NA  10 SR 202 EAST From SR 202 WEST  3.23 480 G 82% 5% 12% 0% 1% 0% F 0.116 F 0.608 470	07/16/20
625 4.60 220 R NA NA NA  625 0.50 70 R NA NA NA  To 96-677  From 96-612  1.10 560 R NA NA NA  To SR 202 EAST From SR 202 WEST  626 3.23 480 G 82% 5% 12% 0% 1% 0% F 0.116 F 0.608 470	
625) 0.50 <b>70 R</b> 96-677  NA NA  10 96-624  1.10 <b>560 R</b> SR 202 EAST From: SR 202 WEST  3.23 <b>480 G</b> 82% 5% 12% 0% 1% 0% F 0.116 F 0.608 470	06/12/20
626)  1.10 560 R	
626 1.10 560 R 96-612 NA NA NA  To SR 202 EAST From SR 202 WEST  3.23 480 G 82% 5% 12% 0% 1% 0% F 0.116 F 0.608 470	06/12/20
1.10 560 R NA NA NA NA NA NA NA SR 202 EAST SR 202 WEST SR 202 WEST 96-621 NORTH	
SR 202 EAS1    SR 202 WEST	07/05/00
SR 202 WEST  3.23 <b>480 G</b> 82% 5% 12% 0% 1% 0% F 0.116 F 0.608 470	07/05/20
From: 96-621 NORTH	
From: 96-621 NORTH	G 2002
626) 3.71 <b>150 G</b> 82% 5% 12% 0% 1% 0% C 0.112 F 0.625 150	
<del></del> /	G 2002
96-626 BEGIN LOOP	
0.60 <b>47</b> R NA NA	05/16/20
96-739	
626) 0.32 <b>30 R</b> NA NA	05/16/20
70 020 ERD EGG.	
From: 96-600	00/05/06
627 0.50 <b>220 R</b> NA NA NA Dead End	06/05/20
Dead Lind	
628 1.95 <b>530 G</b> 98% 0% 2% 0% 0% 0% F 0.107 F 0.62 530	G 2002
To. 96-630	
628) 1.70 <b>760 G</b> 98% 0% 2% 0% 0% 0% C 0.095 F 0.635 760	G 2002
To SR 205 NORTH	
628) 0.45 <b>2500 R</b> NA NA	07/11/20
To 96-658	
0.90 <b>700 R</b> NA NA	07/11/20
To 96-633	
628) 1.32 <b>1000</b> R NA NA NA	07/11/20
To: SR 205 SOUTH	
From: King George County Line	
629 0.50 <b>430 G</b> 96% 1% 2% 0% 0% 0% C 0.105 F 0.583 430	G 2002
SK 205	
From: 96-628	
630) 1.60 <b>380 R</b> NA NA	07/16/20
From: SR 205 EAST	
630) 0.30 <b>50 R</b> NA NA NA	07/16/20
From: SR 205 SOUTH	07/40/00
(631) 1.75 <b>2900 R</b> NA NA	07/16/20
From: 96-628	07/10/5
(631) 2.30 <b>2800 R</b> NA NA NA	07/16/20
Tro SR 205 NORTH	

							i Mainter Tru			_	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Hour	QK	Factor	AAWDT	QW	Year
Westmoreland County				From:			SR 205		]							
632	0.25	260	R								NA			NA		07/11/2001
	0.76	50	R	From:		0.25 1	MN SR 20	5	•		NA			NA		07/11/2001
(632)	0.70	50	K	To:		1.01.7	MN SR 20	5			INA			NA		07/11/2001
632)	0.61	150	R	From:		1.011	VIIN SK 20	3			NA			NA		07/11/2001
$\bigcup$				To:			SR 205									•
(633)	0.63	1000	R	From:			96-628				NA			NA		07/11/2001
				To:		9	6-1325									
633	0.19	830	R	rioni.					•		NA			NA		1998
	0.00			From:		9	6-1321									4000
633	0.09	620	R								NA			NA		1998
(633)	0.24	400	R	From:		9	6-1320				NA			NA		1998
000)				To:		9	6-1305									
633)	0.18	360	R								NA			NA		1998
				From:		9	6-1304									
633	0.20	180	R	To:		9	6-1302				NA			NA		1998
				From:			3 WEST									
634)	0.80	300	R	<del>-</del>					-		NA			NA		06/12/2001
	4.20	200		To: From:		9	96-637				NIA			NIA		07/40/2004
634)	1.30	300	R	To:		CD	2 E A CT				NA			NA		07/16/2001
634)	0.30	90	R	From:		SK	3 EAST				NA			NA		06/12/2001
				To:			ead End									
(635)	1.00	330	R	From:		D	ead End				NA			NA		1998
(635)	1.00			To:		9	96-638				147 (			107		1000
$\sim$				From:			96-634									
636	1.95	40	R	To:			96-638				NA			NA		07/16/2001
				From:			96-640									
(637)	1.40	130	G	82%	5%	9%	2%	2%	0%	F	0.127	F	0.514	130	G	2002
	2.22	200		From:	F0/		96-641	20/	00/		0.005		0.500	200		2000
637)	2.32	300	G	82%	5%	9%	2%	2%	0%	С	0.095	F	0.563	300	G	2002
637)	3.50	210	R	From:			96-638				NA			NA		06/12/2001
				To:			96-634									
<u></u>	3.09	700	G	From: 92%	2%	3%	96-637 1%	2%	0%	F	0.087	F	0.549	700	G	2002
638)	3.09	700		To:	2 /0		96-625	2 /0	U 70	'	0.007	'	0.543	700	U	2002
638)	1.51	1100	G	92%	2%	3%	1%	2%	0%	С	0.088	F	0.519	1100	G	2002
				To: From:			SR 3 05 SOUTH	1								
638)	1.15	280	R	<u> </u>							NA			NA		05/31/2001
				To:			)5 NORTI	I								
639	0.81	50	R	From:			96-625				NA			NA		07/16/2001
039	5.51			To:		0.82	ME 96-62:	5								
639	1.69	60	R	From:							NA			NA		07/16/2001
				To:			96-654									

					VV COL	noi ciana			cu							
Route	Length	AADT	QA	4Tire	Bus	2Axle	True 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Westmoreland County				From:		90	6-654		Ī							
639	0.09	60	R								NA			NA		07/16/200
				To-		S	SR 3									
				From:		De	ad End									
640	1.10	100	R								NA			NA		06/12/200
	4.40			From:		90	6-641									001101000
640	1.10	120	R								NA			NA		06/12/200
	4.00	440		From:	00/		6-637	40/	00/		0.454		0.544	440		0000
(640) (640)	1.20	140	G	96%	0%	3%	0%	1%	0%	F	0.151	F	0.511	140	G	2002
	2.67	250		From:	00/		5 NORTH 0%	10/	00/		0.114		0.575	250		2002
(640)	2.67	350	G	96% To:	0%	3%	6-624	1%	0%	С	0.114	F	0.575	350	G	2002
				From:			6-637		T							
641)	0.80	150	R			21	0-037				NA			NA		06/12/200
				To:		90	6-640									
				From:		96-62	4; 96-625									
642	3.40	180	R								NA			NA		06/12/2001
				To: From:			SR 3 3 EAST									
642	1.00	20	R	<u>                                     </u>		SIC.	JEASI				NA			NA		07/16/200
042				To:		De	ad End									
				From:		De	ad End									
643)	0.37	30	R								NA			NA		07/25/200
				To: From:		96-62	22 WEST									
643)	1.82	850	G	91 <u>%</u>	1%	4%	3%	1%	0%	С	0.088	F	0.507	850	G	2002
				To:			6-645									
	0.00	000	_	From:		90	6-622				<b>N</b> 1.0			NIA		07/05/000
644)	2.20	220	R	To:		SI	R 214				NA			NA		07/25/2001
				From:			d County L	ine								
645)	0.80	180	R			Kiciiiioiic	a County L	inc			NA			NA		1998
<u> </u>				To:		0	6-646									
645)	1.51	590	R	From:		21	0-040				NA			NA		07/16/2001
				To			SR 3									
(645)	2.35	2100	G	95%	1%	2%	1%	1%	0%	С	0.091	F	0.596	2100	G	2002
				To:		90	6-643									
(645) (645)	2.98	1100	R	From:							NA			NA		07/09/2001
				To		96-64	49 EAST									
(645)	0.97	110	R	From:							NA			NA		07/09/2001
				To:		De	ad End									
$\sim$				From:		Richmono	d County L	ine								
(646)	1.10	340	R	To:		-					NA			NA		1998
							6-645									
	0.13	40	R	From:		SR 3	3 WEST				NA			NA		07/09/2001
(647)	0.13	40	IX.	To:		WCL M	IONTROS	S			IVA			INA		011031200
Town of Montross				•			-									
				From:		WCL M	IONTROS	S								
(647)	0.24	40	R	To		ar.	2 F 4 CT				NA			NA		1998
				In:		SR	3 EAST		J							
Westmoreland County																
				From:		90	6-645		I							
(648)	0.10	40	R	From:		90	6-645				NA			NA		07/23/2001

