2001

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

Jurisdiction Report 65

Northampton County Town of Cape Charles Town of Cheriton Town of Eastville Town of Exmore Town of Nassawadox

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for all roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Traffic Engineering Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Design Hour: The estimate of the traffic volume for the 30^{th} highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rout	te
600	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
\ /	

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

				N	Iortham	pton Mai	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	ΟW	Year
Noute	Lengin	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QI	AAWDI	QVV	i cai
Northampton County				From:	7	NCL Virgin	in Danah								
13 Chesapeake Bay Bri	19.14	8900	F	90%	1%	2%	1%	6%	0%	F	720	F	9100	F	2001
(19)	-			To:		65-60									
13	4.78	9300	F	90%	1%	2%	1%	6%	0%	F	750	F	9600	F	2001
(19)				To:		65-62									
<u>[13]</u>	4.56	11000	F	90%	1%	2%	1%	6%	0%	F	820	F	11000	F	2001
[13]				To:		S 13 Bus S o									
(13)	1.28	12000	F	90%	1%	2%	1%	6%	0%	F	980	F	13000	F	2001
				To:		SWCL Ch	eriton								
Town of Cheriton															
\sim	0.07	40000		From:	40/	SWCL Ch		C0/		N.I	000	N.	12000	N.	2004
[13]	0.07	12000	N	90% To:	1%	2% S Mid CL (1%	6%	0%	N	980	N	13000	N	2001
				i		5 MIG CL C	nemon								
Northampton County				From:		S Mid CL C	Cheriton								
(13)	0.29	12000	N	90%	1%	2%	1%	6%	0%	Ν	980	Ν	13000	Ν	2001
\bigcirc				To:		N Mid CL (Cheriton								
Town of Cheriton				. [
	0.07	12000	N	90%	1%	N Mid CL (2%	Cheriton 1%	6%	0%	N	980	N	13000	N	2001
[13]	0.07	12000	IN	30 70				0 70	7	IN	300	IN	13000	11	2001
(ii)	0.48	12000	F	From: 90%	US 1%	13 Bus N o 2%	of Cheriton 1%	6%	0%	F	930	F	12000	F	2001
[13]	0.40	12000		To:	1 /0	NCL Che		0 70	7 0 /%		930		12000		2001
Northampton County															
Northampton County				From:		NCL Che	eriton								
(13)	2.73	12000	N	90%	1%	2%	1%	6%	0%	Ν	930	Ν	12000	Ν	2001
<u> </u>				To: From:	US	3 13 Bus S o	of Eastville] ——						
(13)	1.06	13000	F	90%	1%	2%	1%	6%	0%	F	1000	F	13000	F	2001
				To:		SCL Eas	tville								
Town of Eastville				From:		COL E	. '11		-						
(12)	0.24	13000	N	90%	1%	SCL Eas 2%	1%	6%	0%	N	1000	N	13000	N	2001
[13]	0.24	10000	•••	To:	170	NCL Eas		070	٦		1000	.,	10000	.,	2001
Northampton County				•					•						
				From:		NCL Eas									
13	1.03	13000	N	90%	1%	2%	1%	6%	0%	N	1000	N	13000	N	2001
~~~				From:		13 Bus N o									
[13]	2.45	12000	F	90%	1%	2%	1%	6%	0%	F	970	F	12000	F	2001
				To: From:		65-62			]						
13	3.29	13000	F	90%	1%	2%	1%	6%	0%	F	1000	F	13000	F	2001
				To: From:		65-62			]—						
13	2.41	13000	F	90%	1%	2%	1%	6%	0%	F	1000	F	14000	F	2001
				To:		SCL Nassa	wadox								
Town of Nassawadox				From:		SCL Nassa	wadov								
13	0.85	13000	N	90%	1%	2%	1%	6%	0%	N	1000	N	14000	N	2001
				To:	-	65-67									
[13]	0.13	15000	F	90%	1%	2%	1%	6%	0%	F	1300	F	16000	F	2001
<u> </u>				To:		NCL Nassa									
Northampton County															
~		.=		From:		NCL Nassa		601			400-		1000		000:
[13]	2.63	15000	N	90%	1%	2%	1%	6%	0%	N	1300	N	16000	N	2001
~~~				To: From:		S 13 Bus S			]	_		_			
[13]	1.25	17000	F	90%	1%	2%	1%	6%	0%	F	1400	F	17000	F	2001
~				To:		SCL Ext	nore								

				N	Northam	pton Mai	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Town of Exmore						2Axle	3+Axle	1 I raii	2Trail		Hour				
~~~	0.15	17000	N	From: 90%	1%	SCL Ext	more 1%	6%	0%	N	1400	N	17000	N	2001
[13]	0.13	17000	14	90 /0	1 /0	SR 183 E		0 /0	7	IN	1400	IN	17000	IN	2001
13	0.73	15000	F	90%	1%	2%	1%	6%	0%	F	1300	F	16000	F	2001
				To:		NCL Ex	more								
Northampton County				From:		NCL Ex	more		1						
(13)	0.14	15000	N	90%	1%	2%	1%	6%	0%	Ν	1300	Ν	16000	Ν	2001
$\bigcirc$				To:	US	13 Bus Exm	nore; 65-687	1							
Accomack County				From:	US	13 Bus Exm	nore: 65-687	1	1						
[13]	0.19	16000	F	90%	1%	2%	1%	6%	0%	F	1400	F	17000	F	2001
<u> </u>				To:	A	ccomack Co	ounty Line								
Northampton County Bus				From:		US 13 S of	Exmore		1						
13)	0.40	2300	F	96%	0%	2%	1%	1%	0%	С	220	F	2300	F	2001
				To:		SCL Ex	more								
Town of Exmore Bus				From:		SCL Ext	more		1						
13	1.57	2300	N	96%	0%	2%	1%	1%	0%	Ν	220	Ν	2300	Ν	2001
<u> </u>				To:		NCL Ex	more								
Northampton County Bus				From:		NCL Ex	more								
(13)	0.17	2300	N	96%	0%	2%	1%	1%	0%	N	220	Ν	2300	N	2001
				To:		US 13 N of	Exmore								
Bus	4.47	4000	-	From:		US 13 S of		20/			200		4000	_	2004
[13]	1.17	1800	F	92% To:	2%	3% SCL Eas	0%	3%	¬ 0%	С	200	F	1800	F	2001
Town of Eastville															
Bus	<u> </u>			From:	201	SCL Eas		22/					4000		2224
[13]	0.17	1800	N	92%	2%	3%	0%	3%	0% —	N	200	N	1800	N	2001
Bus				From:		65-631 Ea									
[13]	0.19	2000	F	92% To:	2%	3% NCL Eas	0%	3%	一 0%	F	260	F	2000	F	2001
Northampton County						NCL Eas	stville								
Bus Bus				From:		NCL Eas	stville								
[13]	1.18	2000	N	92% To:	2%	3%	0%	3%	0%	N	260	N	2000	N	2001
				From:		US 13 N of US 13 S of									
Bus (13)	0.80	2600	F	91%	1%	3%	1%	4%	0%	С	240	F	2600	F	2001
				To:		SCL Che	eriton								
Town of Cheriton				From:		ggr gl	•,								
Bus 13	0.79	2600	N	91%	1%	SCL Che	1%	4%	0%	N	240	N	2600	N	2001
100				To:		US 13 Ch	eriton								
Town of Exmore				P		110.12									
(178)	0.51	2800	F	96%	0%	US 13	Bus 1%	1%	 0%	F	260	F	2800	F	2001
			-	To:	- 70	SCL Belle		•		-		-		-	
Town of Belle Haven				E					_						
170	0.35	2800	N	96%	0%	NCL Ex	more 1%	1%	0%	N	260	N	2800	N	2001
178	0.00		.4	To:		ccomack Co		1 70	7,0					.,	_001
Northampton County															
	6.94	1900	F	94%	65- 1%	613 Near S 2%	ilver Beach 1%	2%	0%	С	190	F	1900	F	2001
183	0.34	1900	r	70:	1 /0	WCL Ex		£ /0	7	J	130	'	1300	'	2001
									-						

Route	Length	AADT	QA	4Tire	Bus	 2Axle		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Town of Exmore				From:		WCL Exn									
(183)	0.51	1400	F	94%	1%	2%	1%	2%	0%	F	140	F	1400	F	2001
				To:		US 13 B	us								
Town of Cape Charles				From:		65-110	1								
(184)	1.42	4000	F	93%	1%	3%	1%	1%	0%	F	360	F	4000	F	2001
				From:		ECL Cape C			]						
184	0.06	4100	F	93% To:	1%	3% ECL Cape C	1% Charles	1%	0%	С	370	F	4000	F	2001
Northampton County						Dell cupe c	, indires								
	1.72	4400	N	93%	1%	ECL Cape C	Charles 1%	1%	0%	N	370	N	4000	N	2001
184	1.72	4100	N	93 70 To:		S 13 South of		1 70	7	IN	370	IN	4000	IN	2001
				From:		Dead E									
600	0.20	48	R	<u>-</u>					<del>_</del>		NA		NA		04/17/2001
	4.55	440		To: From:		US 13					NIA		NIA.		04/47/0004
600	1.55	140	R	_					_		NA		NA		04/17/2001
600	1.35	340	R	From:		65-718	}				NA		NA		04/17/2001
000				To:		65-645	5		٦						
600	2.05	500	F	92%	2%	3%	0%	3%	0%	F	60	F	500	F	2001
				To: From:		65-624	1		]——						
600	3.05	330	R								NA		NA		04/17/2001
	1.30	440	R	To: From:		65-643	3				NA		NIA		04/17/2001
600	1.30	440	ĸ	т					_		NA		NA		04/17/2001
600	1.90	520	F	From: 92%	2%	65-642 <b>3</b> %	0%	3%	0%	F	50	F	520	F	2001
				To:		65-639 W	EST								
600	1.50	620	F	91%	2%	65-639 E	0%	3%	0%	F	70	F	620	F	2001
				To		65-630			7						
(600)	3.10	320	R	From:			-				NA		NA		1999
				To: From:		65-63									
600	2.29	350	F	91%	2%	3%	0%	3%	0%	С	50	F	350	F	2001
<u></u>	1.13	230	R	From:		65-630	)				NA		NA		04/19/2001
(600)	1.13	230	K	To:		65-628	0				INA		INA		04/19/2001
600	1.40	180	R	From:		03-020	,				NA		NA		04/19/2001
				To: From:		65-627	7		<b>—</b>						
600	1.76	390	R						<u> </u>		NA		NA		04/19/2001
				To: From:		65-622	2								
600	1.26	380	R						_		NA		NA		04/19/2001
600	1.30	410	R	From:		65-620 SO	UTH				NA		NA		04/19/2001
600	1.50	710		To:		65-617	7				IVA		IVA		04/10/2001
(600)	1.38	460	R	To: From:		05-01					NA		NA		04/19/2001
				To:		65-609	)								
Town of Nassawadox				From:		65-609	)								
(600)	0.29	960	R			05-00			_		NA		NA		04/19/2001
				To: From:		65-606	5								
(600)	0.20	850	F	96%	2%	1%	0%	1%	0%	С	90	F	850	F	2001
				To:		65-608	3								

