

2001

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

Jurisdiction Report

66

Northumberland County

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.

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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<sup>th</sup> 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  
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Secondary Route

### Special Routes

- Bus  
 Bus - Business Route  
Bypas - Bypass Route  
Truck - Truck Route
- ALT  
 ALT - Alternate Route  
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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Northumberland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Northumberland County</b>																
200	5.09	4200	G	From: Lancaster County Line	94%	1%	3%	1%	1%	0%	F	400	G	4200	G	2001
200	5.09	4100	G	To: 66-609	94%	1%	3%	1%	1%	0%	F	380	G	4200	G	2001
201	6.92	1700	G	From: Lancaster County Line	93%	1%	5%	1%	1%	0%	F	160	G	1700	G	2001
201	6.92	1700	G	To: US 360	93%	1%	5%	1%	1%	0%	F	160	G	1700	G	2001
202	3.52	2600	G	From: Westmoreland County Line	91%	1%	4%	1%	3%	0%	F	230	G	2600	G	2001
202	3.52	2600	G	To: US 360 Callao	91%	1%	4%	1%	3%	0%	F	230	G	2600	G	2001
360	3.19	4800	G	From: Richmond County Line	93%	0%	3%	1%	3%	0%	F	440	G	4900	G	2001
360	3.19	4800	G	To: SR 202	93%	0%	3%	1%	3%	0%	F	440	G	4900	G	2001
360	2.85	7600	G	From: SR 202	92%	2%	3%	1%	2%	0%	F	620	G	7600	G	2001
360	2.85	7600	G	To: E 66-614	92%	2%	3%	1%	2%	0%	F	620	G	7600	G	2001
360	4.28	6100	G	From: E 66-614	92%	2%	3%	1%	2%	0%	F	530	G	6100	G	2001
360	4.28	6100	G	To: SR 201	92%	2%	3%	1%	2%	0%	F	530	G	6100	G	2001
360	7.91	4400	G	From: SR 201	92%	2%	3%	1%	2%	0%	F	400	G	4400	G	2001
360	7.91	4400	G	To: SR 200	92%	2%	3%	1%	2%	0%	F	400	G	4400	G	2001
360	3.05	4600	G	From: SR 200	92%	2%	3%	1%	2%	0%	F	420	G	4600	G	2001
360	3.05	4600	G	To: E 66-646	92%	2%	3%	1%	2%	0%	F	420	G	4600	G	2001
360	2.14	3800	G	From: E 66-646	92%	2%	3%	1%	2%	0%	F	350	G	3800	G	2001
360	2.14	3800	G	To: 66-657	92%	2%	3%	1%	2%	0%	F	350	G	3800	G	2001
360	0.45	920	G	From: 66-657	92%	2%	3%	1%	2%	0%	F	90	G	930	G	2001
360	0.45	920	G	To: 66-644	92%	2%	3%	1%	2%	0%	F	90	G	930	G	2001
603	0.01	NA		From: Northumberland Co Line								NA		NA		
603	0.01	NA		To: 51-615 West								NA		NA		
615	0.20	800	N	From: SR 201	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
615	0.20	800	N	To: Lancaster Co Line	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
615	0.07	800	N	From: Lancaster Co Line	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
615	0.07	800	N	To: Lancaster Co Line	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
615	0.26	800	N	From: Lancaster Co Line	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
615	0.26	800	N	To: Lancaster Co Line	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
615	0.13	800	N	From: Lancaster Co Line	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
615	0.13	800	N	To: Lancaster Co Line	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
615	0.02	800	N	From: Lancaster Co Line	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
615	0.02	800	N	To: 66-609	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
615	0.05	460	N	From: 66-609	94%	1%	3%	0%	1%	0%	N	50	N	460	N	2001
615	0.05	460	N	To: Lancaster Co Line	94%	1%	3%	0%	1%	0%	N	50	N	460	N	2001
600	1.10	880	G	From: 66-604	94%	1%	3%	0%	1%	0%	F	90	G	880	G	2001
600	1.10	880	G	To: 66-612 NORTH	94%	1%	3%	0%	1%	0%	F	90	G	880	G	2001
600	0.90	1100	G	From: 66-612 NORTH	94%	1%	3%	0%	1%	0%	F	110	G	1100	G	2001
600	0.90	1100	G	To: 66-614	94%	1%	3%	0%	1%	0%	F	110	G	1100	G	2001
600	2.69	1300	G	From: 66-614	94%	1%	3%	0%	1%	0%	C	120	G	1300	G	2001
600	2.69	1300	G	To: US 360 EAST	94%	1%	3%	0%	1%	0%	C	120	G	1300	G	2001
600	2.69	1300	G	From: US 360 EAST	94%	1%	3%	0%	1%	0%	C	120	G	1300	G	2001
600	0.10	1300	G	To: US 360 WEST	94%	1%	3%	0%	1%	0%	C	140	G	1300	G	2001
600	0.10	1300	G	From: US 360 WEST	94%	1%	3%	0%	1%	0%	C	140	G	1300	G	2001
600	1.60	500	G	To: 66-617	94%	1%	3%	0%	1%	0%	C	60	G	510	G	2001
600	1.60	500	G	From: 66-617	94%	1%	3%	0%	1%	0%	C	60	G	510	G	2001
600	1.60	500	G	To: 66-618 NORTH	94%	1%	3%	0%	1%	0%	C	60	G	510	G	2001
600	1.60	500	G	From: 66-618 NORTH	94%	1%	3%	0%	1%	0%	C	60	G	510	G	2001

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Northumberland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
600	0.70	380	R			From: 66-618 NORTH					NA		NA		1994
600	0.20	360	R			From: 66-790					NA		NA		1986
						To: Westmoreland Count Line									
601	1.40	40	R			From: Lancaster County Line					NA		NA		1994
601	0.70	20	R			From: 66-611 East					NA		NA		1994
601	4.70	280	R			From: 66-611 West					NA		NA		1994
601	1.10	80	R			From: US 360 West US 360 East					NA		NA		1986
						To: Dead End									
602	1.00	140	R			From: 66-610					NA		NA		1999
						To: Dead End									
<b>Lancaster County</b>															
603	0.04	NA				From: 51-615 East					NA		NA		
						To: Northumberland Co Line									
<b>Northumberland County</b>															
603	3.10	100	R			From: 51-615 Lancaster County Line					NA		NA		1994
603	0.82	NA				From: 66-642					NA		NA		
						To: Road									
604	2.60	90	R			From: 66-600; 79-600					NA		NA		1994
604	1.80	90	R			From: 66-601 NORTH 66-601 SOUTH					NA		NA		1994
604	2.78	280	G	93%	2%	3%	0%	1%	0%	C	30	G	290	G	2001
604	4.00	480	R			From: SR 201 NORTH SR 201 SOUTH					NA		NA		1994
604	2.55	250	R			From: US 360 SOUTH US 360 NORTH					NA		NA		1994
604	0.94	70	R			From: 66-640 SOUTH 66-640 NORTH					NA		NA		1994
604	0.11	40	R			From: 66-740					NA		NA		1986
604	0.06	20	R			From: 66-1220					NA		NA		1986
604	0.06	20	R			From: 66-1222					NA		NA		1986
604						From: 66-1221									
605	1.60	330	G	95%	3%	1%	0%	1%	0%	C	30	G	330	G	2001
605	1.25	170	R			From: 51-615 Lancaster County Line SR 200					NA		NA		1994
605	5.08	80	R			From: 66-669 WEST					NA		NA		1994
						To: Dead End									



