2002

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

where available

Jurisdiction Report

47

James City County City of Williamsburg

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

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

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour estimate:

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

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

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

QW: Quality of AAWDT:

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

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

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

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Jam	es City Mainte	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	Truck de 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				-											
5 John Tyler Memorial Hw	4.35	3300	G	94%	narles Cir 0%	ty County Line, C 3% 1%	2%	Bridge 0%	F	0.077	F	0.501	3300	G	2002
5 John Tyler Memorial Hw	2.03	12000	G	From: 94%	0%	47-614 Legacy 3% 1%		0%	F	0.078	F	0.529	12000	G	2002
5 John Tyler Memorial Hw	1.50	13000	G	From: 94%	0%	47-615 Ironbou 3% 1%		0%	С	0.086	F	0.517	14000	G	2002
5 John Tyler Memorial Hw	0.29	19000	G	94%	0%	47-652 Stanle 3% 1%		0%	F	0.08	F	0.602	19000	G	2002
5 199	0.22	21000	G	From: 95% To:	SR 1	99, 46-616, WCL 1% 1% WCL William	2%	0%	F	0.08	F	0.547	23000	G	2002
						WCL WIIIIaiii	sourg	J							
City of Williamsburg				From:		WCL William	shurg								
5 199	0.24	21000	G	95% To:	0%	1% 1% SR 31; SR	2%	0%	F	0.08	F	0.547	23000	G	2002
5 Jamestown Rd	0.26	10000	G	97%	0%	intenance Jurisdic	1%	0%	F	0.088	F	0.528	11000	G	2002
5 Jamestown Rd	1.50	11000	G	From: 97%	0%	7073 John Tyler N 1% 1% 137-7075 Boun	1%	0%	С	0.086	F	0.512	12000	G	2002
5 Boundary St	0.07	11000	G	97%	0%	Jamestown 1% 1%	Rd 1%	0%	F	0.077	F	0.532	12000	G	2002
				To: From:		Francis S Boundary									
5 Francis St	0.09	8400	G	97% Ta-	0%	1% 1% SR 132 Henr	1%	0%	F	0.080	F	0.554	8800	G	2002
5 Henry St	0.38	6200	G	97%	0%	Francis S 1% 1% SR 162 Lafaye	1%	0%	F	0.090	F	0.580	6400	G	2002
5 Lafayette St	0.33	12000	G	From: 96%	1%	SR 132 Henr 2% 1%	ry St	0%	F	0.085	F	0.576	13000	G	2002
5 Lafayette St	0.73	10000	G	From: 96%	1%	Capital Landii		0%	С	0.086	F	0.611	11000	G	2002
				To: From:		US 60 Page	St								
5 60 Page Street	0.25	20000	G	97%	1%	2% 0%		0%	С	0.076	F	0.6	21000	G	2002
5 60 Page Street	0.31	20000	G	97%	1%	2% 0% US 60 Page		0%	F	0.076	F	0.595	21000	G	2002
5 Capitol Landing Rd	0.62	8200	G	96% To:	1%	2% 0% SR 143 Merrir	1%	0%	С	0.089	F	0.606	8500	G	2002
James City County															
30 Old Stage Rd	2.13	7600	G	86%	1%	New Kent Cour 2% 3%	-	0%	F	0.088	F	0.625	7600	G	2002
30 Old Stage Rd	1.71	7300	G	91%	1%	I-64 3% 2%	4%	0%	F	0.079	F	0.674	7300	G	2002
30 Rochambeau Dr	3.41	4000	G	To: From: 95% To:	0%	US 60 Anderson 1% 1%	2%	0%	F	0.093	F	0.648	4000	G	2002
						I-64; 47-607 Cro		(- T / · · · · ·							
31)	2.10	8900	G	97%	0%	Ferry; Town of Su 1% 0%		0%	F	0.086	F	0.564	8900	G	2002
31)	2.30	10000	G	97%	0%	47-681 1% 0% WCL William		0%	F	0.085	F	0.534	11000	G	2002
City of Williamshurz				I		02 **********************************									
City of Williamsburg 31 Jamestown Road	0.06	21000	G	97%	0%	James City Cour 1% 0%		0%	F	0.095	F	0.580	22000	G	2002
				To:		SR 199									

Route Length AAPT QA 4Thro Sus 2A/46 9Throl 2Trail 2Tra						Jam	nes City Mainte	enance Are	ea							
	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Section Superscript Supe	James City County															
SE M North of Traines Se M North of Train		5.05	4000	G		Ω0/-		-	0%	_	0.004	_	0.65	4000	G	2002
(60) 3.12 13000 G 94% 0% 3% 1% 1% 1% 0% F 0.082 F 0.596 13000 G 2002 (80) Richmond Rd 2.39 19000 G 94% 0% 3% 1% 1% 1% 0% F 0.081 F 0.542 19000 G 2002 (80) Richmond Rd 1.37 22000 G 94% 0% 3% 1% 1% 1% 0% F 0.082 F 0.542 20000 G 2002 (80) Richmond Rd 1.37 22000 G 94% 0% 3% 1% 1% 1% 0% F 0.082 F 0.542 20000 G 2002 (80) Richmond Rd 1.37 22000 G 94% 0% 3% 1% 1% 1% 0% F 0.082 F 0.542 20000 G 2002 (80) Richmond Rd 0.30 31000 G 96% 1% 2% 1% 1% 0% 0% F 0.078 F 0.544 3000 G 2002 (80) Richmond Rd 0.31 28000 G 97% 0% 1% 1% 1% 0% F 0.074 F 0.564 3000 G 2002 (80) Bypass Rd 0.11 28000 G 97% 0% 1% 1% 1% 1% 0% F 0.074 F 0.562 29000 G 2002 (80) Bypass Rd 0.50 19000 G 96% 1% 2% 1% 1% 1% 0% F 0.074 F 0.565 20000 G 2002 (80) Page Street 0.31 20000 G 97% 1% 2% 0% 1% 1% 0% F 0.076 F 0.595 21000 G 2002 (80) Page Street 0.31 20000 G 97% 1% 2% 0% 1% 1% 0% F 0.076 F 0.595 21000 G 2002 (80) Page Street 0.31 20000 G 97% 1% 2% 0% 1% 1% 0% F 0.076 F 0.595 21000 G 2002 (80) Page Street 0.32 20000 G 97% 1% 2% 0% 1% 1% 0% F 0.076 F 0.583 18000 G 2002 (80) Page Street 0.32 20000 G 97% 1% 2% 0% 1% 1% 0% F 0.076 F 0.583 18000 G 2002 (80) Page Street 0.32 20000 G 97% 1% 2% 0% 1% 1% 0% F 0.076 F 0.583 18000 G 2002 (80) Page Street 0.32 20000 G 97% 1% 2% 0% 1% 1% 0% F 0.076 F 0.583 18000 G 2002 (80) Page Street 0.42 20000 G 97% 1% 2% 0% 1% 1% 0% F 0.084 F 0.723 18000 G 2002 (80) Page Street 0.42 20000 G 97% 1% 2% 0% 1% 1% 0% 0% F 0.086 F 0.080 G 2002 (80) Page Street 0.42 20000 G 97% 1% 2% 0% 1% 1% 0% 0% F 0.086 F 0.080 G 2002 (80) Page Street 0.42 20000 G 97% 1% 2% 0% 1% 1% 0% 0% F 0.086 F 0.080 G 2002 (80) Page Street 0.42 20000 G 97% 1% 2% 0% 1% 0% 0% F 0.086 F 0.080 G 2002 (80) Page Street 0.42 20000 G 97% 1% 2% 0% 1% 0% 0% F 0.086 F 0.080 G 2002 (80) Page Street 0.42 20000 G 97% 1% 2% 0% 1% 0% 0% F 0.086 F 0.080 G 2002 (80) Page Street 0.42 20000 G 97% 1% 0% 2% 0% F 0.086 F 0.086 F 0.080 G 2002 (80) Page Street 0.42 20000 G 97% 0% 1% 0% 2% 0% F 0.086 F 0.080 G 2002 (80) Page Street 0.80 17000 G 97% 0% 1% 0% 2% 0% F 0.086 F 0.080 G 2002 (80) Page	(60)	5.05	4900	G	94 70	070			0%	Г	0.094	Г	0.03	4900	G	2002
		3 12	12000	G		Λ0/-			00/-		0.082		0.506	13000	G	2002
Combined Traffic Stopp Combined Traffic	(60)	3.12	13000	G	94 /0	0 70		0 1/0	0 /0	•	0.002		0.590	13000	G	2002
Septence Combined Traffic Septence Combined Traffic Septence Combined Traffic Septence Septence Combined Traffic Septence	$\overline{\Box}$	2.95	10000	G		Λ0/-		4 10/	0%		0.091		0.542	10000	G	2002
City of Williamsbure	(60)	2.03	19000	G	34 /0	0 70		0 1/0	0 /0	•	0.001		0.542	19000	G	2002
W.C.L. Williamsburge	Pichmond Pd	2 30	10000	G		Λ0/-		4 10/-	0%		0.083		0.542	20000	G	2002
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Big Richmond Rd	City of Williamshurg								•							
Second Street	~~~															
Bypass Rd	(60) Richmond Rd	1.37	22000	G	94%	0%	3% 1%	6 1%	0%	F	0.078	F	0.548	22000	G	2002
Bypass Rd	~				To: From:		Ironbound	Rd								
Richmond	(60) Richmond Rd	0.30	31000	G		1%			0%	С	0.074	F	0.564	33000	G	2002
Bypass Rd	~															
Bypass Rd 0.50 1900 G 96% 1% 2% 1% 1% 0% C 0.078 F 0.505 2000 G 2002	60 Bypass Rd	0.11	28000	G		0%			0%	F	0.074	F	0.502	29000	G	2002
Bypass Rd	00) =), = 1	••••			To:					•		-				
Bypass Rd 0.16 18000 G 96% 1% 2% 1% 1% 0% F 0.079 F 0.596 18000 G 2002	60 Bypass Rd	0.50	19000	G		1%			0%	С	0.078	F	0.505	20000	G	2002
Bypass Rd	(00) 2)pace : 10	0.00			To:	.,,					0.0.0	•	0.000			
Page Street	Bypass Rd	0.16	18000	G		1%			0%	F	0.079	F	0.596	18000	G	2002
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Second S	60 Page Street	0.25	20000	G	97%	1%	2% 0%	6 1%	0%	С	0.076	F	0.6	21000	G	2002
Sect Williamsburg Sect	~															
Section Sect	60 York Street	0.60	17000	G		1%			0%	С	0.076	F	0.636	18000	G	2002
Second S					10.		ECL William	isburg								
1.34	James City County				From:		FCI William	schurg	1							
SR 30	60	1.34	18000	G	90%	1%			0%	F	0.084	F	0.723	19000	G	2002
Bot Pocahontas Trail 0.04 16000 G 94% 1% 2% 1% 3% 0% F 0.092 F 0.644 16000 G 2002							York County Lin	e; SR 199								
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SR 30 12000 G 94% 1% 2% 1% 3% 0% F 0.083 F 0.616 12000 G 2002	60 Pocanontas Trail	0.04	16000	G	94%	1%	2% 1%	0 3%	0%	Г	0.092	г	0.644	16000	G	2002
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2.04 38000 G 96% 0% 1% 0% 2% 0% F 0.086 F 38000 G 2002 Combined Traffic: 78000 G 95% 0% 2% 1% 2% 0% F 0.086 F 80000 G SR 143 Jefferson Ave 0.30 38000 G 96% 0% 1% 0% 2% 0% F 0.086 F 38000 G 2002 Combined Traffic: 77000 G 95% 0% 2% 1% 2% 0% F 0.086 F 78000 G	East				To: From:		York County	Line								
Combined Traffic: 78000 G 95% 0% 2% 1% 2% 0% F 0.086 F 80000 G SR 143 Jefferson Ave SR 143 Jefferson Ave		2.04	38000	G	96%	0%	1% 0%	6 2%	0%	F	0.086	F		38000	G	2002
0.30 38000 G 96% 0% 1% 0% 2% 0% F 0.086 F 38000 G 2002 Combined Traffic: 77000 G 95% 0% 2% 1% 2% 0% F 0.086 F 78000 G		ned Traffic:	78000			0%	2% 1%	6 2%	0%	F	0.086	F		80000	G	
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	Combin															2002
	Combi	iou i iuliio.		J	_	0 /0			0 /0	'	0.000	•		, 0000	J	

					Jam	ies City IV	laintena	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tr 3+Axle	uck : 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				From:		N	4 C	T	ı							
West	2.89	21000	G	94%	0%	New Ken 2%	1%	13%	0%	F	0.077	F		22000	G	2002
64	Combined Traffic		G	94%	0%	2%	1%	3%	0%	, F		'		43000	G	2002
	Combined Trainic	. 42000	G	94 %	070			3%	076	Г	NA			43000	G	
West				From:			SR 30									
64)	4.35	20000	G	94%	0%	2%	1%	3%	0%	F	0.085	F		21000	G	2002
\bigcirc	Combined Traffic	43000	G	94%	0%	2%	1%	3%	0%	F	NA			43000	G	
				To- From:		4	7-607									
West	1.44	26000	G	94%	0%	2%	1%	3%	0%	F	0.072	F		26000	G	2002
64												Г				2002
	Combined Traffic	: 51000	G	95 <u>%</u>	0%	2%	0%	2%	0%	F	NA			52000	G	
West				From:		York C	County Li	ne								
64	2.38	41000	G	94%	0%	2%	1%	3%	0%	F	0.082	F		42000	G	2002
	Combined Traffic	78000	G	95%	0%	2%	1%	2%	0%	F	NA			80000	G	
				To:		WCL N	ewport N	ews								
City of Williamsburg	<u> </u>															
				From:			R 199									
132 Henry St Sout	th 1.77	3800	G	96%	0%	2%	1%	1%	0%	С	0.084	F	0.523	3900	G	2002
$\stackrel{\smile}{=}$				To: From:		Irela	nd Street									
132 Henry St Sout	th 0.08	4000	M	_							NA			NA		2002
				To: From:			SR 5									
(132) (5) Henry S	St 0.38	6200	G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.580	6400	G	2002
, ,				To:			NCIS ST									
				From:			ayette St									
132 Henry St Nort	h 0.44	7800	G	96%	1%	2%	0%	0%	0%	С	0.092	F	0.581	8100	G	2002
				To: From:		SR	132 Y									
132 N.Henry St	0.16	12000	G	96%	1%	2%	0%	0%	0%	F	0.095	F	0.651	13000	G	2002
				To:		York (County Li	ne								
Wye				From:		Coloni	ial Parkw	ay								
(132)	0.29	7500	G	97%	1%	2%	0%	1%	0%	С	0.100	F	0.538	7700	G	2002
				To:		S	R 132									
James City County																
			_	From:			ewport N					_			_	
(143)	2.44	13000	G	95%	0%	3%	1%	1%	0%	F	0.11	F	0.766	13000	G	2002
				To: From:		York C	County Li	ne								
(143)	1.12	19000	G	95%	0%	3%	1%	1%	0%	F	0.098	F	0.657	20000	G	2002
				To-		York (County Li	ne								
City of Williamsburg	J.															
				From:			/illiamsb					_				
143 Merrimac Trai	0.90	6200	G	93%	1%	3%	3%	1%	0%	С	0.086	F	0.518	6400	G	2002
$\stackrel{\smile}{=}$				To- From:		SR 5 Capi	tal Landi	ng Rd								
143 Merrimac Trai	0.37	8900	G	96%	0%	1%	1%	1%	0%	С	0.089	F	0.604	9200	G	2002
				To:		York C	County Li	ne								
James City County																
		4	_	From:			Richmond			_	0.05:	_				
199	2.48	11000	G	95%	0%	1%	1%	2%	0%	F	0.091	F	0.535	11000	G	2002
				To: From:		47-612	Longhill	Rd]-							
199)	1.83	20000	G	96%	0%	1%	1%	1%	0%	С	0.089	F	0.592	20000	G	2002
				To: From:		SR 321 M	Ionticello	Ave								
199)	1.45	14000	G	95%	0%	1%	1%	2%	0%	F	0.079	F	0.598	14000	G	2002
				To: C												
100	0.22	21000	G	95%	0%	616, 137-70 1%	1%	1 yler Men 2%	1 Hwy 0%	F	0.08	F	0.547	23000	G	2002
199	0.22	£ 1000	G	95% To:	U 70		Villiamsb		U /0	1,	0.00	1"	0.047	23000	G	2002
C1. 47						WCL V	, 1111a1115U	w15								
City of Williamsburg	T .			From:		WCI V	Villiamsb	nro								
100	0.24	21000	G	95%	0%	1%	1%	ung 2%	0%	F	0.08	F	0.547	23000	G	2002
199	J.27		•	To:		SR 5; SR 3				•	0.00	•	0.011	_5555	-	
						~ J, JIC J										