				ioranam.	pton man					Desim				
Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC	_	QK	AAWDT	QW	Year
			From:											
3.25	730	F	96%	2%	1%	0%	1%	□ 0%	F	80	F	730	F	2001
2.25	830	F	96%	2%	1%	0%	1%	0%	F	100	F	830	F	2001
			To:	A	ccomack Cou	unty Line								
0.56	200	В	From:		01-601					NΑ		NΙΔ		04/19/2001
0.50	200	K	To:		65-600	)		1		INA		INA		04/19/2001
			From:		SR 183	3								
1.14	620	R	To:	11	CL DELLE	HANTEN		_		NA		NA		04/24/2001
			ı	VV	CL BELLE	HAVEN								
			From:	W	CL BELLE	HAVEN								
0.06	570	R	To:		01.603	,		_		NA		NA		04/24/2001
					01-002	2								
			From:		Dead E	nd								
0.10	20	R								NA		NA		04/24/2001
0.70	440		From:		65-120	3		]		NΙΔ		NΙΔ		04/26/2001
0.70	110	ĸ	To		65.66	`		_		INA		INA		04/20/2001
0.40	1100	F		1%			2%	0%	F	100	F	1100	F	2001
			To:					<b>—</b>						
0.85	1200	F	95%	1%	2%	0%	2%	0%	С	120	F	1200	F	2001
			To		ECL Exm	nore								
			From:		ECL Exm	nore								
0.36	2000	F	95%	1%	2%	0%	2%	0%	F	180	F	2000	F	2001
			To:		US 13 B	US								
			From:		65-618	3		1						
0.20	850	F	95%	0%	2%	0%	2%	0%	F	80	F	850	F	2001
			To: From:					]						
0.60	1100	F		0%			2%	0%	С	100	F	1100	F	2001
1.30	140	R			03-000	,				NA		NA		04/25/2001
			To: From:											
0.70	270	R			05-018 50	ОІП		_		NA		NA		04/25/2001
			To:		US 13									
			From:		65.600	)		1						
0.20	1100	F	96%	0%	2%	0%	1%	0%	F	100	F	1100	F	2001
			To:		US 13			1—						
0.58	1600	F	96%	0%	2%	0%	1%	0%	С	140	F	1600	F	2001
			To:	W	CL NASSAV	WADOX								
			From:	W	CL NASSAV	WADOX								
0.19	1500	F	96%	0%	2%	0%	1%	0%	F	120	F	1500	F	2001
			To: From:		65-618	3		]						
0.60	470							_		NA		NA		04/25/2001
1 30	370		From:		65-610	)				ΝΔ		NΔ		04/25/2001
1.50	310		To		(E (0)	-				11/21		IN/A		U-1/20/2001
1.20	470	R	From:		65-605	)				NA		NA		04/25/2001
			To:		65-607 NO	RTH								
	3.25 2.25 0.56 1.14 0.06 0.10 0.70 0.40 0.85 0.36 0.20 0.60 1.30 0.70 0.20 0.58 0.19 0.60 1.30	3.25 730  2.25 830  0.56 280  1.14 620  0.06 570  0.10 20  0.70 110  0.40 1100  0.85 1200  0.36 2000  0.20 850  0.60 1100  1.30 140  0.70 270  0.20 1100  0.58 1600  0.19 1500  0.60 470  1.30 370	3.25 730 F  2.25 830 F  0.56 280 R  1.14 620 R  0.06 570 R  0.10 20 R  0.70 110 R  0.40 1100 F  0.85 1200 F  0.20 850 F  0.60 1100 F  1.30 140 R  0.70 270 R  0.70 270 R  0.58 1600 F  0.58 1600 F  0.60 470 R  1.30 370 R	Length   AADT   QA   4Tire	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4Tire   Bus   True   2Axle   3+Axle     3.25   730   F   96%   2%   1%   0%     2.25   830   F   96%   2%   1%   0%     1	2Axie 3+Axie 11rail   3.25   730   F   96%   2%   1%   0%   1%   1%   0.56   280   R   1	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   2Trail   3.25   730   F   96%   2%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   0	Length   AADT   QA   4Tire   Bus   2Axie   3+Axie   1Trail   2Trail   2Trail   2Trail   3.25   730   F   96%   2%   1%   0%   1%   0%   F   65-604	Length AADT   QA   4Tire   Bus   AANT   2Axie   3+Axie   17rail   2Trail   QC   Design   Hour	Length   AADT   QA   4Tire   Bus   SAAde   Trail   2Trail   QC   Design   CK	Length   AADT   QA   4Tire   Bus     CANAG   SHANK   TITAI   2Trail   2Trail   CC   Design   Hour   OK   AAWDT	Length   AADT   QA   4Tire   Bus   CANGE   3+ANE   Tiral   2Trail   2Trail   2Trail   C   Design   Hour   QK   AAWDT   QW

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Northampton County				From:		65-607 NO	RTH		1						
(606)	1.20	470	R	<u> </u>		03-007 100.	KIII				NA		NA		04/25/2001
				To: From:		SR 183 W									
(606)	1.00	260	R			3K 163 E	131				NA		NA		04/25/2001
				To:		Dead Er	nd								
$\bigcirc$	4.00	70		From:		Dead Er	nd				NIA		NIA		04/05/0004
607)	1.60	70	R	To:		65-606 SOI	UTH				NA		NA		04/25/2001
$\bigcirc$	0.00			From:		65-606 NO									0.4/05/000
607	2.20	110	R	To:		65-618			7		NA		NA		04/25/2001
				From:		65-600									
(608)	1.20	90	R						<u></u>		NA		NA		04/19/2001
				To:		Dead Er									
(609)	2.45	220	R	From:		Dead Er	nd				NA		NA		04/25/2001
(609)	2.40	220	IX	To:		65-618 WI	EST				IVA		11/-1		04/25/2001
	0.65	860	R	From:		65-618					NA		NA		04/25/2001
(609)	0.05	000	K	To:	W	CL NASSAV	VADOX		7		INA		INA		04/23/2001
Town of Nassawadox															
	0.15	420	_	From:	W	CL NASSAV	VADOX				NA		NA		04/25/2001
(609)	0.15	430	R	To:					_		INA		INA		04/23/2001
609	0.17	1600	F	From: 96%	0%	65-681 2%	0%	1%	0%	F	160	F	1600	F	2001
				To:		65-619			7						
609	0.16	1600	F	96%	0%	2%	0%	1%	0%	С	140	F	1600	F	2001
				To: From:		US 13									
609	0.17	140	R	To:		65.600			7		NA		NA		04/25/2001
N d C d						65-600			Ţ						
Northampton County				From:		65-609	ı								
(610)	0.50	190	R	To:		(5 (0)			7		NA		NA		04/25/2001
				From:		65-606 SR 183			1						
<b>611</b> )	1.30	400	R			SK 163	<u> </u>				NA		NA		04/25/2001
				To:		Dead Er	nd								
	2.00	90	_	From:		Dead Er	nd				NA		NA		04/25/2001
612	2.00	80	R	To:		65-611			7		INA		INA		04/25/2001
				From:		Dead Er									
613)	0.01	30	R						<u> </u>		NA		NA		04/25/2001
				To: From:		65-651									
613)	0.05	40	R	To:		65-677 WI	FST		7		NA		NA		04/25/2001
				From:		65-677 SOI	UTH								
613)	0.53	220	R	To		65 677, 65	711		7		NA		NA		04/25/2001
				From:		65-677; 65- 65-677; 65-									
613)	1.91	600	F	91%	2%	2%	2%	4%	0%	С	60	F	600	F	2001
				To: From:		SR 183			]						
614)	0.45	40	R			Dead Er	ıu		_		NA		NA		04/25/2001
				To		65-702			7						
614)	0.80	90	R	From:					<b>-</b> '		NA		NA		04/25/2001
				To:		SR 183									

					vortnam	ipton Main					- ·				
Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Northampton County				From:		Dead Er	nd								
(615)	2.50	20	R						<b>-</b>		NA		NA		04/25/2001
				To:		SR 183									
616	0.50	48	R	From:		65-618					NA		NA		04/26/2001
616	0.00			To:		Dead Er	nd		]						0 1/20/200
				From:		Dead Er	nd								
617)	2.00	290	R						_		NA		NA		04/26/2001
<u> </u>	0.72	380	R	From:		65-679	)		_		NA		NA		04/26/2001
617)	0.72	300		To:		65-618	1				1471		10.		04/20/2001
617)	1.63	530	F	90%	3%	3%	1%	3%	0%	С	50	F	530	F	2001
				To: From:		US 13			7——						
617)	0.89	200	R	11000.							NA		NA		04/19/2001
				To: From:		65-600									
617)	0.99	130	R	To:		Dead Er	nd		7		NA		NA		04/19/2001
				From:		US 13			1						
618)	0.41	310	R	<u> </u>		05 15			_		NA		NA		04/26/2001
				To: From:		65-627	'		]						
618)	1.56	180	R								NA		NA		04/26/2001
	4.40	440		To: From:		65-622 SO	UTH		]						0.4/0.0/0.004
618)	1.46	140	R	_					_		NA		NA		04/26/2001
	0.94	130	R	From:		65-620	)				NA		NA		04/26/2001
618)	0.54	100		To:		65-619 SO	ITU				IVA		IVA		04/20/2001
618)	6.54	860	F	95%	0%	2%	0%	3%	0%	С	90	F	860	F	2001
				To: From:		65-604	ļ		1—						
618)	0.16	1700	R						_		NA		NA		04/24/2001
				To: From:		Dead Er									
(619)	3.33	350	R	Piolii.		65-151:	5		_		NA		NA		04/26/2001
019				To		65-622 W	EST								
619	0.85	480	R	From:		00 022 111			_		NA		NA		04/26/2001
				To: From:		65-622 EA	AST		]						
619	1.22	670	F	92%	2%	4%	1%	1%	0%	С	70	F	670	F	2001
-	2.00			From:	00/	65-695		40/	]		70		200		0004
619	0.20	680	F	92% To:	2%	4% 65-618 SO	1%	1%	0%	F	70	F	680	F	2001
				From:		65-618 NO									
619	1.30	220	R	To:		65-617 W	COT		7		NA		NA		04/26/2001
				From:		65-617 EA			<u> </u>						
619	0.96	880	R	т		COL M	,		_		NA		NA		04/25/2001
				To:		SCL Nassav	vadox								
Town of Nassawadox				From:		SCL Nassav	vadox								
(619)	0.04	890	R	To:		65.600			_		NA		NA		04/25/2001
N. d C .				100		65-609	1								
Northampton County				From:		65-618									
620	0.80	300	R								NA		NA		04/26/2001
	0.00	000		From:		US 13			]		NIA		NIA		04/40/2024
620)	0.80	280	R	To:		65-600 SO	UTH		7		NA		NA		04/19/2001
				-		32 300 50	~ • • •		1						

Route	Length	AADT	QA	4Tire	Rue	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Northampton County				From:	65	5-600 NOR	TH								
620)	1.00	120	R								NA		NA		04/19/200
				To:		Dead End	i								
	1.04	40	R	From:		65-600					NA		NA		04/19/200
621)	1.04	40	K	To:		Dead End	i		7		INA		INA		04/19/200