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(606)	0.60	340	R			From: SR 200 Lancaster County Line					NA		NA		1994
(606)	1.50	260	R			From: 66-669					NA		NA		1994
(606)	0.65	260	R			From: 66-605 SOUTH					NA		NA		1994
						From: 66-605 NORTH									
(606)						From: Dead End									
<b>Lancaster County</b>															
(607)	0.04	830	G	95%	1%	3%	0%	1%	0%	F	80	G	840	G	2001
						From: SR 200									
						To: Northumberland County Line									
<b>Northumberland County</b>															
(607)	1.16	590	G	95%	1%	3%	0%	1%	0%	C	60	G	590	G	2001
						From: Lancaster County Line									
						To: 66-669 EAST									
(607)	1.10	300	R			From: 66-669 E; 66-725					NA		NA		1994
						To: Dead End									
(608)	2.19	1600	G	97%	0%	2%	0%	1%	0%	C	170	G	1600	G	2001
						From: SR 200									
						To: 66-669 SOUTH									
(608)	1.50	100	R			From: Dead End					NA		NA		1999
(609)	2.48	1300	G			From: 66-615					110	G	1300	G	2001
						To: SR 200									
(609)	1.45	1900	G	96%	0%	2%	0%	1%	0%	C	200	G	2000	G	2001
						From: 66-665 WEST									
(609)	0.82	610	G	96%	0%	2%	0%	1%	0%	F	60	G	610	G	2001
						From: 66-665 EAST									
(609)	1.55	300	R			From: 66-1010					NA		NA		1994
						To: 66-1031									
(609)	0.50	90	R			From: 66-1031					NA		NA		1986
						To: 66-615									
(610)	1.30	1000	G	96%	1%	2%	0%	1%	0%	C	100	G	1000	G	2001
						From: 66-642									
(610)	1.10	360	R			From: 66-748					NA		NA		1994
						To: 66-602									
(610)	0.50	160	R			From: 66-602					NA		NA		1994
						To: Dead End									
(610)	0.70	40	R			From: 79-600					NA		NA		1999
						To: 66-601 WEST									
(611)	1.20	80	R			From: 66-601 EAST					NA		NA		1986
						To: SR 201									
(611)	1.80	10	R			From: 66-600 Richmond County Line					NA		NA		1994
						To: US 360									
(612)	3.10	310	R			From: FUTURE 66- 824					NA		NA		1994
						To: FUTURE 66- 824									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
612	0.31	70	R			From: FUTURE 66- 824					NA		NA		1986
612	0.60	70	R			To: 66-613					NA		NA		1986
612	0.20	90	R			From: 0.60 ME 66-613					NA		NA		1986
						To: Dead End									
613	0.60	40	R			From: 66-612					NA		NA		1994
						To: Dead End									
614	2.99	700	G			From: 66-600					70	G	700	G	2001
						To: US 360 SOUTH									
614	1.30	1400	G	95%	1%	3%	0%	1%	0%	C	130	G	1400	G	2001
						From: 66-629 EAST									
614	1.01	900	G	95%	1%	3%	0%	1%	0%	F	90	G	900	G	2001
						To: 66-627 SOUTH									
614	0.20	510	R			From: 66-627 SOUTH					NA		NA		1994
						To: 66-627 NORTH									
614	0.80	290	R			From: 66-627 NORTH					NA		NA		1986
						To: Dead End									
616	0.39	730	R			From: 66-600 Richmond County Line					NA		NA		1994
						To: US 360									
617	1.70	620	G	92%	1%	3%	2%	2%	0%	C	70	G	620	G	2001
						From: 66-600									
617	1.30	610	G	92%	1%	2%	2%	2%	0%	F	60	G	610	G	2001
						From: 66-619 SOUTH									
						To: SR 202 SOUTH									
617	0.20	40	R			From: SR 202 MID					NA		NA		1994
						To: SR 202 NORTH									
617	1.10	330	R			From: SR 202 NORTH					NA		NA		1994
						To: Westmoreland County Line									
618	0.50	250	R			From: Richmond County Line					NA		NA		1986
						To: 66-600 SOUTH									
618	2.50	180	R			From: 66-600 NORTH					NA		NA		1994
						To: 66-617									
619	1.20	270	R			From: 66-618					NA		NA		1994
						To: 66-617 NORTH									
619	0.90	360	R			From: 66-617 SOUTH					NA		NA		1994
						To: SR 202									
620	1.50	160	R			From: 66-622					NA		NA		1994
						To: 66-621 SOUTH									
620	0.95	180	R			From: 66-621 NORTH					NA		NA		1994
						To: 66-724									
620	0.05	20	R			From: 66-724					NA		NA		1986
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Northumberland County</b>																
621	3.07	630	G	91%	2%	4%	1%	2%	0%	C	70	G	640	G	2001	
				From:	SR 202											
				To:	Dead End											
622	0.85	630	G	93%	2%	4%	1%	0%	0%	C	70	G	640	G	2001	
				From:	66-712											
622	1.80	430	G	93%	2%	4%	1%	0%	0%	F	50	G	440	G	2001	
				From:	66-620											
				To:	Dead End											
623	1.50	210	R								NA		NA		1994	
				From:	66-624											
				To:	Dead End											
624	1.30	1500	G	96%	1%	2%	0%	1%	0%	C	130	G	1500	G	2001	
				From:	US 360											
624	2.70	970	G	95%	1%	2%	0%	1%	0%	F	90	G	970	G	2001	
				From:	66-623											
624	1.98	320	G	95%	1%	2%	0%	1%	0%	F	40	G	320	G	2001	
				From:	66-625											
624	0.90	90	G	96%	1%	2%	0%	1%	0%	F	20	G	90	G	2001	
				From:	BEGIN LOOP											
				To:	END LOOP											
625	0.65	250	R								NA		NA		1994	
				From:	66-624											
625	1.05	100	R								NA		NA		1986	
				From:	66-742											
				To:	Dead End											
626	1.20	100	R								NA		NA		1994	
				From:	US 360											
				To:	Dead End											
627	0.50	260	R								NA		NA		1986	
				From:	Dead End											
627	0.80	200	R								NA		NA		1994	
				From:	66-728											
				To:	66-614 NORTH											
				From:	66-614 SOUTH											
627	0.90	760	R								NA		NA		1994	
				From:	66-685											
627	0.10	310	R								NA		NA		1986	
				From:	66-685											
				To:	Dead End											
628	0.70	70	R								NA		NA		1986	
				From:	66-629											
				To:	Dead End											
629	0.15	80	R								NA		NA		1994	
				From:	Dead End											
629	1.14	200	R								NA		NA		1994	
				From:	66-840											
				To:	66-614 WEST											
				From:	66-614 EAST											
629	0.43	310	R								NA		NA		1994	
				From:	66-628											
629	0.40	220	R								NA		NA		1986	
				From:	66-628											
				To:	BUNDICK FERRY											
629	1.70	70	R								NA		NA		1986	
				From:	66-628											
				To:	66-634											
629	0.90	250	R								NA		NA		1994	
				From:	66-634											
				To:	66-630 SOUTH											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
629	2.30	150	R			From: 66-630 NORTH					NA		NA		1994
						To: 66-636 NORTH									
629	0.80	180	R			From: 66-636 SOUTH					NA		NA		1994
						To: 66-713									
629	0.10	40	R			From: Dead End					NA		NA		1986
						To: Dead End									
630	2.00	760	G	91%	1%	3%	4%	1%	0%	C	70	G	770	G	2001
						From: US 360									
630	2.55	150	R			From: 66-629 NORTH					NA		NA		1994
						To: 66-791									
630	0.75	50	R			From: Dead End					NA		NA		1986
						To: Dead End									
631	1.30	100	R			From: 66-630					NA		NA		1994
						To: 66-691									
631	0.30	10	R			From: Dead End					NA		NA		1988
						To: Dead End									
632	1.00	380	R			From: US 360					NA		NA		1994
						To: Dead End									
633	0.40	70	R			From: Dead End					NA		NA		1994
						To: 66-614									
634	1.87	320	G	96%	2%	2%	0%	0%	0%	C	40	G	320	G	2001
						From: US 360									
634	0.48	60	R			From: 66-629					NA		NA		1999
						To: 66-789									
635	1.08	100	R			From: 66-636					NA		NA		1994
						To: Dead End									
636	0.20	700	R			From: US 360					NA		NA		1994
						To: 66-694									
636	2.40	430	R			From: 66-629 NORTH					NA		NA		1994
						To: 66-635									
636	0.70	160	R			From: 66-635					NA		NA		1994
						To: 66-836									
637	1.10	100	R			From: 66-604					NA		NA		1994
						To: 66-636									
638	2.40	60	R			From: 66-604					NA		NA		1994
						To: 66-612									
639	0.46	240	R			From: Dead End					NA		NA		1994
						To: 66-1210									
639	1.04	130	R			From: US 360					NA		NA		1986
						To: US 360									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(640)	1.40	90	R								NA		NA		1994
(640)	1.50	960	R								NA		NA		1994
(640)	2.55	410	R								NA		NA		1994
(640)	1.35	200	R								NA		NA		1994
(640)	0.73	70	R								NA		NA		1986
(641)	0.70	410	R								NA		NA		1999
(642)	1.20	790	G	94%	1%	3%	0%	1%	0%	F	80	G	800	G	2001
(642)	1.59	920	G	94%	1%	3%	0%	1%	0%	C	100	G	930	G	2001
(643)	0.70	80	R								NA		NA		1999
(644)	0.43	920	G	95%	1%	2%	0%	2%	0%	C	100	G	930	G	2001
(644)	0.50	130	G	96%	2%	2%	0%	1%	0%	F	20	G	130	G	2001
(644)	1.80	390	G	98%	1%	1%	0%	0%	0%	C	40	G	390	G	2001
(644)	0.60	790	G	96%	2%	2%	0%	1%	0%	C	80	G	800	G	2001
(644)	0.94	480	G	96%	2%	2%	0%	1%	0%	F	50	G	490	G	2001
(644)	1.57	360	G	96%	2%	2%	0%	1%	0%	F	40	G	360	G	2001
(644)	0.30	660	G	96%	2%	2%	0%	1%	0%	F	70	G	660	G	2001
(644)	1.39	950	G	96%	2%	2%	0%	1%	0%	F	100	G	950	G	2001
(644)	3.62	1200	G	94%	1%	3%	1%	2%	0%	C	120	G	1200	G	2001
(645)	1.05	80	R								NA		NA		1994
(646)	1.40	220	R								NA		NA		1994
(646)	1.88	350	R								NA		NA		1994
(646)	1.00	280	G	95%	2%	2%	0%	1%	0%	F	40	G	280	G	2001
(646)	2.00	100	G	95%	2%	2%	0%	1%	0%	F	20	G	100	G	2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
646	0.10	830	G	95%	2%	2%	0%	1%	0%	F	80	G	840	G	2001
				From: US 360 SOUTH											
				To: 66-702											
646	2.00	910	G	95%	2%	2%	0%	1%	0%	C	80	G	920	G	2001
				From: 66-662											
				To: 66-660											
646	0.70	240	G	95%	2%	2%	0%	0%	0%	F	30	G	240	G	2001
				From: 66-660											
				To: Dead End											
647	1.05	490	R								NA		NA		1994
				From: US 360											
				To: 66-769											
647	0.95	360	R								NA		NA		1994
				From: Dead End											
				To: 66-644											
648	0.80	150	R								NA		NA		1999
				From: Dead End											
				To: 66-644 WEST											
649	1.10	140	R								NA		NA		1986
				From: 66-644 EAST											
649	2.40	150	R								NA		NA		1994
				From: Dead End											
				To: Dead End											
650	0.27	100	R								NA		NA		1994
				From: Dead End											
				To: 66-774											
650	0.50	140	R								NA		NA		1994
				From: 66-644											
				To: Dead End											
651	1.00	270	R								NA		NA		1986
				From: 66-644											
				To: Dead End											
652	0.22	1100	G	96%	1%	2%	0%	1%	0%	C	90	G	1100	G	2001
				From: US 360											
				To: 66-703											
652	1.00	1000	G	96%	1%	1%	0%	1%	0%	F	80	G	1000	G	2001
				From: W 66-644											
				To: 66-644 EAST											
652	0.50	140	R								NA		NA		1999
				From: 66-802											
				To: Dead End											
653	1.85	250	R								NA		NA		1994
				From: Dead End											
				To: 66-646											
653	0.40	190	R								NA		NA		1994
				From: US 360											
				To: Dead End											
654	1.33	160	R								NA		NA		1999
				From: Dead End											
				To: 66-646											
655	0.40	140	R								NA		NA		1994
				From: Dead End											
				To: 66-726											
656	1.40	47	R								NA		NA		1994
				From: 66-646											
				To: Dead End											