Route	l anath	AADT	Ο^	4Tire	BusTruck	- Pea	k QK	, Dir	AAWDT	O\\\\	Year
Westmoreland County	Lengui	AADI	QА	41116	2Axle 3+Axle 1Trail 2Trail	Hou	ır Qr	Factor	AAWDI	QVV	real
		_		From:	Dead End; Gap Terminus						
(648)	0.40	7	R	To-	96-643	NA			NA		07/09/2001
				From:	Dead End						
649	0.40	20	R			NA			NA		07/09/2001
				From:	96-645 EAST						
649	0.79	250	R	To:	Dead Ford	NA			NA		07/09/2001
				From:	Dead End 96-1015						
649	0.34	80	R			NA			NA		07/09/2001
				To:	Dead End						
(FD)	0.26	120	R	From:	Dead End	NA			NA		1998
650	0.20	120		To:	96-621 EAST	10			1473		1000
(650)	2.46	490	R	From:	90-021 EAS1	NA			NA		06/14/2001
				To:	91-621 WEST						
$\sim$				From:	96-621						
651)	0.43	46	R	To:	SR 3	NA			NA		06/05/2001
				From:	96-628						
652	0.62	120	R	<u> </u>	90-028	NA			NA		07/11/2001
				To:	Dead End						
$\sim$				From:	96-640						
653	0.05	46	R			NA			NA		07/23/2001
				To: From:	0.05 ME 96-640						
653	0.50	46	R	To:	96-624	NA	ı		NA		07/23/2001
				From:	96-639						
(654)	0.11	40	R	<u> </u>	70 007	NA			NA		07/16/2001
				To:	SR 3						
	0.00	40	_	From-	Dead End						00/40/0004
(655)	0.38	10	R	To:	96-637	NA			NA		06/12/2001
Town of Montross					70 037						
				From:	SR 3						
656	0.18	160	R	To:	NCI MONTBOCC	NA	L		NA		1998
Western and and Country				<u> </u>	NCL MONTROSS						
Westmoreland County				From:	NCL MONTROSS						
(656)	0.42	70	R		10.1	NA			NA		1998
				To: From:	Dead End						
657)	1.10	290	R	r toni.	Dead End	NA			NA		1998
031)				To:	96-770						
657)	0.29	80	R	From:	76 770	NA			NA		07/16/2001
				To:	96-631						
	0.70	4000	_	From:	96-628						07/14/0004
658	0.73	1200	R	_		NA			NA		07/11/2001
	0.07	670	R	From:	96-1300 BEGIN LOOP	N.A			NA	-	1998
658)	0.07	910	ĸ	T	07.1202	INF	L		INA		1 330
(659)	2.28	440	R	From:	96-1303	NA			NA		1998
658)				To:	96-1300 END LOOP	1.47	- 				
				From:	SR 3 WEST						
(659)	0.90	70	R			NA			NA		07/23/2001
				To:	SR 3 EAST						

							viairiteriario							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tı		Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Westmoreland County				From:		Dear	d End	1						
660	0.10	10	R						NA			NA		07/05/200
				To: From:		96-	-745	]——						
660	0.60	110	R	. —				_	NA			NA		07/05/200
				From:			-612							
664	1.25	90	R	rioiii.		96-	-611	_	NA			NA		1998
661)	1.20	•		To		Dear	d End	1						1000
				From:		SR	202							
(662)	0.50	290	R					_	NA			NA		1998
				To:			d End							
	0.00	000	_	From:		96-	-610		N.1.A			NIA		4000
663	0.90	280	R					_	NA			NA		1998
	0.55	450	В	From:		96-	-763		NIA			NIA		1000
663	0.55	150	R	To:		Dea	d End	7	NA			NA		1998
				From:			R 3							
664)	1.70	1200	R			51	<u></u>	_	NA			NA		05/31/200
007				To:		96.	-682	<b>1</b>						
664)	0.80	240	R	From:			-002	_	NA			NA		1998
007				To		BEGIN	N LOOP							
664)	1.60	120	R	From:		DEGI	LEGGI	_	NA			NA		1998
				To:		LOOI	P END	1						
				From:		Dead	d End							
665)	0.80	100	R						NA			NA		1998
				From:		0.80 ME	Dead End	]						
665	0.10	150	R	т		06.684		-	NA			NA		1998
				To: From:			NORTH SOUTH							
665)	0.75	160	R					_	NA			NA		07/09/200
				To:		96-	-626							
$\sim$				From:		96-	-606							
(666)	1.90	120	R	To:		D.,	1 F., 1	7	NA			NA		1998
				From:			d End	+						
667	0.12	60	R	110		Dead	d End	_	NA			NA		1998
(667)	¥=			To:		06	-736							
(667)	0.18	250	R	From:		90-	-/30	_	NA			NA		1998
(60)				To:		96-	-650							
				From:		Dead	d End							
668	0.40	30	R						NA			NA		07/16/2001
				From:		96-	-695	]——						
(668)	0.50	120	R	. —				_	NA			NA		07/16/2001
				To:			. 202	<u> </u>						
600	0.50	30	R	From:		SI	R 3		NA			NA		07/16/2001
669	0.50	30	11	, <del>-</del>			2.17	7	INA			14/4		J11 10/200
(600)	0.40	60	R	From:		SR	. 347		NA			NA		07/16/2001
(669)				To:		Dead	d End	 1						
				From:			-604			_				
670	0.11	80	R					 <u>-</u>	NA			NA		1998
				To:		SR	203							
				From:		Dead	d End							
671)	0.52	60	R	T		26	1402	7	NA			NA		1998
				To:		96-	1402							

					Westmoreland Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(:	()K	Dir Factor	AAWDT	QW	Year
Westmoreland County				From:	96-1402						
671)	0.16	60	R		90-1402	NA NA			NA		1998
				To:	96-610						
				From:	96-645						
672	0.87	240	R	To:	D 15 1	NA	ı		NA		1998
				From:	Dead End						
(673)	0.20	20	R	r rom.	Dead End	NA NA			NA		06/05/200
(073)	0.20			To:	96-621						00/00/200
				From:	Dead End						
674)	0.83	40	R			NA	ı		NA		1998
				To: From:	0.83 ME Dead End						
674)	1.01	70	R	. —		NΑ			NA		1998
				To:	96-634						
	0.84	20	R	From:	Dead End	l NA			NA		07/05/200°
675)	0.04	20	K	To:	96-612		•		INA		011031200
				From:	96-645						
676)	0.12	280	R		7000	NA	ı		NA		1998
				To	96-694						
676	0.30	80	R	From:		NA	ı		NA		1998
				To:	Dead End						
$\bigcirc$	2.12		_	From:	Richmond County Line						1000
677	0.40	200	R	To:	96-625	NA I	ı		NA		1998
				From:							
679	0.30	10	R	110	Dead End	NA NA			NA		06/12/200
678				To	0.30 MN Dead End	<u> </u>					
678)	1.50	30	R	From:	0.50 WIN Dead Elid	NA NA			NA		06/12/200
0.9				To:	96-625						
				From:	Dead End						
(679)	0.24	180	R			NA			NA		1998
<u> </u>				From:	96-735						
679	0.10	260	R	т	06.612	NA	1		NA		1998
				To:	96-612						
(680)	0.94	120	R	From:	96-612	l NA			NA		1998
(680)	0.54	120	1	To:	Dead End				IVA		1330
				From:	Dead End						
(681)	0.51	130	R			NA	ı		NA		1998
				To:	SCL MONTROSS						
Town of Montross				From:	SCL MONTROSS	1					
(681)	0.13	220	R	<u> </u>	SCL WONTROSS	NA NA			NA		1998
(001)				To:	96-1205						
681)	0.08	320	R	From:	70-1203	NA NA			NA		07/25/2001
				To:	SR 3						
Westmoreland County											
	0.00	670	R	From:	96-664	N 1 A			NIA		1000
682	0.09	670	ĸ	_		NA •			NA		1998
<u></u>	0.25	440	R	From:	96-1340	NA NA			NA		1998
(682)	0.20	<del>44</del> 0	ĸ	To:	96-1341 WEST	INA			INA		1990
				From:	96-1341						
(682)	0.53	430	R	To:		NA			NA		05/31/2001
				10.	Dead End						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour QK	Dir AAWDT Factor	QW Year
Westmoreland County				From:	King George County Line			
(683)	0.40	80	R	_		NA	NA	06/12/200
				To: From:	Dead End			
(684)	0.31	49	R	r iom.	96-609	NA	NA	1998
004)				To:	Dead End			
				From:	SR 3			
685	0.01	80	R			NA	NA	1998
	0.00	20		From:	0.01 ME SR 3	NIA	NIA	1000
685	0.36	30	R	To:	Dead End	NA	NA	1998
				From:	SR 347			
686	2.04	40	R			NA	NA	07/16/200
				To: From:	2.04 MN SR 347			
686	0.36	70	R	_		NA	NA	07/16/200
				To:	Cul-de-Sac			
697	0.20	160	R	From:	Dead End	NA	NA	1998
687)	0.20	100		To	96-612	INA	IVA	1000
				From:	SR 203			
688	0.60	180	R	_		NA	NA	1998
				To:	Dead End			
(00)	0.50	50	R	From:	Dead End	NA	NA	07/09/200
689	0.00		• • • • • • • • • • • • • • • • • • • •	To:	96-649	14/1	107	01700/200
				From:	Richmond County Line			
690	1.69	580	R			NA	NA	06/05/200
				To:	SR 3			
604	0.10	5	R	From:	Richmond County Line	NA	NA	1998
691)	0.10			To:	96-642	14/1	107	1000
				From:	96-612			
692	0.53	220	R			NA	NA	1998
				To: From:	96-764			
692	0.77	80	R			NA	NA	1998
	0.10	<b>E</b> 0		From:	96-757	NΙΔ	NIA	1008
692	0.10	50	R	To:	96-756	NA	NA	1998
				From:	96-609			
693)	0.68	660	R			NA	NA	1998
				To: From:	96-1606			
693	1.29	550	R			NA	NA	1998
				To: From:	96-1601; 96-1609			
604)	0.45	100	R	From:	96-676	NA	NA	07/09/200
694)				To:	Dead End			235.250
				From:	96-668			
695)	0.90	60	R	T	D 15 1	NA	NA	06/05/200
				To: From:	Dead End			
606	0.90	130	R	rioni.	Dead End	NA	NA	06/12/200
696)				To:	96-637		177	
				From:	Dead End			
(697)	0.99	30	R			NA	NA	06/12/200
				To:	96-625			