					James	s City Maint	enance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Williamsburg															
199	0.07	23000	G	95% To:	0%	1% 19 James City Cou	6 2%	0%	F	0.083	F	0.533	24000	G	2002
James City County															
199	0.07	23000	N	95% To:	0%	ECL William 1% 19 WCL William	6 2%	0%	N	0.083	N	0.533	24000	N	2002
City of Williamsburg				From:			. **	1							
199	0.09	23000	N	95% To:	0%	James City Cou 1% 19 ECL Willian	6 2%	0%	N	0.083	N	0.533	24000	N	2002
James City County				From:		ECL William		T							
199	0.11	23000	G	95%	0%	ECL William 1% 19 47-700 Brooks	% 2%	0%	F	0.083	F	0.533	24000	G	2002
199	1.44	22000	G	96%	0%	1% 19 2 Henry St, Co	4 1%	0%	F	0.085	F	0.543	23000	G	2002
199	1.11	22000	G	95%	0%	1% 19	% 2%	0%	F	0.093	F	0.560	23000	G	2002
199	1.19	21000	G	95% To:	0%	nts Bay Rd, Qu 1% 19 nty Line, US 6	6 2%	0% Trail	F	0.084	F	0.543	22000	G	2002
359	0.27	2300	G	97% To:	1%	Colonial P 1% 0% SR 31	6 0%	0%	F	0.107	F	0.504	2400	G	2002
600 Six Mount Zion Rd	0.73	180	R	From:		47-746 Old S	tage Rd			NA			NA		1999
600 Six Mount Zion Rd	1.25	70	R	To: From:	4	17-608 Mount I	Laurel Rd	-		NA			NA		1999
600) Six Mount Zion Rd	0.90	70	N	From:		47-606 Ware C		<u> </u>		NA			0	N	1999
				To:		New Kent Cou									
601) Barnes Rd	1.38	660	R	To:		Dead Er 47-603 No				NA			NA		1999
601) Barnes Rd	1.10	270	R	From:		47-603 Sc	outh			NA			NA		1999
(601) Barnes Rd	1.80	340	R	To: From:		US 60				NA			NA		1999
(601) Barnes Rd	0.60	1100	R	From:		47-622		•		NA			NA		1999
(601) Barnes Rd	0.83	530	R	From:		SR 30 So SR 30 No	orth			NA			NA		1999
				To:		New Kent Cou									
602)	1.85	6900	R	From:		York County				NA			NA		1999
602	0.23	1000	R	From:		47-609		<u> </u>		NA			NA		1999
602)	0.13	940	R	To: From:		47-162				NA			NA		1999
				From:		47-162		<u> </u>							
603)	3.77	800	G	94% To:	0%	4% 09 US 60 E	6 2%	0%	С	0.085	F	0.586	800	G	2002
(603)	0.35	620	R	From:		US 60 W				NA			NA		1999
				To:		47-622	:								

					Jam	es City N	/laintena	nce Are	а							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			O.C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				From:			47-622									
603)	0.35	620	R				17 022				NA			NA		1999
				To-		New Kei	nt County l	Line								
				From:			47-607									
605	1.00	120	R								NA			NA		1999
				To:		D	ead End									
				From:		4	47-600									
606)	2.10	610	R								NA			NA		1999
				To:			47-608									
606	1.30	660	R	From:			17 000				NA			NA		1999
000)				To:		47-60	07 SOUTH	[
_				From:			07 NORTH									
606)	2.91	500	R								NA			NA		199
				To:			17-646									
606)	1.22	540	R	From:							NA			NA		199
				To:		17.7	25 WEST									
<u></u>	0.08	400	R	From:		4/-/	35 WEST				NA			NA		199
606	0.00	400	11								INA			INA		199
			_	From:		47-6	42 WEST									
606)	0.09	150	R								NA			NA		1999
				To: From:		4	47-693									
606	0.07	280	R								NA			NA		1999
				Ta		47-6	642 EAST									
606)	0.24	120	R	From:		., .					NA			NA		199
900				To:		47-7	35; 47-749									
				From:		1	US 60									
607)	0.51	8200	G	95%	0%	3%		2%	0%	С	0.087	F	0.515	8200	G	200
001)				т												
	0.38	7900	G	From: 95%	0%	3%	47-760 1%	2%	0%	F	0.09	F	0.512	7800	G	200
607)	0.30	7900	G	93 /6 To:	0 /0		30 WEST	2 /0	0 /0	'	0.09	'	0.512	7000	G	200
				From:			AMP; SR	30 E								
607	0.09	6600	G	93%	0%	4%	1%	2%	0%	С	0.081	F	0.560	6600	G	2002
				To:			47-602									
	0.73	3400	G	From: 93%	0%	4%	1%	2%	0%	F	0.087	F	0.602	3400	G	200
607	0.70	0-100	Ŭ		070				070		0.007	•	0.002	0-100	Ü	200
$\overline{}$	4.00	4400	_	From:	00/		06 NORTH		00/	_	0.00		0.000	4400	_	000
607)	1.92	1100	G	93%	0%	4%	1%	2%	0%	F	0.09	F	0.628	1100	G	200
				From:		4	47-605									
607)	1.85	320	R								NA			NA		199
				To:		D	ead End									
_				From:		4	47-600									
608)	2.32	48	R								NA			NA		199
				To:		4	47-606									
				From:		F	R-136									
609	0.23	130	R								NA			NA		199
				To:		Δ	7-1605									
600	0.11	1000	R	From:			7 1005				NA			NA		199
609	• • • • • • • • • • • • • • • • • • • •		•••													
	0.07	222		From:			47-602				NI A			NIA		400
609	0.27	330	R	To		47.5	77 COLTAT	r			NA			NA		199
				From:			07 SOUTH 07 NORTH									
600	0.30	370	R	ш_		- 7-00	,, 11OKII.				NA			NA		199
609	0.00	-		To:			47-606		1		. •, •					
				From:			ead End									
610	0.60	140	R	<u> </u>		יט	cau EHU				NA			NA		199
610	0.00	170	14	To:		,	47-715				14/7			13/7		1998
							T/-/13									

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				From:			IIIali	ZIIdii		Houi		Factor			
610	1.11	300	R	rioin.		47-715				NA			NA		1999
	0.40	0500		From:	00/	47-603	40/	-00/		0.000	_	0.700	0500		0000
610	3.10	2500	G	95% Ta-	0%	3% 1% US 60	1%	0%	С	0.093	F	0.729	2500	G	2002
\sim				From:		47-633									
611)	0.20	220	R	To:		47.764				NA			NA		1999
611)	0.10	160	R	From:		47-764				NA			NA		1999
				From:		0.10 ME 47-76	1								
611)	3.79	1300	R							NA			NA		1999
(611)	1.20	1300	R	From:		47-632				NA			NA		1999
				To:		47-614									
612)	1.41	5500	G	96%	0%	47-614 2% 1%	1%	0%	F	0.079	F	0.568	5500	G	2002
612				To:	070	0.30 M FRM 47-1				0.070		0.000			
612	1.96	15000	G	96%	0%	2% 1%	1%	0%	С	0.08	F	0.557	16000	G	2002
	0.19	14000	R	From:		47-615				NA			NA		1994
612)	0.19	14000	N .	To		SR 322		<u> </u>		INA			INA		1994
(612)	0.27	9100	R	From:						NA			NA		1994
				To:		WCL Williamsbu	ırg								
613) Brick Bat Road	2.58	330	R			SR 5				NA			NA		1999
				To: From:		47-614 SOUTH 47-614 NORTH									
(613) News Road	2.20	3700	G	95%	0%	1% 2%	1%	0%	F	0.082	F	0.553	3700	G	2002
\bigcirc	0.04	C000		From:	00/	47-1480	40/	00/		0.00	_	0.000	6200		2002
(613)	0.64	6200	G	95% To:	0%	1% 2% 47-1470; 47-148	1% 0	0%	С	0.09	F	0.638	6200	G	2002
				From:		FR-665									
614) Greensprings Rd	1.99	3600	G	94% To:	0%	2% 2% SR 5 WEST	1%	0%	F	0.083	F	0.619	3600	G	2002
Contantilla Dd	2.70	EE00		From:	00/	SR 5 EAST	10/	00/		0.006	г	0.550	5500		2002
614) Centerville Rd	3.70	5500	G	94%	0%	2% 2% 47-633 Jolly Pond	1%	0%	F	0.086	F	0.558	5500	G	2002
(614) Centerville Rd	2.97	7600	G	From:		47-033 Johny 1 ohd	Ru			0.084	F	0.581	7600	G	2002
				From:	201	47-1500 Adams Hu									
614) Centerville Rd	1.30	6600	G	94% To:	0%	2% 2% US 60 Richmond	1% Rd	0%	С	0.084	F	0.585	6900	G	2002
				From:		SR 31 Jamestown	Rd								
(615) Ironbound Rd	0.45	1100	R							NA			NA		10/10/2001
(615) Ironbound Rd	0.67	7400	G	From: 97%	0%	47-681 2% 0%	1%	0%	F	0.083	F	0.52	7700	G	2002
0.00				To: From:		5; John Tyler Memo	orial Hwy								
(615) Ironbound Rd	1.45	12000	G	97%	0%	5; John Tyler Memo	1%	0%	F	0.078	F	0.516	13000	G	2002
				From:		47-742 News R									
615) Ironbound Rd	0.41	1000	G	97%	0%	2% 0%	1%	0%	F	0.094	F	0.601	1100	G	2002
(615) Ironbound Rd	0.59	1600	G	From: 97%	0%	Dead End near SR 2% 0%	199 1%	0%	F	0.096	F	0.556	1700	G	2002
0.19				To: From:	4	7-616 Strawberry Pla	ins Rd		-		•				
(615) Ironbound Rd	0.13	7200	G	97%	0%	7-616; Strawberry Pl 2% 0%	1%	0%	F	0.09	F	0.510	7600	G	2002
				To:		SR 321; Monticello									

					Janie	es City Maintena	IIICE AIE	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County								ZIIGII		riodi		1 dotoi			
615) Ironbound Rd	0.76	8500	G	97% To:	0%	SR 321; Monticello 2% 0% Williamsburg; Gap	1%	0%	С	0.082	F	0.547	8900	G	2002
615 Longhill Connector Rd	0.59	5200	G	From: 97%		322 SOUTH; Gap 7 2% 0%		0%	F	0.083	F	0.559	5400	G	2002
615) Longhill Connector Rd	0.25	6400	G	From: 97% To:	0%	SR 322 NORTI 2% 0% 47-612	1%	0%	F	0.088	F	0.573	6600	G	2002
616)	1.12	6000	G	From: 97%	0%	SR 5 2% 0% 47-615	1%	0%	С	0.088	F	0.523	6200	G	2002
(617)	1.40	150	R	From:		Dead End				NA			NA		10/24/2001
617) Lake Powell Rd	1.16	1400	G	From: 91%	0%	47-618 4% 3%	2%	0%	С	0.103	F	0.574	1500	G	2002
617)	0.24	560	R	From: To:		47-700 Dead End		<u> </u>		NA			NA		10/24/2001
(618)	0.22	100	R	From:		47-682				NA			NA		10/24/2001
(618)	1.28	80	R	From:]	47-671 at Lake Po Dead End at Lake P				NA			NA		10/24/2001
(620)	0.45	70	R	To: From:		47-617 Dead End				NA			NA		1999
(621)	1.00	230	R	From:		US 60 47-622				NA			NA		1999
-				To: From:		New Kent County New Kent County									
622	1.30	700	R	To: From:		47-621		}		NA NA			NA NA		1999
622	0.77	90 470	R	To: From:		47-1040				NA NA			NA NA		1999 1999
622	0.77	4/0	R	To: From:		47-601 Dead End				INA			IVA		1999
623	0.09	90	R	To:	Ç	99-641 York County	/ Line			NA			NA		10/24/2001
624)	0.10	110	R	From:	9	47-650 99-641 York County	/ Line			NA			NA		10/24/2001
627)	0.05	30	R	From:		47-694				NA			NA		10/24/2001
629	1.30	640	R	From:		Dead End 47-615				NA			NA		10/24/2001
630	0.05	250	R	To: From:		SR 5 47-636				NA			NA		1999
(630)	0.35	30	R	From:		0.05 MW 47-63	66			NA NA			NA		1999
				To:		47-761									

Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				From:		47-610		1							
631)	3.85	270	R			.,				NA			NA		1999
				To: From:		47-632									
631)	2.10	1400	G	96%	1%	2% 0%	1%	0%	С	0.095	F	0.514	1400	G	2002
				To: From:		US 60									
(622)	1.49	530	R	r toni.		47-611				NA			NA		1999
632				To:		47-631									
				From:		Dead End									
633)	5.40	380	R	. —						NA			NA		1999
				To:		47-614									
(COA)	0.90	130	R	From:		SR 30				NA			NA		1999
634)	0.90	130	IX.	To		Dead End				INA			INA		1999
				From:		47-631		Ī							
635)	0.23	40	R					,		NA			NA		1999
$\overline{}$				To:		Cul-de-Sac									
\bigcirc	0.44	450		From:		US 60									1000
636)	0.14	150	R	To:		47-676		1		NA			NA		1999
				From:		Dead End		<u>.</u>							
638	0.20	610	R			Dead End				NA			NA		1999
				To:		47-615		1							
638	0.20	720	R	From:		., 015				NA			NA		10/10/200
				To:		Dead End									
				From:		SR 60									
639	0.60	240	R							NA			NA		1999
				From:		47-746									
639	0.06	140	R							NA			NA		1999
				From:		47-765									
639	0.03	20	R	To:		Cul-de-Sac		1		NA			NA		1999
				From:		Cul-de-Sac		<u></u>							
640	0.31	660	R	<u> </u>		Cui-uc-sac		l		NA			NA		1999
649				To:		47-615									
				From:		47-661									
(641)	0.27	140	R	. —						NA			NA		10/05/2001
				To:		47-669									
(642)	0.25	50	R	From:		47-606 WEST				NA			NA		1999
642	0.20	00	• • • • • • • • • • • • • • • • • • • •	To:		47.000 EAST				147 (147.		1000
642)	0.17	47	R	From:		47-606 EAST				NA			NA		1999
642)	• • • • • • • • • • • • • • • • • • • •			To:		47-693									
642	0.10	70	R	From:		47-093				NA			NA		1999
				To:		Dead End									
				From:		47-644									
643)	0.10	70	R	, I		00 644 ** -				NA			NA		10/05/2001
				To:		99-641 York County	Line	<u> </u>							
	0.09	70	R	From:		Dead End				NA			NA		10/05/2001
644)	0.09	10	ĸ	т.						INA			INA		10/03/200
644	0.07	140	R	From:		47-643				NA			NA		10/05/2001
644	0.07	1-10	1	To:		99-641 York County	, I ino	1		14/7			11/7		10/03/200

						nes City Maintena TrTr			- 00	Peak	011	Dir		0144	.,
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
James City County				From:		US 60									
645)	0.14	380	R	To:		York County Line; 9	00 603	1	I	NA			NA		10/05/200
				From:		York County Li									
646) Newman Rd	0.50	1100	G	95%	0%	4% 0%	0%	0%	С	0.102	F	0.698	1100	G	2002
646	1.01	1100	G	From: 95%	0%	47-768 North Cov 4% 0%	e Rd 0%	0%	F	0.137	F	0.505	1100	G	2002
646)				To:		47-606									
\bigcirc	0.40	00		From:		47-676				NIA			NIA		1000
647)	0.46	90	R	To:		47-676			1	NA			NA		1999
				From:		US 60									
648)	0.35	560	R	To:		47 (54 EAST			Ī	NA			NA		10/24/200
				From:		47-654 EAST 47-654 WEST									
648)	0.20	110	R							NA			NA		10/05/200
	0.06	200		From:		47-655				NIA			NIA		1004
648	0.06	300	R	To:		47-692				NA			NA		1994
				From:		Dead End									
649	0.74	430	R	To		110.00			Ī	NA			NA		1999
				From:		US 60 47-669									
650	0.27	110	R			47-009				NA			NA		10/05/200
				To: From:		47-624			<u> </u>						
650	0.15	60	R	To		47-669			I	NA			NA		10/05/200
				From:		SR 143									
(651)	0.28	60	R	_		5115			_	NA			NA		10/05/200
				To:		SR 143									
652) Stanley Dr	0.05	80	R	From:		47-1476				NA			NA		10/10/200
(652) Stariley 21	0.00			To:		47-722									10/10/200
652) Stanley Dr	0.45	230	R	From:		17 722				NA			NA		10/10/200
				To: From:		47-713 Hermitage	Rd		-						
652 Stanley Dr	0.11	910	R	To:		SR 5			1	NA			NA		10/10/200
				From:		47-689									
(653)	0.10	120	R					<u>'</u>		NA			NA		10/10/200
				To: From:		47-688									
653	0.07	230	R	_					ı	NA			NA		10/10/200
653)	0.13	440	R	From:		47-687				NA			NA		10/10/200
000				To:		SR 5									
\bigcirc	0.00	470		From:		US 60				N. A			.		40/04/000
654)	0.28	470	R	_*		45 240	T	1	I	NA			NA		10/24/200
654	0.04	460	R	From:		47-648 SOUTI	1			NA			NA		10/24/200
654)				To		47-648 NORTI	Н								
654)	0.05	480	R	From:						NA			NA		10/24/200
				To:		47-692									
655	0.32	250	R	From:		US 60				NA			NA		1994
055)	0.02		•••	To:		47-648				. •, •					.001

					Jan	nes City Maintena	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				From:		47-675 EAST		1							
656)	0.09	660	R			17 073 13 131				NA			NA		1994
	0.45	400		To: From:		US 60 EAST									10/01/000
656	0.15	420	R	To:		47.667		1		NA			NA		10/24/200
656)	0.48	350	R	From:		47-667				NA			NA		10/24/200
				To: From:		US 60 WEST									
656	0.07	390	R							NA			NA		1994
656	0.05	410	R	From:		47-675 WEST				NA			NA		1994
				To: From:		47-660									
656	0.16	420	R							NA			NA		1994
	0.04	310	R	From:		47-663				NA			NA		1994
656	0.04	310	Κ	To:		Cul-de-Sac				INA			INA		1994
\bigcirc				From:		Dead End									
657)	1.30	200	R	To:		US 60		1		NA			NA		1999
				From:		47-612; 47-1517									
658	0.91	9000	G	97%	0%	1% 1%	1%	0%	С	0.088	F	0.507	9400	G	2002
658	0.27	9800	G	From: 97%	0%	47-1513 King Willia 1% 1%	m Dr 1%	0%	F	0.09	F	0.514	10000	G	2002
(030)				To: From:		47-1514 Chisel Rur									
658)	0.18	9800	G	97%	0%	1% 1%	1%	0%	F	0.088	F	0.518	10000	G	2002
				From:		US 60 Dead End		<u> </u> 							
(659)	1.25	20	R	<u> </u>						NA			NA		1999
				To:		47-631									
(660)	0.04	330	R			47-656				NA			NA		1994
				To:		Cul-de-Sac									
(661)	0.22	290	R	From:		47-669				NA			NA		10/05/200
				To: From:		47-641		}							
661)	0.04	460	R							NA			NA		10/05/2001
<u></u>	0.09	480	R	From:		47-662 SOUTH				NA			NA		10/05/200
661)	0.00		• • • • • • • • • • • • • • • • • • • •	To:		47-662 NORTH	ſ								10/00/200
661)	0.10	710	R	rrom:						NA			NA		10/05/2001
				To: From:		99-641 York County 47-661 SOUTH									
662	0.09	60	R	<u> </u>		47-001 300 111	-			NA			NA		10/05/200
				To: From:		47-661 NORTH	[
662	0.12	810	R	To:		SR 143		1		NA			NA		10/05/2001
				From:		47-656									
663	0.08	170	R	To		47-655				NA			NA		1994
				From:		Dead End		<u></u>]							
(665)	0.15	60	R							NA			NA		1999
				To:		47-631									
666	0.04	50	R	····L_		Cul-de-Sac				NA			NA		10/10/200
				To:		47-697									

					Truck	- Peak	Dir Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C)C:	QK Factor	AAWDT (QW Year
James City County				From:	47-697				
666	0.09	150	R			NA		NA	10/10/200
<u> </u>				To: From:	47-722				40/40/000
(666)	0.07	190	R			NA		NA	10/10/200
666	0.18	330	R	From:	47-720	NA		NA	10/10/200
(666)				To:	0.18 ME 47-720				
(666)	0.23	530	R			NA		NA	10/10/200
				To: From:	SR 5				
(667)	0.30	540	R	i ioni.	Dead End	NA		NA	10/05/200
007)				To:	47-656				
\bigcirc			_	From:	47-669				
(668)	0.21	160	R	To:	99-641; 99-668 York County Line	NA		NA	10/05/200
				From:	SR 143 Merrimac Trail				
(669) Gilbert Adams Rd	0.10	840	R			NA		NA	10/05/200
				To: From:	47-661 Jackson Dr				
(669) Gilbert Adams Rd	0.09	670	R			NA		NA	10/05/200
Oille and Adams Bd	0.04	040	_	From:	47-641 Tyler Dr	NIA.		NIA.	40/05/000
(669) Gilbert Adams Rd	0.04	610	R			NA		NA	10/05/200
(669) Gilbert Adams Rd	0.02	560	R	From:	47-668 Madison Rd	NA		NA	10/05/200
669 Silbert Addition No.	0.02			To:	47-650 SOUTH	100		101	10/00/200
(669)	0.11	480	R	From:	47-030 300 111	NA		NA	10/05/200
				From:	47-650 NORTH				
669	0.04	450	R	From:		NA		NA	10/05/200
				To:	99-641 York County Line				
	0.10	100	R	From:	SR 31; 47-682	NA		NA	10/11/200
670	0.10	100	K	To:	47 (71 NEOD	INA		INA	10/11/200
(670)	0.11	30	R	From:	47-671 WEST	NA		NA	10/11/200
010				To:	47-671 EAST				
				From:	47-682				
671)	0.11	140	R			NA		NA	10/11/200
\bigcirc	0.15	420		From:	47-670 WEST	NIA		NΙΔ	10/11/200
(671)	0.15	120	R	Te-	47 (70 F + 07)	NA		NA	10/11/200
671)	0.10	30	R	From:	47-670 EAST	NA		NA	10/11/200
···	-			То:	47-618				
$\overline{}$	_			From:	47-615				
(672)	0.06	860	R			NA		NA	10/10/200
	0.24	1300	R	From:	47-763	NA		NA	10/10/200
672	0.24	1300	ĸ	Tool	47.740	INA		INA	10/10/200
672	0.06	400	R	From:	47-740	NA		NA	10/10/200
672)			-	To:	47-741	<u> </u>			
672)	0.30	160	R	From:	-	NA		NA	10/10/200
				To:	Cul-de-Sac				
	0.00	60		From:	Dead End	NIA		NIA	4000
673)	0.03	60	R			NA		NA	1999
	0.09	70	R	To: From:	47-1011	NA		NA	1999
673)	0.00	. •	••	To:	47-1010	14/1		1 17 1	1000

					James City Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	\cap C	(.)K	Dir Factor	AAWDT	QW	Year
James City County				From:	47 1010						
672	0.55	190	R	r tom.	47-1010	NA			NA		1999
(673)	0.00	100	• • •	To	47-715	147			147		1000
				From:	Dead End						
674)	0.31	100	R			NA			NA		1999
				To:	47-746						
\bigcirc	0.40		_	From:	US 60						10/01/000
675	0.10	90	R			NA			NA		10/24/200
	0.40	00		From:	SOUTH LEG	NIA			NIA		10/04/00/
675	0.13	80	R	To:	47-656	NA			NA		10/24/200
				From:	N LEG 47-675						
675)	0.10	100	R	_		NA			NA		10/24/200
				To:	47-656 NORTH						
	0.02	440		From:	Dead End	NIA			NIA		1000
676	0.03	110	R			NA			NA		1999
	0.02	520	R	From:	47-684	NA			NA		1999
676	0.02	520	ĸ			IVA			INA		1999
	0.06	610	R	From:	47-647	NA			NA		1999
676	0.00	010	ĸ	_		IVA			INA		1999
	0.07	600	R	From:	47-690	NΙΛ			NΙΔ		1000
676	0.07	680	ĸ			NA			NA		1999
	0.04	920	R	From:	47-647	NA			NA		1999
676	0.04	920	ĸ	_		IVA			INA		1999
	0.06	1000	R	From:	47-684	NA			NA		1999
676)	0.00	1000	K			INA			INA		1999
676 676	0.06	170	R	From:	US 60	NA			NA		1999
676)	0.00	170	IX.	To:	47-636	INA			INA		1999
				From:	SR 143						
677)	0.07	2300	R	<u> </u>		NA			NA		10/05/200
				To:	York County Line						
				From:	Cul-de-Sac						
678)	0.36	250	R		47-614	NA			NA		10/05/200
				To:							
	0.16	90	R	From:	US 60	NA			NA		1999
679)	0.10	30	1	To:	47-622	IVA			IVA		1000
				From:	47-614						
680	0.47	2900	R	<u> </u>		NA			NA		1999
				To:	SR 31 SOUTH						
680	0.11	60	R	From:	23301200333	NA			NA		10/10/200
				To:	SR 31 NORTH						
				From:	Dead End						
681)	0.35	120	R			NA			NA		10/10/200
<u> </u>				To: From:	SR 31						
681) Sandy Bay Rd	0.27	5700	G	97%	0% 2% 0% 1% 0%	C 0.089	F	0.507	6000	G	2002
				To-	47-615						
	0.03	700	P	From:	Dead End	NI A			NIA		10/10/200
682	0.93	780	R	,		NA			NA		10/10/200
	0.55	1000	- P	From:	47-1457	NI A			NIA		10/10/200
682	0.55	1000	R	To-	SR 31	NA			NA		10/10/200
					SK 31						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	()K		V Year
James City County				From:	47-676				
684)	0.05	400	R	<u> </u>	47-070	NA		NA	1999
				To: From:	47-685				
684)	0.28	60	R	To	47-676	NA		NA	1999
				From:	Cul-de-Sac				
(685)	0.17	280	R		Cui de sue	NA		NA	1999
				To:	47-684				
\bigcirc	0.42	070		From:	SR 143	NIA		NIA	40/05/200
686)	0.13	270	R	To:	99-677 York County Line	NA		NA	10/05/200
				From:	47-722 SOUTH				
687	0.02	230	R			NA		NA	10/10/200
				To: From:	47-722 NORTH				
687	0.06	100	R			NA		NA	10/10/200
\bigcirc	0.00	440		From:	47-720	NIA		NIA.	40/40/000
(687) (687)	0.09	110	R			NA		NA	10/10/200
607	0.10	110	R	From:	47-689	NA		NA	10/10/200
(687)	0.10	110		To:	47-688	14/1		14/4	10/10/200
687)	0.18	610	R	From:	47-000	NA		NA	10/10/200
(001)				To:	47-653				
$\overline{}$				From:	47-653				
688	0.12	30	R	To:	47-687	NA		NA	10/10/200
				From:	47-653				
689	0.12	60	R		47-033	NA		NA	10/10/200°
				To:	47-687				
\bigcirc				From:	Cul-de-Sac				
690	0.10	220	R	To:	47-676	NA		NA	1999
				From:	SR 5				
(691)	0.09	20	R		SKU	NA		NA	10/10/200
				To:	47-666				
	0.40	240	В	From:	47-648	NIA		NIA	1994
692	0.40	310	R	To:	47-654	NA		NA	1994
				From:	47-606				
693)	0.15	180	R			NA		NA	1999
				To:	47-642				
	0.18	30	R	From:	47-695	NA		NA	10/11/2001
694)	0.10	30	K	To	47. (27.	IN/A		INA	10/11/200
694)	0.08	90	R	From:	47-627	NA		NA	10/11/2001
004)				To:	47-695				
(694) (694)	0.05	270	R	From:		NA		NA	10/11/200
				To:	SR 31				
	0.07	400	_	From:	47-694	NIA		NIA	10/11/000
695)	0.27	120	R	To:	47-694	NA		NA	10/11/2001
				From:	47-606				
696)	2.10	80	R			NA		NA	1999
				To:	Dead End				

					James City Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus Carlo ServiceTruck	OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				From:	47-666	i						
(697)	0.08	100	R		47-000	l	NA			NA		10/11/200
				To-	Cul-de-Sac							
\sim				From:	Dead End							
698)	0.04	40	R	To:	47.617	1	NA			NA		10/11/200
				From:	47-617 Dead End							
699	0.50	80	R		Dead End	1	NA			NA		1999
000				To:	US 60							
				From:	Dead End							
700) Brookwood Dr	0.13	1400	G				0.092	F	0.614	1400	G	2002
<u> </u>				From:	47-617	}						
700 Brookwood Drive	0.08	8800	G			1	0.096	F	0.53	9200	G	2002
				To:	SR 199							
	0.05	80	R	From:	47-703	J	NA			NA		10/10/20
701)	0.03	00	IX.	To:	Cul-de-Sac	1	INA			INA		10/10/20
				From:	Dead End							
702)	0.02	40	R				NA			NA		10/10/20
				To: From:	47-703	 						
702)	0.15	200	R	FIOR		_	NA			NA		10/10/200
				To:	47-617							
\bigcirc			_	From:	47-702							10/10/00
703)	0.06	130	R			_	NA			NA		10/10/20
$\overline{}$	0.40	0=0		From:	47-704	}						40/44/00
703)	0.10	950	R			_	NA			NA		10/11/200
	0.05	4000	_	From:	47-701]	NIA			NIA		40/44/00/
703	0.05	1000	R	To	47-700	1	NA			NA		10/11/200
				From:	Dead End							
704)	0.07	100	R		Dead Lind	<u>I</u>	NA			NA		10/11/200
				To:	47-710							
704)	0.27	360	R	From:	17 710	ı	NA			NA		10/11/200
				To:	47-703							
\sim				From:	New Kent County Line							
705)	0.29	210	R	To:	17.60	1	NA			NA		1999
				From:	47-601	l						
706	0.15	140	R	Froill.	47-706	J	NA			NA		10/11/20
706)	J. 10	. 10		To:	47 710 SOUTH	<u> </u>	. 4/ \					. 5/ 1 1/20
706	0.21	80	R	From:	47-719 SOUTH		NA			NA	_	10/11/200
706)				To:	47-719 NORTH							
706	0.08	230	R	From:	4/-/17 NUK1 II]	NA			NA		10/11/200
,700				To:	47-706 NORTH	1						
706	0.15	190	R	From:	,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1	NA			NA		10/11/200
				To:	47-707	<u> </u>						
706	0.09	680	R	From:	., , , , ,	ı	NA			NA		10/11/200
				То:	SR 31							
				From:	Dead End							
(707)	0.11	120	R			1	NA			NA		10/24/200
				To:	47-706	<u> </u>						
	0.13	270	R	From:	Cul-de-Sac	J	NA			NA		10/24/200
708	0.13	210	ĸ	To:	99-677 York County Line	Ī	INA			INA		10/24/200