				From:		Dead End			1						
622	1.23	30	R						_		NA		NA		04/26/20
				To: From:		5-619 WE									
622)	1.58	360	R		0	55-619 EAS	51				NA		NA		04/26/20
622				To:		5-618 SOU			]						
	1.01	440	В	From:	65	5-618 NOR	TH				NA		NA		04/26/20
622	1.01	110	R	_					_		INA		INA		04/20/20
	1.10	90	R	From:		US 13			_		NA		NA		04/19/20
622	1.10	90	K	To:		65-600			7		INA		INA		04/19/20
				From:		Dead End	1		1						
623	1.10	47	R				-				NA		NA		04/26/20
				To:		65-622									
$\bigcirc$				From:		65-645			J						
624)	0.60	150	F	94%	1%	3%	0%	1%	0%	F	20	F	150	F	2001
	0.70			From:	40/	65-650	00/	40/			40		050		0004
624)	0.70	350	F	94% To:	1%	3% 83 Gap Te	0%	1%	O%	С	40	F	350	F	2001
				From:		00 Gap Te									
624)	0.80	160	R	_					_		NA		NA		04/17/20
				To:		Dead End	1								
205	1.00	150	R	From:		65-618					NA		NA		04/26/20
625	1.00	130	IX.	т		710.10			_		IVA		INA		04/20/20
625	1.00	160	R	From:		US 13					NA		NA		04/19/20
023)				To:		65-600									0 11 10/20
				From:		65-627									
626	0.05	370	R						_		NA		NA		04/19/20
				To:		US 13									
	0.26	430	R	From:		65-618					NA		NA		04/26/20
627)	0.20	430	K	To:	U	IS 13 SOU	TH		7		INA		INA		04/20/20
$\sim$				From:		S 13 NOR									
627	0.07	160	R						_		NA		NA		04/19/20
$\overline{}$	4.40	250		From:		65-626			_		NIA		NIA		04/40/20
627	1.18	250	R								NA		NA		04/19/20
	0.80	50	R	From:		65-600			_		NA		NA		04/19/20
627)	0.00	50	K	To:		Dead End	i		7		INA		INA		04/13/20
				From:		Dead End			1						
628)	1.50	120	R								NA		NA		04/26/20
				To: From:		65-664									
628)	1.70	330	R						_		NA		NA		04/26/20
				To: From:	U	S 13 NOR IS 13 SOU	TH								
628	1.10	50	R		U	טטפ כו טי	111				NA		NA		04/19/20
	-			To:		65-600									
				From:		65-600									
629	1.00	160	R	т.							NA		NA		04/19/20
				To:		Dead End	1								

Route	Length	AADT	QA	4Tire	Bus	ipton Maini	Tr	uck		- QC	Design	OK	AAWDT	OW	Year
Northampton County	Longar	, , , , , ,	<b>4</b> /1		Duo	2Axle	3+Axle	1Trail	2Trail	Q0	Hour	G(I V	, , , , , , , ,	٠,,	, cui
	2.80	210	R	From:		Dead En	ıd				NA		NA		04/26/200
(630)	2.00	210		To:		13 BUS; Gap		S			INA		INA		04/20/200
(630)	1.23	130	R	From:	J	JS 13; Gap Te	erminus				NA		NA		04/19/200
(630)	1.20		•••	To:		65-600									
Town of Eastville				From:		US 13 BU	IC								
631)	0.43	1400	F	94%	2%	3%	0%	1%	0%	С	150	F	1400	F	2001
				To: From:		US 13			]						
631)	0.42	1000	F	94% To:	2%	3% ECL EASTV	0%	1%	0%	F	100	F	1000	F	2001
Northampton County						ECL EAST V	ILLE		<u>I</u>						
	0.45	750		From:		ECL EASTV		10/	00/		90	г	740		2001
631)	0.45	750	F	94%	2%	3%	0%	1%	0% ¬	F	80	F	740	F	2001
631)	1.00	140	R	From:		65-600					NA		NA		04/18/200
				To:		Dead En	ıd								
	0.70	20	_	From:		Dead En	ıd				NIA		NIA		04/49/2004
632	0.70	30	R	To:		65-600					NA		NA		04/18/2001
				From:		Dead En	ıd								
633	0.30	290	R	To:		LIC 12 NOI	тп		7		NA		NA		04/18/2001
				From:		US 13 NOF US 13 SOU									
633	1.40	100	R	To:		65-600			7		NA		NA		04/18/2001
				From:		Dead En									
634)	3.15	150	R	<u> </u>							NA		NA		04/18/2001
				From:		65-666			J			_			
634)	1.20	740	F	87%	2%	5%	1%	5%	0%	F	70	F	740	F	2001
(634)	1.20	920	F	From: 88%	2%	65-665 <b>5</b> %	0%	5%	0%	С	90	F	920	F	2001
004)				To:		US 13 BU									
$\bigcirc$	0.25	050	_	From:		65-611					NIA		NIA		04/05/0004
635)	0.35	250	R	To:		Dead En	ıd				NA		NA		04/25/2001
				From:		US 13									
(636)	1.60	540	F	94% To:	2%	2%	1%	1%	0%	С	50	F	530	F	2001
				From:		65-639			1						
(637)	1.50	650	R			03-037					NA		NA		04/18/2001
				To:		65-636									
Town of Cheriton				From:		65-639									
(638)	0.46	380	R	_					_		NA		NA		04/18/2001
No de la Contra				To:		NCL Cher	iton								
Northampton County				From:		NCL Cher	iton								
638)	0.20	150	R	To:		Dead En	ıd		7		NA		NA		04/18/2001
Town of Cheriton						Dead En	ıu		1						
	0.40		_	From:	40/	US 13 BU		F0/		-	000	_	0000	-	0004
639	0.42	2200	F	89%	1%	3%	1%	5%	0%	С	200	F	2200	F	2001
639	0.26	2100	F	From: 89%	1%	65-638 <b>3</b> %	1%	5%	0%	F	200	F	2100	F	2001
			-	To:		ECL CHERI			]						- 7 -

					Iortham	pton Mair					Daa!				
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Northampton County				r 1							. 1001				
639	2.03	1100	F	89%	1%	3%	1%	5%	□ 0%	F	110	F	1100	F	2001
639)	0.13	240	R	From:		65-180	)1				NA		NA		04/18/200
				To:		Dead E	ind								
$\bigcirc$	0.40			From:		Dead E	ind				NIA		NIA		0.4/4.0/000
640	0.40	60	R	To:		65-680 E	AST		7		NA		NA		04/18/200
	0.92	70	R	From:		65-680 W	EST				NA		NA		04/18/200
640	0.92	70	K	To:		65-66	3				INA		INA		04/10/200
				From:		65-64	2								
641)	0.18	690	R								NA		NA		04/18/200
	0.52	160	R	From:		SR 18	4				NA		NA		04/18/200
641)	0.32	100	K	To:		US 13	2				INA		INA		04/10/200
641)	0.56	620	R	From:		051					NA		NA		04/18/200
				To: From:		US 13 B	BUS		<u> </u>						
641)	0.16	1500	F	94%	2%	2%	1%	1%	0%	С	120	F	1500	F	2001
	0.77	400		From:		65-68	4		]		NIA		NIA.		0.4/4.0/0000
641)	0.77	420	R						<b>-</b>		NA		NA		04/18/200
(641)	0.40	40	R	From:		65-64	9				NA		NA		04/18/200
(041)				To:		Dead E	nd								
$\bigcirc$		_		From:		65-60				_		_		_	
642	1.28	550	F	91% To:	1%	3% 65-684 SC	5%	2%	0%	F	60	F	550	F	2001
				From:		65-684 NO									
642	0.30	1000	F	90%	1%	3%	5%	2%	0%	F	100	F	1000	F	2001
				From:	101	US 13		201	<u> </u>		400		4000		
642	2.29	1100	F	90%	1%	3%	5%	2%	0%	С	130	F	1000	F	2001
(642)	0.17	850	F	From: 90%	1%	65-110 <b>3</b> %	⁾⁸ 5%	2%	0%	F	90	F	850	F	2001
042				To:		CL CAPE C									
Town of Cane Charles				From:		ar a. nn a									
642	0.08	900	F	90%	1%	CL CAPE C <b>3%</b>	5%	2%	0%	F	100	F	900	F	2001
042				To		SR 18									
642	0.06	180	R	From:		510 10			<u> </u>		NA		NA		04/17/200
				To: From:		65-111	12		_						
642	0.06	220	R								NA		NA		04/17/2001
	0.08	200	R	From:		65-111	1				NA		NA		04/17/200
642	0.00	200	K	To:		(5.111	10		_		INA		INA		04/11/200
642	0.07	140	R	From:		65-111	10				NA		NA		04/17/2001
				To: From:		65-110	)4								
642	0.05	120	R	rioni.							NA		NA		04/17/2001
				To: From:		65-110	)3								A.//E:===
642	0.07	80	R	To:		65-110	)6		_		NA		NA		04/17/2001
Northampton County						03-110	,,,								
				From:		US 13	3								0.4/4=/===
(643)	1.40	180	R	To:		65-60	0		_		NA		NA		04/17/200
						03-00	•								

Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Northampton County				From:		Cul-de-	Sac								
644)	1.88	80	R						_		NA		NA		04/17/200
644	0.80	470	R	From:		65-64	.5				NA		NA		04/17/200
644)	0.00	470		To:		US 1	3		1		107		10.0		0-1111200
				From:		65-60									
645)	0.23	300	F	93%	2%	2%	2%	1%	0%	С	30	F	300	F	2001
	0.24	170	F	From: 93%	2%	US 1 2%	3 2%	1%	0%	F	20	F	170	F	2001
645)	0.21	170		To	270	65-70		170	¬	•					2001
645)	3.01	460	F	93%	2%	2%	2%	1%	0%	F	48	F	460	F	2001
				To: From:		65-62	4		]—						
645)	0.24	380	R	To:		(5.(1	4		_		NA		NA		04/17/200
				From:		65-64 Dead F									
646)	0.90	100	R			Dead I	м		_		NA		NA		04/17/200
				To: From:		65-645 NO									
646)	0.74	530	F	93%	1%	3%	1%	2%	0%	F	60	F	530	F	2001
				To:		US 1	3		_						
646	0.56	530	F	93%	1%	3%	1%	2%	0%	С	50	F	530	F	2001
				From:		65-600 SC 65-600 NC									
646	0.60	210	R	_					_		NA		NA		04/17/200
				To: From:		65-69									
647	0.30	20	R	From:		Dead E	End				NA		NA		04/17/200
647)	0.00			To:		65-64	-6								
				From:		US 13 E	BUS								
648)	0.35	110	R								NA		NA		04/18/200
	0.45	50	R	From:		US 1	3				NA		NA		04/18/200
648)	0.43	50	K	To:		Dead E	End		7		INA		INA		04/10/200
_				From:		65-64									
649	0.40	140	R	To:					_		NA		NA		04/17/200
				From:		Dead E			<u> </u>						
(650)	1.10	260	R			65-64	· <u>S</u>				NA		NA		04/25/200
				To:		65-62	4								
$\bigcirc$	0.45		_	From:		65-61	3								0.4/05/000
651)	0.15	80	R	To:		Dead F	End		7		NA		NA		04/25/200
				From:		US 13 E									
652	0.23	580	R	<u> </u>					_		NA		NA		04/25/200
				From:		US 1	3		_						
652	1.39	720	R	To:		SR 18	23		7		NA		NA		04/25/200
				From:		SR 18									
654)	0.62	60	R	<u> </u>		DIC 10	,5		_		NA		NA		04/24/200