					Westmoreiand Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC Pea	( )K	Dir Factor	AAWDT	QW Y	'ear
Westmoreland County				From:	Dead End	1					
698)	0.75	240	R	<u> </u>	Dead End	N/	١		NA	19	998
				To-	96-645	1					
	0.44	70	_	From:	Dead End				NIA	07/2	2/200
699	0.44	70	R	To:	96-643	N/ 1	`		NA	07/23	3/200
				From:	Dead End						
700	0.50	8	R			N/	١		NA	07/05	5/200
				To: From:	96-701	]					
700	0.50	90	R	. —		N/	١.		NA	07/05	5/200
				To: From:	96-618						
701)	0.50	70	R	From:	96-700	J N/			NA	10	998
701)	0.00	,,		To	Dead End	]	`		147 (		,,,,
				From:	Dead End						
702	0.60	270	R			N/	١.		NA	19	998
				To: From:	96-713	]					
702	0.70	400	R	To:	06.616	N/	١.		NA	19	998
				From:	96-616	1					
703)	0.40	80	R	r toin.	Dead End	J NA			NA	19	998
703)	00			To:	96-645	1	•				,,,,
				From:	Dead End						
704)	1.25	150	R			N/	١		NA	19	998
				To:	96-604						
705	0.57	100	00 R	From:	Dead End	J NA			NA	10	998
705)	0.57	100		To:	96-628	]	•		14/-3	10	<i>3</i> 00
				From:	SR 3						
706	0.07	140	R			- NA	١.		NA	06/12	2/200
				To: From:	0.07 MS SR 3	]					
706)	0.38	60	R	To:	D 12.1	N/	١.		NA	06/12	2/200
				From:	Dead End  Dead End						
707)	0.30	60	R		Dead End	J NA			NA	07/16	8/200
101)				To:	96-628						
				From:	96-645						
708	0.25	20	R	To:		N/	١.		NA	07/09	9/200
					Dead End						
700)	0.08	10	R	From:	Dead End	J NA			NA	07/09	9/200
709	0.00			To:	96-645	<u>]</u>	`			01700	<i>,,</i>
				From:	96-611						
710	0.60	120	R			N/	١.		NA	19	998
				To:	96-760						
711	1.66	290	R	From:	96-621	J NA			NA	07/09	a/2nr
711)	1.00			To:	Dead End	'``	·		14/-1		<i></i>
				From:	96-621						
712	0.41	100	R			N/	١		NA	19	998
				To-	96-741	<u></u>					
	0.40	60		From:	Dead End				NIA	07/0	E IOOO
0.1	0.18	60	R	To:	96-702	N/ 1	١.		NA	07/05	3/ <b>2</b> UU
					70-102	1					

					Westmoreland Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	()K	AAWDT QW	Year
Westmoreland County				From:	Dead End				
(714)	0.20	80	R	<u> </u>	Dead End	NA		NA	1998
				To	96-610				
				From:	96-718				
715	0.31	45	R	To:	96-610	NA		NA	1998
				From:	Dead End				
716	0.45	40	R		Dead End	NA		NA	1998
(10)				To:	96-610				
				From:	96-643				
(717)	0.45	30	R	To:	D. IE.	NA		NA	07/23/200
				From:	Dead End				
740)	0.50	100	R	rioni.	96-715	NA		NA	1998
718)	0.00	100		To:	96-604	147.		107	1000
				From:	SR 202				
719	0.10	5	R			NA		NA	07/05/2001
				To:	Dead End				
	0.35	460		From:	Dead End	NIA		NIA	1000
720	0.35	160	R	To	SR 3	NA		NA	1998
				From:	SR 3				
721)	0.35	40	R	<u> </u>	SK 3	NA		NA	05/31/2001
				To:	Dead End				
				From:	Dead End				
722	0.61	60	R	To:	06.755	NA		NA	07/09/2001
				From:	96-755				
723)	0.40	140	R	rioni.	Dead End	NA		NA	1998
(723)				To:	SR 205				
				From:	Dead End				
724	0.34	60	R			NA		NA	1998
				To: From:	0.34 ME Dead End				
724	0.09	130	R			NA		NA	1998
				To: From:	96-612				
724)	1.05	520	R			NA		NA	07/05/2001
	0.55	400		From:	96-750				1000
724	0.55	160	R	To:	Dead End	NA		NA	1998
				From:	Dead End				
725)	0.60	120	R		Dead Lind	NA		NA	1998
(-2)				To:	96-607; 96-608				
				From:	96-650				
726)	0.30	47	R	To:	D 15.1	NA		NA	1998
					Dead End				
(727)	0.31	100	R	From:	96-610	NA		NA	1998
727	0.01			To:	Dead End	107			1000
				From:	96-612				
728)	1.08	370	R			NA		NA	1998
				To:	Dead End				
	0.00		_	From:	96-1410	A1A		NI A	4000
729	0.20	90	R			NA		NA	1998
	0.20	00	P	From:	96-747	NI A		NIA	06/14/2004
729	0.30	80	R	To:	96-610	NA		NA	06/14/2001
					70-010				-

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak	QK Dir Factor	AAWDT QW	Year
Westmoreland County				From:	Dead End				
730	0.35	60	R			NA		NA	1998
				To-	96-650				
$\bigcirc$	0.00	60		From:	Dead End	NIA		NIA	4000
731)	0.20	60	R	To:	96-610	NA		NA	1998
				From:	Dead End				
732	0.50	150	R	<u> </u>	D etta Enta	NA		NA	1998
				To:	96-610				
$\overline{}$				From:	96-615				
733	0.75	30	R	To:	Dead End	NA		NA	07/05/200
				From:					
724	0.35	60	R	110111.	96-643	NA		NA	07/23/200
734)	0.00		• • •	To:	Dead End	101		10.	01720720
				From:	Dead End				
735)	0.35	200	R			NA		NA	07/05/200
				To:	96-679				
$\bigcirc$	0.40	400		From:	96-667	<b>N</b> 1.0		NIA	4000
736	0.10	160	R			NA		NA	1998
	0.20	60	R	From:	BEGIN LOOP	NA		NA	1998
736	0.20	80	K	To:	END LOOP	INA		INA	1990
				From:	Dead End				
737)	0.18	110	R	<u> </u>	D tha Lina	NA		NA	07/09/20
				To	96-621				
$\sim$				From:	96-711				
738	0.75	45	R	To:	D 15 1	NA		NA	07/09/20
				From:	Dead End				
720	0.40	20	R	From:	Dead End	NA		NA	05/16/20
739	0.10		• • •	To:	96-626	101		10.	00/10/20
				From:	Dead End				
740)	0.15	60	R			NA		NA	06/05/20
				To:	96-690				
	0.50	40	R	From:	Dead End	NA		NA	1998
741)	0.50	40	K	To:	96-621	INA		INA	1990
				From:	96-634				
742)	0.60	10	R	<u> </u>		NA		NA	07/16/20
$\bigcup$				To	Dead End				
$\sim$				From:	Dead End				
743)	0.28	40	R	To:	96-622	NA		NA	07/25/200
				From:					
744)	0.18	70	R		Dead End	NA		NA	1998
				To:	96-608				
				From:	96-660				
745)	0.35	60	R			NA		NA	1998
				To:	Dead End				
$\cap$	0.05	400	_	From:	Dead End			N/A	4000
746)	0.25	120	R	To:	96-610	NA		NA	1998
				From:	Dead End				
747)	0.30	20	R	<u> </u>	Deau Enu	NA		NA	06/14/200

					Westmoreland Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea	(.)	Dir Factor	AAWDT	QW Year
Westmoreland County				From:	96-615					
(748)	0.30	40	R			N	١.		NA	1998
				To-	Dead End					
740	1.76	60	R	From:	96-610	N			NA	1998
749	1.70	00	IX.	To:	Dead End	11/	`		INA	1990
				From:	96-724					
750	0.25	60	R			N/	١.		NA	1998
				To:	Dead End					
	0.26	20	R	From:	Dead End	N			NA	1998
752	0.20	20	K	т	0 ( 752 90 V/W)	111/	`		INA	1990
(752)	0.05	30	R	From:	96-753 SOUTH	N/			NA	1998
752	0.00			To:	07.752 NODTH	147	`		14/ (	1000
(752)	0.35	110	R	From:	96-753 NORTH	N/	١		NA	06/14/20
(102)				To:	96-610					
				From:	96-752					
753)	0.15	20	R			N/	١.		NA	1998
				To-	96-752					
751	0.30	80	R	From:	96-621	N			NA	1998
754)	0.50	00		To:	Dead End	147	`		IVA	1330
				From:	96-722					
755)	0.15	30	R			N/	١.		NA	07/09/20
				To:	SR 3					
$\bigcirc$	0.47	40	,	From:	Dead End	N.			NIA	1000
756	0.17	46	R	_		N	`		NA	1998
750	0.20	50	R	From:	96-757	N/			NA	1998
756)	0.20	30		To:	07.702	147	`		IVA	1330
756	0.09	6	R	From:	96-692	N/			NA	1998
756	0.00			To:	Dead End		•			
				From:	96-756					
(757)	0.23	30	R			N/	١.		NA	1998
				To:	96-692					
	0.25	110	R	From:	SR 205	N			NA	1998
758)	0.25	110	K	т	0.05 N.D.J. (7) 205	111/	`		INA	1990
750	0.07	40	R	From:	0.25 MN SR 205	N/			NA	1998
758	0.07	40		To:	Dead End	147	`		14/ (	1000
				From:	Dead End					
759	0.07	580	R			N/	١.		NA	1998
				To:	SR 202					
	0.30	30	R	From:	96-710	N			NA	07/05/20
760	0.30	30	K	To:	Dead End	INA	`		INA	07/03/20
				From:	SR 3 WEST					
761)	0.47	10	R	_		N	١		NA	1998
				To:	SR 3 EAST					
$\bigcirc$			_	From:	Dead End	_				
762)	0.17	20	R	To:	96-610	N/	١.		NA	07/25/20
				From:						
763)	1.40	50	R	<u></u>	96-663	N/	١		NA	1998
763				To:	Dead End				<u> </u>	
	·		_	·			_			·