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(657)	0.20	90	R			From: Dead End					NA		NA		1986
(657)	1.27	640	G			From: 66-677					70	G	650	G	2001
(657)	1.57	2000	G	95%	1%	From: 66-659				F	200	G	2000	G	2001
(657)	0.10	2400	G	95%	1%	From: 66-644				C	230	G	2400	G	2001
						To: US 360									
(658)	0.60	270	R			From: Dead End					NA		NA		1999
(658)	0.80	480	R			From: 66-657 SOUTH					NA		NA		1999
						To: 66-657 NORTH									
						To: Dead End									
(659)	0.64	600	R			From: Dead End					NA		NA		1994
						To: 66-657									
(660)	0.30	220	R			From: 66-646					NA		NA		1999
						To: Dead End									
(661)	0.18	220	R			From: 66-646					NA		NA		1999
						To: Dead End									
(662)	0.50	40	G	92%	0%	From: 66-646				C	6	G	40	G	2001
						To: Dead End									
(663)	0.55	190	R			From: Dead End					NA		NA		1986
(663)	0.65	350	R			From: 66-810					NA		NA		1994
						To: 66-699									
(664)	0.30	120	R			From: 66-665					NA		NA		1999
(664)	0.15	60	R			From: 0.30 ME 66-665					NA		NA		1999
						To: Dead End									
(665)	0.86	80	R			From: Dead End					NA		NA		1994
(665)	1.90	820	G	97%	1%	From: 66-609 EAST				C	80	G	830	G	2001
						From: 66-609 WEST									
(665)	0.60	90	R			From: 66-664					NA		NA		1994
						To: Dead End									
(666)	1.61	350	R			From: 66-665					NA		NA		1994
(666)	0.45	240	R			From: 66-731					NA		NA		1994
						To: Dead End									
(667)	1.21	530	R			From: 66-609					NA		NA		1999
(667)	0.65	110	R			From: 66-798					NA		NA		1999
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(668)	1.64	100	R								NA		NA		1999
				From:	Dead End										
				To:	66-609										
(669)	0.51	170	R								NA		NA		1986
				From:	Dead End										
				To:	66-676										
(669)	0.65	250	R								NA		NA		1994
				From:	66-672										
				To:	96%	1%	3%	0%	1%	0%	F	60	G	520	G
(669)	0.25	510	G												2001
				From:	66-1115										
				To:	96%	1%	2%	0%	1%	0%	C	140	G	1300	G
(669)	0.81	1300	G												2001
				From:	66-608 SOUTH										
				To:	66-608 NORTH										
(669)	0.40	470	R								NA		NA		1994
				From:	66-671										
(669)	0.70	240	R								NA		NA		1994
				From:	66-607 EAST; 66-725										
				To:	66-607 WEST										
(669)	2.50	240	R								NA		NA		1994
				From:	66-606 EAST										
				To:	66-606 WEST										
(669)	1.30	120	R								NA		NA		1994
				From:	66-605										
(670)	0.20	90	R								NA		NA		1994
				From:	Dead End										
(670)	0.60	40	R								NA		NA		1994
				From:	66-735										
				To:	66-605										
(671)	0.65	300	R								NA		NA		1994
				From:	66-669										
(671)	0.35	150	R								NA		NA		1994
				From:	66-705										
				To:	Dead End										
(672)	0.80	390	R								NA		NA		1994
				From:	66-1122										
				To:	66-669										
(673)	0.87	180	R								NA		NA		1999
				From:	66-644										
				To:	Dead End										
(674)	1.00	220	R								NA		NA		1999
				From:	Dead End										
				To:	US 360										
(675)	0.20	230	R								NA		NA		1994
				From:	66-621										
				To:	SR 202										
(676)	0.10	20	R								NA		NA		1999
				From:	Dead End										
(676)	0.40	90	R								NA		NA		1999
				From:	66-1121										
				To:	66-669										
(677)	0.50	80	R								NA		NA		1999
				From:	BEGIN LOOP										
(677)	0.10	290	R								NA		NA		1999
				From:	END LOOP										
				To:	66-657										