				To:		Dead I									
(655)	1.00	260	R	From:		65-60	0				NA		NA	_	04/17/200
(055)	1.00	<b>40</b> 0		To:		Dead E	End		1		11/7		11/7		
				From:		Dead E						,			
(656)	0.08	50	R						_		NA		NA		04/18/200
				To:		65-64	-1								

Route	Length	AADT	QA	4Tire	Bus	2Axle	i ru 3+Axle	1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Northampton County				From:		Dead Er	nd								
657)	1.75	100	R						_		NA		NA		04/26/200
				To:		65-619			<u> </u>						
(FO)	0.35	80	R	From:		Dead Er	nd		_		NA		NA		04/17/200
658	0.00		.,	To:		65-683			1				101		0 11 117200
				From:		US 13 BU	US								
659	0.14	300	R						_ <b>_</b>		NA		NA		04/26/200
				To: From:		65-630									
(60)	0.70	390	R	From:		65-600	1				NA		NA		04/18/200
660	00			To:		65-603			<u> </u>						0 10.200
				From:		Dead Er	nd								
661	0.37	20	R						_		NA		NA		04/18/200
				To:		65-680			1						
(60)	0.82	30	R	From:		65-600					NA		NA		04/19/200
662	0.02		.,	To:		Dead Er	nd		1				101		0 11 10/200
				From:		Dead Er	nd								
663	1.47	170	F	94%	1%	4%	0%	1%	0%	F	30	F	170	F	2001
				To: From:		65-640			]—						
663	0.55	390	F	94% To:	1%	4%	0%	1%	0%	С	48	F	390	F	2001
				From:		65-680									
664)	1.50	100	R	From:		65-628			_		NA		NA		04/24/200
664				To:		Dead Er	nd		<u> </u>						02200
				From:		Dead Er	nd								
665)	1.80	70	R	. —					<b>-</b> -		NA		NA		04/18/200
				To: From:		Dead Er									
666	1.75	310	R	From:		65-634					NA		NA		04/18/200
000	1.70	0.0		To:		Cul-de-S	ac		<u> </u>				101		0 11 10/200
				From:		65-642	!								
667)	0.20	140	R	_					_		NA		NA		04/18/200
				To:		Dead Er									
(668)	1.00	70	R	From:		65-663					NA		NA		04/18/200
(668)	1.00	70	IX	To:		Dead Er	nd		7		IVA		IVA		04/10/200
				From:		Dead Er	nd								
669	0.40	80	R								NA		NA		04/19/200
				To:		65-600			<u> </u>						
	0.37	420	В	From:		65-630	)				NA		NA		04/26/200
670	0.37	120	R	To:		65-659	)		7		INA		INA		04/20/200
				From:		65-663									
671)	0.90	20	R								NA		NA		04/18/200
				To:		Dead Er	nd								
	0.70	20	-	From:		Dead Er	nd		J		NIA.		NIA.		04/05/000
672	0.70	30	R	To:		65-611			7		NA		NA		04/25/200
				From:		65-600			1						
673)	0.40	50	R	<u> </u>		03-000					NA		NA		04/19/200
				To:		Dead Er	nd								
$\overline{}$				From:		Dead Er	nd								
674)	1.25	48	R								NA		NA		04/26/200

Route	Length	AADT	QA	4Tire	Bus	ipton Mair		uck		QC	Design	Oĸ	AAWDT	OW/	Year
	Length	AADI	QA.	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QI	AAWDI	QVV	i cai
Northampton County				From:		65-63	6								
675)	0.20	50	R	To:		Dead E	nd		7		NA		NA		04/18/200
				From:		Dead E			1						
(676)	0.60	20	R						_		NA		NA		04/25/200
				To: From:		SR 18									
(677)	0.16	40	R	110411.		65-68:	3				NA		NA		04/25/200
				To: From:		65-613 N			]						
(677)	1.70	100	R	T KAII.		65-613 SO	DUTH				NA		NA		04/25/200
				To:		65-613 E.	AST								
Town of Nassawadox				From:		65-60	6		1						
(678)	0.35	580	R	<u> </u>		03-00	0				NA		NA		04/26/200
				To:		US 13	3								
Northamnton County				From:		Dead E	nd								
(679)	0.90	70	R			Deua E	ina .		_		NA		NA		04/26/200
				To:		65-61	7								
Town of Cheriton				From:		US 13 B	RUS		1						
(680)	0.34	980	F	93%	1%	4%	0%	2%	0%	С	100	F	980	F	2001
				To:		WCL Che	eriton								
Northampton County				From:		WCL Che	eriton								
680	0.04	980	N	93%	1%	4%	0%	2%	0%	Ν	100	Ν	980	Ν	2001
				To: From:		US 13			]——						
680	0.96	820	F	93%	1%	4%	0%	2%	0%	F	90	F	820	F	2001
	0.83	410	R	From:		65-64	0				NA		NA		04/18/200
680	0.03	410	K	To:		Dead E	nd				INA		INA		04/16/200
Town of Nassawadox															
(681)	0.50	3300	F	97%	0%	65-609 <b>2</b> %	9 <b>0</b> %	0%	0%	С	300	F	3300	F	2001
001)	0.00		•	To:	070	65-60		070	7			•			2001
Northampton County									ī						
(682)	1.10	80	R	From:		Dead E	nd				NA		NA		04/17/200
(002)				To:		US 13	3								
$\bigcirc$			_	From:		US 13	3								
683	0.40	720	R						_		NA		NA		04/17/2001
600	0.45	750	F	From: 95%	1%	65-624 <b>2</b> %	4 0%	1%	0%	С	80	F	750	F	2001
(683)	0.40	700	'	To:	1 70	65-60		170				•	700		2001
				From:		US 13									
684	0.89	380	F	93%	3%	3%	0%	1%	0%	С	40	F	380	F	2001
	1.10	970	F	From:	3%	65-642 SO 3%	OUTH 0%	1%	0%	F	100	F	960	F	2001
684)	1.10	9/0	Г	93% To:	3%	65-64		170	70%	Г	100	r	900	Г	∠UU I
				From:		65-61						_			
(685)	0.13	90	R						-		NA		NA		04/25/2001
				To: From:		65-67	7								0.4/0.5/0.05
(685)	0.24	20	R	To:		Dead E	nd		7		NA		NA		04/25/2001
						Deau E	· · · ·								

				ı	Northampton Maintenance AreaTruck			Docian		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Northampton County				From:	Dead End	1				
(686)	0.30	100	R			<b>-</b>   -		NA	NA	04/25/2001
				To:	65-677					
Town of Belle Haven				From:	SR 178					
687	0.15	290	R	To:	ECL Belle Haven	7		NA	NA	04/25/2001
Northampton County					ECE Bene Haven					
	0.23	290	R	From:	ECL Belle Haven			NA	NA	04/25/2001
(687)	0.23	290	K	To:	US 13; US 13 BUS			INA	INA	04/25/200
				From:	65-618					
(688)	0.80	210	R	To:	110.10	7		NA	NA	04/25/2001
				From:	US 13					
(689)	0.28	20	R		Dead End			NA	NA	04/26/2001
0009				To:	65-628					
				From:	65-600					
690	0.50	60	R	To:	D 15 1	7		NA	NA	04/17/2001
				From:	Dead End					
(691)	0.50	150	R	rioin.	Dead End			NA	NA	04/25/2001
091)				To:	65-613	1				
				From:	Dead End					
(692)	1.30	80	R	To:		_		NA	NA	04/25/2001
				10:	65-606					
Town of Exmore				From:	Dead End					
(693)	0.03	110	R			_		NA	NA	04/25/2001
				To:	SCL Belle Haven					
Town of Belle Haven				From:	SCL Belle Haven					
(693)	0.30	110	R	<u> </u>	SCL Belle Haven			NA	NA	04/25/2001
				To:	Dead End					
Northampton County				From:		Ī				
604	0.10	50	R	Floin.	Dead End			NA	NA	04/25/2001
694)	00		.,	To:	65-603					0 .: 20, 200
				From:	Dead End					
695	0.85	30	R	_		_		NA	NA	04/25/2001
				To:	65-619					
600	0.40	120	R	From:	65-655			NA	NA	04/17/2001
696	0.40	120	IX.	To:	65-646	7		14/1	10.1	04/11/200
				From:	65-637					
697)	0.25	120	R			_		NA	NA	04/18/2001
				To:	Dead End					
	0.12	180	R	From:	Dead End			NA	NA	04/24/2001
698)	0.12	100	K					INA	INA	04/24/200
(698)	0.08	250	R	From:	65-700			NA	NA	04/24/2001
030				To:	65-652					
				From:	Dead End					
699	0.11	30	R					NA	NA	04/19/2001
				To:	65-617	<u> </u>				
(700)	0.06	50	R	From:	65-698			NA	NA	04/24/2001
700	U.00			To:	65-1042			13/7	NA.	0-1/2 <b>-1</b> /200
		_								

					Northampton Ma	aintenance	e Area						
Route	Length	AADT	QA	4Tire	Bus	True 3+Axle		2Trail	QC	Design	QK AAWD	T QW	Year
Town of Nassawadox							ıııalı	2Trail		Hour			
(701)	0.15	46	R	From:	Dead	i End				NA	NA		04/19/2001
(701)				To:	65-	600							
Northampton County				From:	Dead	d End							
(702)	0.18	30	R		Deac	i Eng		_		NA	NA		04/25/2001
				To:		614							
(703)	0.09	70	R	From:	65-	704				NA	NA		04/17/2001
(703)				To:	65-	645		1					
$\bigcirc$	0.04	400	_	From:	Dead	l End				NI A	NIA		0.4/47/0004
704)	0.61	120	R	To:	US	13		7		NA	NA		04/17/2001
				From:		634							
(705)	0.70	20	R					_		NA	NA		04/18/2001
T. OY.				To:	Dead	d End							
Town of Nassawadox				From:	65-	609							
706	0.23	160	R	To:	Desi	1 F., 1		7		NA	NA		04/25/2001
Northampton County					Dead	1 End							
				From:	Dead	l End							
(707)	0.20	20	R	To:	65	612		7		NA	NA		04/26/2001
				From:	65-								
(708)	0.43	40	R	<u> </u>				<b>-</b>   		NA	NA		04/18/2001
				To:		d End							
700	0.91	40	R	From:	Dead	l End				NA	NA		04/25/2001
709	0.51			To:	65-	710				19/3	IVA		04/23/200
709)	0.23	90	R	From:	03-	/19				NA	NA		04/25/2001
				To:	SR	183							
€	0.25	50	R	From:	Dead	l End				NA	NA		04/26/2001
710	0.23	50	K	To:	65-	616		7		INA	INA		04/20/2001
				From:	Dead	d End							
(711)	1.00	20	R	To:	(5 (12)	(5 (77		7		NA	NA		04/26/2001
Town of Nassawadox				ı	03-013,	; 65-677							
				From:	US	3 13							
(712)	0.17	70	R	To:	65-	600		7		NA	NA		04/19/2001
Northampton County				<u> </u>	03-	000							
	4.00	4=0		From:	Dead	d End							0.4/05/0004
(713)	1.00	170	R	To:	65-	613		7		NA	NA		04/25/2001
Town of Nassawadox				l .									