					James City Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C)C:	QK Dir Factor	AAWDT	QW Year
James City County				From:	47-724	İ			
709	0.22	200	R	<u> </u>	47-124	NA		NA	10/24/200
				To:	47-617				
\bigcirc	0.47	400	_	From:	47-704				40/04/000
710	0.17	130	R	To:	Dead End	NA I		NA	10/24/200
				From:	47-786				
710	0.06	30	R	To:	0.11.0	NA I		NA	10/24/200
				From:	Cul-de-Sac SR 5				
712	0.10	370	R		SK 3	NA NA		NA	10/05/200
<u> </u>				To: From:	47-714	1			
712	0.10	210	R	From:		NA		NA	10/05/200
				To: From:	47-713	}			
712	0.23	150	R			NA		NA	10/05/200
				To:	Dead End				
(742)	0.06	150	R	From:	47-652	NA NA		NA	10/05/200
713	0.00	100		To:	47-714	1.0.1		147 (10/00/200
713)	0.09	60	R	From:	4/-/14	NA		NA	10/05/200
				To:	47-712	1			
$\widehat{}$				From:	47-713				
714)	0.06	60	R	To:	47-712	NA I		NA	10/05/200
				From:	Dead End	l			
715)	0.28	90	R	<u> </u>	Dead End	NA NA		NA	1999
				To:	47-716	1			
715)	0.65	460	R	From:		NA		NA	1999
				From:	47-1014				
715)	0.33	1300	R			NA		NA	1999
				To: From:	47-1009	}			
715)	0.95	1600	R	To:	47-610	NA I		NA	1999
				From:	47-715				
(716)	0.14	200	R	<u> </u>	47-713	NA		NA	1999
				To: From:	47-1008				
(716)	0.07	60	R	r rom:		NA		NA	1999
				To: From:	47-1007	}			
(716)	0.06	100	R			NA		NA	1999
				From:	47-1014				4000
(716)	0.30	260	R			NA		NA	1999
<u> </u>	0.27	230	R	From:	47-737	NA		NA	1999
716	0.21	230	ĸ	To:	Cul-de-Sac	INA		INA	1999
				From:	47-732				
717	0.20	130	R	<u> </u>		NA		NA	10/10/200
				To: From:	0.20 MN 47-732	 			
717	0.12	240	R			NA		NA	10/10/200
				To: From:	47-727	<u> </u>			
717)	0.04	60	R	To:	Dead End	NA I		NA	10/10/200
				From:	47-727	<u> </u>			
718)	0.09	130	R		7/-/4/	NA NA		NA	10/10/200
				To:	Dead End				

					James City Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	ail QC	Peak Hour	QK Dir Factor	AAWDT QV	V Year
James City County				From:	47-706	1				
719)	0.06	90	R		47-700		NA		NA	10/10/200
7 19				To	47-706					
				From:	47-666					
720	0.19	60	R				NA		NA	10/10/200
				To:	47-687					
				From:	47-614					
721	0.28	140	R	_			NA		NA	1999
				To:	Cul-de-Sac					
			_	From:	47-666					
722	0.17	670	R	To:	47 (07 FACT	_	NA		NA	10/10/200
				From:	47-687 EAST 47-687 WEST					
722	0.07	170	R	l .	17 007 WEST		NA		NA	10/05/200
122				To:	47-652					
				From:	Dead End					
723)	0.30	210	R				NA		NA	1999
				To:	US 60					
				From:	47-709					
724	0.13	60	R			_	NA		NA	10/05/200
				To:	47-725					
724	0.07	180	R	From:	17 723		NA		NA	10/05/200
124)				To:	47-617					
				From:	47-1330					
725)	0.14	60	R				NA		NA	10/05/200
				To:	47-724					
				From:	47-1401					
726	0.03	80	R				NA		NA	10/05/200
				To:	47-734					
726	0.33	130	R	From:	71-157		NA		NA	10/05/200
720				To:	47-727					
				From:	Dead End					
727)	0.01	110	R		Dette Brit		NA		NA	10/11/200
(121)				To:	47-732					
727	0.05	300	R	From:	47-732		NA		NA	10/11/200
(727)	0.00	000	•	. —		_	14/ (10.1	10/11/200
	0.14	200	В	From:	47-718		NIA		NIA	10/11/200
727	0.14	380	R				NA		NA	10/11/200
$\overline{}$				From:	47-717					
727	0.02	610	R				NA		NA	10/11/200
				From:	0.03 ME 47-717					
727	0.16	400	R				NA		NA	10/11/200
				To: From:	47-734	—				
727)	0.08	560	R	rioni.			NA		NA	10/11/200
				To:	SR 31					
				From:	47-729 SOUTH					
728)	0.09	270	R			<u> </u>	NA		NA	10/11/200
				To:	47-729 NORTH	—				
728)	0.07	290	R	From:			NA		NA	10/11/200
				To:	SR 31					
				From:	47-728 SOUTH					
729)	0.20	90	R				NA		NA	10/11/200
				To:	47-728 NORTH					
				From:	47-613		-			
730	0.28	270	R		-		NA		NA	1999
				To:	Dead End	ユ				
			_				_			

					James City Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pe	() k	Oir Factor	AAWDT	QW	Year
James City County				From:	47-732	1					
731)	0.14	140	R		47*/32	N.	A		NA		10/11/2001
				To:	47-717						
\bigcirc				From:	Dead End]					
732	0.05	40	R			N	4		NA		10/11/2001
	0.40			From:	47-717	}					40/44/0004
732	0.10	80	R			-	4		NA		10/11/2001
	0.44	450		From:	0.10 MN 47-717				- NIA		40/44/2004
732	0.14	150	R	To:	47-727	N. 1	4		NA		10/11/2001
				From:		<u>. </u>					
723	0.15	80	R		Dead End	J N	4		NA		10/11/2001
733	00			To:	47-629]	•				
				From:	47-726						
734)	0.27	110	R	-		N	A		NA		10/11/2001
				To:	47-727						
				From:	47-606 WEST						
735	0.50	220	R			N.	A		NA		1999
				To-	47-606 E; 47-749	<u> </u>					
	0.04	400	_	From:	47-603]			NIA		4000
736)	0.21	180	R	To:	Dead End	N. 1	٠,		NA		1999
				From:	47-716	1					
737)	0.95	190	R	<u> </u>	4/-/10	J N	4		NA		1999
(131)				To:	47-1014	1					
				From:	47-606; 47-735						
739	0.08	46	R		,	N	A		NA		1999
				To:	Cul-de-Sac]					
				From:	47-672						
740	0.03	170	R			N	A		NA		10/10/2001
				To: From:	47-762]					
(740)	0.12	200	R			N	4		NA		10/10/2001
				To:	47-741						
	0.00	400	_	From:	47-672]			NI A		40/40/0004
741)	0.09	120	R	To:	47-740	N. 1	4		NA		10/10/2001
				From:	47-613						
(742) Old News Rd	0.74	880	G		4/-013	J 0.1	05 F	0.884	880	G	2002
(742) Old News Rd	•			To:	47-615; 47-1380 Ironbound Rd	1		0.00		•	
				From:	Cul-de-Sac						
743	0.07	70	R			N	A		NA		10/10/2001
<u> </u>				To:	99-603 York County Line						
				From:	SR 30 WEST; FR-827]					
746	1.50	850	R			N	4		NA		1999
				To: From:	SR 30 MID]					
746	1.30	850	R			N	A		NA		1999
				To:	SR 30 EAST	<u> </u>					
$\overline{}$	0.04	4400	_	From:	Cul-de-Sac]			NI A		10/10/0001
747)	0.34	1400	R	To:	WCL Williamsburg	N. 1	٠		NA		10/10/2001
				From:	Dead End	<u> </u>					
					Deau End	J N	Δ		NA		10/05/2001
749	0.15	60	R								
748	0.15	60	R	To:	99-642 York County Line	<u></u>					10/00/2001
	0.15	60	R	To: From:		<u>1 </u>					10/00/2001
(748) (749)	0.15	40	R R		99-642 York County Line Cul-de-Sac 47-606; 47-735] 			NA NA		1999

					James City Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				From:	Dead End	i						
750	0.25	250	R	<u> </u>	Dead End	1	NA			NA		10/05/200
				To:	99-641 York County Line							
				From:	47-746	İ						
751)	0.40	470	R				NA			NA		1999
				To: From:	47-1625	}						-
751)	0.13	130	R	To:	Dead End	1	NA			NA		1999
				From:	SR 143	<u> </u>						
753	0.13	290	R		SK 143	j	NA			NA		10/05/200
799				To:	99-677 York County Line							
				From:	US 60							
754	0.38	700	R			-	NA			NA		1999
				To-	Dead End	<u> </u>						
	0.64	4400	R	From:	FR-137		NIA			NIA		1999
755	0.64	1100	ĸ	To:	SR 30	1	NA			NA		1999
				From:	47-746							
756	0.42	240	R	<u> </u>	17 710	1	NA			NA		1999
				To:	47-1624							
				From:	Dead End							
757)	0.14	130	R	To:	17 cu	1	NA			NA		10/05/200
				From:	47-641							
750	0.48	300	R	FIOIII.	Dead End	j	NA			NA		1999
758	0.10		• • •	To	47-607	1				10.		1000
				From:	US 60							
759	0.55	540	R			_	NA			NA		1999
				To:	Dead End							
\bigcirc	2.21			From:	Dead End							4000
760	0.21	500	R			-	NA			NA		1999
	2.07		_	From:	47-1640							4000
760)	0.07	890	R	To:	47-607	1	NA			NA		1999
				From:	US 60							
761)	0.22	2000	R		03 00	J	NA			NA		1999
				To:	47-630							
761)	0.04	10	R	From:	17 030	1	NA			NA		10/05/200
				To:	Dead End							
<u> </u>				From:	47-615							
762	0.14	470	R			1	NA			NA		10/10/200
				To:	47-740							
700	0.23	140	R	From:	47-615	J	NA			NA		10/24/200
763)	0.23	140	IX.	To:	47-672	1	INA			INA		10/24/200
				From:	47-611							
764)	0.31	80	R		* *	•	NA			NA		1999
				To:	Cul-de-Sac	<u></u>						
				From:	47-639							
765	0.04	48	R	т.	0.11.3	ī	NA			NA		1999
				To:	Cul-de-Sac	<u> </u>						
	1.03	49	R	From:	Dead End	j	NA			NA		1999
766	1.03	-1 3	^	To:	47-610	1	INA			INA		1222
					., 010							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	()K	AAWDT QV	V Year
James City County				From:	Dead End	<u> </u>			
767)	0.32	200	R		Dead End	NA		NA	1999
				To:	47-631				
\bigcirc	2.25			From:	Cul-de-Sac				4000
768)	0.05	90	R			NA		NA	1999
	0.19	150	R	From:	47-769	NA		NA	1999
(768)	0.19	150	K	To:	47-646]		IVA	1999
				From:	Cul-de-Sac				
769	0.21	NA				NA		NA	
				To: From:	47-768	<u> </u>			
769	0.11	60	R			NA		NA	1999
				To: From:	Cul-de-Sac				
(770)	0.06	110	R	From:	47-746	NA		NA	1999
770	0.00			To:	47-772]		107	1000
				From:	47-746				
(771)	0.06	50	R			NA		NA	1999
				To: From:	47-772				
(772)	0.10	60	R	From:	47-771	NA		NA	1999
772	0.10		• • • • • • • • • • • • • • • • • • • •	To:	47-770	1		107	1000
772	0.10	47	R	From:	4/-//0	NA		NA	1999
(112)				To:	Cul-de-Sac				
				From:	47-769				
773)	0.04	NA		т	0.1.1.0	NA I		NA	
				From:	Cul-de-Sac				
(775)	0.13	70	R		Cul-de-Sac	NA		NA	1999
(113)	01.10			To:	47-631	1			
				From:	47-614				
(776)	1.35	1400	R	_		NA		NA	10/24/200
				To:	SR 5				
(777)	0.14	40	R	From:	Dead End	NA		NA	10/24/200
	0.11		.`	To:	47-766]			10/2 1/200
				From:	Cul-de-Sac				
780	0.12	100	R	_		NA		NA	1994
				To:	47-616				
705	0.36	30	R	From:	Dead End	NA		NA	1999
785	0.00			To:	47-646]		107	1000
				From:	Cul-de-Sac				
786	0.07	50	R			NA		NA	10/24/200
				To:	47-710				
797	0.07	60	R	From:	47-704	NA.		NA	10/24/200
787	0.07			To:	Cul-de-Sac				10/24/200
				From:	47-671				
790	0.03	30	R			NA		NA	10/11/200
				To:	Cul-de-Sac				
<u></u>	0.32	40	В	From:	47-715	NIA		NA	1999
795)	0.32	40	R	To:	47-716	NA I		INA	1999
					17 710				