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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(678)	1.97	200	R			From: 66-609					NA	NA			1994
						To: SR 200									
(679)	1.15	190	R			From: SR 200 SOUTH					NA	NA			1994
						To: SR 200 SOUTH MID									
(679)	1.60	60	R			From: SR 200 NORTH MID					NA	NA			1994
						To: 66-605									
(679)	1.45	240	R			From: 66-605					NA	NA			1994
						To: SR 200 NORTH									
(680)	1.00	20	R			From: 66-624					NA	NA			1999
						To: Dead End									
(681)	0.75	47	R			From: Dead End					NA	NA			1999
						To: SR 201									
(682)	0.80	20	R			From: Dead End					NA	NA			1999
						To: 66-601									
(683)	0.90	30	R			From: 66-646					NA	NA			1994
						To: 66-646									
(684)	0.52	110	R			From: Dead End					NA	NA			1999
						To: 66-659									
(685)	0.40	160	R			From: 66-627					NA	NA			1994
						To: Dead End									
(686)	0.47	100	R			From: Dead End					NA	NA			1999
						To: 66-665									
(687)	0.35	30	R			From: 66-649					NA	NA			1999
						To: 66-772									
(688)	0.60	90	R			From: 51-615 Lancaster County Line					NA	NA			1999
						To: Dead End									
(689)	0.43	30	R			From: Dead End					NA	NA			1988
						To: US 360									
(690)	0.60	140	R			From: 66-669					NA	NA			1999
						To: Dead End									
(691)	0.40	70	R			From: 66-631					NA	NA			1999
						To: Dead End									
(692)	0.22	40	R			From: BEGIN LOOP					NA	NA			1994
						To: END LOOP									
(692)	0.08	80	R			From: END LOOP					NA	NA			1994
						To: 66-657									
(693)	0.30	30	R			From: 66-606					NA	NA			1994
						To: 0.30 ME 66-606									
(693)	0.40	40	R			From: 0.30 ME 66-606					NA	NA			1994
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
694	0.20	680	R								NA		NA		1999
695	0.50	780	R								NA		NA		1999
696	0.35	48	R								NA		NA		1999
697	0.25	160	R								NA		NA		1999
698	0.75	470	R								NA		NA		1999
699	0.28	60	R								NA		NA		1986
699	0.74	180	R								NA		NA		1994
700	0.06	70	R								NA		NA		1986
700	0.13	140	R								NA		NA		1986
700	0.29	210	R								NA		NA		1994
701	0.20	60	R								NA		NA		1999
702	0.10	410	G	97%	1%	1%	0%	0%	0%	C	46	G	410	G	2001
703	0.42	300	G	98%	0%	0%	0%	0%	0%	C	30	G	300	G	2001
704	0.35	4	R								NA		NA		1994
705	0.41	40	R								NA		NA		1999
706	0.80	70	R								NA		NA		1986
706	0.10	60	R								NA		NA		1994
707	1.50	150	R								NA		NA		1994
708	0.65	190	R								NA		NA		1994
709	0.91	180	R								NA		NA		1994