	0.24	400		From:	Dead	d End				NIA	NA		04/10/2001
(714)	0.24	100	R	To:	65-	600				NA	NA		04/19/2001
Northampton County													
	0.13	140	R	From:	65-	617				NA	NA		04/19/2001
(715)	0.13	140	ĸ	To:	Dead	d End		1		INA	INA		04/18/2001
				From:		d End							
716	0.24	100	R	т				_		NA	NA		04/17/2001
				To:	65-	645		1					

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT	QW Year
Northampton County					2Axle 3+Axle 1Trail	2Trail		Hour	•	4
				From:	65-645					
(717)	0.09	90	R	To:	Dead End	_		NA	NA	04/26/2001
				From:	US 13	1				
(718)	0.18	210	R	<u> </u>	03 13			NA	NA	04/17/2001
				To:	65-600					
				From:	Cul-de-Sac					
719	0.77	20	R					NA	NA	04/26/2001
	0.43	20	R	From:	65-724			NA	NA	04/26/2001
719	0.43	20	K	To:	65-709	7		INA	IVA	04/20/200
				From:	65-613					
720	0.62	46	R	<u> </u>		<u> </u>		NA	NA	04/26/2001
				From:	65-721					
720	0.12	20	R	т	211.2	_		NA	NA	04/26/2001
				To: From:	Cul-de-Sac					
721)	0.06	10	R	.1011.	Cul-de-Sac	_		NA	NA	04/26/2001
(/21)				To:	65-720					
				From:	Cul-de-Sac					
724)	0.57	40	R	To:		_		NA	NA	04/25/2001
				10.	65-719					
Town of Nassawadox				From:	65-609	1				
(725)	0.06	60	R			_		NA	NA	04/24/2001
				To-	Cul-de-Sac					
Northampton County				From:	65-600					
(730)	0.70	40	R		05 000			NA	NA	04/17/2001
				To:	Dead End					
$\bigcirc$	0.54		_	From:	65-635			NIA	NIA	0.4/05/0004
740	0.51	90	R	To:	Cul-de-Sac	7		NA	NA	04/25/2001
				From:	Cul-de-Sac	İ				
(741)	0.13	20	R			<b>_</b>		NA	NA	04/25/2001
				To:	65-740					
Town of Exmore				From:	65-1033					
(1001)	0.06	80	R	<u> </u>	03-1033			NA	NA	04/24/2001
				To: From:	65-1009	<b>—</b>				
1001)	0.05	120	R	rioii.		<u> </u>		NA	NA	04/24/2001
				To: From:	65-1010					
(1001)	0.05	260	R					NA	NA	04/24/2001
				From:	65-1015					
(1001)	0.05	330	R					NA	NA	04/24/2001
	0.04	440	R	To: From:	65-1016	_		NA	NA	04/24/2001
1001)	0.04	440	ĸ	т	65 1017	_		INA	INA	U4/24/2UU I
(1001)	0.06	860	R	From:	65-1017			NA	NA	04/24/2001
(1001)				To: From:	US 13 BUS					
(1001)	0.10	720	R	From:	00 13 000			NA	NA	04/24/2001
				To:	65-1002					
			_	From:	65-603					
1002	0.03	330	R	To:	65-1003	_		NA	NA	04/24/2001
				/-	05-1005					

					nortnami	oton Mair					Desim				
Route	Length	AADT	QA	4Tire	Bus	20vla	Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Exmore								iiiaii	<u> </u>		i ioui				
(1002)	0.06	390	R	From:		65-100	03				NA		NA		04/24/2001
				To		65-100	01								
(1002)	0.22	170	R	From:							NA		NA		04/24/200
				To:		US 13 E									
	0.06	220	R	From:		US 13 E	BUS				NA		NA		04/24/200
(1003)	0.00	220	IX.	To:		65-100	02		1		INA		INA		04/24/200
				From:		SR 18	33								
1004	0.04	200	R								NA		NA		04/24/200
				To: From:		65-102	24								
1004	0.06	200	R						_		NA		NA		04/24/2001
_	0.40			From:		65-103	30								0.4/0.4/0000
1004	0.10	170	R						_		NA		NA		04/24/2001
$\bigcirc$	0.18	180	R	From:		65-103	31				NA		NA		04/24/2001
1004	0.10	100	ĸ						_		INA		INA		04/24/200
(1004)	0.04	10	R	From:		65-102	28				NA		NA		04/24/2001
1004	0.04	10	• • • • • • • • • • • • • • • • • • • •	To:		Dead E	End		$\neg$		14/1		147.		0-1/2-1/200
				From:		65-60									
(1005)	0.09	100	R						_		NA		NA		04/24/2001
				To:		65-100									
$\bigcirc$	0.00	400	В	From:		65-60	3		_		NΙΔ		NΙΔ		04/24/2004
1006	0.09	180	R	_					_		NA		NA		04/24/2001
	0.10	90	R	From:		65-100	07				NA		NA		04/24/2001
1006	0.10	90	K	To:		65-103	34				INA		INA		04/24/200
				From:		65-101									
1007	0.08	40	R								NA		NA		04/24/200
				To: From:		65-100	05		_						
(1007)	0.07	30	R						_		NA		NA		04/24/2001
				To:		65-100									
	0.15	400	В	From:		65-101	10				NA		NA		04/10/2001
1008	0.15	180	R	To:		65-101	17		_		INA		INA		04/10/200
				From:		65-101			1						
(1009)	0.07	70	R	<u> </u>							NA		NA		04/10/2001
				To: From:		65-100	01		<b>_</b>						
1009	0.09	100	R	rioin.					<u> </u>		NA		NA		04/10/2001
				To: From:		SR 18	33								
1009	0.06	170	R								NA		NA		04/10/2001
				To: From:		65-103	30		]						
1009	0.10	150	R								NA		NA		04/10/2001
				To: From:		65-103	31								0.444.040.00
1009	0.03	30	R	To:		Dead E	and		7		NA		NA		04/10/2001
				From:		65-10 ⁴			<u> </u>						
(1010)	0.05	40	R			03-102	T.J				NA		NA		04/10/2001
				To		65-102	26		1						
(1010)	0.07	70	R	From:		05-102					NA		NA		04/10/2001
				To: From:		65-100	08		<b>—</b>						
(1010)	0.07	130	R						_		NA		NA		04/10/2001
				To:		65-101	14								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Town of Exmore				From:	65-1014	1				
1010	0.07	150	R		03-1014			NA	NA	04/10/2001
				To:	65-1001					
				From:	65-603					
1011)	0.09	1100	R					NA	NA	04/10/2001
				To: From:	65-1007					
1011)	0.39	280	R	To:	D 15.1	_		NA	NA	04/10/2001
				From:	Dead End					
1012	0.09	190	R		SR 183			NA	NA	04/10/2001
(1012)				To:	Dead End					
				From:	65-1009					
(1014)	0.05	40	R			<u> </u>		NA	NA	04/10/2001
				To: From:	65-1010	<b>-</b>				
1014)	0.06	120	R	110.11.		_		NA	NA	04/10/2001
				From:	65-1015					
1014	0.05	160	R					NA	NA	04/10/2001
				To: From:	65-1016					
1014)	0.04	160	R			_		NA	NA	04/10/2001
				To:	65-1017					
	0.00	4.5		From:	65-1014			NIA	NIA	04/40/2004
1015	0.08	45	R	To:	65-1001	1		NA	NA	04/10/2001
				From:	65-1014	1				
1016	0.08	100	R	<u> </u>	03-1014			NA	NA	04/10/2001
				To:	65-1001					
				From:	65-1043					
(1017)	0.15	320	R					NA	NA	04/10/2001
				To: From:	65-1027					
(1017)	0.25	870	R	. —		_		NA	NA	04/10/2001
				To:	65-1001					
	0.11	250	R	From:	US 13 BUS			NA	NA	04/10/2001
1018	0.11	250	ĸ	To:	65-1023	1		INA	NA	04/10/2001
				From:	US 13 BUS	1				
(1019)	0.04	220	R		03 13 B03	!		NA	NA	04/10/2001
				To:	ECL EXMORE					
Northampton County										
	0.09	20	_	From:	ECL EXMORE			NIA	NIA	04/10/2001
(1019)	0.09	30	R	To:	Dead End	1		NA	NA	04/10/2001
				From:	65-1040					
(1021)	0.04	560	R		03-10-0	!		NA	NA	04/10/2001
				To:	SCL EXMORE					
Town of Exmore										
	0.45	570	_	From:	SCL EXMORE			NIA	NIA	04/40/2004
(1021)	0.15	570	R	To:	SR 183	1		NA	NA	04/10/2001
				From:	Dead End					
1022	0.06	60	R		Dead Elid	_		NA	NA	04/10/2001
				To:	SR 183					
				From:	65-1024					
1023	0.05	140	R	_				NA	NA	04/10/2001
				To: From:	65-1018	T				
1023	0.09	120	R			_		NA	NA	04/10/2001
				To:	65-1025					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Exmore				From:	65-1025	1				
1023	0.19	90	R		03 1023			NA	NA	04/10/200
	0.00			To: From:	65-1032	]		NIA.		0.4/4.0/0.00
(1023)	0.02	40	R	To:	NCL EXMORE			NA	NA	04/10/200
				From:	65-1004					
1024	0.08	150	R	<u> </u>	03-1004	_		NA	NA	04/10/200
				To: From:	US 13 BUS					
1024	0.11	160	R					NA	NA	04/10/200
	0.04	70	R	From:	65-1023			NA	NA	04/10/200
1024	0.04	70	ĸ	To:	Dead End	7		NA	NA	04/10/200
				From:	Dead End					
1025	0.06	6	R	<u> </u>	Dette Enti			NA	NA	04/10/200
				To	65-1039	<b></b>				
1025	0.03	120	R	rion.				NA	NA	04/10/200