					Westmoreland Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	(.)K	$\Delta\Delta$ V////// (	)W Year
Westmoreland County				From:	Dead End				
(764)	0.58	110	R			NA		NA	1998
				To	96-692				
$\bigcirc$				From:	Dead End				0=1001000
765)	0.20	90	R	To:	96-621	NA		NA	07/09/200
				From:	SR-0003(B)/				
(766)	0.32	NA			SR-00003(B)/	NA		NA	
(100)				To:	96-00600(B)/RELOCATED 766				
				From:	SR 202				
(767)	0.18	NA				NA		NA	
				To:	Dead End				
	0.47	00	_	From:	Dead End	NI A		NIA	07/05/000
768)	0.47	60	R	To:	SR 202	NA		NA	07/25/200
				From:					
770	0.53	90	R	110	96-657	NA		NA	07/25/200
770	0.00	•	••	To:	96-628	101		10.	017207200
				From:	96-666				
(771)	0.47	130	R			NA		NA	07/25/200
				To-	96-772 EAST				
$\bigcirc$				From:	96-771 WEST				
772	0.20	40	R	. —	1	NA		NA	07/25/200
				To:	96-771 EAST				
	0.04	30	ь	From:	Cul-de-Sac	NIA		NA	07/25/200
773	0.04	30	R	To:	96-772	NA		NA.	07/25/200
				From:	Dead End				
775)	0.09	80	R		Deat End	NA		NA	07/05/200
(19)				To:	SR 3				
				From:	96-711				
780	0.88	200	R	_		NA		NA	07/09/200
				To:	END LOOP				
	0.50	40		From:	Cul-de-Sac				07/05/000
790	0.53	40	R	To:	Northumberland County Line	NA		NA	07/25/200
				From:	*				
(799)	0.35	290	R	110	Dead End	NA		NA	1998
(199)	0.00	200		To:	96-622	1471		10.0	1000
				From:	SR 203 WEST				
1001)	0.02	130	R	<u></u>		NA		NA	1998
<u> </u>				To	96-1002 WEST				
(1001)	0.20	30	R	From:		NA		NA	1998
				To:	SR 203 E; 96-1002 E				
_				From:	96-1001 WEST				
1002	0.10	100	R	_		NA		NA	1998
				To:	SR 203; 96-1001 E				
	0.40	20	Р	From:	96-1005	NI A		NΙΔ	4000
1003	0.10	20	R			NA		NA	1998
$\overline{}$	0.00	40		From:	96-1004	A10		NIA	4000
1003	0.09	48	R	To:	SR 203	NA		NA	1998
<u> </u>				From:					
1004	0.05	20	R		96-1003	NA		NA	1998
	0.00		.,	To:	SR 203	IVA		14/1	1000
					W22-7-V4				

					vvestr	noreland l										
Route	Length	AADT	QA	4Tire	Bus	2Axle		ck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Westmoreland County								TTTAII	ZIIdii		rioui		1 actor			
(1005)	0.02	60	R	From:		SF	R 203				NA			NA		1998
	0.44			To: From:		96-	-1003		-		NIA			NIA		00/44/0004
(1005)	0.11	2	R	To:		Dea	ad End				NA			NA		06/14/2001
				From:		SF	R 203									
(1006)	0.20	150	R	To:		Doc	ad End				NA			NA		1998
				From:			3; 96-608									
(1007)	0.03	80	R								NA			NA		1998
				To: From:			ad End									
(1009)	0.12	NA				90-00	0606(B)/				NA			NA		
				To:		Dea	d End/									
	0.15	90	R	From:		96	5-600				NA			NA		06/05/2001
(1010)	0.13	90	K	To:		Cul-	-de-Sac				INA			INA		00/03/2001
				From:		96	5-649									
(1015)	0.36	60	R	To:		Cul-	-de-Sac				NA			NA		07/09/2001
				From:			-1015									
(1016)	0.25	20	R								NA			NA		07/09/2001
				To: From:			-de-Sac									
(1017)	0.32	20	R	rioin.		96	5-649				NA			NA		07/09/2001
				To:		Cul-	-de-Sac									
Town of Colonial Beach				From:		96	-1121		T							
(1101)	1.35	660	G	97%	0%	2%	0%	1%	0%	С	0.105	F	0.569	660	G	2002
	0.06	950	R	From:		96-	-1103		-		NA			NA		06/18/2001
(1101)	0.00	330	K	To:		96-	-1108				INA			INA		00/10/2001
				From:		96-	-1119									
(1102)	0.09	80	R								NA			NA		1998
(1102)	1.08	250	G	From: 97%	0%	96- 2%	-1144 0%	0%	0%	F	0.107	F	0.642	250	G	2002
(1102)				To:	0,0	96-11	03 South	0,0		•	0	•	0.0.2			
(1102)	0.12	2800	G	97%	0%	2%	03 North 0%	0%	0%	F	0.087	F	0.558	2800	G	2002
				To: From:			-1127									
1102	0.19	4100	G	97%	0%	2%	0%	0%	0%	С	0.085	F	0.546	4100	G	2002
	2.00			From:	00/		205 Y	00/	201		0.005	_	0.004	500		2222
(1102)	0.28	560	G	97% To:	0%	2%	<b>0%</b> -1113	0%	0%	F	0.095	F	0.631	560	G	2002
				From:			ad End									
1103	0.03	90	R								NA			NA		06/18/2001
	0.11	900		From:	10/		-1121	00/	00/	С	0.000	F	0.550	900		2002
(1103)	0.11	800	G	96%	1%	3%	0%	0%	0%	C	0.092	Г	0.558	800	G	2002
(1103)	0.09	2200	R	From:		90-11	02 North				NA			NA		06/18/2001
				To: From:			-1111									
1103	0.03	960	G	96% To:	1%	3%	0%	0%	0%	F	0.099	F	0.601	960	G	2002
				From:			-1101 -1121									
(1104)	0.26	60	R	<u></u>							NA			NA		06/18/2001
				To:		96	-1101									

Davita	l an adla	AADT		4T:			Truck			- 00	Peak	OK	Dir	A A)A/DT	0)4/	V
Route	Length	AADT	QA	4 i ire	Bus	2Axle 3+A	Axle 1	Γrail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Town of Colonial Beach				From:		96-112	21									
1105	0.26	45	R	To:		96-110	)1				NA			NA		06/18/200
				From:		96-112										
(1106)	0.26	40	R	<u> </u>		70 112					NA			NA		06/18/200
				To:		96-110	)1									
$\bigcirc$	0.07	400		From:		96-112	20				NIA			NIA		00/40/000
(1107)	0.37	190	R								NA			NA		06/18/200
(1407)	0.58	460	R	From:		96-112	22				NA			NA		06/18/200
1107	0.00	.00		To:		96-110	12									00/10/200
(1107)	0.12	1400	G	98%	1%			)%	0%	С	0.102	F	0.544	1400	G	2002
				To: From:		96-112										
1107	0.06	1400	R	From:		7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	.,				NA			NA		06/18/200
				To:		96-111	0									
$\bigcirc$	0.04			From:		96-110	)7									00/40/000
1108	0.21	500	R	To:		96-110	)1				NA			NA		06/18/200
				From:		96-110										
(1109)	0.12	720	R	<u> </u>		, o 110	,,,				NA			NA		06/18/200
				To:		96-111	0									
$\bigcirc$				From:		96-112	26									001101000
1110	0.27	870	R	To:		96-110	10		1		NA			NA		06/18/200
				From:		96-110										
(1111)	0.21	290	G	97%	0%	2% 1		)%	0%	С	0.101	F		290	G	2002
				To:		96-110	)2									
				From:		SR 205	Y									
1112	0.28	260	R	To:		96-111	2				NA			NA		06/25/200
				From:					L							
(1113)	0.19	110	R			96-112	20				NA			NA		06/25/200
				To:		96-110	)2									
				From:		SR 20	5									
1114	0.60	2900	R	To:		06 112					NA			NA		06/25/200
				From:		96-113										
(1115)	0.60	220	R	r tonii.		SR 20	5				NA			NA		06/25/200
(1115)				To:		96-114	13									
				From:		96-115	59									
1116	0.32	80	R								NA			NA		06/25/2001
				To: From:		Dead E										
	0.12	45	R	From:		96-111	.8				NA			NA		06/25/2001
(1117)	0.12	40		To:		96-110	)2				1471			147 (		00/20/200
				From:		96-112	27									
1118	0.19	360	R								NA			NA		06/18/2001
				To: From:		SR 205 SR 20										
1118	0.40	400	R	<u> </u>		22.20					NA			NA		06/25/2001
				To:		SR 111	14									
$\bigcirc$	_		_	From:		SR 20	5									001:5:5
1119	0.74	190	R	To-		96-1136 Gap	Tarmin.				NA			NA		06/18/2001
				From:		96-1136 Gap 2										
1119	0.48	480	R								NA			NA		06/18/2001
				To-		Dead E	nd									