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(710)	0.30	20	R			From: Dead End					NA		NA		1999
						To: 66-665									
(711)	2.49	250	R			From: US 360 SOUTH					NA		NA		1994
						To: US 360 NORTH									
(712)	0.76	1300	G	96%	1%	2%	0%	1%	0%	C	130	G	1300	G	2001
(712)	1.50	300	R			From: 66-622					NA		NA		1994
						To: Dead End									
(713)	0.40	70	R			From: 66-629					NA		NA		1999
						To: Dead End									
(714)	0.08	80	R			From: 66-644					NA		NA		1994
						To: 66-700									
(715)	0.80	80	R			From: Dead End					NA		NA		1999
						To: 66-646									
(716)	0.55	90	R			From: Dead End					NA		NA		1999
						To: 66-671									
(717)	0.26	70	R			From: 66-640					NA		NA		1994
						To: 66-756									
(717)	0.34	70	R			From: Dead End					NA		NA		1986
						To: Dead End									
(718)	0.58	45	R			From: Dead End					NA		NA		1994
						To: 66-665									
(719)	0.30	30	R			From: 66-620					NA		NA		1994
						To: Dead End									
(720)	0.65	30	R			From: 66-630					NA		NA		1994
						To: Dead End									
(721)	0.75	100	R			From: Dead End					NA		NA		1994
						To: 66-604									
(722)	0.35	100	R			From: 66-799					NA		NA		1994
						To: US 360									
(723)	0.06	150	R			From: Dead End					NA		NA		1986
						To: SR 200									
(724)	0.49	90	R			From: 66-620					NA		NA		1994
						To: Dead End									
(725)	0.30	60	R			From: 66-607; 66-669					NA		NA		1994
						To: Dead End									
(726)	0.53	140	R			From: US 360 SOUTH					NA		NA		1994
						To: US 360 NORTH									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(727)	0.04	60	R			From: 66-609					NA	NA			1994
						To: 66-665									
(728)	0.09	10	R			From: Dead End					NA	NA			1994
						To: 66-627									
(729)	0.23	280	R			From: Dead End					NA	NA			1999
						To: US 360									
(730)	0.30	100	R			From: 66-609					NA	NA			1999
						To: Dead End									
(731)	0.13	80	R			From: Dead End					NA	NA			1994
						To: 66-666									
(732)	0.65	60	R			From: 66-712					NA	NA			1999
						To: Dead End									
(733)	0.07	20	R			From: Lancaster County Line					NA	NA			1999
						To: Dead End									
(734)	0.55	200	R			From: 66-647					NA	NA			1999
						To: Dead End									
(735)	0.20	8	R			From: 66-670					NA	NA			1999
						To: Dead End									
(736)	0.50	150	R			From: Dead End					NA	NA			1999
						To: 66-644									
(737)	0.30	60	R			From: Dead End					NA	NA			1999
						To: 66-646									
(738)	0.45	10	R			From: Dead End					NA	NA			1999
						To: 66-612									
(739)	0.38	20	R			From: 66-649					NA	NA			1994
						To: Dead End									
(740)	1.00	80	R			From: 66-604					NA	NA			1999
						To: Dead End									
(741)	0.40	30	R			From: Dead End					NA	NA			1994
						To: 66-646									
(742)	0.19	100	R			From: Dead End					NA	NA			1994
						To: 66-625									
(743)	0.21	40	R			From: 66-600					NA	NA			1999
						To: Dead End									
(744)	0.90	170	R			From: Dead End					NA	NA			1986
						To: 66-614									
(744)	0.27	170	R			From: 66-614					NA	NA			1986
						To: 0.27 MN 66-614									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(744)	0.11	40	R			From: 0.27 MN 66-614 To: Dead End					NA		NA		1994
(745)	1.00	80	R			From: Dead End To: 66-624					NA		NA		1999
(746)	0.25	100	R			From: Dead End To: 66-657					NA		NA		1999
(747)	0.25	10	R			From: 66-665 To: Dead End					NA		NA		1994
(748)	0.90	60	R			From: 66-610 To: Dead End					NA		NA		1999
(749)	0.50	90	R			From: 66-618 To: 0.50 MN 66-618					NA		NA		1986
(749)	0.30	110	R			From: 0.50 MN 66-618 To: Dead End					NA		NA		1994
(750)	0.08	110	R			From: US 360 To: Dead End					NA		NA		1999
(751)	0.85	380	R			From: 66-629 To: 66-1403					NA		NA		1994
(751)	1.26	150	R			From: 66-1403 To: 66-1411 SOUTH					NA		NA		1986
(751)	0.09	130	R			From: 66-1411 SOUTH To: 66-1411 NORTH					NA		NA		1986
(751)	0.07	140	R			From: 66-1411 NORTH To: 66-1402 SOUTH					NA		NA		1986
(751)	0.06	170	R			From: 66-1402 SOUTH To: 66-1402 NORTH					NA		NA		1986
(751)	0.21	120	R			From: 66-1402 NORTH To: 66-1401					NA		NA		1986
(752)	0.40	30	R			From: US 360; 66-707 To: US 360					NA		NA		1999
(753)	0.30	220	R			From: Dead End To: SR 200					NA		NA		1999
(754)	0.10	47	R			From: Dead End To: 66-722					NA		NA		1999
(755)	0.52	50	R			From: 66-624 To: Dead End					NA		NA		1999
(756)	0.40	10	R			From: Dead End To: 66-717					NA		NA		1994
(757)	0.30	100	R			From: 66-600 JB-79 RICH To: Dead End					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(758)	0.05	440	R			From: US 360					NA		NA		1994
(758)	0.15	290	R			From: 66-793					NA		NA		1986
						To: Dead End									
(759)	0.40	30	R			From: Dead End					NA		NA		1999
						To: 66-624									
(760)	0.10	150	R			From: Dead End					NA		NA		1999
						To: 66-700									
(761)	0.61	60	R			From: Dead End					NA		NA		1999
(761)	0.15	110	R			From: 0.61 ME Dead End					NA		NA		1999
						To: 66-665									
(762)	0.12	10	R			From: Dead End					NA		NA		1999
						To: 66-621									
(763)	0.48	60	R			From: 66-669					NA		NA		1994
						To: Dead End									
(764)	0.27	50	R			From: 66-685					NA		NA		1999
						To: Dead End									
(765)	0.16	20	R			From: 66-622					NA		NA		1999
						To: Dead End									
(766)	0.50	100	R			From: 66-669					NA		NA		1994
						To: Dead End									
(767)	0.15	20	R			From: Dead End					NA		NA		1994
(767)	0.10	20	R			From: 66-696					NA		NA		1994
(767)	0.10	5	R			From: 66-773					NA		NA		1994
						To: Dead End									
(768)	0.10	40	R			From: 66-711					NA		NA		1994
						To: Dead End									
(769)	0.62	150	R			From: 66-647					NA		NA		1999
						To: Dead End									
(770)	0.18	170	R			From: 66-646					NA		NA		1999
						To: Dead End									
(771)	0.75	30	R			From: Dead End					NA		NA		1994
						To: 66-605									
(772)	0.50	30	R			From: 66-687					NA		NA		1999
						To: Dead End									
(773)	0.20	5	R			From: 66-767					NA		NA		1994
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(774)	0.28	140	R			From: 66-650					NA	NA			1999
						To: Dead End									
(775)	0.08	100	R			From: US 360					NA	NA			1999
						To: Dead End									
(776)	0.25	30	R			From: 66-636					NA	NA			1994
						To: Dead End									
(777)	0.16	47	R			From: Dead End					NA	NA			1999
						To: 66-640									
(779)	0.25	20	R			From: 66-601					NA	NA			1999
						To: Dead End									
(780)	0.14	90	R			From: Dead End					NA	NA			1999
						To: 66-679									
(781)	0.82	90	R			From: 66-624					NA	NA			1999
						To: Cul-de-Sac									
(782)	0.20	120	R			From: SR 202					NA	NA			1986
						To: Dead End									
(783)	0.10	10	R			From: Dead End					NA	NA			1999
						To: 66-646									
(784)	0.36	90	R			From: 66-614					NA	NA			1999
						To: Dead End									
(785)	1.16	90	R			From: 66-624					NA	NA			1999
						To: 66-786									
(786)	0.39	70	R			From: 66-785					NA	NA			1999
						To: 66-787									
(787)	0.06	10	R			From: 66-786					NA	NA			1999
						To: Dead End									
(788)	0.30	50	R			From: 66-712					NA	NA			1999
						To: Dead End									
(789)	0.15	30	R			From: 66-634					NA	NA			1999
						To: Dead End									
(790)	0.30	130	R			From: Westmoreland County Line					NA	NA			1994
						To: 66-600									
(791)	0.50	30	R			From: 66-630					NA	NA			1999
						To: Dead End									
(792)	0.17	50	R			From: 66-605					NA	NA			1999
						To: Dead End									
(793)	0.18	230	R			From: 66-712					NA	NA			1999
						To: 66-758									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(794)	0.72	50	R			From: 66-635					NA		NA		1999
						To: Dead End									
(795)	0.43	80	R			From: 79-600 Richmond County Line					NA		NA		1986
						To: Dead End									
(796)	0.13	30	R			From: 66-609					NA		NA		1999
						To: Dead End									
(797)	0.22	20	R			From: 66-644					NA		NA		1999
						To: Dead End									
(798)	0.85	90	R			From: 66-667					NA		NA		1999
						To: Dead End									
(799)	0.12	170	R			From: 66-801					NA		NA		1986
						To: 66-722									
(799)	0.07	220	R			From: 66-722					NA		NA		1994
						To: US 360									
(800)	0.89	100	R			From: 66-644					NA		NA		1999
						To: 66-806									
(800)	0.25	20	R			From: 66-806					NA		NA		1999
						To: Cul-de-Sac									
(801)	0.29	170	R			From: Dead End					NA		NA		1999
						To: 66-799									
(802)	1.72	90	R			From: 66-652					NA		NA		1999
						To: 66-803									
(803)	0.11	20	R			From: Dead End					NA		NA		1999
						To: 0.06 ME 66-802									
(804)	0.07	10	R			From: Dead End					NA		NA		1999
						To: 66-669									
(805)	0.62	70	R			From: 66-652					NA		NA		1999
						To: Cul-de-Sac									
(806)	0.21	40	R			From: Cul-de-Sac					NA		NA		1986
						To: 66-800									
(807)	0.45	30	R			From: 66-666					NA		NA		1986
						To: 66-666									
(808)	0.08	NA				From: Cul-de-Sac					NA		NA		
						To: 66-807									
(810)	0.70	130	R			From: Dead End					NA		NA		1986
						To: 66-663									
(811)	0.11	NA				From: 66-810					NA		NA		
						To: Cul-de-Sac									