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	Peak I QC Hour QK Fa	Dir Ctor AAWDT QW	Year
lames City County				From:		· · · · · · · · · · · · · · · · · · ·		
1001)	0.11	110	R	r tom.	47-1018	I NA	NA	1999
				To: From:	47-1017]		
1001)	0.20	250	R	From:		NA	NA	1999
				To: From:	47-1015	}		
1001)	0.20	300	R			NA	NA	1999
_	0.44	440		From:	47-1005	}	NIA.	4000
1001)	0.14	440	R	. —		NA 1	NA	1999
1001)	0.07	600	R	From:	47-1004	NA	NA	1999
1001)	0.07		• • • • • • • • • • • • • • • • • • • •	To:	0.07 MN 47-1004	1.0.	14/1	1000
1001	0.65	640	R	From:	0.07 IVIN 47-1004	NA	NA	1999
				Ta	US 60	1		
1001)	0.15	1100	R	From:		NA	NA	1999
				To:	Dead End			
\bigcirc	0.04	200	Б	From:	Dead End	NIA.	NIA	1000
1002	0.31	360	R			NA 1	NA	1999
1003	0.06	380	R	From:	47-1003	NA NA	NA	1999
1002	0.00	300		To:	116.40	197	IVA	1000
1002	0.10	520	R	From:	US 60	NA	NA	1999
				To:	Dead End]		
$\overline{}$				From:	47-1001			
1003)	0.07	170	R	To:	47-1002	NA 1	NA	1999
				From:	Cul-de-Sac			
1004)	0.25	210	R	<u> </u>	Cui-de-Sac	NA NA	NA	1999
				To:	47-1001]		
$\overline{}$				From:	Cul-de-Sac			
1005	0.19	130	R	To:	47-1001	NA 1	NA	1999
				From:	47-716			
1007	0.11	40	R		17 710	NA	NA	1999
				To:	Cul-de-Sac]		
\bigcirc	0.40		_	From:	Dead End			4000
1008)	0.13	60	R	To:	47-716	NA 1	NA	1999
				From:	47-715			
1009	0.44	150	R		1, 715	NA	NA	1999
				To-	Dead End]		
	0.11		_	From:	47-673	ALA.	- ALA	4000
1010	0.14	30	R	To:	47-1012	NA 1	NA	1999
				From:	47-673	<u> </u>		
1011)	0.17	47	R		., 0,0	NA	NA	1999
				To:	47-1012			
\cap	0.00	40	_	From:	47-673	N/A	NIA .	1000
1012	0.09	10	R	To:	Dead End; Gap Terminus	NA I	NA	1999
				From:	47-1011			
1012	0.07	70	R	To:	47 1010	NA 1	NA	1999
_				From:	47-1010 47-1013 Gap Terminus			
1012)	0.09	60	R		•	NA	NA	1999
				To:	Cedar Drive			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT QW	Year
ames City County				From:	47-715				
1013)	0.40	90	R			NA		NA	1999
				To	River Road				
	0.30	300	R	From:	47-716	NA NA		NA	1999
1014	0.50	300	K	т	45.505	INA I		INA	1999
1014)	0.09	450	R	From:	47-737	NA		NA	1999
1014)	0.00		•••	To	47-1016	1			
1014)	0.27	320	R	From:	47-1010	NA		NA	1999
				To:	47-715				
				From:	Cul-de-Sac				
1015)	0.15	140	R	To:	47 1001	NA		NA	1999
				From:	47-1001				
1016)	0.20	70	R	From:	47-1014	NA NA		NA	1999
1016)	0.20	70		To:	Cul-de-Sac			101	1000
				From:	Cul-de-Sac				
1017)	0.51	260	R			NA		NA	1999
				To	47-1001				
$\widehat{}$			_	From:	Cul-de-Sac				4000
1018	0.07	80	R			NA		NA	1999
	0.40	400	_	From:	47-1001				4000
1018	0.19	130	R	To	Cul-de-Sac	NA I		NA	1999
				From:	Cul-de-Sac/				
1019)	0.17	NA			Cur-uc-Sac	NA		NA	
				To:	47-00754(B)/				
				From:	Cul-de-Sac				
1020	0.07	60	R			NA		NA	1999
<u> </u>				To: From:	47-1022 SOUTH				
1020)	0.05	130	R	_		NA		NA	1999
	0.44			To: From:	47-1023				
1020	0.14	NA				NA		NA	
$\overline{}$	0.00	460		To: From:	47-1021	NIA		NIA	1000
1020	80.0	160	R			NA		NA	1999
	0.29	420	R	From:	47-1022 NORTH	NA		NA	1999
1020	0.29	420	IX.	To:	US 60	INA		IVA	1999
				From:	47-1020				
1021)	0.05	90	R			NA		NA	1999
				To:	47-1022				
	0.05	40	_	From:	Cul-de-Sac			NIA	4000
1022	0.05	40	R			NA		NA	1999
$\overline{}$	0.15	70	-	From:	47-1020 SOUTH	NA		NA	1000
1022	0.15	70	R			. NA		NA	1999
	0.12	30	R	From:	47-1021	NA		NA	10/02/20
1022	0.12	30	11	To:	47-1020 NORTH	INA		1 1/7	10/02/20
				From:	Cul-de-Sac				
1023)	0.05	45	R			NA		NA	10/02/20
				To:	47-1020				
				From:	47-1020				
1024	0.06	80	R			NA		NA	10/02/20

					James City Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	eak lour	QK Dir Factor	AAWDT	QW	Year
ames City County				From:	47-00603(B)/	1					
1025)	0.36	NA				1	NΑ		NA		
				To-	Cul-de-Sac/						
\bigcirc	2.22	= 40	_	From:	47-631						10/00/00
1027	0.03	740	R				NΑ		NA		10/02/20
	0.06	00		From:	47-1028	H	.1.0		NΙΔ		10/02/20
1027	0.06	90	R	To:	Cul-de-Sac	, 1	NΑ		NA		10/02/20
				From:	Cul-de-Sac	1					
1028	0.05	110	R		0.00 20 200	1	NΑ		NA		10/02/20
				To:	47-1029						
1028	0.09	360	R	From:		1	NΑ		NA		10/02/20
				To:	47-1027						
1028	0.04	90	R	From:		1	NΑ		NA		10/02/20
				To:	Cul-de-Sac						
				From:	47-1028						
1029	0.10	180	R			1 1	NΑ		NA		10/02/20
				To:	Cul-de-Sac						
	0.76	480	R	From:	47-1031	l,	NΑ		NA		10/02/20
1030	0.76	400	ĸ	To:	US 60	']	NA.		INA		10/02/20
				From:	Dead End	i.					
1031)	0.11	90	R		Dead End	, 1	NΑ		NA		10/02/20
				To:	47-1030]					
1031)	0.07	100	R	From:	47-1030	, 1	NΑ		NA		10/02/20
				To:	Dead End						
				From:	47-00715(B)/						
1032	0.10	NA					NΑ		NA		
				To:	Dead End/						
	0.40	400	_	From:	47-649				NIA		40/00/00
1037	0.16	490	R				NΑ		NA		10/02/20
$\overline{}$	0.07	220	-	From:	47-1038 WEST	 	.1.0		NIA		10/02/20
1037	0.07	330	R				NΑ		NA		10/02/20
	0.12	20	_	From:	47-1038 EAST	<u> </u>			NIA		40/00/00
1037)	0.13	30	R	To:	Cul-de-Sac	, 1	NΑ		NA		10/02/20
				From:	47-1037 WEST	l					
1038)	0.28	110	R		47-1037 WEST	1	NΑ		NA		10/02/20
				To:	47-1039 SOUTH]					
1038)	0.11	180	R	From:	17 1037 500 111	, ,	NΑ		NA		10/02/20
				To:	47-1039 NORTH]					
1038)	0.03	350	R	From:	1, 105) NOICH	1	NΑ		NA		10/02/20
				To:	47-1037 EAST						
				From:	47-1038 SOUTH						
1039	0.26	90	R	_			NΑ		NA		10/02/20
				To:	47-1038 NORTH						
	0.40	200	Б	From:	47-1041	١.	NΙΛ		NIA		10/02/22
1040	0.10	360	R	To:	47-622	,]	NΑ		NA		10/02/20
				From:	Dead End	i İ					
1041)	0.11	160	R		Deau Eliu	1	NΑ		NA		10/02/20
				To:	47-1040	L					
1041)	0.06	170	R	From:	47-1040		NΑ	_	NA		10/02/20
				To:	Cul-de-Sac	<u> </u>					
						_					

					James City Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				From:	47-01054(R)/							
(1050)	0.34	NA					NA			NA		
				To:	US-00060(B)/APPROX. LOC.							
	0.26	NA		From:	47-01050(B)/		NA			NA		
1051)	0.20	NA		To:	Cul-de-Sac/		INA			INA		
				From:	47-01050(B)/47-01056(U)/							
1052	0.30	NA					NA			NA		
				To:	Cul-de-Sac/							
\bigcirc				From:	47-01052(B)/							
1053	0.05	NA		To:	47-01051(B)/		NA			NA		
				From:								
(1054)	0.04	NA			47-01055(U)/RT 1055(R)/		NA			NA		
1034				To:	47-01050(R)/							
				From:	47-01054(U)/RT 1055(L)/							
1055	0.49	NA					NA			NA		
				To:	Shadow of:734200/RT 1054(U)/							
\bigcirc	2.25			From:	Cul-de-Sac/							
1056	0.05	NA		To:	47-01050(B)/47-01052(U)/		NA			NA		
				From:								
(1100)	0.05	130	R		Cul-de-Sac		NA			NA		10/02/200 ⁻
(1100)				To:	47-1101							
				From:	47-1112							
1101	0.10	260	R				NA			NA		10/02/2001
				To:	47-1102							
(1101)	0.06	590	R				NA			NA		10/02/2001
				To: From:	47-1110							
1101	0.15	970	R				NA			NA		10/02/200
				To: From:	47-1109							
(1101)	0.11	1200	R				NA			NA		10/02/2001
<u> </u>				To: From:	47-1103							
(1101)	0.50	1400	R				NA			NA		10/02/2001
				To:	SR 5							
	0.25	160	R	From:	Dead End		NA			NA		10/02/200 ²
(1102)	0.25	100	1				INA			INA		10/02/200
4400	0.05	260	R	From:	47-1117		NA			NA		10/02/2001
(1102)	0.00	200	1	Tai	47,1101		14/-1			14/-3		10/02/2001
(1102)	0.26	270	R	From:	47-1101		NA			NA		10/02/2001
(1102)	0.20	•	•••	To:	47 1111							10/02/2001
(1102)	0.04	250	R	From:	47-1111		NA			NA		10/02/2001
(1102)				To:	47-1105 WEST							
(1102)	0.19	230	R	From:	47-1103 WES1		NA			NA		10/02/2001
(1102)				To:	47-1105 EAST							
(1102)	0.11	260	R	From:	77-1100 EA01		NA			NA		10/02/2001
		-		To:	47-1106							
(1102)	0.28	370	R	From:	7/-1100		NA			NA		10/02/2001
				To:	47-1113							
(1102)	0.08	540	R	From:	7/-1113		NA			NA		10/03/2001
				To:	47-1104 SOUTH		-					
(1102)	0.20	610	R	From:	77-1104 300 111		NA			NA		10/03/2001
				To:	47-1114							

					Jame	es City Mainter								
Route	Length	AADT	QA	4Tire	Bus		「ruckle 1Trail 2Tı	α	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				r				-						
(1102)	0.18	780	R	From:		47-1114			NA			NA		10/03/2001
				To: From:		47-1104 NOR	TH							
(1102)	0.11	1000	R						NA			NA		10/03/2001
	0.10	4500		From:		47-1103			NIA			NIA		10/02/2001
(1102)	0.18	1500	R	To:		47-614			NA			NA		10/03/2001
				From:		47-1101								
1103	0.11	420	R						NA			NA		10/03/2001
	0.09	420	R	From:		47-1108			NA			NA		10/03/2001
(1103)	0.00	420		To:		47-1107			14/3			IVA		10/03/2001
(1103)	0.48	470	R	From:		4/-110/			NA			NA		10/03/2001
				To:		47-1102								
\bigcirc	0.14			From:		47-1102								1000
1104	0.14	70	R	_				_	NA			NA		1999
	0.18	190	R	From:		47-1115			NA			NA		1999
1104	0.10	100		To:		47-1116		_	1471			147.		1000
(1104)	0.12	260	R	From:		4/-1110			NA			NA		1999
				To: From:		47-1114		—						
(1104)	0.11	320	R						NA			NA		1999
				To:		47-1102								
	0.26	70	R	From:		47-1102			NA			NA		1999
1105	0.20	70	IX	To:		47-1102			INA			INA		1999
				From:		47-1102								
(1106)	0.07	60	R					_	NA			NA		1999
				To:		Cul-de-Sac		_						
(1107)	0.16	110	R	From:		Cul-de-Sac	2		NA			NA		1999
(1107)	00			To:		47-1103								
				From:		Cul-de-Sac	2							
(1108)	0.06	45	R	To:		47 1102		_	NA			NA		1999
				From:		47-1103 Cul-de-Sac	`							
(1109)	0.06	50	R			Cur-uc-sac	~		NA			NA		1999
\bigcup				To:		47-1101								
\bigcirc			_	From:		47-1101								1000
(1110)	0.07	70	R	To:		Cul-de-Sac	`	_	NA			NA		1999
				From:		Cul-de-Sac		İ						
(1111)	0.03	20	R						NA			NA		1999
				To:		47-1102		<u> </u>						
	0.13	400	P	From:		Dead End			NIA			NI A		1999
(1112)	0.13	100	R	To-		47-1101			NA			NA		1999
				From:		Cul-de-Sac	3							
(1113)	0.13	200	R						NA			NA		1999
				To:		47-1102								
	0.09	70	R	From:		47-1102			NA			NA		1999
1114	0.09	10	K	Ta:		47 1115		_	11/7			INA		1933
(1114)	0.11	110	R	From:		47-1115			NA			NA		1999
	•	-		To:		47-1104								-

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		QK Dir AAWDT Factor	QW Year
James City County				From:	47-1104			
(1115)	0.10	50	R	<u> </u>	17 1101	NA	NA	1999
				To-	47-1114			
\sim				From:	Cul-de-Sac			
1116	0.09	70	R	To:	47.1104	NA	NA	1999
				From:	47-1104			
1117	0.10	90	R		Cul-de-Sac	NA	NA	1999
				To:	47-1102			
				From:	Cul-de-Sac			
1118	0.07	70	R	. —		NA	NA	10/04/20
				To:	47-1121			
	0.12	320	R	From:	Cul-de-Sac	NA	NA	10/04/20
1119	0.12	320	IX	To:	47-1121	IN/A	INA	10/04/20
				From:	47-614			
1120	0.16	380	R			NA	NA	10/04/20
				To: From:	47-1121			
1120	0.05	60	R	_		NA	NA	10/04/20
				To:	Cul-de-Sac			
\bigcirc			_	From:	Cul-de-Sac			10/01/00
1121	0.43	60	R			NA	NA	10/04/20
$\overline{}$	0.07	250	_	From:	47-1120	NIA	NIA	40/04/20
1121	0.07	250	R	To:	Cul-de-Sac	NA	NA	10/04/20
				From:	Cul-de-Sac			
1122	0.08	100	R	<u> </u>	Cui-uc-sac	NA	NA	10/04/20
				To:	47-1121			
				From:	Cul-de-Sac			
1123	0.10	120	R	. —		NA	NA	10/04/20
				To:	47-1121			
	0.16	80	R	From:	47-614	NA	NA	1999
1124	0.10	00		To:	Cul-de-Sac	INA	INA	1000
					From: Cul-de-Sac			
1125	0.33	110	R			NA	NA	1999
				To:	47-613			
\bigcirc			_	From:	47-614; 47-1102			
1126	0.18	250	R	To:	Cul-de-Sac	NA	NA	10/04/20
				From:	Cul-de-Sac			
1127	0.13	200	R	<u> </u>	Cui-ue-Sat	NA	NA	10/04/20
				To:	47-1126			
_				From:	Cul-de-Sac			
1128	0.19	280	R			NA	NA	1999
				To	47-1130			
	0.10	130	R	From:	Cul-de-Sac	NA	NA	1999
1129	0.10	130	11	To:	47-1131	ING	IVA	1999
				From:	47-1101			
1130	0.15	560	R	<u> </u>		NA	NA	1999
				To:	47-1131			
1130	0.06	460	R	From:		NA	NA	1999
				To: From:	47-1128			
(1130)	0.12	200	R	rioin:		NA	NA	1999
				To	Cul-de-Sac			