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Colonial Beach				From:		96-1121		1							
(1120)	0.29	70	R	<u> </u>						NA			NA		06/18/2001
				To:		96-1153									
(42)	1.28	600	G	From: 97%	0%	96-1101 2% 0%	1%	0%	С	0.097	F	0.567	600	G	2002
(1121)	1.20			To:	070	96-1103	1 70	070		0.001		0.001			2002
				From:		96-1121									
(1122)	0.25	40	R	To:		06 1101				NA			NA		06/18/2001
				From:		96-1101 96-1121 North									
(1123)	0.14	80	R			90-1121 NOIUI				NA			NA		06/18/2001
				To:		96-1121 South									
$\bigcirc$			_	From:		Dead End									
1124	0.19	240	R							NA			NA		06/18/2001
	0.26	80	R	From:		96-1121				NA			NA		06/18/2001
(1124)	0.20	00	K	To:		96-1101		1		INA			INA		00/10/2001
				From:		96-1158									
(1125)	0.32	120	R							NA			NA		06/18/2001
				To:		96-1102									
(400)	0.13	1500	G	97%	1%	96-1127 1% 1%	0%	0%	F	0.092	F	0.54	1500	G	2002
(1126)	0.10	1000		J7 70	1 /0		0 70		'	0.002	•	0.04	1300	0	2002
(1126)	0.06	1600	G	From: 97%	1%	96-1125 1% 1%	0%	0%	С	0.094	F	0.651	1600	G	2002
(1.29)				To:		SR 205 Y									
(1126)	0.59	890	G	97%	1%	1% 1%	0%	0%	F	0.093	F	0.566	890	G	2002
				To: From:		96-1140									
(1126)	0.05	400	G	97%	1%	1% 1%	0%	0%	F	0.107	F	0.644	400	G	2002
0				To: From:		96-1141									
(1126)	0.30	230	G	97% To:	1%	1% 1%	0%	0%	F	0.105	F	0.522	230	G	2002
				From:		96-1152		<u>_</u>							
(1127)	0.10	1300	G	97%	0%	96-1126 2% 0%	0%	0%	С	0.096	F	0.62	1300	G	2002
				To: From:		96-1107									
(1127)	0.17	140	R	From:						NA			NA		06/18/2001
				To:		96-1109									
	0.18	60	R	From:		96-1121				NA			NA		06/18/2001
1128	0.10	60	K	To:		96-1119				INA			INA		00/10/2001
				From:		Dead End									
(1129)	0.28	80	R							NA			NA		06/18/2001
				To:		96-1101									
	0.23	50	R	From:		96-1121				NA			NA		06/18/2001
1130	0.23	30	IX.	To:		96-1101				INA			INA		00/10/2001
				From:		96-1159									
(1131)	0.24	130	R							NA			NA		06/25/2001
				To:		96-1102									
(1132)	0.16	520	R	From:		96-1113				NA			NA		06/25/2001
1132	5.10			To:		96-1114				. 4/ \			. 17.1		30,20,2001
				From:		SR 205									
(1133)	0.59	310	R							NA			NA		06/25/2001
				To-		96-1134									

					w estmoreiand maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT C	W Year
Town of Colonial Beach				From:	96-1114				
(1134)	0.12	70	R			NA		NA	06/25/200
				To:	96-1149				
	0.27	70	R	From:	96-1160	NA		NA	06/25/200
(1135)	0.21	70	IX.	To:	96-1143	INA		INA	00/23/200
_				From:	SR 205				
(1136)	0.16	70	R			NA		NA	06/25/200
				To: From:	96-1153				
(1137)	0.09	49	R		96-1126	NA		NA	06/25/200
(10)				To:	96-1143				
$\bigcirc$				From:	96-1102				
1138	0.10	80	R	To:	Dead End	NA		NA	06/25/200
				From:	96-1102				
(1139)	0.10	80	R	<u></u>	90-1102	NA		NA	1998
				To:	Dead End				
$\bigcirc$				From:	96-1160				00/0=/000
(1140)	0.27	40	R	To:	96-1143	NA		NA	06/25/200
				From:	SR 205				
(1141)	0.59	180	R		5.00	NA		NA	06/25/200
				To:	96-1143				
$\bigcirc$	0.50	070		From:	96-1143	NIA		NIA	00/05/000
(1142)	0.58	270	R	To:	SR 205	NA		NA	06/25/200
				From:	96-1135				
1143	0.42	130	R			NA		NA	06/25/200
				To:	96-1152				
(1144)	0.20	60	R	From:	96-1121	NA		NA	06/18/200
(1144)	0.20			To:	96-1101	1471		147.	00/10/200
				From:	96-1121				
(1145)	0.24	40	R	To:	06 1101	NA		NA	06/18/200°
				From:	96-1101				
(1146)	0.22	48	R		96-1121	NA		NA	06/18/200
				To:	96-1101				
$\bigcirc$				From:	96-1121				
1147)	0.27	47	R	To:	96-1101	NA		NA	06/18/200
				From:	96-1121				
(1148)	0.20	20	R	<u> </u>	70 1121	NA		NA	06/18/200
				To:	96-1119				
$\bigcirc$	0.57	400	_	From:	SR 205	NA		NA	06/25/200
(1149)	0.57	180	R	To	96-1134	INA		INA	06/25/200
				From:	96-1160				
1150	0.28	90	R			NA		NA	06/25/2001
				To:	96-1143				
	0.11	47	R	From:	96-1126	NA		NA	06/25/200
(1151)	0.11	41	ĸ	To:	96-1143	INA		INA	00/23/200
				From:	SR 205				
152)	0.55	560	R	_		NA		NA	06/25/200
				To:	96-1143				

					W estmoreland Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus	QC Peak Hour	()K	Dir Factor	AAWDT	QW	Year
Town of Colonial Beach								. 4010.			
	0.00	400		From:	SR 205	NIA.			NIA		00/05/000
(1153)	0.22	100	R	To:	96-1136 Gap Terminus	NA I			NA		06/25/200
				From:	96-1163 Gap Terminus						
(1153)	0.45	160	R	_		NA			NA		06/25/200
				To:	Dead End						
	0.47	000	_	From:	SR 205	) N/A			NIA		00/05/00/
1154	0.47	330	R	To:	96-1153	NA I			NA		06/25/200
				From:	SR 205						
1155	0.37	360	R	_	SR 205	NA			NA		06/25/200
				To:	96-1153						
				From:	96-1158						
1157	0.06	80	R	_		NA			NA		06/18/200
				To:	Dead End						
			_	From:	96-1157						00/10/00
1158	0.14	150	R	To:	SR 205	NA I			NA		06/18/20
				From:							
1150	0.20	80	R	. 10	96-1125	NA NA			NA		06/25/20
1159	0.20	-	•••	To:	96-1116	]			10.		00/20/20
				From:	96-1114						
1160	0.57	500	R			NA			NA		06/25/20
				To:	96-1152						
$\sim$				From:	SR 205						
1161)	0.47	250	R	. —		NA			NA		06/25/20
<u> </u>				To:	96-1153						
	0.31	130	R	From:	96-1161	NA NA			NA		06/25/20
1162	0.51	130	K	To:	96-1136	I INA			INA		00/23/20
				From:	96-1161						
1163)	0.25	60	R		70-1101	NA			NA		06/25/20
				To:	96-1153						
				From:	Dead End						
1164)	0.20	140	R			NA			NA		1998
				To:	SR 205 Y						
$\bigcirc$	0.40	40	_	From:	96-1144						00/40/00
1165	0.12	40	R	To:	96-1120	NA I			NA		06/18/20
				From:	SR 205; SR 205 Y						
1166	0.16	910	R		SR 203, SR 203 1	NA NA			NA		06/25/200
1100	00	0.0		To:	96-1114	1					00/20/20
1166)	0.06	540	R	From:	70-1114	NA			NA		06/25/200
(1100)				To:	06 1122	1					
(1166)	0.06	460	R	From:	96-1133	NA			NA		06/25/200
1100				To:	06 1140	1					
1166)	0.13	270	R	From:	96-1149	NA			NA		06/25/200
				To:	96-1141						
				From:	SR 205 West						
(1167)	0.01	140	R			NA			NA		07/11/20
				To:	SWCL Colonial Beach						
Westmoreland County				r	avrar	T					
	N 21	80	R	From:	SWCL Colonial Beach	NA NA			NA		07/11/200
(1167)	0.31	00	K	To:	SCL Colonial Beach	INA I			INA		01/11/200
					SCE Colonial Deach						

					Westinoreiand Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Tra	C)C:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Colonial Beach				From:	SCL Colonial Beach	1						
(1167)	0.01	160	R			<del></del>	NA			NA		07/11/200
				To	SR 205 East							
Westmoreland County				From:	Dead End							
1180	0.25	80	R			_	NA			NA		07/23/200
				To: From:	96-630							
1181)	0.10	20	R	riom.	Dead End	_	NA			NA		07/23/200
				To	96-1180							
Town of Montross				From:	SR 3							
1201	0.07	340	R	<u> </u>	SK 3	_	NA			NA		07/09/200
				To:	96-622							
$\bigcirc$	0.04	00	_	From:	Dead End		NIA			NIA		4000
1202	0.01	20	R			7	NA			NA		1998
1202	0.03	140	R	From:	96-1211		NA			NA		1998
1202				To:	96-1206							
1202	0.04	200	R	From:	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<b>_1</b>	NA			NA		1998
				To: From:	96-1207							
1202	0.05	380	R				NA			NA		1998
	0.10	470		From:	96-1203	]	NIA			NIA		07/00/200
1202	0.12	470	R	To:	SR 3	1	NA			NA		07/09/200
				From:	SR 3							
1203	0.22	360	R	-		_ _	NA			NA		07/09/200
				To: From:	96-1202	<u> </u>						
1204)	0.23	180	R	110	Dead End		NA			NA		1998
				To:	SR 3							
$\bigcirc$	0.04	440	_	From:	96-681							07/00/00/
1205	0.21	110	R	To:	96-1203	٦	NA			NA		07/09/200
				From:	96-1202	i						
1206	0.15	140	R			_ _	NA			NA		1998
				To:	96-1205							
Westmoreland County				From:	Dead End							
1207)	0.11	80	R			_	NA			NA		1998
				To:	96-1212; SCL MONTROSS							
Town of Montross				From:	96-1212; SCL MONTROSS							
1207	0.16	230	R	т.,	04 1000	_	NA			NA		1998
				To: From:	96-1202	1						
1208	0.07	40	R	110	96-1201		NA			NA		1998
				To	Dead End							
$\bigcirc$	0.10		_	From:	SR 3	]	A16					1000
1209	0.10	80	R	To:	NCL MONTROSS	7	NA			NA		1998
Westmoreland County				ı	TOD MONTRODS	1						
_				From:	NCL MONTROSS							
(1209)	0.16	40	R	To:	Dead End	7	NA			NA		1998
					Deau Ellu	1						