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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(812)	1.38	NA				From: 66-604					NA		NA		
						To: Dead End									
(815)	0.06	40	R			From: US 360					NA		NA		1994
						To: 66-644									
(818)	0.32	45	R			From: 66-618					NA		NA		1999
						To: Dead End									
(820)	1.34	120	R			From: Dead End					NA		NA		1994
						To: 66-624									
(824)	0.05	100	R			From: US 360					NA		NA		1994
						To: 66-613									
(830)	0.41	80	R			From: Dead End					NA		NA		1994
						To: 66-609									
(835)	0.60	60	R			From: Dead End					NA		NA		1994
						To: 66-649									
(836)	0.55	NA				From: Cul-de-Sac					NA		NA		
						To: 0.13 ME 66-636									
(837)	0.12	20	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-836									
(840)	0.25	40	R			From: 66-629					NA		NA		1994
						To: Dead End									
(841)	0.14	NA				From: Cul-de-Sac					NA		NA		
						To: 66-840									
(845)	0.24	NA				From: 66-629					NA		NA		
						To: Cul-de-Sac									
(1001)	0.02	400	R			From: 66-1002					NA		NA		1999
						To: 66-1004									
(1001)	0.12	110	R			From: US 360					NA		NA		1999
						To: US 360 SOUTH									
(1002)	0.04	810	R			From: Dead End Gap Terminus					NA		NA		1999
						To: 66-1001									
(1002)	0.03	80	R			From: 66-1001					NA		NA		1999
						To: 66-1003									
(1002)	0.02	530	R			From: US 360 NORTH					NA		NA		1999
						To: 66-1002									
(1003)	0.03	140	R			From: US 360					NA		NA		1999
						To: Dead End									
(1004)	0.06	270	R			From: 66-1001					NA		NA		1999
						To: 66-1001									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Kilmarnock</b>															
(1005)	0.05	440	R			From: SR 200 Lancaster Cy					NA		NA		1999
(1005)	0.14	40	R			From: 66-1016					NA		NA		1999
						To: Dead End									
<b>Northumberland County</b>															
(1006)	0.32	70	R			From: SR 200					NA		NA		1999
(1006)	0.26	NA				From: 66-1007					NA		NA		
						To: Cul-de-Sac									
(1007)	0.22	49	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-1006									
(1008)	0.34	30	R			From: SR 200					NA		NA		1999
						To: Cul-de-Sac									
(1010)	0.31	100	R			From: 66-609					NA		NA		1994
(1010)	0.15	70	R			From: 66-1011					NA		NA		1994
(1010)	0.28	40	R			From: 66-1012					NA		NA		1994
						To: Cul-de-Sac									
(1011)	0.08	30	R			From: Cul-de-Sac					NA		NA		1994
						To: 66-1010									
(1012)	0.08	49	R			From: 66-1010					NA		NA		1994
						To: Cul-de-Sac									
<b>Town of Kilmarnock</b>															
(1014)	0.06	80	R			From: SR 200 Lancaster Cy					NA		NA		1999
						To: 66-1015									
(1015)	0.07	40	R			From: 66-1017					NA		NA		1999
						To: 66-1014									
(1016)	0.14	580	R			From: Lancaster County Line					NA		NA		1999
						To: 66-1005									
(1017)	0.06	90	R			From: SR 200 Lancaster Cy					NA		NA		1986
						To: 66-1015									
<b>Northumberland County</b>															
(1020)	0.17	160	R			From: SR 200					NA		NA		1994
						To: Dead End									
(1023)	0.20	30	R			From: 66-1024					NA		NA		1999
						To: 66-605									
(1024)	0.34	30	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-1023									
(1025)	1.67	140	R			From: 66-608					NA		NA		1999
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1026)	0.17	NA				From: 66-1025; 66-1027					NA		NA		
						To: Cul-de-Sac									
(1027)	0.32	NA				From: Dead End					NA		NA		
						To: 66-1025; 66-1026									
(1028)	0.10	NA				From: 66-1025					NA		NA		
						To: Dead End									
(1029)	0.14	NA				From: 66-1025					NA		NA		
						To: Cul-de-Sac									
(1030)	0.03	20	R			From: Cul-de-Sac					NA		NA		1994
(1030)	0.09	30	R			From: 66-1032					NA		NA		1994
						To: 66-609									
(1031)	0.07	9	R			From: Cul-de-Sac					NA		NA		1999
(1031)	0.08	30	R			From: 66-1032					NA		NA		1994
						To: 66-609									
(1031)	0.07	40	R			From: Cul-de-Sac					NA		NA		1994
						To: Cul-de-Sac									
(1032)	0.20	20	R			From: 66-1030					NA		NA		1994
						To: 66-1031									
(1035)	0.40	NA				From: 66-669					NA		NA		
						To: Cul-de-Sac									
(1038)	0.16	NA				From: Dead End/					NA		NA		
						To: 66-00668(B)/									
(1039)	0.13	NA				From: Cul-de-Sac/					NA		NA		
						To: 66-01038(B)/									
(1040)	0.04	NA				From: Cul-de-Sac					NA		NA		
						To: 66-1010									
(1041)	0.03	NA				From: Cul-de-Sac					NA		NA		
						To: 66-1010									
(1042)	0.10	NA				From: Cul-de-Sac					NA		NA		
						To: 66-1010									
(1050)	0.27	NA				From: 66-1051					NA		NA		
						To: 66-644									
(1051)	0.29	NA				From: Cul-de-Sac					NA		NA		
						To: Cul-de-Sac									
(1060)	0.80	90	R			From: 66-604					NA		NA		1999
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
1061	0.30	30	R			From: 66-1060					NA		NA		1999
						To: Cul-de-Sac									
1062	0.44	40	R			From: 66-1060					NA		NA		1999
						To: Cul-de-Sac									
1070	0.09	60	R			From: 66-604					NA		NA		1999
						To: 66-1071									
1071	0.72	40	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-1070									
1071	0.30	10	R			From: 66-1070					NA		NA		1999
						To: Cul-de-Sac									
1080	0.70	6	R			From: 66-665					NA		NA		1999
						To: 66-1081									
1081	0.17	6	R			From: 66-1080					NA		NA		1999
						To: Cul-de-Sac									
1094	0.32	NA				From: 66-635					NA		NA		
						To: Cul-de-Sac									
1095	0.20	20	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-794									
1096	0.18	6	R			From: 66-794					NA		NA		1999
						To: Cul-de-Sac									
1101	0.06	50	R			From: 66-1115					NA		NA		1986
						To: 66-1103									
1101	0.05	40	R			From: 66-1103					NA		NA		1986
						To: 66-1102									
1102	0.08	40	R			From: Dead End					NA		NA		1986
						To: 66-1101									
1102	0.11	20	R			From: 66-1101					NA		NA		1986
						To: Dead End									
1103	0.13	49	R			From: 66-1101					NA		NA		1986
						To: 66-1106 Gap Termin									
1103	0.06	10	R			From: 66-1104 Gap Termin					NA		NA		1986
						To: 56-669									
1104	0.30	20	R			From: 66-1103					NA		NA		1986
						To: 66-1105									
1105	0.10	30	R			From: Dead End					NA		NA		1999
						To: 66-1106									
1105	0.11	130	R			From: 66-1106					NA		NA		1999
						To: 66-1104									
1105	0.06	130	R			From: 66-1104					NA		NA		1999
						To: 66-669									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1106)	0.24	40	R			From: 66-1103					NA		NA		1999
(1106)	0.06	110	R			To: 66-1107					NA		NA		1999
(1107)	0.27	30	R			From: END LOOP					NA		NA		1999
(1107)	0.03	20	R			To: 66-1109					NA		NA		1999
(1107)	0.19	60	R			From: 66-1108					NA		NA		1999
(1107)	0.05	90	R			To: BEGIN LOOP					NA		NA		1999
(1108)	0.02	20	R			From: 66-1107					NA		NA		1999
(1109)	0.02	20	R			To: Cul-de-Sac					NA		NA		1999
(1110)	0.06	40	R			From: Cul-de-Sac					NA		NA		1999
(1110)	0.09	60	R			To: 66-1107					NA		NA		1999
(1111)	0.20	6	R			From: 66-1112					NA		NA		1999
(1112)	0.21	30	R			To: 66-1111					NA		NA		1999
(1113)	0.36	80	R			From: 66-1115					NA		NA		1999
(1114)	0.36	750	R			To: 66-1116					NA		NA		1999
(1115)	0.07	49	R			From: Dead End					NA		NA		1994
(1115)	0.12	90	R			To: 66-672					NA		NA		1999
(1115)	0.04	120	R			From: 66-1118					NA		NA		1999
(1115)	0.14	140	R			To: 66-1115					NA		NA		1999
(1115)	0.09	170	R			From: Dead End					NA		NA		1986
(1115)	0.07	970	R			To: 66-1117					NA		NA		1986
(1115)	0.07	90	R			From: 66-1116					NA		NA		1986
(1115)	0.14	140	R			To: 66-1116					NA		NA		1986
(1115)	0.09	170	R			From: 66-1101					NA		NA		1986
(1115)	0.07	970	R			To: 66-1101					NA		NA		1986
(1115)	0.07	970	R			From: 66-1110					NA		NA		1986
(1115)	0.07	970	R			To: 66-1110					NA		NA		1986
(1115)	0.07	970	R			From: 66-1114					NA		NA		1994
(1115)	0.07	970	R			To: 66-1114					NA		NA		1994
(1116)	0.29	40	R			From: Dead End					NA		NA		1999
(1116)	0.29	40	R			To: 66-669					NA		NA		1999
(1116)	0.29	40	R			From: Dead End					NA		NA		1999
(1116)	0.29	40	R			To: 66-1112					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1116)	0.06	100	R			From: 66-1112					NA		NA		1999
(1116)	0.06	130	R			To: 66-1111					NA		NA		1999
(1117)	0.03	40	R			From: 66-1115					NA		NA		1999
(1117)	0.09	40	R			To: 0.04 MN 66-1115					NA		NA		1999
(1118)	0.15	40	R			From: BEGIN LOOP					NA		NA		1999
(1118)	0.15	50	R			To: END LOOP					NA		NA		1999
(1118)	0.35	110	R			From: 0.15 MN END LOOP					NA		NA		1999
(1118)	0.08	460	R			To: 66-1114					NA		NA		1999
(1118)	0.29	90	R			From: 66-1119 NORTH					NA		NA		1999
(1119)	0.09	60	R			To: 66-1119 SOUTH					NA		NA		1999
(1119)	0.08	49	R			From: Dead End					NA		NA		1999
(1119)	0.20	100	R			To: 66-1118 SOUTH					NA		NA		1999
(1119)	0.20	100	R			From: 66-1120					NA		NA		1999
(1120)	0.14	60	R			To: 66-1118 NORTH					NA		NA		1999
(1120)	0.14	60	R			From: Dead End					NA		NA		1999
(1121)	0.05	20	R			To: 66-1119					NA		NA		1999
(1121)	0.05	20	R			From: Dead End					NA		NA		1999
(1122)	0.16	160	R			To: 66-676					NA		NA		1999
(1122)	0.16	160	R			From: Dead End					NA		NA		1999
(1129)	0.29	30	R			To: 66-672					NA		NA		1999
(1129)	0.29	30	R			From: 66-669					NA		NA		1999
(1130)	0.35	30	R			To: Cul-de-Sac					NA		NA		1999
(1130)	0.35	30	R			From: 66-607					NA		NA		1999
(1150)	0.05	70	R			To: 66-607					NA		NA		1999
(1150)	0.05	70	R			From: Cul-de-Sac					NA		NA		1999
(1150)	0.45	120	R			To: 66-1151					NA		NA		1999
(1150)	0.45	120	R			From: 66-1151					NA		NA		1999
(1151)	0.10	30	R			To: 66-653					NA		NA		1999
(1151)	0.10	30	R			From: 66-1150					NA		NA		1999
(1201)	0.28	70	R			To: Cul-de-Sac					NA		NA		1999
(1201)	0.28	70	R			From: Dead End					NA		NA		1986
(1201)	0.28	70	R			To: 66-1202					NA		NA		1986