					James City Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	eak our Q	M Dir Factor	AAWDT QV	V Year
James City County				From:	Cul-de-Sac					
(1131)	0.12	200	R		0 0.0 0	١	۱A		NA	1999
				To:	47-1130					
\bigcirc	0.44	440	-	From:	Cul-de-Sac		1.0		NIA	4000
(1132)	0.11	110	R			ŗ	۱A		NA	1999
	0.10	590	R	From:	47-1133		NA		NA	1999
(1132)	0.10	590	K	To:	47-1101	ľ	NA		INA	1999
				From:	Cul-de-Sac					
(1133)	0.12	60	R			١	۱A		NA	1999
				To:	47-1132					
\bigcirc				From:	47-1101					
1135)	0.04	180	R			١	۱A		NA	1999
				From:	47-1136 SOUTH					1000
(1135)	0.38	200	R			r	۱A		NA	1999
	0.45	0.10		From:	47-1136 NORTH		1.0			1000
1135	0.15	640	R	To:	SR 5	r	۱A		NA	1999
				From:	47-1135 SOUTH					
(1136)	0.24	200	R		4/-1155 5001ft	NA	۱A		NA	1999
(1130)				To:	47-1137	-				
(1136)	0.08	120	R	From:	4/-115/	1	۱A		NA	1999
1130				To:	47-1135 NORTH					
				From:	Cul-de-Sac					
1137	0.10	140	R			1	۱A		NA	1999
				To	47-1136					
	0.40	450	_	From:	47-1139		1.0		N IA	40/00/000
1138	0.13	150	R	To:	47-1135	Г	۱A		NA	10/03/2001
				From:	Cul-de-Sac					
(1139)	0.11	130	R		Cur-uc-suc	١	۱A		NA	10/03/200
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1140	0.05	60	R	. —		1	۱A		NA	10/03/2001
				To:	47-1135					
	0.05	48	R	From:	47-1135		۱A		NA	10/03/200
(1141)	0.03	40	K	To:	Cul-de-Sac	,	N/A		INA	10/03/200
				From:	47-1151					
1150	0.61	700	R	<u> </u>		١	۱A		NA	1999
				To:	47-614					
				From:	Cul-de-Sac					
1151)	0.20	180	R			١	۱A		NA	1999
				From:	47-1150					
(1151)	0.09	120	R	To:	C-1 J- C	١	۱A		NA	1999
				From:	Cul-de-Sac					
1153	0.53	300	R		Cul-de-Sac	N	۱A		NA	10/04/2001
1153				To	47-614					
				From:	SR 30					
(1160)	0.25	220	R			1	۱A		NA	1999
				To:	47-1161					
\bigcirc		. = -	_	From:	47-1162				,	
1161	0.16	120	R	To:	47 1160	١	۱A		NA	1999
-					47-1160					

Route	Length	AADT	QA	4Tire	Bus	()(:	ak Qł	Dir	AAWDT QW	Year		
James City County			-		2Axle 3+Axle 1Trail 2Trail	Ho	our	` Factor				
	0.22	400		From:	47-1160	N	^		NA	1999		
(1161)	0.22	100	R	To	47-1163	N 	A		NA	1999		
_				From:	Dead End; .05 MW							
(1162)	0.05	90	R			N	A		NA	1999		
	0.05	70	R	From:	47-1161	ļ N	^		NA	1000		
(1162)	0.05	70	ĸ	To:	Cul-de-Sac; .05 ME	N 	A		NA	1999		
				From:	Cul-de-Sac							
1163	0.18	100	R			N	A		NA	1999		
				To: From:	47-601							
1170	1.67	NA		r roin.	47-00614(B)/	l N	A		NA			
1119				To	Cul-de-Sac/							
\bigcirc				From:	47-00614(B)/							
1171)	0.56	NA		To:	Cul-de-Sac/	N I	A		NA			
				From:	Cul-de-Sac/							
(1172)	0.04	NA			Cur-uc-sac/	N	NA		NA			
				To:	47-01171(B)/							
\bigcirc	0.14	NIA		From:	Cul-de-Sac/	N	A		NIA			
(1173)		NA		To:	47-01170(B)/	I I			NA			
				From:	Cul-de-Sac/							
0.07	0.07	NA	NA				N	NA		NA		
				Tn-	47-01173(B)/							
	0.21	NA		From:	Cul-de-Sac/	l N	NA		NA			
(1175)	0.21			To:	Cul-de-Sac/		^		NA.			
		NA		From:	Cul-de-Sac/							
(1176)	0.05		NA		To:		N I	A		NA		
				From:	47-01175(B)/							
(1177)	0.05	NA	NA		r roin.	Cul-de-Sac/	l N	A		NA		
						To:	47-01170(B)/					
\bigcirc				From:	Cul-de-Sac/							
1178	0.04	NA		To:	47-01170(B)/	N I	A		NA			
				From:	47-01170(B)/							
(1179)	0.03	NA		<u> </u>		N	Α		NA			
				To	Cul-de-Sac/							
	0.04	NA		From:	47-01170(B)/	l N	٨		NA			
(1180)	0.04	INA		To:	Cul-de-Sac/		A		INA			
				From:	Dead End							
(1201)	0.13	80	R	-		N	Α		NA	10/04/200		
				To: From:	47-1215							
(1201)	0.08	200	R	<u></u>		N	A		NA	10/04/200		
	0.20	460		To: From:	47-1214		Λ		NΛ	10/04/202		
(1201)	0.20	460	R			NA •	А		NA	10/04/2001		
(1201)	0.04	1300	R	From:	47-1211	N	A		NA	10/04/200		
1201	0.04	1300	1300	1300	.,	To	47-1206				147.1	13/0-1/200
(1201)	0.03	1700	R	From:	7/-1200	N	A		NA	10/04/200		
0.0				To:	47-1205							

					Truck	- Peak J. Dir				
Route	Length	AADT	QA	4Tire	Bus	()(' ()K		Year		
James City County				From:	47-1205					
1201	0.06	1400	R			NA	NA	10/04/200		
_	0.07	4000		To: From:	47-1204			10/01/00		
1201	0.07	1800	R	To:	47.1202	NA	NA	10/04/200		
1201	0.03	1800	R	From:	47-1203	NA	NA	10/04/200		
~				To: From:	47-1202					
1201)	0.02	2300	R	To:	SR 132; SR 199	NA	NA	10/04/200		
				From:	Cul-de-Sac					
1202	0.02	40	R	To:	47.1201	NA	NA	10/04/20		
				From:	47-1201 47-1201					
1203	0.02	30	R		4/-1201	NA	NA	10/04/20		
				To:	Cul-de-Sac					
1204	0.06	100	R	From:	Dead End	NA	NA	10/04/200		
				To:	47-1201	1				
1204	0.09	40	R			NA	NA	10/04/200		
				To: From:	Dead End Cul-de-Sac					
1205	0.09	90	R		Cui-uc-Sac	NA	NA	10/04/20		
				To:	47-1201					
1206	0.14	130	R	From:	Dead End	NA	NA	10/04/20		
1206	0.14			To:	47-1210	14/1	101	10/04/20		
1206	0.08	210	R	From:	17 1210	NA	NA	10/04/20		
				To: From:	47-1209					
1206	0.07	300	300 R			NA	NA	10/04/20		
1206	0.07	380	R	From:	47-1208	NA	NA	10/04/20		
				To: From:	0.07 ME 47-1208					
1206	0.09	500	00 R		47.1001	NA	NA	10/04/20		
						To: From:	47-1201 Cul-de-Sac			
1207)	0.09	100	R		Cur-uc-Sac	NA	NA	10/04/20		
				To:	47-1206					
1208	0.04	90	R	From:	47-1206	NA	NA	10/04/200		
1200				To-	Cul-de-Sac					
$\overline{}$	0.00	20	_	From:	Cul-de-Sac	NIA	N/A	40/04/00		
1209	0.06	60	R	To:	47-1206	NA	NA	10/04/200		
				From:	Cul-de-Sac					
1210	0.06	47	R	To:	47-1206	NA	NA	10/04/200		
				From:	Dead End					
1211)	0.14	120	R		*	NA	NA	10/04/200		
				From:	47-1213			40.5		
1211	0.12	600	R			NA	NA	10/04/200		
1211)	0.13	880	R	From:	47-1212	NA	NA	10/04/200		
				To:	47-1201					

					dames only Maintenance 7 aca				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		QK Dir Factor	AAWDT QW	Year
James City County				From:	47-1211				
(1212)	0.05	60	R	<u> </u>	47-1211	NA		NA	10/04/2001
				To-	Dead End				
\bigcirc				From:	47-1211				
(1213)	0.10	570	R			NA		NA	10/04/2001
$\overline{\bigcirc}$	0.40	400	_	From:	47-1216				40/04/0004
1213	0.12	130	R	To:	Dead End	NA I		NA	10/04/2001
				From:	Dead End				
(1214)	0.18	100	R	<u>L</u>	Dead End	NA		NA	10/04/2001
				To:	47-1201				
				From:	Dead End				
(1215)	0.04	40	R	To:	45 1221	NA		NA	10/04/2001
				From:	47-1201				
	0.22	180	R	From:	Cul-de-Sac	l NA		NA	10/04/2001
1216	0.22	100	1	To:	47,1010	14/5		TV-X	10/04/2001
(1246)	0.07	630	R	From:	47-1218	NA		NA	10/04/2001
1216	0.07	000		To:	47 1217	1473		10.0	10/04/2001
(1216)	0.10	700	R	From:	47-1217	NA		NA	10/04/2001
1210)	01.10			To:	47-1213				
				From:	47-1216				
(1217)	0.06	60	R			NA		NA	10/05/2001
				To	Cul-de-Sac				
\bigcirc	0.00	400	R	From:	Dead End	NIA.		NIA	40/05/0004
1218	0.20	160				NA		NA	10/05/2001
	0.02	220		From:	47-1219	NA		NIA	10/05/2001
1218	0.03	220	R			INA .		NA	10/05/2001
\bigcap	0.27	210	0 R	From:	47-1216	NA		NA	10/05/2001
(1218)	0.27	210	K	To:	Dead End	INA 		INA	10/03/2001
				From:	47-1218				
(1219)	0.06	50	R	<u> </u>	., 1210	NA		NA	10/05/2001
				To:	Cul-de-Sac				
				From:	US 60				
(1301)	0.30	690	R			NA		NA	10/25/2001
$\overline{\bigcirc}$				To: From:	47-1302 EAST				
(1301)	0.19	60	R	To:	47, 1202 WEST	NA I		NA	10/25/2001
				From:	47-1302 WEST				
(1202)	0.54	320	R	110111.	47-1301 EAST	l NA		NA	10/25/2001
1302	0.0 .	0_0	•••	To:	47 1201 WEST	1			. 0, 20, 200 .
(1202)	0.09	160	R	From:	47-1301 WEST	NA		NA	10/25/2001
(1302)				To:	47-1301 EAST				
				From:	US 60				
(1303)	0.50	80	R			NA		NA	10/25/2001
				To:	US 60				
\bigcirc		N/ 4		From:	Dead End			NIA	
(1304)	0.31	NA		To: II	S 60; 47-1303 EAST_TARLETON BIVOUAC	NA I		NA	
				From:					
(1305)	0.45	390	R		Cul-de-Sac	l NA		NA	10/05/2001
1303)	0.10		••	To:	US 60				. 5. 55, 255 1

					James City Maintenance Area		Deal Dia				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC:	()K	Dir Factor AAWDT QW	Year		
James City County				From:		1					
(1306)	0.15	250	R	From:	Cul-de-Sac	_ NA		NA	1999		
(1306)				To:	47-1308	1					
(1306)	0.06	380	R	From:	17 1300	NA		NA	1999		
				To: From:	47-1307]					
(1306)	0.03	1200	R	-		NA		NA	1999		
				To:	47-1310						
(1007)	0.06	90	R	From:	47-1306	_ NA		NA	1999		
(1307)	0.00			To:	Cul-de-Sac]		100	1000		
				From:	47-1309						
(1308)	0.06	90	R			NA		NA	1999		
				To: From:	47-1306]					
(1308)	0.07	190	R	To:	Cul de Cee	NA		NA	1999		
				From:	Cul-de-Sac	1					
(1309)	0.05	80	R		Cul-de-Sac	NA		NA	1999		
				To:	47-1308	<u> </u>					
(1309)	0.05	80	R	From:	17 1300	NA		NA	1999		
				To:	Cul-de-Sac						
\bigcirc	0.07			From:	Cul-de-Sac			214	4000		
(1310)	0.07	570	R			NA -		NA	1999		
$\overline{}$	0.18	1600	R	From:	47-1316	NA		NA	1999		
(1310)	0.10	1600	K	т	47.1011	INA T		INA	1999		
(1210)	0.20	1100	R	From:	47-1311	NA		NA	1999		
(1310)	0.20			To:	47-614	1			.000		
				From:	47-1310						
(1311)	0.04	800	R			NA		NA	1999		
<u> </u>				From:	47-1312]					
(1311)	0.05	390	R			NA _		NA	1999		
\bigcirc	0.00	070	_	From:	47-1313			NIA	4000		
(1311)	0.06	270	R	_		NA T		NA	1999		
(1311)	0.04	200	R	From:	47-1314	NA		NA	1999		
	U.U -1			To	47-1315			IVA			
(1311)	0.05	160	R	From:	47-1313	NA		NA	1999		
				To:	Cul-de-Sac						
				From:	47-1311						
(1312)	0.07	50	R	т	0.11.0	NA		NA	1999		
				To:	Cul-de-Sac	<u> </u>					
1313	0.05	70	R	From:	Cul-de-Sac; .05 MW	_ NA		NA	1999		
	0.00			To:	47-1311			14/1	1000		
1313)	0.05	70	R	From:	4/-1311	NA		NA	1999		
(1313)		-	-	To	Cul-de-Sac; .05 ME	1					
				From:	47-1311						
(1314)	0.07	40	R			NA		NA	1999		
				To:	Cul-de-Sac	<u> </u>					
	0.07	70	R	From:	Cul-de-Sac] NA		NA	1999		
(1315)	0.07	10	ĸ	To:	47-1311	ANI T		INA	1999		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea	()K	or AAWDT QV	V Year
James City County				From:	47-1310				
(1316)	0.25	940	R			NA		NA	10/26/200
				To-	Cul-de-Sac				
	0.08	80	R	From:	Cul-de-Sac	l NA		NA	10/26/200
(1317)	0.00	00		To:	47-1316			IVA	10/20/200
				From:	Cul-de-Sac				
1318)	0.04	40	R	To:	47 1216	NA		NA	10/26/200
				From:	47-1316				
(1319)	0.15	160	R		Cul-de-Sac	NA		NA	10/26/200
				To:	Cul-de-Sac				
				From:	47-1319				
1320	0.05	60	R	To:	Cul-de-Sac	NA I		NA	10/26/200
				From:	Cul-de-Sac				
(1321)	0.05	47	R		Cui-uc-Sac	NA NA	L	NA	10/26/200°
				To:	47-1316				
\sim				From:	Cul-de-Sac				
(1322)	0.16	240	R			NA		NA	1999
	0.08	300	R	From:	47-1325	NA		NA	1000
1322	0.06	300	ĸ			INA I	l	NA	1999
(1000)	0.05	670	R	From:	47-1323	NA		NA	1999
(1322)	0.00	0,0		To:	47-1310	1.0		107	1000
				From:	Cul-de-Sac				
1323	0.08	320	R			NA	<u>l</u>	NA	1999
				From:	47-1324				
(1323)	0.07	340	R			NA	<u>.</u>	NA	1999
	0.00		_	From:	47-1322	NIA.		NIA	4000
1323	0.06	90	R	To:	Cul-de-Sac	NA I		NA	1999
				From:	47-1323				
(1324)	0.09	180	R			NA		NA	1999
				To:	Cul-de-Sac				
\bigcirc	0.06	90	В	From:	Cul-de-Sac	NIA.		NΙΔ	1000
(1325)	0.06	80	R			NA		NA	1999
(1005)	0.08	80	R	From:	47-1322	NA		NA	1999
(1325)	J.00			To:	Cul-de-Sac	13/7	• 	14/1	1000
				From:	Cul-de-Sac/				
(1326)	0.06	NA				NA		NA	
				To:	47-01306(B)/				
(1327)	0.10	NA		From:	Cul-de-Sac/	l NA		NA	
(1327)	0.10			To:	47-01306(B)/		•	10.	
				From:	47-1331 WEST				
(1330)	0.06	80	R			NA		NA	1994
0				To: From:	47-1334				
(1330)	0.04	300	R			NA		NA	1994
	0.00	200		From:	47-1333			NI A	4004
(1330)	0.08	330	R	_		NA •	Ĺ	NA	1994
(1220)	0.10	360	R	From:	47-1332	NA		NA	1994
1330	0.10	550	1	To:	47-1331 EAST	INA	ı	INC	1004