					Westmoreland Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(')	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Montross				From:	Dead End	i						
(1210)	0.18	390	R	<u> </u>	Dead End	1	NA			NA		1998
				To:	SR 3							
$\bigcirc$			_	From:	96-1202							1000
(1211)	0.10	120	R	To:	SCL MONTROSS	1	NA			NA		1998
Westmoreland County				I.	SELMONTROSS							
				From:	SCL MONTROSS							
1211)	0.04	100	R	To:	96-1212	1	NA			NA		1998
				From:	Dead End	1						
1212	0.34	120	R	<u> </u>	Dead End	1	NA			NA		1998
				To:	96-1211	1						
(1212)	0.06	80	R	From:		<u>.</u>	NA			NA		1998
				To:	SCL MONTROSS							
Town of Montross				From:	SCL MONTROSS	ı						
(1212)	0.01	80	R	<u> </u>	SCL WONTROSS	j	NA			NA		1998
				To:	96-1207 SCL MONTROSS							
				From:	96-622							
(1213)	0.06	180	R			_	NA			NA		1998
$\bigcirc$			_	From:	96-1214	}						1000
(1213)	0.09	60	R	To:	Cul-de-Sac	1	NA			NA		1998
Westmoreland County				I.	ear de Sac							
County				From:	96-1213							
(1214)	0.06	60	R	To:	0.11.0	1	NA			NA		1998
				From:	Cul-de-Sac	l						
(1300)	0.25	590	R		96-1302	1	NA			NA		07/11/200 <sup>-</sup>
1000				To:	96-658	]						
				From:	Dead End							
(1301)	0.49	60	R	To:	OD 4 OD 404	1	NA			NA		1998
				From:	SR 3; SR 205	<u> </u>						
(1302)	0.06	150	R	r toin.	96-1327	J	NA			NA		07/11/200
(1302)	0.00			To	96-1326	1						
(1302)	0.08	190	R	From:	70-1320	j	NA			NA		07/11/200
				To:	96-1317	<b></b>						
(1302)	0.64	240	R	From:		4	NA			NA		07/11/200
				To: From:	96-1306	<u> </u>						
(1302)	0.20	710	R			_	NA			NA	-	07/11/200 <sup>-</sup>
				From:	96-1300	<del> </del>						
(1302)	0.23	220	R	To:	07.1200	1	NA			NA		07/11/200
					96-1309	<u> </u>						
(1303)	0.10	290	R	From:	96-1302; 96-1309	J	NA			NA		1998
				To:	96-658	]						
_				From:	96-1313	]						
(1304)	0.45	110	R			1	NA			NA		07/11/2001
				To:	96-1302	<u> </u>						
4005	0.06	NA		From:	96-1308	J	NA			NA		
(1305)	0.00	IAM		To:	06.622	1	INA			INA		
(1305)	0.19	70	R	From:	96-633	J	NA			NA		07/11/200 <sup>-</sup>
(1305)				To-	96-1302	<u>L</u>						
· · · · · · · · · · · · · · · · · · ·											_	

Devite	1	A A D T		4T:	Bus 20 de 21 Auto 4 Troit 2 Troit	- OC Peal	. O.	Dir	A A\A\DT	0147	V
Route	Length	AADT	QA	4 I Ire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hou	QK	Factor	AAWDT	QW	Year
Westmoreland County				From:	96-1316						
(1306)	0.22	190	R	To:	06 1202	NA I			NA		07/11/200
				From:	96-1302						
(1307)	0.23	70	R		WAKEFIELD DR	l NA			NA		07/11/200
				To:	96-1306						
$\bigcirc$				From:	Dead End						
1308)	0.36	140	R	To:	96-1302	NA I			NA		07/11/200
				From:	96-1302; 96-1303						
1309	0.18	150	R		70-1302, 70-1303	NA			NA		1998
				To:	Cul-de-Sac						
$\sim$				From:	96-638						
1310	0.56	2300	R			NA			NA		05/31/200
	0.00	040		From:	96-1312	NIA.			NIA		05/04/000
1310	0.28	610	R	To:	96-1311	NA I			NA		05/31/200
				From:	96-1310						
1311)	0.48	420	R		70-1310	NA			NA		1998
				To:	96-1315						
$\bigcirc$				From:	96-1328						
1312	0.42	380	R			NA			NA		1998
	0.44	220		From:	96-1318	NIA			NIA		05/04/000
1312	0.44	320	R			NA			NA		05/31/200
	0.14	70	R	From:	0.45 MS 69-1318	NA			NA		05/31/200
1312	0.14	70	K	To:	Cul-de-Sac	INA			INA		03/31/200
				From:	96-1333						
1313	0.06	100	R			NA			NA		07/11/200
				To: From:	96-1314						
1313	0.06	180	R			NA			NA		1998
				To: From:	96-1316						
1313	0.51	120	R	т	26.652	NA I			NA		1998
				To:	96-658 Dead End						
1314)	0.19	130	R	From:	Dead End	l NA			NA		1998
(1314)	00			To:	96-1313						
				From:	Dead End						
1315	0.43	110	R			NA			NA		1998
				To: From:	96-1311						
(1315)	0.29	310	R	т	B 15.1	NA I			NA		1998
				To: From:	Dead End						
1316	0.21	50	R	r tonii.	96-1332	l NA			NA		07/11/200
1919	J.L.			To:	96-1313						3
1316	0.24	90	R	From:	70-1313	NA			NA		07/11/200
				To:	96-1306						
				From:	96-1305						
1317	0.16	60	R	т	07.1202	NA I			NA		1998
				To:	96-1302						
240	0.22	70	R	From:	AZALEA WAY	l NA			NA		1998
1318	V.LL	. •	••	To:	96-1312						1000

					Westmoreland Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak QI Hour QI	Oir AAWDT QW Factor	Year
Vestmoreland County				From:	96-1312 SOUTH			
1319	0.39	120	R	<u> </u>	70 1312 500 TH	NA	NA	1998
				To	96-1312 NORTH			
				From:	Dead End			
1320	0.11	80	R			NA	NA	1998
				To: From:	96-1321			
1320	0.38	160	R	To:	06 622	NA	NA	1998
				From:	96-633			
1221	0.18	210	R	r toni.	96-633	NA	NA	1998
1321)	0.10	2.0	•••	To:	06.1224	1.0.1	101	1000
1321)	0.27	90	R	From:	96-1324	NA	NA	1998
1321)	0.2.		•••	To:	96-1320			
				From:	96-1324			
1322	0.09	70	R			NA	NA	1998
				To: From:	96-1323			
1322	0.20	160	R	rioiii.		NA	NA	1998
				To:	96-1325			
$\overline{}$				From:	Cul-de-Sac			
1323	0.05	40	R	т	0.5 1000	NA	NA	1998
				To:	96-1322			
	0.09	60	R	From:	96-1325	NA	NA	1998
1324	0.09	00	K			INA	IVA	1990
	0.12	80	R	From:	96-1322	NA	NA	1998
1324	0.12	80	K	To:	96-1321	INA	INA	1990
				From:	Cul-de-Sac			
1325	0.08	40	R	<u> </u>	our de Sue	NA	NA	1998
				To:	96-1324			
1325	0.29	180	R	From:	, o 19 <b>2</b> .	NA	NA	1998
				To:	96-1322			
1325	0.09	320	R	From:		NA	NA	1998
				To:	96-633			
				From:	96-633			
1326	0.20	40	R			NA	NA	07/11/20
				To:	96-1302			
	0.20	220	R	From:	96-1302	NA	NA	07/11/20
1327	0.20	220	ĸ	To:	96-633	INA	INA	01/11/20
				From:	Dead End			
1328	1.04	630	R	<u> </u>	D vuu DiM	NA	NA	05/31/20
$\mathcal{O}_{\mathcal{I}}$				To:	96-1315			
				From:	96-1310			
1329	0.37	1600	R			NA	NA	05/31/20
				To:	96-1328			
	0.17	AI A		From:	Dead End/	NIA	NIΛ	
1330	0.17	NA		To:	96-01329(B)/	NA	NA	
				From:	Dead End/			
1331)	0.22	NA		<u> </u>	Dead End	NA	NA	
				To:	96-01329(B)/		· • ·	
				From:	96-1333 EAST			
1332	0.37	60	R	_		NA	NA	07/11/20
				To	Dead End			