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1201)	0.07	46	R			From: 66-1202					NA		NA		1994
						To: 66-644									
(1202)	0.19	20	R			From: Dead End					NA		NA		1999
(1202)	0.06	30	R			From: 66-1203					NA		NA		1999
(1202)	0.04	40	R			From: 66-1204					NA		NA		1999
						To: 66-1201									
(1203)	0.04	2	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-1202									
(1204)	0.03	6	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-1202									
(1209)	0.46	20	R			From: 66-644					NA		NA		1999
						To: Cul-de-Sac									
(1210)	0.04	100	R			From: 66-639					NA		NA		1994
(1210)	0.40	60	R			To: 66-1212					NA		NA		1986
(1210)	0.54	40	R			To: 66-1211 SOUTH					NA		NA		1986
						To: 66-1211 NORTH									
(1211)	0.08	40	R			From: 66-1210					NA		NA		1999
						To: 66-1210									
(1212)	0.05	10	R			From: 66-1210					NA		NA		1999
						To: Cul-de-Sac									
(1213)	0.08	20	R			From: Cul-de-Sac					NA		NA		1994
						To: 66-1210									
(1214)	0.08	NA				From: Dead End/					NA		NA		
						To: 66-01210(B)/									
(1216)	0.47	40	R			From: 66-707					NA		NA		1999
						To: Cul-de-Sac									
(1217)	0.06	9	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-707									
(1220)	0.64	80	R			From: Cul-de-Sac					NA		NA		1994
(1220)	0.07	47	R			To: 66-1221					NA		NA		1986
(1220)	0.10	40	R			To: 66-1223					NA		NA		1986
						To: 66-604									
(1221)	0.23	10	R			From: 66-1220					NA		NA		1999
						To: 66-604									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
1221	0.21	30	R			From: 66-604					NA	NA			1999
						To: 66-1222									
1222	0.15	30	R			From: Cul-de-Sac					NA	NA			1999
						To: 66-1221									
1222	0.28	20	R			From: 66-1221					NA	NA			1999
						To: 66-604									
1223	0.06	4	R			From: Cul-de-Sac					NA	NA			1999
						To: 66-1220									
1224	0.09	60	R			From: 66-1220					NA	NA			1994
						To: 66-1225									
1224	0.01	60	R			From: 66-1225					NA	NA			1994
						To: 0.01 MS 66-1225									
1224	0.41	60	R			From: 0.01 MS 66-1225					NA	NA			1994
						To: Cul-de-Sac									
1225	0.26	NA				From: 66-1227					NA	NA			
						To: 66-1224									
1226	0.08	20	R			From: Cul-de-Sac					NA	NA			1999
						To: 66-1229									
1226	0.14	20	R			From: 66-1229					NA	NA			1999
						To: Cul-de-Sac									
1227	0.11	NA				From: Cul-de-Sac					NA	NA			
						To: Cul-de-Sac									
1228	0.02	80	R			From: 66-740					NA	NA			1999
						To: 66-1229									
1229	0.42	40	R			From: Cul-de-Sac					NA	NA			1999
						To: 66-1228									
1229	0.15	60	R			From: 66-1228					NA	NA			1999
						To: RIVERSIDE COURT									
1230	0.48	130	R			From: 66-603					NA	NA			1999
						To: 66-1231									
1230	0.32	60	R			From: 66-1231					NA	NA			1999
						To: BEGIN LOOP									
1230	0.18	9	R			From: BEGIN LOOP					NA	NA			1999
						To: END LOOP									
1231	0.13	20	R			From: 66-1230					NA	NA			1999
						To: Pintail Court									
1231	0.20	NA				From: Pintail Court					NA	NA			
						To: Dead End									
1232	0.08	7	R			From: 66-1230					NA	NA			1999
						To: Cul-de-Sac									
1233	0.10	NA				From: Dead End					NA	NA			
						To: 66-1229									