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak QI Hour QI	Marian AAWDT Factor	QW Year
James City County				From:	47-1331 EAST			
(1330)	0.08	300	R	<u> </u>	47-1331 L/X31	NA	NA	1994
				To: From:	47-725			
1330	0.07	350	R	To:	47-617	NA	NA	1994
				From:	Cul-de-Sac			
(1331)	0.07	150	R			NA	NA	1994
	2.00	400		To: From:	47-1330 WEST			400.4
(1331)	0.08	160	R	т	47,1000	NA	NA	1994
(1331)	0.12	160	R	From:	47-1333	NA	NA	1994
				To: From:	47-1332			
1331)	0.16	180	R			NA	NA	1994
				To:	47-1330 EAST			
(1332)	0.21	230	R	From:	Cul-de-Sac	NA	NA	10/23/200
(1332)	0.21			To:	47-1339			10/20/200
(1332)	0.10	360	R	From:	47-1337	NA	NA	10/23/2001
				To: From:	47-1337			
(1332)	0.12	100	R			NA	NA	1994
<u> </u>				To: From:	47-1330			
1332	0.12	90	R	To:	47-1331	NA	NA	10/23/200
				From:	47-1330			
(1333)	0.09	140	R		., 1550	NA	NA	1994
				To:	47-1331			
	0.06	100	R	From:	Cul-de-Sac	NA	NA	1994
1334	0.00	100	IX.	To:	47.1225	IVA	INA	1334
(1334)	0.08	240	R	From:	47-1335	NA	NA	1994
				To:	47-1330			
\bigcirc				From:	47-1336			
(1335)	0.05	90	R	To:	47-1334	NA	NA	1994
				From:	Cul-de-Sac; .06 MW			
(1336)	0.06	90	R		cui de sue, iso m	NA	NA	1994
				To: From:	47-1335			
(1336)	0.07	30	R	т	G11.6 27.05	NA	NA	1994
				To: From:	Cul-de-Sac; .07 ME			
(1337)	0.05	80	R	From.	Cul-de-Sac	NA	NA	10/23/2001
(1007)				To:	47-1338			
(1337)	0.12	180	R	From:	., 1550	NA	NA	10/23/2001
				To: From:	47-1332			
(1337)	0.06	110	R	. —	1.1.0	NA	NA	10/23/2001
				To:	Cul-de-Sac			
1338	0.04	70	R	. 40111	Cul-de-Sac	NA	NA	10/23/200
	3.0.			To:	47-1337			
_				From:	Cul-de-Sac			
1339	0.05	130	R			NA	NA	10/23/2001
	0.47	40		From:	47-1332	NIA	A I A	40/00/000
1339	0.17	40	R	To:	Cul-de-Sac	NA	NA	10/23/2001
					Car ac bac			

					James City Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pe	eak our Q	N Dir Factor	AAWDT	QW	Year
James City County				From:	47-617						
(1341)	0.21	670	R			N	Α		NA		10/23/2001
				To: From:	47-1342						
(1342)	1.43	650	R	FIOII.	Cul-de-Sac	l N	Α		NA		10/23/2001
				To:	Cul-de-Sac						
\bigcirc	0.40	70	_	From:	Cul-de-Sac		^		NIA		40/22/2004
(1343)	0.18	70	R	To:	47-1342	l	A		NA		10/23/2001
				From:	Cul-de-Sac						
1344	0.18	120	R	To:	47 1245, 47 1242	N	A		NA		10/23/2001
				From:	47-1345; 47-1342 47-1344; 47-1342						
(1345)	0.11	160	R		47-1344, 47-1342	N	Α		NA		10/23/2001
				To:	Dead End						
\bigcirc	0.14	60	R	From:	Cul-de-Sac		A		NA		10/23/2001
(1346)	0.14	00	K	To:	47-1345		Α		INA		10/23/2001
				From:	Cul-de-Sac						
1347	0.11	80	R	To:	47-1342	N I	A		NA		10/23/2001
				From:	47-1342						
(1348)	0.05	20	R		1 /-134/	N	Α		NA		10/23/2001
				To:	Cul-de-Sac						
\bigcirc	0.11	400		From:	Cul-de-Sac		۸		NIA		10/22/2004
(1349)	0.11	100	R	To:	47-1342	l IN	Α		NA		10/23/2001
				From:	47-1351						
(1350)	0.27	960	R	To:	00.4	N	Α		NA		1999
				From:	SR 5						
(1351)	0.19	970	R		47-1365	l N	Α		NA		10/23/2001
				To- From:	47-1362 West						
(1351)	0.06	1600	R	rioni.		N	Α		NA		10/23/2001
				From:	47-1363						
(1351)	0.30	1700	R			. N	Α		NA		10/23/2001
	0.34	900	R	From:	47-1362 East	N	A		NA		1999
(1351)	0.04			To:	47-1358		, · ·		14/1		1000
(1351)	0.15	920	R	From:	4/-1336	N	Α		NA		1999
				To: From:	47-1355; 47-1361						
(1351)	0.21	950	R			N	Α		NA		1999
_	0.00	4000		To: From:	47-1352		^		NIA		4000
(1351)	0.09	1300	R	. —		I N	A		NA		1999
(1251)	0.37	850	R	From:	47-1350	N	A		NA		10/23/2001
(1351)	J. . .			To:	47-1369 EAST				•		
				From:	47-1357						
(1352)	0.08	210	R			N	Α		NA		10/23/2001
	0.06	260	R	From:	47-1356	N	A		NA		10/23/2001
(1352)	0.00	260	ĸ	Te	47.1255	I I	^		INA		10/23/2001
(1352)	0.13	240	R	From:	47-1355	N	A		NA		10/23/2001
				To:	47-1354; 47-1353						

					James City Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				From:	47-1354; 47-1353							
(1352)	0.04	260	R		., 150 ., ., 1505		NA			NA		10/23/2001
				To: From:	47-1353 NORTH							
(1352)	0.05	270	R				NA			NA		10/23/200
				To:	47-1351							
(100)	0.23	110	R	From:	47-1354; 47-1352 SOUTH		NA			NA		10/23/200°
(1353)	0.20	110		To	47-1352 NORTH		IVA			IVA		10/20/200
				From:	Cul-de-Sac							
(1354)	0.09	80	R	_			NA			NA		1999
				To:	47-1353; 47-1352 S							
	0.22	110	R	From:	47-1352		NΑ			NA		1999
(1355)	0.22	110	K	To:	47-1351; 47-1361		NA			INA		1999
				From:	Cul-de-Sac							
(1356)	0.05	30	R				NA			NA		1999
\bigcup				To: From:	47-1357							
1356	0.15	170	R				NA			NA		1999
				To:	47-1352							
	0.20	45	R	From:	47-1356		NA			NA		1999
(1357)	0.20	45	ĸ	_			INA			INA		1999
	0.08	60	R	From:	47-1352		NA			NA		1999
(1357)	0.00	00	IX.	To:	Cul-de-Sac		INA			INA		1999
				From:	47-1360							
(1358)	0.12	150	R				NA			NA		1999
				To: From:	47-1359							
1358	0.12	320	R				NA			NA		1999
				To:	47-1351			<u> </u>			<u> </u>	
(1359)	0.11	30	R	From:	Cul-de-Sac		NA			NA		1999
(1359)	0.11	30		To:	47-1358		14/7			IVA		1000
				From:	Cul-de-Sac							
(1360)	0.19	170	R				NA			NA		1999
				To: From:	47-1358							
(1360)	0.19	60	R				NA			NA		1999
				To:	Cul-de-Sac							
(100)	0.35	220	R	From:	47-1351; 47-1355		NA			NA		10/23/200
(1361)	0.55	220	K	To:	Cul-de-Sac		INA			INA		10/23/200
				From:	47-1351 WEST							
(1362)	0.68	260	R				NA			NA		10/23/200
				To:	47-1351 EAST							
\bigcirc			_	From:	47-1351							10/00/000
(1363)	0.05	200	R	To:	47-1364		NA			NA		10/23/200
				From:	Dead End							
(1364)	0.27	210	R	<u> </u>	Dead Elid		NA			NA		10/23/200
		-		To:	Dead End							
				From:	47-1351					<u> </u>		
(1365)	0.24	30	R				NA			NA		10/23/200
				To:	Dead End							
	0.07	200	R	From:	Cul-de-Sac		NA			NA		10/23/200
(1366)	0.07	200	ĸ	To:	47-1351		INA			INA		10/23/200
				1	.,							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	Peak QC Hour	QK Dir Factor	AAWDT	QW	Year
James City County				From:		Houi	Factor			
(1367)	0.15	240	R	From:	47-1372	l NA		NA		10/23/200
				To:	47-1368					
(1367)	0.11	210	R			NA		NA		10/23/200
				To:	47-1351					
(1368)	0.07	60	R	Troin.	Cul-de-Sac	l NA		NA		10/23/200
				To:	47-1367					
\bigcirc	0.18	230	R	From:	47-1351 WEST	NA		NA		10/23/200
1369	0.10	230	K	To:	47-1351 EAST	INA 		INA		10/23/200
				From:	47-1369					
1370	0.16	90	R	To:	0.1.1.0	NA		NA		10/23/200
				From:	Cul-de-Sac					
1371)	0.16	40	R	110111	Cul-de-Sac	l NA		NA		10/23/200
				To:	47-1370					
\bigcirc				From:	Cul-de-Sac					
1372	0.20	140	R	To:	Cul-de-Sac	NA I		NA		10/24/200
				From:	47-1351; 47-1366					
1373	0.64	390	R		47-1331, 47-1300	NA		NA		10/24/200
				To:	Cul-de-Sac					
\bigcirc	0.07	70	-	From:	47-1373	NIA		NIA		40/04/000
1374	0.07	70	R	To	Cul-de-Sac	NA 		NA		10/24/200
				From:	Cul-de-Sac					
1375	0.04	80	R			NA		NA		10/24/200
				To:	47-1373					
(170)	0.07	40	R	From:	Cul-de-Sac	NA		NA		10/24/200
1376	0.07	70		To:	47-1373	IVA		14/-3		10/24/200
				From:	Cul-de-Sac					
(1377)	0.08	47	R	т		NA		NA		10/24/200
				To: From:	47-1373					
1380)	0.34	410	R	110111.	47-613; 47-615	l NA		NA		10/26/200
1300)		_		To:	Cul-de-Sac					
\sim				From:	47-1380					
1381	0.06	80	R	To:	Cul-de-Sac	NA I		NA		10/26/200
				From:	47-1380					
1382	0.11	100	R		47-1300	NA NA		NA		10/26/200
				To:	Cul-de-Sac					
\bigcirc				From:	47-1380					
1383	0.08	80	R	To:	Cul-de-Sac	NA I		NA		10/26/200
				From:	47-1380; 47-1386					
1384	0.06	60	R	<u> </u>	1500, 17 1500	NA		NA		10/26/200
				To:	Cul-de-Sac					
\bigcirc	2.22		_	From:	Cul-de-Sac	A		.		40/00/00=
1385	0.08	90	R	To	47-1380	NA I		NA		10/26/200
				From:	47-1465					
1386	0.30	210	R	<u> </u>		NA		NA		10/26/200
				To:	47-1380; 47-1384					

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Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT Q\	V Year
James City County				From:	Cul-de-Sac	i			
(1387)	0.06	60	R		ear de Bue	NA		NA	10/26/2001
				To:	47-1386]			
\bigcirc	0.00	400		From:	47-615]		N IA	10/00/0001
1390	0.39	180	R	To:	Cul-de-Sac	NA 1		NA	10/26/2001
				From:	Cul-de-Sac	<u> </u>			
(1391)	0.03	47	R		ear de Sac	NA		NA	10/23/2001
				To:	47-1390				
\bigcirc				From:	Cul-de-Sac]			
1392	0.03	50	R	To:	47-1390	NA 1		NA	10/23/2001
				From:	Cul-de-Sac	<u> </u>			
(1393)	0.03	40	R		Cui-de-Sac	NA		NA	10/23/2001
				To:	47-1390				
				From:	Cul-de-Sac]			
(1394)	0.04	20	R	To:	47.1200	NA		NA	10/23/2001
				From:	47-1390	1			
(1400)	0.10	220	R		FR-663	NA NA		NA	1999
1400	00			To-	Cul-de-Sac]			
				From:	47-1402				
1401)	0.08	620	R			NA		NA	10/05/2001
				To: From:	47-1407	 			
(1401)	0.07	650	R			NA		NA	10/05/2001
				To: From:	47-726	<u> </u>			
1401)	0.01	790	R			NA		NA	10/05/2001
	0.00	700	_	From:	47-1408	<u> </u>		NIA	40/05/0004
(1401)	0.09	730	R	To:	SR 31	NA 1		NA	10/05/2001
				From:	Dead End	I			
(1402)	0.14	120	R		Dead 23A	NA		NA	10/05/2001
\bigcup				From:	47-1406	1			
(1402)	0.11	260	R	r tom.		NA		NA	10/05/2001
				From:	47-1405]			
(1402)	0.07	300	R			NA		NA	10/05/2001
<u> </u>				To: From:	47-1404]			
(1402)	0.07	400	R			NA		NA	10/05/2001
				From:	47-1403	 			10/0=/000/
1402	0.07	460	R	To:	47-1401	NA 1		NA	10/05/2001
				From:	Cul-de-Sac	<u> </u>			
(1403)	0.06	80	R	<u> </u>	Cur-de-Bac	NA NA		NA	10/05/2001
				To:	47-1402]			
\sim				From:	Cul-de-Sac				
1404	0.06	45	R	To:	47.1403	NA 1		NA	10/05/2001
				From:	47-1402	l			
(1405)	0.05	40	R		Cul-de-Sac	NA NA		NA	10/05/2001
1700)				To:	47-1402]			. 5, 55, 255 1
				From:	Dead End				
(1406)	0.07	90	R			NA		NA	10/05/2001
				To:	Dead End				