				To: From:	US 13 BUS					
1025	0.10	150	R					NA	NA	04/10/200
				From:	65-1023	]				
1025	0.09	40	R	To:	D 10 1	_		NA	NA	04/10/200
				From:	Dead End					
1000	0.11	220	R	rioni.	65-1010	_		NA	NA	04/10/200
1026	0.11			To	65-1044					0 1/ 10/200
1026	0.04	400	R	From:	03-1044			NA	NA	04/10/200
1020				To:	65-1017					
				From:	65-1017					
(1027)	0.09	820	R			_		NA	NA	04/10/200
				To:	US 13 BUS					
	0.08	140	R	From:	65-1004	_		NA	NA	04/12/200
1028	0.00	140		To:	SR 178	7		10.	10.	0 1/ 12/20
				From:	Dead End					
1029)	0.04	100	R			_		NA	NA	04/12/200
				To:	US 13 BUS					
	0.09	400	В	From:	65-1009			NA	NA	04/12/200
1030	0.09	100	R			_		NA	NA	04/12/200
	0.08	60	R	From:	65-1004	_		NA	NA	04/12/200
1030	0.00	00	IX	To:	SR 178	1		INA	IVA	04/12/200
				From:	65-1009					
1031)	0.07	130	R	•		<b></b>		NA	NA	04/12/200
				To: From:	65-1004	]				
1031)	80.0	160	R			_		NA	NA	04/12/200
				To:	SR 178					
	0.09	170	R	From:	65-1023			NA	NA	04/12/200
1032	0.09	170	ĸ	т	110 10 PYYO	<del>-</del> 1		INA	INA	U4/ 12/2UU
(1022)	0.03	20	R	From:	US 13 BUS			NA	NA	04/12/200
1032				To:	65-1039					
				From:	WCL EXMORE					
(1033)	0.07	30	R					NA	NA	04/12/200
				To:	65-1001					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Exmore				From:						
(1033)	0.09	50	R	From:	65-1001	_		NA	NA	04/12/200
				To:	SR 183					
$\bigcirc$	0.00	50		From:	65-1035			NIA	NIA	04/40/000
1034	0.06	50	R	To:	65-1006	7		NA	NA	04/12/200
				From:	65-1034					
(1035)	0.06	60	R			<b>_</b>		NA	NA	04/12/200
				To:	65-1036					
	0.08	70	R	From:	Dead End			NA	NA	04/12/200
1036	0.00	70	ĸ	To:	65-1035	1		INA	NA	04/12/200
				From:	SR 178					
1037	0.24	100	R			_		NA	NA	09/18/200
				To:	US 13					
	0.05	420	,	From:	Dead End			NA	NA	00/19/200
1038	0.05	130	R	_		_		NA	NA	09/18/200
	0.03	30	R	From:	65-1039	_		NA	NA	09/18/200
(1038)	0.03	30	ĸ	To:	US 13 BUS	1		INA	NA	09/18/200
				From:	SR 178	ĺ				
1039	0.13	520	R		255 5.75			NA	NA	09/18/200
				To: From:	65-1025	7				
(1039)	0.16	30	R					NA	NA	09/18/200
				To	Dead End					
Northampton County				From:	65-1041	1				
(1040)	0.04	220	R	<u> </u>	03 1011			NA	NA	09/18/200
				To:	65-1021					
$\bigcirc$				From:	65-1040					
(1041)	0.07	100	R	To:	SCL EXMORE	7		NA	NA	09/18/200
T. CE				<u> </u>	SCL EAMORE	I				
Town of Exmore				From:	SCL EXMORE					
1041)	0.04	30	R			_		NA	NA	09/18/200
				To:	Dead End					
Northampton County				From:	65-700					
(1042)	0.06	310	R		02 ,00			NA	NA	09/18/200
				To: From:	65-652	7				
(1042)	0.22	610	R					NA	NA	09/18/200
				To:	SCL Exmore					
Town of Exmore				From:	SCL Exmore	I				
(1042)	0.21	610	R		GCL EAHIUIC	_		NA	NA	09/18/200
				To:	US 13 BUS					
Northampton County										
(1043)	0.15	1300	R	From:	US 13	_		NA	NA	09/18/200
(1043)				To:	WCL Exmore	1		1 1/3		
Town of Exmore				-		•				
		,	_	From:	WCL Exmore					2011-1-1
(1043)	0.14	1300	R			_		NA	NA	09/18/200
$\bigcap$	0.00	750		To: From:	65-1017			NIA	- ALA	00/40/000
(1043)	80.0	750	R	To:	US 13 BUS	7		NA	NA	09/18/200
					00 13 000					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Exmore				From:	65-1045					
(1044)	0.05	150	R			_		NA	NA	09/18/2001
				To:	65-1026					
	0.10	40	R	From:	65-1010			NA	NA	09/18/2001
(1045)	0.10	40	IX.	To:	65-1044	7		IVA	IVA	03/10/2001
				From:	65-1011 SW					
(1046)	0.20	50	R	To:	(2.1011.)	<b>-</b>		NA	NA	09/18/2001
T. 60 01 1				10.	65-1011 NW					
Town of Cane Charles				From:	SR 184					
(1101)	0.06	780	R					NA	NA	09/18/2001
	0.00			From:	65-1112					00/40/0004
(1101)	0.06	530	R			_		NA	NA	09/18/2001
	0.06	210	R	From:	65-1111			NA	NA	09/18/2001
1101)	0.00	210	IX.	To:	(5 1110	_		IVA	IVA	03/10/2001
(1101)	0.07	60	R	From:	65-1110			NA	NA	09/18/2001
				To	65-1104	<b>—</b>				
(1101)	0.06	90	R	From:	** ***			NA	NA	09/18/2001
				To: From:	65-1103	]				
(1101)	0.06	170	R		07 101 (T110)	_		NA	NA	09/18/2001
				To: From:	SR 184; 65-1106	1				
(1102)	0.05	1400	R	rioni.	SR 184	_		NA	NA	09/18/2001
(1102)				To	65-1112					
1102	0.06	920	R	From:	05-1112			NA	NA	09/18/2001
				To: From:	65-1111	1				
(1102)	0.06	330	R	rioin.				NA	NA	09/18/2001
				To: From:	65-1110	]				
(1102)	0.03	420	R					NA	NA	09/18/2001
	0.02	F40		To: From:	65-1115			NA	NIA	00/19/2001
1102	0.03	510	R			_		INA	NA	09/18/2001
(1102)	0.06	90	R	From:	65-1104			NA	NA	09/18/2001
(1102)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	65-1103					00/10/2001
(1102)	0.06	140	R	From:	03-1103			NA	NA	09/18/2001
$\bigcup$				To:	65-1106					
$\bigcirc$	0.05	0.4.0		From:	SR 184			NIA	NA	00/40/0004
(1103)	0.05	210	R			_		NA	NA	09/18/2001
	0.02	200	R	From:	65-1107			NA	NA	09/18/2001
(1103)	0.02	200		To	65-1101	٦		14/1	101	00/10/2001
(1103)	0.13	190	R	From:	05-1101			NA	NA	09/18/2001
				To: From:	65-1102	1				
(1103)	0.05	310	R	riom:				NA	NA	09/18/2001
				To: From:	65-1109	]——				
1103	0.06	500	R					NA	NA	09/18/2001
				To: From:	65-1113					001101000
(1103)	0.12	460	R			_		NA	NA	09/18/2001
	0.12	960	- г	From:	65-642			NA	NA	09/18/2001
(1103)	U. IZ	860	R	To:	65-1105	1		IVA	INA	09/10/2001
					/ <del>-</del>	•				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Cape Charles				From:	SR 184	1				
(1104)	0.05	170	R					NA	NA	09/19/2001
				To: From:	65-1107	]——				
(1104)	0.04	160	R					NA	NA	09/19/2001
$\overline{\bigcirc}$	0.13	270	R	From:	65-1101			NA	NA	00/10/2001
(1104)	0.13	270	ĸ	To	(5.1100	-		NA	INA	09/19/2001
(1104)	0.06	430	R	From:	65-1102			NA	NA	09/19/2001
				To: From:	65-1109	<b>—</b>				
1104	0.07	320	R	rioii.		_		NA	NA	09/19/2001
				To: From:	65-1113	]				
1104	0.12	460	R					NA	NA	09/19/2001
$\overline{}$	0.12	4400	R	From:	65-642			NA	NA	09/19/2001
(1104)	0.12	1100	ĸ	To:	65-1105	٦		INA	INA	09/19/2001
				From:	SR 184; 65-1112					
1105	0.10	1800	R					NA	NA	09/19/2001
_				To: From:	65-1110	]				
1105	0.11	610	R			_		NA	NA	09/19/2001
	0.54	660	R	From:	65-1103	_		NA	NA	09/19/2001
1105	0.54	000	K	To:	Dead End			INA	INA	09/19/2001
				From:	SR 184; 65-1101					
1106	0.13	460	R					NA	NA	09/20/2001
	2.00			To: From:	65-1102	}—				00/00/00
1106	0.06	420	R			_		NA	NA	09/20/2001
_	0.06	410	R	From:	65-1109	_		NA	NA	09/20/2001
(1106)	0.00	410		To:	65-1113			IVA	N/A	03/20/200
(1106)	0.12	410	R	From:	03-1113			NA	NA	09/20/2001
				To: From:	65-642	7				
1106	0.12	430	R			_		NA	NA	09/20/2001
				To:	65-1105					
(1107)	0.06	240	R	From:	SR 184	_		NA	NA	09/20/2001
(1107)				To	65-1112					
(1107)	0.06	400	R	From:	03 1112			NA	NA	09/20/2001
<u> </u>				To: From:	65-1111	]				
(1107)	0.06	290	R					NA	NA	09/20/2001
	0.07			To: From:	65-1110	]				00/00/000
1107	0.07	170	R			_		NA	NA	09/20/2001
(497)	0.06	60	R	From:	65-1104			NA	NA	09/20/2001
(1107)	0.00			To	65-1103	1		14/1	10.0	00/20/2001
<u> </u>				From:	Dead End	]				
1108	0.23	720	R					NA	NA	09/20/2001
	0.00	4400		From:	65-1116	]		NIA.	NΙΛ	00/00/000
(1108)	0.32	1100	R	To:	65-642	7		NA	NA	09/20/2001