					VV CStribiciana Wantenance / trea				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Qk Hour	Oir AAWDT Q Factor	W Year	
Westmoreland County				From:					
(1333)	0.29	80	R		96-1332 WEST	NA NA	NA	07/11/200	
1.000				To	96-1332 EAST				
				From:	LAKEVIEW DRIVE(R)/				
(1334)	0.26	NA		To:	06.01220(D)/	NA	NA		
				From:	96-01329(B)/				
(1335)	0.16	30	R	r roin.	96-682	NA NA	NA	05/31/2001	
(1933)	00			To:	96-1339			00/01/200	
				From:	96-1337				
1336	0.09	45	R	. –		NA	NA	05/31/200	
				To:	Cul-de-Sac				
	0.34	100	R	From:	96-682	NA NA	NA	05/31/200	
(1337)	0.34	100	K	To:	Dead End	INA 	NA .	03/31/200	
				From:	96-1339				
(1338)	0.08	70	R	<u>.                                    </u>	70.1007	NA	NA	05/31/200	
				To:	96-1337				
$\bigcirc$				From:	96-1338				
(1339)	0.14	49	R	To:	96-682	NA I	NA	05/31/200	
				From:					
(1340)	0.43	180	R	110111.	96-682	NA NA	NA	05/31/2001	
(1340)	00			To:	96-1342			00/01/200	
				From:	96-1340				
(1341)	0.16	60	R			NA	NA	05/31/200	
				To	96-682				
$\bigcirc$	0.25	20		From:	96-1341	NIA	NIA	05/04/0004	
(1342)	0.25	0.25	30	R	To:	96-1340	NA	NA	05/31/200
				From:	96-682 WEST				
(1343)	0.66	20	R		70-002 WES1	NA	NA	05/31/200°	
				To:	96-682 EAST				
				From:	96-1343 SOUTH				
(1344) Blackwell Rd	0.34	NA				NA	NA		
				To: From:	Dead End				
(1345)	0.06	80	R	rioiii.	96-1302	NA NA	NA	07/11/2001	
(1345)	0.00	00		To:	Dead End		101	077117200	
				From:	LAKE VIEW DRIVE(R)/				
(1346)	0.31	NA				NA	NA		
				To:	96-01329(B)/				
$\bigcirc$	0.05			From:	Dead End/				
1347)	0.25	NA		To:	96-01308(L)/RT 1308(R)/	NA I	NA		
				From:	96-1402				
(1401)	0.14	46	R		90-1402	NA	NA	1998	
				To:	96-1403				
(1401)	0.03	90	R	From:	70 1 103	NA	NA	1998	
$\bigcup$				To:	96-610				
				From:	96-1403 WEST		-		
(1402)	0.20	30	R	To	06.65	NA I	NA	06/14/2001	
				From:	96-671				
(1403)	0.18	20	R	riom:	96-1402 EAST	NA	NA	06/14/2001	
1403	0.10		• • •	To	96-1402 WEST	17/3	I V/A	55/ 1-7/200 I	
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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(;	eak lour	QK	Dir Factor	AAWDT	QW	Year
Westmoreland County				From:	96-1402 WEST							
1403	0.18	30	R		70 1102 WEST	1	NA			NA		06/14/200
				To: From:	0.18 MN 96-1402							
1403	0.04	60	R	To:	96-1401	l	NA			NA		1998
				From:	Dead End							
1404	0.04	9	R			1	NA			NA		06/14/200
				To-	96-1402							
1410	0.24	50	R	From:	96-729	1	NA			NA		1998
1410	··			To:	Dead End							
$\overline{}$				From:	96-624							
1420	0.43	150	R			I	NA			NA		1998
	0.01	140	R	From:	96-1423		NA			NA		1986
1420	0.01	140	K	То:	Dead End	ļ	NA			INA		1900
				From:	96-624							
1421)	1.05	130	R			I	NA			NA		1998
				To: From:	96-1422							
1422)	0.22	70	R	r toni.	96-1421		NA			NA		1998
1422)				То:	Dead End							
				From:	Dead End							
1423	0.16	30	R			I	NA			NA		1998
	0.52	440	R	From:	96-1424		NIA			NΙΔ		1000
1423	0.52	110	ĸ	To:	96-1420		NA			NA		1998
				From:	96-1425							
1424	0.06	20	R			1	NA			NA		1998
				To:	96-1423							
1425)	0.16	20	R	From:	Cul-de-Sac		NA			NA		1998
1423				To:	96-1424							
$\overline{}$				From:	96-626							
1501)	0.39	530	R				NA			NA		05/16/20
$\overline{}$	0.13	520	R	From:	96-1509 WEST		NA			NA		1998
1501	0.13	320	K	To:	06 1515	'	NA			INA		1990
1501	0.17	490	R	From:	96-1515		NA			NA		1998
				To:	96-1502							
1501)	0.18	330	R	From:		1	NA			NA		1998
				To: From:	96-1505							
1501)	0.05	310	R			1	NA			NA		1998
	0.00	070	_	From:	96-1511					NIA.		4000
1501)	0.06	270	R				NA			NA		1998
	0.08	210	R	From:	96-1508		NA			NA		1998
1501)	0.00			To:	96-1505							
1501)	0.09	160	R	From:	70-1503	-	NA			NA		1998
				To- From:	96-1507							
1501)	0.06	150	R	r roll.		1	NA			NA		1998
				From:	96-1509 EAST							
1501	0.05	120	R	To:	96-1504 NORTH	l	NA			NA		1998
				l l	70-1304 NUK1fi							

			Westinoreland Maintenance Area											
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC F	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
Westmoreland County				From:	96-1504 NORTH	i								
1501)	0.04	80	R		70-1304 NORTH			NA			NA		1998	
				To	96-1504 SOUTH									
$\bigcirc$	0.16	240	R	From:	96-1501			NA			NA		1998	
1502	0.10	240	K	т.,	06.1512			INA			INA		1990	
1502	0.26	210	R	From:	96-1513			NA			NA		1998	
				To:	96-1503									
$\bigcirc$				From:	96-1535									
1503	0.26	90	R	<u>-</u>				NA			NA		05/16/20	
	0.09	190	R	From:	96-1502			NA			NA		1998	
1503	0.00	150		To:	96-1541			14/-1			14/3		1330	
1503	0.11	150	R	From:	90-1341			NA			NA		1998	
				To	96-1517 WEST									
1503	0.15	100	R	rioni.		-		NA			NA		1998	
				To: From:	96-1517 EAST									
1503	0.35	60	R	To:	Cul-de-Sac			NA			NA		1998	
				From:	96-1501 NORTH	<u>L</u>								
(1504)	0.28	30	R		70-1301 NOR111			NA			NA		1998	
				To: From:	96-1510	<u> </u>								
1504)	0.17	45	R					NA			NA		1998	
				To:	96-1501 SOUTH									
4505	0.13	80	R	From:	96-1501 EAST			NA			NA		1998	
1505	0.10	- 00		To:	96-1506			14/-			14/3		1330	
1505	0.25	20	R	From:	90-1300			NA			NA		1998	
				To:	96-1501 WEST									
$\bigcirc$	0.07			From:	96-1505								4000	
1506	0.07	50	R	To:	Cul-de-Sac			NA			NA		1998	
				From:	96-1509									
1507)	0.07	30	R					NA			NA		1998	
				To:	96-1501									
4500	0.16	40	R	From:	96-1509			NA			NA		1998	
(1508)	0.10			To:	96-1501			147 (			147 (		1000	
				From:	96-1501 WEST									
(1509)	0.45	40	R					NA			NA		1998	
	0.45	40		From:	96-1516			NIA			NIA		4000	
1509	0.15	40	R					NA			NA		1998	
(1500)	0.46	30	R	From:	96-1515			NA			NA		1998	
1509	5.10			To:	96-1511			•					. 555	
1509	0.11	30	R	From:	>U-1311			NA			NA		1998	
				To: From:	96-1508									
1509	0.30	20	R	. roali.				NA			NA		1998	
				To: From:	96-1507									
1509	0.04	20	R	_				NA			NA		1998	
	0.00	60		From:	96-1512			NIA			NIA		1000	
1509	0.09	60	R	To	96-1501 EAST			NA			NA		1998	
					70 1301 L/101									

					Tm,,=1.	Daale	Dir	
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir AAWDT QW Factor	Year
Vestmoreland County				From:	96-1504			
1510	0.07	40	R		90-1304	NA	NA	1998
				To:	Cul-de-Sac			
$\overline{}$	2.12		_	From:	96-1509			1000
1511)	0.10	60	R	To:	96-1501	NA	NA	1998
				From:	Cul-de-Sac			
1512)	0.02	30	R		Cui-uc-sac	NA	NA	1998
				To:	96-1509			
				From:	96-1502			
1513	0.12	30	R			NA	NA	1998
				To: From:	96-1514 SOUTH			
1513	0.08	8	R	To:	96-1514 NORTH	NA	NA	1998
				From:				
1514)	0.22	7	R		96-1513 SOUTH	NA	NA	1998
1014				To:	96-1513 NORTH			
				From:	96-1501			
1515)	0.20	100	R			NA	NA	1998
				To:	96-1509			
	0.08	40	R	From:	96-1509	NA	NA	1998
1516	0.00	70		To:	Dead End		IVA	1000
				From:	96-1503 WEST			
1517	0.26	20	R			NA	NA	1998
$\mathcal{L}$				To:	96-1503 EAST			
$\overline{}$	4.40		_	From:	96-626			4000
1530	1.13	230	R			NA	NA	1998
$\overline{}$	0.45	400	_	From:	96-1531 WEST	NIA	NIA	4000
1530	0.15	100	R			NA	NA	1998
	0.35	40	R	From:	96-1531 EAST	NA	NA	1998
1530	0.55	40	K		0.6.4.4.4.4	INA.	IVA	1990
1530	0.10	30	R	From:	96-1532	NA	NA	1998
1550)	0.10		.,	To:	Cul-de-Sac	107	101	1000
				From:	96-1530 WEST			
1531)	0.14	40	R			NA	NA	1998
				From:	96-1532			
1531)	0.06	10	R			NA	NA	1998
				To:	96-1530 EAST			
	0.35	30	R	From:	96-1531	NA	NA	1998
1532	0.00	30		To:	96-1530		IVA	1000
				From:	Cul-de-Sac			
1533	0.25	20	R			NA	NA	06/14/20
_				To: From:	96-1530			
1533	0.45	140	R			NA	NA	06/14/20
<u> </u>				To: From:	96-1556			
1533	0.17	60	R			NA	NA	06/14/20
				To: From:	96-1534			
1533	0.02	20	R			NA	NA	06/14/20
				To:	Dead End			
1534	0.18	50	R	From:	96-1533	NA	NA	06/14/20
4 = 0.4			- 1			11/	I N/C	JU/ 17/20