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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1234)	0.09	NA									NA		NA		
						From: 66-1233									
						To: Cul-de-Sac									
(1235)	0.17	NA									NA		NA		
						From: 66-740									
						To: Cul-de-Sac									
(1236)	0.05	NA									NA		NA		
						From: 66-01230(B)/									
						To: Cul-de-Sac/									
(1237)	0.10	NA									NA		NA		
						From: Dead End/									
						To: 66-01230(B)/66-01231(L)/									
(1301)	0.68	690	R								NA		NA		1994
						From: US 360									
(1301)	1.03	240	R								NA		NA		1986
						From: 66-1305									
						To: 66-1302; 66-1303									
(1302)	0.79	60	R								NA		NA		1999
						From: 66-1301; 66-1303									
						To: Dead End									
(1303)	0.28	45	R								NA		NA		1999
						From: Dead End									
(1303)	0.06	50	R								NA		NA		1999
						From: 66-1304									
						To: 66-1301; 66-1302									
(1304)	0.05	10	R								NA		NA		1999
						From: 66-1303									
						To: Cul-de-Sac									
(1305)	0.28	360	R								NA		NA		1986
						From: 66-1301									
(1305)	0.22	30	R								NA		NA		1986
						From: 66-1306									
						To: Cul-de-Sac									
(1306)	0.15	620	R								NA		NA		1999
						From: 66-1305									
(1306)	0.03	600	R								NA		NA		1999
						From: 66-1307									
(1306)	0.14	540	R								NA		NA		1999
						From: 66-1310									
(1306)	0.05	500	R								NA		NA		1999
						From: 66-1311									
(1306)	0.11	250	R								NA		NA		1999
						From: 66-1315									
(1306)	0.12	190	R								NA		NA		1999
						From: 66-1317									
(1306)	0.10	170	R								NA		NA		1999
						From: 66-1316									
(1306)	0.26	100	R								NA		NA		1999
						From: 66-1308									
(1306)	0.08	110	R								NA		NA		1999
						From: 66-1312									
(1306)	0.16	130	R								NA		NA		1999
						From: 66-1318									
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
1307	0.15	70	R			From: 66-1306					NA	NA			1999
						To: Cul-de-Sac									
1308	0.07	10	R			From: 66-1309					NA	NA			1999
1308	0.10	20	R			From: 66-1317					NA	NA			1999
						To: 66-1306									
1309	0.06	130	R			From: 66-1315					NA	NA			1999
1309	0.33	60	R			From: W LITTLE JOHN ST					NA	NA			1999
1309	0.06	40	R			From: E LITTLE JOHN ST					NA	NA			1999
1309	0.16	130	R			From: 66-1315					NA	NA			1999
1309	0.22	100	R			From: 66-1308					NA	NA			1999
1309	0.21	80	R			From: 66-1318					NA	NA			1999
						To: Cul-de-Sac									
1310	0.19	50	R			From: Cul-de-Sac					NA	NA			1999
						To: 66-1306									
1311	0.12	60	R			From: 66-1306					NA	NA			1999
						To: Cul-de-Sac									
1312	0.04	10	R			From: 66-1306					NA	NA			1999
						To: Cul-de-Sac									
1313	0.03	30	R			From: Cul-de-Sac					NA	NA			1994
						To: 66-1306									
1314	0.17	30	R			From: 66-1309 WEST					NA	NA			1999
						To: 66-1309 EAST									
1315	0.20	120	R			From: 36-1306					NA	NA			1999
						To: 66-1309									
1316	0.10	30	R			From: 66-1306					NA	NA			1999
						To: Cul-de-Sac									
1317	0.20	50	R			From: 66-1306					NA	NA			1999
1317	0.23	30	R			From: 66-1308					NA	NA			1999
						To: 66-1318									
1318	0.04	60	R			From: 66-1306					NA	NA			1999
1318	0.07	50	R			From: 66-1317					NA	NA			1999
						To: 66-1309									
1320	0.12	80	R			From: 66-1321					NA	NA			1994
						To: 66-650									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1321)	0.01	20	R			From: Dead End					NA		NA		1994
(1321)	0.01	20	R			From: 66-1320					NA		NA		1994
						To: Dead End									
(1329)	0.17	50	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-651									
(1330)	0.50	40	R			From: 66-805					NA		NA		1994
						To: 66-805									
(1335)	0.76	NA				From: 66-00644(B)/					NA		NA		
						To: Dead End/									
(1336)	0.23	NA				From: 66-01335(B)/					NA		NA		
						To: Dead End/									
(1400)	0.16	30	R			From: 66-1403					NA		NA		1994
						To: Cul-de-Sac									
(1401)	0.14	40	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-1403									
(1401)	0.59	100	R			From: 66-751					NA		NA		1999
						To: 66-751									
(1401)	0.30	60	R			From: Dead End					NA		NA		1999
						To: 66-751									
(1402)	0.29	20	R			From: 66-751					NA		NA		1999
						To: 66-751									
(1403)	0.29	290	R			From: 66-751					NA		NA		1999
						To: 66-1409									
(1403)	0.20	240	R			From: 66-1408					NA		NA		1999
						To: 66-1407									
(1403)	0.19	240	R			From: 66-1406					NA		NA		1999
						To: 66-1405									
(1403)	0.07	240	R			From: 66-1404					NA		NA		1999
						To: 66-1401									
(1403)	0.09	230	R			From: 66-1403					NA		NA		1999
						To: Cul-de-Sac									
(1403)	0.10	210	R			From: 66-1403					NA		NA		1999
						To: 66-1404									
(1403)	0.35	190	R			From: 66-1403					NA		NA		1999
						To: 66-1401									
(1404)	0.27	50	R			From: 66-1403					NA		NA		1999
						To: Cul-de-Sac									
(1405)	0.20	40	R			From: 66-1403					NA		NA		1999
						To: 66-1404									
(1406)	0.25	70	R			From: 66-1403					NA		NA		1999
						To: 66-1407									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1407)	0.18	30	R			From: 66-1403					NA		NA		1999
						To: 66-1406									
(1408)	0.06	40	R			From: 66-1403					NA		NA		1999
(1408)	0.20	30	R			From: 66-1410					NA		NA		1999
						To: Cul-de-Sac									
(1409)	0.09	48	R			From: 66-1403					NA		NA		1999
(1409)	0.20	40	R			From: 66-1410					NA		NA		1999
						To: Cul-de-Sac									
(1410)	0.25	40	R			From: 66-1409					NA		NA		1999
						To: 66-1408									
(1411)	0.32	46	R			From: 66-751					NA		NA		1999
						To: 66-751									
(1412)	0.11	20	R			From: 66-751					NA		NA		1994
						To: 66-1413									
(1413)	0.24	20	R			From: 66-751					NA		NA		1994
						To: Cul-de-Sac									
(1414)	0.10	10	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-751									
(9294)	0.18	NA				From: 66-698					NA		NA		
						To: Shadow of:727268 END OF LOOP									
(9296)	0.15	NA				From: 66-698 SOUTH					NA		NA		
						To: 66-698 NORTH									
(9297)	0.16	230	R			From: 66-601					NA		NA		1994
						To: NORTHUMBERLAND HS									