				From:	SR 184	†				
(1109)	0.05	380	R			<del>-</del>		NA	NA	09/20/2001
$\smile$				To:	65-1112					

Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Town of Cape Charles			·		_ 20	2Axle	3+Axle	1Trail	2Trail		Hour				
	0.05	160	R	From:		65-11	12				NA		NA		09/20/2001
(1109)	0.03	100	K	To:		65-11	11		¬		INA		INA		09/20/2001
(1109)	0.03	170	R	From:							NA		NA		09/20/2001
(1109)	0.06	160	R	From:		65-11	04				NA		NA		09/20/2001
				To: From:		65-11	03		<u> </u>						
(1109)	0.06	160	R	To:		65-11	06		7		NA		NA		09/20/2001
				From:		SR 1									
1110	0.06	240	R								NA		NA		09/19/2001
(1110)	0.03	270	R	From:		65-11	07				NA		NA		09/19/2001
(110)			• • • • • • • • • • • • • • • • • • • •	To		65-11	01								
1110	0.11	80	R	From:							NA		NA		09/19/2001
$\overline{}$	0.11	290	R	From:		65-11	13		]		NA		NA		09/19/2001
(1110)	0.11	290	ĸ	To		65-64	12				INA		NA		09/19/2001
(1110)	0.11	340	R	From:		03-0	+2				NA		NA		09/19/2001
$\overline{}$				To: From:		65-11	05		]——						
(1110)	0.09	170	R	To:		65-11	14		_		NA		NA		09/19/2001
				From:		SR 1									
(1111)	0.07	300	R								NA		NA		09/20/2001
	0.05	320	R	To: From:		65-11	07				NA		NA		09/20/2001
(1111)	0.03	320	K	To		65-11	01				INA		IVA		09/20/2001
(1111)	0.17	390	R	From:		03-11	01				NA		NA		09/20/2001
				To: From:		65-11	09		]——						
(1111)	0.07	700	R	_					_		NA		NA		09/20/2001
(1111)	0.12	680	R	From:		65-11	13				NA		NA		09/20/2001
				To: From:		65-64	42		_						
(1111)	0.12	610	R	110111							NA		NA		09/20/2001
	0.10	380	R	From:		65-11	05				NA		NA		09/20/2001
(1111)	0.10	300	IX	To:		65-11	14				14/4		IVA		03/20/2001
				From:		SR 1	84								
(1112)	0.08	310	R						_		NA		NA		09/21/2001
(1112)	0.06	360	R	From:		65-11	07		_		NA		NA		09/21/2001
				To: From:		65-11	01								
(1112)	0.11	620	R								NA		NA		09/21/2001
	0.06	930	R	To: From:		65-11	02		]		NA		NA		09/21/2001
(1112)	0.00	930	11	To:		65-11	09		<b></b>		INA		INA		5572 17200 I
1112	0.07	980	R	From:		0,5-11	<u>.,</u>		_		NA		NA		09/21/2001
		455-		To: From:		65-11	13		]——						00/01/555
(1112)	0.12	1000	R	т.					_		NA		NA		09/21/2001
(1112)	0.12	1800	R	From:		65-64	12				NA		NA		09/21/2001
				To:		SR 184; 6	5-1105		1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Town of Cape Charles				From:	SR 184							
(1113)	0.05	430	R	<u> </u>				NA		NA		09/21/200
	0.05	420	R	To: From:	65-1112			NA		NA		09/21/200
1113	0.03	420	K	To	65-1111			INA		INA		09/21/200
(1113)	0.06	390	R	From:	03-1111			NA		NA		09/21/2001
	0.07	470		To: From:	65-1110			NA		NIA		00/24/2004
(1113)	0.07	470	R	To	65-1104			NA		NA		09/21/200
(1113)	0.06	410	R	From:	03-1104			NA		NA		09/21/200
<u> </u>				To: From:	65-1103	]——						00/01/000
(1113)	0.05	380	R	To:	65-1106	1		NA		NA		09/21/200
				From:	SR 184							
1114	0.08	380	R			_		NA		NA		09/21/200
	0.07	200	R	From:	65-1111			NA		NA		09/21/2001
(1114)	0.07	200	K	To:	65-1110			INA		INA		09/21/200
				From:	65-1102							
1115)	0.06	130	R	To:	Dead End	1		NA		NA		09/21/2001
				From:	Dead End							
1116	0.08	600	R					NA		NA		09/21/200
				To:	65-1108							
Northampton County				From:	Cul-de-Sac							
(1120)	0.42	2 100	R	т	gp 400	_		NA		NA		09/25/200
				To: From:	SR 183 Cul-de-Sac							
(1122)	0.62	130	R		Cui-uc-Sac			NA		NA		09/25/200
				To:	SR 183							
(1123)	0.08	4	R	From:	Cul-de-Sac			NA		NA		09/25/200°
(1123)		•		To:	65-1122							
$\bigcirc$	0.05		_	From:	Cul-de-Sac							00/05/000
(1124)	0.05	4	R	To:	65-1122	1		NA		NA		09/25/2001
				From:	65-630							
1130	0.70	48	R	_		_		NA		NA		09/21/2001
				To: From:	Cul-de-Sac  Dead End							
(1134)	0.97	110	R		Dead End			NA		NA		09/21/2001
				To:	65-645							
(1135)	0.12	30	R	From:	65-1134			NA		NA		09/21/2001
(1135)	0.12	30		To:	Dead End			IVA		IVA		03/21/200
				From:	Cul-de-Sac				<u> </u>			00/2=/
(1140)	0.82	50	R	To:	65-664	7		NA		NA		09/25/2001
				From:	65-603							
(1201)	0.10	160	R			<del>-</del>		NA		NA		09/25/2001
				To:	Dead End	<u> </u>						
(1202)	0.10	130	R	From:	Dead End	_		NA		NA		09/25/2001
				To:	65-1204			-		•		

					Northam		ntenance										
Route	Length	AADT	QA	4Tire	Bus		Tru		OT:	QC	Design	QK	AAWDT	QW	Year		
Northampton County						2Axie	3+Axle	1 I rail	21rail		Hour						
				From:		65-60	13										
(1203)	0.12	50	R	To:		DealE	2 J		_		NA		NA		09/25/200		
				From:		Dead E											
(1204)	0.10	1100	R	<u> </u>		03-00	13				NA		NA		09/25/200		
(1204)				To		65-120	02		¬								
(1204)	0.20	490	R	From:		00 12	<i></i>				NA		NA		09/25/200		
				To:		Dead F	End										
				From:		65-60	2										
(1210)	0.29	350	R	To:		65 12	1.1		_		NA		NA		09/25/200		
				From:		65-12											
(1244)	0.30	80	R	1 tolii.		65-12	12		_		NA		NA		09/25/200		
(1211)	0.00	00	• • • • • • • • • • • • • • • • • • • •	To:		65-12	10				1471			00/20/200			
				From:		65-12											
(1212)	0.08	100	R						_		NA		NA		09/25/200		
				To:		Cul-de-	Sac										
$\bigcirc$	0.00			From:		65-61	8								00/05/000		
1230	0.20	100	R	To:		Cul-de-	Saa		_		NA		NA		09/25/2001		
				From:		65-123											
(1231)	0.02	20	R	<u> </u>		03-123	50				NA		NA		09/25/200		
(120)				То:		Cul-de-	Sac										
Town of Cheriton																	
	0.40	620	620	620	_	From:	U	JS 13 BUS;	; 65-680				N1.0		NIA		00/07/000
(1301)	0.48	620	R	To:		65-63	8		$\neg$		NA		NA		09/27/2001		
Northampton County						05 05											
Northambion County				From:		65-68	4										
(1302)	0.30 250	0.30	250	R						_		NA		NA		09/27/200	
				To:		65-130											
	0.30	90	R	From:		65-64	-2		_		NA		NA		00/27/200		
(1303)	0.50		30		K	To:		65-130	02		7	INA	NA.	(	09/27/2001		
Town of Cheriton				•													
				From:		65-130	01										
(1304)	0.25	120	R	т					_		NA		NA		09/27/200		
				To:		65-63	8										
Northampton County				From:		Dead E	End										
(1305)	0.34	30	R								NA		NA		09/27/200		
				To:		SCL Che	riton										
Town of Cheriton				From:					1								
(1205)	0.06	30	R	Piolii.		SCL Che	eriton		_		NA		NA		09/27/200		
(1305)	0.00		••	To:		65-63	9								00/21/200		
				From:		US 13 E	BUS										
1306	0.10	340	R	'							NA		NA		09/27/200		
				To: From:		65-130	08										
1306	0.03	110	R						_		NA		NA		09/27/2001		
				To:		65-130											
$\bigcirc$	0.04	200	Б	From:		US 13 E	BUS			· <u> </u>	NIA		NIA		00/27/202		
(1308)	0.24	200	R	To:		65-130	06		1		NA		NA		09/27/200		
				From:		Dead F			1								
(1309)	0.05	100	R			Deau I	<b>u</b>		_		NA		NA		09/27/200		
1003				To:		65-13	13										

Route	Length	AADT	QA	4Tire	Truck		QC	Design	QK AAWDT	QW Year			
Town of Cheriton	Longar	,,,,,,	٠,٠		2Axle 3+Axle 1Trail	2Trail	QU	Hour	QIC /VIII	Q11 1001			
Cown of Cheriton				From:	65-1313								
(1309)	0.05	260	R					NA	NA	09/27/2001			
$\bigcap$	0.18	380	R	To: From:	65-1310			NA	NA	09/27/2001			
(1309)	0.10	300	ĸ	To:	US 13 BUS; 65-639			INA	INA	09/27/200			