Route	Length	AADT	QA	4Tire	Pue	Truckkle 1Trail 2Trail	$\cap$ C	()12	Dir AAWDT	QW Year
Westmoreland County							i ioui	ı a	Cioi	
1535	0.26	80	R	From:	96-1503		NA		NA	05/16/2001
				To:	96-1540		<b></b>			
1535	0.15	90	R	FIOIII.			NA		NA	05/16/2001
				From:	96-1536		]			
(1535)	0.24	160	R	To:	96-1530		NA 1		NA	05/16/2001
				From:	96-1535					
1536	0.15	80	R		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		NA		NA	05/16/200
				From:	96-1550		<b></b>			
(1536)	0.10	40	R				NA		NA	05/16/200
	0.10	20	R	From:	96-1538		NA		NA	05/16/2004
(1536)	0.18	30	ĸ	. —			INA 1		INA	05/16/200
(1536)	0.03	7	R	From:	96-1537		NA		NA	05/16/2001
(1330)				To:	Cul-de-Sa	ıc				
				From:	Cul-de-Sa	ıc				
(1537)	0.12	20	R	To:	96-1536		NA I		NA	05/16/2001
				From:	Cul-de-Sa					
1538	0.11	20	R		our de se		NA		NA	1998
				To: From:	96-1539					
(1538)	0.09	20	R	т	06.470		NA 1		NA	05/16/2001
				To: From:	96-1536					
(1539)	0.23	8	R		96-1540		l NA		NA	05/16/2001
(1000)		_		To:	96-1538					
$\bigcirc$			_	From:	96-1535					
1540	0.09	30	R	To:	96-1539		NA I		NA	05/16/2001
				From:	96-1503					
(1541)	0.11	80	R	<u> </u>	y0 1303		NA		NA	05/16/2001
				To: From:	96-1542		<b></b>			
(1541)	0.07	60	R	To:			NA		NA	05/16/2001
				From:	96-1544					
(1542)	0.17	20	R	r toin.	96-1541		l NA		NA	05/16/2001
				To:	96-1543					
				From:	Cul-de-Sa	ıc				
(1543)	0.10	20	R	To:	96-1542		NA I		NA	05/16/2001
				From:	Cul-de-Sa					
1544	0.07	20	R	<u> </u>	Car de Se	<u>-</u>	NA		NA	05/16/2001
				To: From:	96-1541	-				
1544	0.14	20	R				NA		NA	05/16/2001
				To:	Cul-de-Sa					
(1545)	0.12	NA			96-01533(1	<b>3</b> ]/	NA NA		NA	
		-		To:	Dead End	V				
				From:	96-01533(1	3)/				
1546	0.16	NA		To:	Dood For	1/	NA I		NA	
				From:	Dead End DOLPHIN COU		L			
(1547)	0.33	NA		<u> </u>	DOLPHIN COU	K1(D)/	I NA		NA	
				To:	96-01533(B)/RT	1547(U)/				

				Westinoreiand Maintenance Area									
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Westmoreland County				From:	96-01536(B)/	1							
1548	0.04	NA		<u>L</u>	90-01330(B)/			NA			NA		
				To:	Cul-de-Sac/								
$\bigcirc$	0.00	40		From:	96-1536			NIA			NIA		05/40/00
1550	0.06	40	R	To:	Cul-de-Sac			NA			NA		05/16/20
				From:	96-1533								
1556	0.40	45	R					NA			NA		06/14/20
<u> </u>				From:	96-1557	-							
1556	0.05	10	R	To:	Cul-de-Sac			NA			NA		06/14/20
				From:	96-1556								
1557)	0.09	7	R	<u>L</u>	70-1330			NA			NA		06/14/20
<u> </u>				To:	Cul-de-Sac								
$\overline{}$	0.40			From:	96-1556								00/44/00
1558	0.18	30	R	To:	Dead End			NA			NA		06/14/20
				From:	96-609								
1601)	0.93	350	R		70 007			NA			NA		07/23/20
				To- From:	96-1611								
1601)	0.23	250	R					NA			NA		1998
				To: From:	96-1603								
1601)	0.30	210	R					NA			NA		1998
	0.20	190	R	From:	96-1614			NA			NA		1998
1601)	0.20	190	ĸ		26464			NA			INA		1990
1601)	0.22	180	R	From:	96-1612			NA			NA		1998
1601	V			To:	96-1617 WEST								
1601)	0.27	160	R	From:	70 1017 WEST			NA			NA		1998
				To: From:	96-1615								
1601	0.05	150	R					NA			NA		1998
				To: From:	96-1617 EAST								
1601)	0.13	150	R					NA			NA		1998
$\overline{}$	0.70	220	_	From:	96-1602			NIA			NΙΔ		1000
1601)	0.70	220	R	To:	96-693; 96-1609			NA			NA		1998
				From:	96-1607								
1602	0.20	180	R					NA			NA		1998
				To: From:	96-1616								
1602	0.43	120	R					NA			NA		1998
	0.07	400	_	From:	96-1610			h 1 A			NI A		4000
1602	0.27	160	R	To:	96-1601			NA			NA		1998
				From:	96-1605	<del></del>							
1603	0.10	10	R	<u> </u>	70 1005			NA			NA		1998
				To: From:	96-1604								
1603)	0.19	40	R					NA			NA		1998
				To:	96-1601								
	0.16	20	ь	From:	96-1603			NIA			NIA		1000
1604)	0.16	20	R	, I	0			NA			NA		1998
1604)	0.14	20	R	From:	96-1605			NA			NA		1998
1004)	V. 17			To-	Dead End			, .					
													_

					Westmoreland Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC H	eak Qh Iour	Dir Factor	AAWDT	QW Year
Westmoreland County				From:	96-1603					
1605	0.13	6	R	<u> </u>	70 1003	1	NA		NA	1998
				To-	96-1604					
$\sim$				From:	96-693					
1606	0.08	20	R	To:	D 15 1	1	NΑ		NA	1998
				From:	Dead End					
1007	0.47	40	R	110111.	BEGIN LOOP	1	NA		NA	1998
1607	0.47	40		To:	EMD I OOD	•	• •		147 (	1000
1607	0.07	210	R	From:	END LOOP	1	NA		NA	1998
1607				To:	96-1602	_ 				
1607	0.06	240	R	From:	90-1002	1	NA		NA	1998
1007)				To:	96-1610					
1607)	0.04	240	R	From:	90-1010	1	NA		NA	1998
1007				To:	96-1608					
1607	0.07	260	R	From:	70-1000	1	NA		NA	1998
				То:	96-1609					
				From:	96-1607					
1608	0.30	49	R			1	NΑ		NA	1998
				To:	96-1609					
$\sim$	0.07			From:	Cul-de-Sac					07/00/04
1609	0.07	20	R				NA		NA	07/23/20
				From:	96-1608					
1609	0.26	40	R				NA		NA	1998
			_	From:	96-1607					
1609	0.24	290	R	To:	96-693; 96-1601	Г	NA		NA	1998
				From:						
1610	0.54	30	R		96-1607	1	NA		NA	1998
1610	0.01			To:	96-1602					
				From:	96-1613					
1611)	0.27	80	R			1	NΑ		NA	1998
				To:	96-1601					
$\overline{}$				From:	Cul-de-Sac					
1612	0.33	20	R	To:	06.1601	<b> </b>  -	NΑ		NA	1998
				From:	96-1601					
1613	0.12	10	R	110111.	Cul-de-Sac	1	NA		NA	1998
1613	0.12		•••	To:	96-1611					1000
				From:	Dead End					
1614)	0.33	20	R			1	NΑ		NA	1998
				To-	96-1601					
				From:	NOMINI DR					
1615)	0.33	20	R	To:	07.1701	1	NA		NA	1998
				From:	96-1601					
1646	0.16	60	R	rioin:	96-1602	l •	NΑ		NA	1998
1616	0.10	00	.,	To:	Cul-de-Sac		** (		14/4	1990
				From:	96-1601 WEST					
1617)	0.22	30	R	<u> </u>		1	NA		NA	07/23/20
				То:	96-1601 EAST					
				From:	96-609					
1618)	0.32	30	R			1	NΑ		NA	1998
				To-	AVIAN COURT					

					Westinoreiand Maintenance Area	1100						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	 QC	Peak Hour	QK Dir Factor	AAWDT	QW Year		
Westmoreland County				From:	96-1601							
(1619)	0.07	20	R		70 1001	<b>_</b>	NA		NA	07/23/200		
				To:	Cul-de-Sac	<u> </u>						
	0.05	8	R	From:	Cul-de-Sac	_	NA		NA	07/23/200		
1620	0.03	0	K	To:	96-1608	7	INA		INA	011231200		
_				From:	Cul-de-Sac							
(1622)	0.25	10	R	To:		7	NA		NA	07/23/200		
				From:	96-1601	<u> </u>						
1623)	0.20	20	R		96-1616 SOUTH	_	NA		NA	07/23/200		
				To:	96-1616 NORTH							
$\bigcirc$				From:	96-1602							
1624	0.12	46	R	To:	Cul-de-Sac	٦	NA		NA	07/23/200		
				From:	Cul-de-Sac	1						
1628	0.10	20	R	<u> </u>	Cur-de-Suc	4	NA		NA	07/23/200		
				To:	96-1611							
$\bigcirc$	0.47	NIA		From:	Dead End/	]	NIA		NIA			
(1629)	0.17	NA		To:	96-01601(B)/	٦	NA		NA			
				From:	96-1606	1						
1630	0.19	40	R			<del>-</del>	NA		NA	07/23/200		
				To:	96-693							
(max)	0.10	10 <b>60</b>	R	From:	96-1630	J	NA		NA	07/23/200		
1631)	0.10			To:	96-1632		1471		147 (	017207200		
_				From:	Cul-de-Sac							
(1632)	0.12	20	R	To:	0.11.0	7	NA		NA	07/23/200		
				From:	Cul-de-Sac 96-693 WEST	<u> </u>						
1633	0.28	30	R		90-093 WES1		NA		NA	07/23/200		
				To:	96-693 EAST							
				From:	96-693					2=1001000		
(1634)	0.06	20	R	To:	Dead End	7	NA		NA	07/23/200		
				From:	96-1634							
1635	0.11	9	R		70 105 .	<u> </u>	NA		NA	07/23/200		
				To:	Cul-de-Sac							
$\bigcirc$	0.00	20		From:	96-693		NIA		NIA	07/00/000		
1636	0.22	20	R	To:	Cul-de-Sac	7	NA		NA	07/23/200		
				From:	96-693 WEST							
(1637)	0.36	20	R			<b>_</b>	NA		NA	07/23/200		
				To:	96-693 EAST							
<u> </u>	0.11	40	В	From:	96-690		NA.		NA	07/23/200		
9732	0.11	40	R	To-	MONTROSS ELEM SCH	٦	NA		INA	011231200		
				From:	SR 202	i i						
9735)	0.20	20	R			<del>-</del> -	NA		NA	07/05/200		
				To:	COPLE PRI SCH							
	0.23	NA		From:	BEGIN LOOP		NA		NA			
9980	0.23	IVA		To:	96-1301	٦	INA		INA			
						-						