				From:	65-1309								
(1310)	0.09	220	R	<u> </u>		<b></b>		NA	NA	09/27/2001			
<u> </u>				To: From:	65-1314								
(1310)	0.08	270	R	To:	(5,600			NA	NA	09/27/2001			
				10.	65-680								
Northampton County				From:	65-642								
(1311)	0.34	410	R					NA	NA	09/27/2001			
				To:	Dead End								
	0.40	440	_	From:	Dead End			NIA	NIA	00/07/000			
(1312)	0.16	110	R	To:	65-1303	_		NA	NA	09/27/2001			
T COL 1					03-1303	<u> </u>							
Town of Cheriton				From:	65-1309								
(1313)	0.08	90	R					NA	NA	09/27/2001			
				To:	65-1314								
	0.05	40	R	From:	65-1313			NA	NA	09/27/2001			
(1314)	0.05	40	K	To:	65-1310			INA	INA	09/21/200			
Northampton County						•							
Northampton County				From:	65-639								
(1315)	0.11	240	240	R					NA	NA	09/27/2001		
						To: From:	65-1316; 65-1317 65-1316; 65-131						
(1315)	0.06	47	R	•		<b>-</b>		NA	NA	09/27/2001			
						To:	Dead End						
$\bigcirc$				From:	65-1315; 65-1317		, NA						
(1316)	0.04	70	70	70	70	R	To:	Dead End	_		NA	NA	09/27/2001
				From:									
(1317)	0.04	60	R		Dead End			NA	NA	09/27/2001			
(1017)				To:	65-1315; 65-1316								
Town of Cheriton													
	0.50	NA		From:	65-01306(U)/			NA	NA				
(1318)	0.50	NA		To:	Shadow of:730311/			INA	INA				
Northampton County				<u> </u>									
				From:	65-627								
(1401)	0.27	220	R	To:	D 15.1	_		NA	NA	09/27/2001			
				From:	Dead End								
(1501)	0.20	40	R	rioni.	Dead End			NA	NA	09/27/2001			
				To:	65-1504								
(1501)	0.20	370	R	From:	05-1504			NA	NA	09/27/2001			
				To:	65-622								
				From:	65-1503								
(1502)	0.20	610	R	· <u> </u>				NA	NA	09/27/2001			
				To: From:	65-1504								
(1502)	0.15	670	R		****	_		NA	NA	09/27/2001			
				To:	US 13								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year	
Northampton County				From:	Dead End	1					
(1503)	0.15	490	R		Dead End	_		NA	NA	09/27/2001	
				To:	65-1502						
				From:	65-1502					00/07/000	
(1504)	0.35	190	R	To:	65-1501	7		NA	NA	09/27/2001	
				From:	65-1510	<u> </u>					
(1509)	0.04	50	R	<u> </u>	03-1310			NA	NA	09/26/200	
				To:	Dead End						
				From:	Dead End						
1510	0.60	80	R					NA	NA	09/26/200	
_				From:	65-1511	]					
1510	0.17	120	R	To:	65-619	_		NA	NA	09/26/200	
				From:							
(1511)	0.08	20	R	1 tolii.	Cul-de-Sac			NA	NA	09/27/200	
(1311)	0.00		.``	To:	65-1510	1	101			00/21/200	
				From:	Cul-de-Sac						
1512	0.58	150	R	' <u>-</u>				NA	NA	09/26/2001	
				To: From:	65-1519	]					
1512	0.56	260	R			_		NA	NA	09/26/2001	
				To:	65-619						
	0.66	220	В	From:	Cul-de-Sac			NA	NA	09/26/2001	
1513	0.00	230	R	To	65-1512	1		INA	INA	09/26/200	
				From:	Cul-de-Sac						
(1514)	0.16	0.16	20	R	<u> </u>	Cui-uc-suc			NA	NA	09/27/2001
				To:	65-619						
				From:	Cul-de-Sac						
(1515)	0.09	20	20	R					NA	NA	09/27/200
				To: From:	65-1516	]					
1515)	0.06	46	R					NA	NA	09/27/2001	
	0.07	440		From:	65-1517			NIA	NIA	00/07/000	
1515)	0.07	140	R	To:	65-619	7		NA	NA	09/27/2001	
				From:	Cul-de-Sac						
(1516)	0.06	20	R	<u> </u>	Cui-uc-suc			NA	NA	09/27/2001	
				To:	65-1515						
				From:	Cul-de-Sac						
(1517)	0.29	60	R			_		NA	NA	09/27/2001	
				To:	65-1515						
(1540)	0.15	80	R	From:	65-1513			NA	NA	09/26/2001	
1518)	0.13	00		To:	65-1512	1		IVA	IVA	03/20/200	
				From:	Cul-de-Sac						
1519	0.06	7	R			_		NA	NA	09/26/2001	
				To:	65-1512	<u> </u>					
$\bigcirc$	0.40		_	From:	65-1512			NIA		00/00/000	
1520	0.13	30	R	To:	Cul-de-Sac	7	NA T	ΝA	NA	09/26/2001	
				From:	65-1510	1					
(1521)	0.02	40	R		03-1310	_		NA	NA	09/26/2001	
	-			To:	Cul-de-Sac	]	IVA		11/1		
				From:	65-1510						
1522	0.09	80	R			_		NA	NA	09/26/2001	
				To:	65-1523	1					

				l	Northampton Maintenance Area											
Route	Length	AADT	QA	4Tire	Bus 2440 3+440 1Trail	2Trail	QC	Design	QK AAWDT	QW Year						
Northampton County					2Axle 3+Axle 1Trail	2 i rail		Hour								
	0.06	60	R	From:	Cul-de-Sac			NA	NΙΛ	09/26/2001						
(1523)	0.06	60	ĸ	To:	65-1522			NA	NA	09/26/2001						
				From:	Cul-de-Sac											
(1524)	0.05	6	R			_		NA	NA	09/26/2001						
				To:	65-1512											
Town of Eastville				From:	65-631											
(1601)	0.13	120	R					NA	NA	09/26/2001						
				To:	ECL EASTVILLE											
Northampton County				From:	65-631	1										
(1602)	0.15	90	R	<u> </u>	05 051			NA	NA	09/26/2001						
				To:	Dead End											
Town of Eastville				From:	COL EACTVILLE	1										
(1603)	0.20	560	R		SCL EASTVILLE	NA NA		NA	NA	09/26/200						
				To:	65-631											
				From:	WCL EASTVILLE											
(1604)	80.0	110	R	To:	LIG 12 DLIG	_		NA	NA	09/26/2001						
				From:	US 13 BUS											
(1605)	0.38	130	R		65-631 EAST			NA	NA	09/26/2001						
				To:	65-631 WEST											
				From:	65-631											
(1606)	0.14	210	R	To:	(5 (2))	<b>-</b>		NA	NA	09/26/2001						
<u> </u>				10.	65-631											
Northampton County				From:	Cul-de-Sac											
1610	0.15	150	150	R					NA	NA	09/26/2001					
							To: From:	65-1611								
1610	0.09	380	R	To:	(5 (22	_		NA	NA	09/26/2001						
				From:	65-633											
(1611)	0.06	40	R		Cul-de-Sac			NA	NA	09/26/200						
				To:	65-1610											
$\sim$										From:	US 13					
(1701)	0.40	210	R	To:	D1E-1	_		NA	NA	09/26/2001						
				From:	Dead End											
1702	0.35	140	R		US 13			NA	NA	09/26/2001						
				To:	Dead End											
$\sim$				From:	US 13											
1703)	0.25	230	R	To:	D IF I	_		NA	NA	09/26/2001						
				From:	Dead End 65-639											
(1801)	0.36	110	R	<u> </u>	03-037			NA	NA	09/26/2001						
				To:	65-639											
			_	From:	65-639											
(1802)	0.75	220	R	To:	Dead End	_	NA 1	NA	09/26/2001							
				From:	65-639 SOUTH	<u> </u>										
(1803)	0.10	220	R	<u> </u>	02-027 300 111	_		NA	NA	09/26/2001						
				To:	65-639 NORTH											
$\bigcirc$				From:	65-1904											
(1901)	1.40	180	R	To:	(E CAE	_		NA	NA	09/26/2001						
					65-645											

					Bus OA de O A de AT-sil			Design	011			.,
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Northampton County				. 1		1						
	0.20	50	R	From:	65-1903			NA		NA		09/26/2001
(1902)	0.20	30	K	To:	65-1901			INA		INA		09/20/2001
				From:	65-1902							
1903)	0.30	110	R					NA		NA		09/26/2001
				To:	65-645		1					
				From:	Cul-de-Sac							
(1904)	0.40	30	R					NA		NA		09/26/2001
				To:	65-1901							
				From:	65-1901; 65-1904							
(1905)	0.62	NA		To:	D 151	_		NA		NA		
					Dead End							
	0.09	1400	R	From:	65-627			NA		NA		09/26/2001
9291)	0.03	1400	K	To:	MACHIPONGO ELEM SCH			INA		INA		03/20/2001
				From:	US 13	1						
9585)	0.25	850	R	<u> </u>	0013			NA		NA		09/26/2001
				To:	NORTHAMPTON HS							
<u>-</u>				From:	65-627							
9586	0.40	620	R			_		NA		NA		09/26/2001
				To:	NORTHAMPTON JR HS							
$\sim$				From:	65-618							
9959)	0.11	130	R			_		NA		NA		09/26/2001
				To:	HAR VALLEY ELEM SCH							