Pouto	Longth	AADT		/Tira	James City Maintenance Area	QC .	Peak	QK	Dir	Λ Λ\Λ/D.Τ.	O\A/	Voc
Route James City County	Length	AADT	ŲА	41116	Bus 2Axle 3+Axle 1Trail 2Trail	QC H	Hour	ŲΝ	Factor	AAWDT	ŲVV	Year
				From:	Dead End							
(1407)	0.16	100	R			•	NA			NA		10/05/2001
(1407)	0.24	190	R	From:	47-1409		NA			NA		10/05/2001
(1407)	0.21			To:	47-1401							10/00/2001
				From:	47-1410							
(1408)	0.23	100	R			•	NA			NA		10/05/2001
4400	0.24	190	R	From:	47-1409		NA			NA		10/05/2001
(1408)	0.24	100		To:	47-1401		14/ (107		10/00/2001
				From:	Dead End							
(1409)	0.04	40	R			-	NA			NA		10/05/2001
	0.08	40	R	From:	47-1407		NA			NA		10/05/2001
(1409)	0.00	70	IX.	To:	47-1408		INA			INA		10/03/2001
				From:	Dead End							
(1410)	0.11	130	R				NA			NA		10/05/2001
	0.00	070		From:	47-1408		NIA			NIA		40/05/0004
(1410)	80.0	270	R	To:	SR 31	ı	NA			NA		10/05/2001
				From:	47-1412							
(1411)	0.16	90	R				NA			NA		1994
				To: From:	SR 31							
(1412)	0.08	80	R	From:	SR 31		NA			NA		1994
(1412)				To	47-1411							
				From:	SR 31							
(1415)	0.06	1300	R	To:	Cul-de-Sac	l	NA			NA		10/05/2001
				From:	Cul-de-Sac/							
(1416)	0.09	NA					NA			NA		
				To:	47-01437(B)/							
(1417)	0.08	100	R	From:	Cul-de-Sac		NA			NA		1994
(1417)				To:	47-1560							
(1417)	0.15	220	R	From:	1000	•	NA			NA		1994
				From:	47-1419							
(1417)	0.07	490	R			_	NA			NA		1994
$\overline{\bigcirc}$	0.04	420	R	From:	47-1418		NA			NA		1994
(1417)	0.04	420	K	To:	SR 5; 47-1491	l	INA			INA		1994
_				From:	47-1417							
(1418)	0.13	110	R	To:		•	NA			NA		1994
				From:	Cul-de-Sac 47-1417							
1419	0.10	140	R		4/-141/		NA			NA		1994
				To-	Cul-de-Sac							
\bigcirc	0.40	222	-	From:	SR 5		NIA			NIA		10/04/0004
1420	0.13	220	R	т —	47.142	1	NA			NA		10/24/2001
(1420)	0.05	30	R	From:	47-1421		NA			NA		10/24/2001
1720				To	Dead End		•					
				From:	47-1420							
(1421)	0.03	160	R	To:	47-1422		NA			NA		10/24/2001
					7/-1744							

					James City Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				From:	47-1422	1						
(1421)	0.10	80	R			-1 -	NA			NA		10/24/2001
				To	Dead End							
	0.19	100	R	From:	47-1421	_	NA			NA		10/24/2001
(1422)	0.19	100	K	To:	Dead End	1	INA			INA		10/24/2001
				From:	47-682							
1423	0.12	350	R			_	NA			NA		10/24/2001
				To: From:	47-1424]						
(1423)	0.08	300	R			_	NA			NA		10/24/2001
	0.21	460		From:	47-1427		NIA			NΙΔ		10/24/2001
(1423)	0.31	160	R	_		7	NA			NA		10/24/2001
	0.14	80	R	From:	47-1428		NA			NA		10/24/2001
(1423)	0.14	00	IX.	To:	Cul-de-Sac	1	INA			INA		10/24/2001
				From:	Cul-de-Sac							
1424	0.04	60	R				NA			NA		10/24/2001
				To: From:	47-1423]						
(1424)	0.05	60	R	. —		7	NA			NA		10/24/2001
				To:	Cul-de-Sac							
(105)	0.09	740	R	From:	FR-663		NA			NA		1999
(1425)	0.00	740		To:	Cul-de-Sac	1	IVA			IVA		1000
				From:	47-1425							
(1426)	0.31	1500	R	_		-	NA			NA		1999
				To:	Cul-de-Sac							
	0.05	48	R	From:	47-1423		NA			NA		10/24/2001
(1427)	0.05	40	IX.	To:	Cul-de-Sac	1	INA			INA		10/24/2001
				From:	Cul-de-Sac							
1428)	0.26	100	R			-	NA			NA		10/24/2001
				To:	47-1423							
	0.12	NA		From:	Cul-de-Sac/		NIA			NA		
(1429)	0.13	NA		To:	47-00615(B)/	1	NA			INA		
				From:	END LOOP	1						
(1430)	0.41	280	R			_	NA			NA		10/26/2001
				To: From:	BEGIN LOOP]						
1430	0.08	320	R			7	NA			NA		10/26/2001
				To:	47-615							
	0.13	60	R	From:	Cul-de-Sac		NA			NA		10/26/2001
(1431)	0.13	00	IX	Tar	47.1422	7	INA			INA		10/20/2001
(1431)	0.48	150	R	From:	47-1433		NA			NA		10/26/2001
(1431)				To:	99-603	1						
	<u> </u>			From:	Cul-de-Sac							<u> </u>
(1432)	0.05	46	R	~		7	NA			NA		1999
				To: From:	47-1436]						
1433	0.21	140	R	riom:	47-1431	J	NA			NA		10/26/2001
1733	V.£1	. 10		To:	99-603					. 47 1		. 0, 20, 200 1
_	· · · · · ·			From:	Cul-de-Sac							
(1434)	0.21	220	R	_		7	NA			NA		10/24/2001
				To-	47-615							

					James City Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				From:	47-615	1						
1435	0.38	120	R		17 013	-	NA			NA		10/23/2001
				To-	Dead End							
\bigcirc	0.40	NIA		From:	47-1437		NIA			NIA		
1436)	0.10	NA				_	NA			NA		
	0.09	190	R	From:	47-1432		NA			NA		1999
1436	0.00	100		To:	47-1437		14/ \			147 (1000
				From:	47-1438]						
(1437)	0.13	380	R				NA			NA		1999
				To: From:	47-1436	<u> </u>						
(1437)	0.29	250	R				NA			NA		1999
$\overline{}$	0.00	N14		From:	47-1416	<u> </u>	N.1.0			NIA		
(1437)	0.28	NA		To:	End of Loop	7	NA			NA		
				From:	47-1437	1						
1438	0.13	750	R	<u> </u>	/	-	NA			NA		1999
				To:	47-1441	<u> </u>						
1438)	0.02	410	R			<u> </u>	NA			NA		1999
				To: From:	47-1443	}						
1438	0.02	890	R				NA			NA		1999
				To: From:	0.02 MN 47-1443]						1000
1438	0.14	570	R			_	NA			NA		1999
	0.06	1600	R	From:	47-1439	_	NA			NA		1999
1438)	0.00	1000	K	To:	SR 5	1	INA			INA		1999
				From:	47-1440; 47-1441							
1439	0.38	180	R		,	_	NA			NA		1999
				From:	47-1438]						
1439	0.09	190	R			7	NA			NA		1999
				To: From:	47-1442	1						
(1440)	0.14	70	R		47-1439; 47-1441		NA			NA		1999
1440				Ta	47-1444	1						
(1440)	0.11	180	R	From:	7/-1777	_	NA			NA		1999
				To:	47-1438							
\bigcirc	2.25	46.5	_	From:	47-1439; 47-1440							4600
(1441)	0.28	190	R	To:	47-1438	٦	NA			NA		1999
				From:	Cul-de-Sac							
(1442)	0.08	180	R		ear de bae	_	NA			NA		1999
				To: From:	47-1443							
(1442)	0.13	110	R			- -	NA			NA		1999
				To:	47-1439							
(1443)	0.11	120	R	From:	47-1438	J	NA			NA		1999
1743)	J.11			To:	47-1442					11/1		1000
				From:	Cul-de-Sac							
1444	0.08	60	R			7	NA			NA		1999
				To-	47-1440	<u> </u>						
	0.10	500	R	From:	99-603; York County Line	J	NA			NA		1994
1445)	0.10	300	Λ.	To:	47-1446	7	INA			INA		1334
						•						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak	()K	AAWDT C)W Year
James City County				From:	47-1446				
(1445)	0.10	240	R			NA		NA	1994
<u> </u>				To: From:	47-1448				
(1445)	0.06	190	R			NA		NA	1994
$\overline{}$	0.20	NA		From:	47-1449	NA		NA	
(1445)	0.20	NA		To:	47-1447	INA		INA	
				From:	47-1445				
1446)	0.10	150	R			NA		NA	10/26/200
				To:	99-603; York County Line				
1447)	0.19	310	R	From:	Cul-de-Sac	NA		NA	10/26/200
(1447)	0.10	0.0	• • • • • • • • • • • • • • • • • • • •	To:	47-1449			147.	10/20/200
(1447)	0.06	200	R	From:	4/*1449	NA		NA	1994
				To:	47-1448				
(1447)	0.07	490	R	rioiii.		NA		NA	1994
				To:	99-603; York County Line				
	0.29	230	R	From:	47-1445	NA		NA	1994
(1448)	0.29	230	K	To	47.1447	INA		INA	1994
(1448)	0.07	30	R	From:	47-1447	NA		NA	1994
1440	0.0.			To	Cul-de-Sac				
				From:	47-1445				
(1449)	0.22	160	R			NA		NA	1994
<u> </u>				To: From:	47-1447				
(1449)	0.04	80	R	To	C-1 1- C	NA		NA	1994
				From:	Cul-de-Sac				
1450	0.09	200	R		47-1455	NA		NA	10/24/200
1400				To:	47-1453				
1450	0.11	330	R	From:	1, 1100	NA		NA	10/24/200
				To: From:	47-1451				
(1450)	0.16	340	R			NA		NA	10/24/200
				To:	47-682				
	0.23	110	R	From:	47-1450	NA		NA	10/24/200
(1451)	0.23	110	IX.	To	47.1460	INA		INA	10/24/200
(1451)	0.09	310	R	From:	47-1452	NA		NA	1994
(1451)	0.00			To:	47-1460				
				From:	47-1451				
(1452)	0.08	140	R	To:	7- 402	NA		NA	10/24/200
				From:	47-682				
(1453)	0.21	230	R	From:	47-1450	NA		NA	10/24/200
(1453)				To:	47-1454				
				From:	Dead End				
(1454)	0.04	30	R			NA		NA	10/24/2001
<u> </u>		_		From:	47-1453				
(1454)	0.04	40	R	To:	Dood E J	NA		NA	10/24/200
•				From:	Dead End				
(1455)	0.10	200	R		47-1450	NA		NA	10/24/2001
			=	To:	47-1456	•			

Route	l anath	AADT	ΟΛ	4Tire	Bus 2Ayla 21Ayla 4Trail 2Trail	- _{OC} P	Peak	QK	AAWDT	O\\\	Year
James City County	Lengur	AADI	QА	41116	2Axle 3+Axle 1Trail 2Trail	Н	lour	Factor	AAVVDT	QVV	i cai
				From:	47-1456						
(1455)	0.12	120	R	To:	Cul-de-Sac	ı	NA		NA		10/24/2001
				From:	Cul-de-Sac						
(1456)	0.09	100	R		ou. do but	ı	NA		NA		10/24/2001
				To:	47-1455						
	0.28	310	R	From:	47-682	,	NA		NA		10/24/2001
(1457)	0.20	310	K	To:	Cul-de-Sac	'	INA		INA		10/24/200
				From:	Cul-de-Sac						
1458	0.26	250	R			ı	NA		NA		10/24/200
				To: From:	47-1457						
(1459)	0.03	60	R	From:	Cul-de-Sac		NA		NA		10/24/2001
(1459)	0.00			To:	47-1458	•	. •.				10/2 1/200
				From:	Cul-de-Sac						
1460	0.21	90	R			ı	NA		NA		1994
	0.44	=		From:	47-1451						1001
1460	0.11	700	R			ſ	NA		NA		1994
	0.42	480	R	From:	47-682		NA		NA		10/24/2001
(1460)	0.42	400	K	Ta	47.1461	'	INA		INA		10/24/2001
(1460)	0.18	120	R	From:	47-1461	ı	NA		NA		10/24/2001
1400				To-	Cul-de-Sac						
				From:	47-1423						
(1461)	0.10	60	R	To:	47-1460	ı	NA		NA		10/24/2001
				From:	47-615 NORTH						
(1465)	0.19	140	R		47-013 NORTH	ı	NA		NA		1994
				To: From:	47-1466 NORTH						
(1465)	0.08	60	R	From:		1	NA		NA		1994
				To: From:	47-1467						
(1465)	0.06	190	R			ı	NA		NA		1994
				To: From:	47-1466 SOUTH						
(1465)	0.07	200	R			ı	NA		NA		1994
(1405)	0.21	410	R	From:	47-1469	-	NA		NA		1994
1465	0.21	710		To:	47-615 SOUTH				1471		1004
				From:	47-1465 SOUTH						
1466	0.23	190	R			ı	NA		NA		1994
	0.04	400	_	From:	47-1468		NI A		NI A		4001
1466	0.24	120	R	To:	47-1465 NORTH	ı	NA		NA		1994
				From:	47-1465						
(1467)	0.10	150	R			ı	NA		NA		1994
				To:	Cul-de-Sac						
_	0.11	80	R	From:	47-1466		NA		NA		1994
(1468)	0.11	ou	ĸ	To:	Cul-de-Sac	'	INA		INA		1994
				From:	47-1465						
(1469)	0.17	150	R			I	NA		NA		1994
				Tn:	Cul-de-Sac						
(1470)	0.14	2000	R	From:	47-1471	-	NA		NA		1994
14/0)	0.14	2000	11	To:	47-615	'	14/7		11/7		1334

					James City Maintenance Area		Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
lames City County				From:	Cul-de-Sac							
(1472)	0.04	20	R	_			NA			NA		10/24/200
				To	47-1475							
(1472)	0.05	10	R	From:	47-1475		NA			NA		10/24/200
1473	0.00	10	• • • • • • • • • • • • • • • • • • • •	То:	Cul-de-Sac		147 (14/ (10/2-1/200
				From:	Cul-de-Sac							
1474	0.04	20	R				NA			NA		10/24/200
				To: From:	47-1475							
1475)	0.06	1800	R	FIOIII.	47-652		NA			NA		1994
(1479)				To:	47-1476 EAST							
1475)	0.08	320	R	From:	17 1170 22 101		NA			NA		10/24/200
				To: From:	47-1477							
1475	0.11	260	R	rioiii.			NA			NA		10/24/200
				To: From:	47-1472							
1475	0.07	170	R				NA			NA		10/24/200
				To: From:	47-1473							
1475	0.07	130	R				NA			NA		10/24/200
	2.42			From:	47-1474							10/01/00
1475	0.19	90	R	To:	47-1476 WEST		NA			NA		10/24/200
				From:	47-652							
1476	0.32	1900	R	<u> </u>	47-032		NA			NA		1994
				To: From:	47-1475 EAST							
1476)	0.04	100	R	From:			NA			NA		1994
				To-	Cul-de-Sac							
	0.05	20		From:	Cul-de-Sac					NIA		40/04/00
(1477)	0.05	60	R	To:	47-1475		NA			NA		10/24/200
				From:	47-1476							
(1478)	0.08	30	R	<u> </u>	17 1170		NA			NA		10/24/200
				To:	Cul-de-Sac							
\bigcirc				From:	47-613							
(1480)	0.04	710	R				NA			NA		1999
$\overline{}$	0.47	200	_	From:	47-1481		NIA			NIA		1999
(1480)	0.17	260	R				NA			NA		1999
(1490)	0.29	150	R	From:	47-1485		NA			NA		1999
1480	0.20	100	• • • • • • • • • • • • • • • • • • • •	To:	47 1497		147 (14/ (1000
1480	0.73	420	R	From:	47-1487		NA			NA		1999
1,100				To:	47-1470							
				From:	Cul-de-Sac							
1481)	0.15	120	R				NA			NA		1999
				From:	47-1484							4000
1481)	0.10	280	R	_			NA			NA		1999
	0.01	200		From:	47-1483		NΛ			NIA		1000
1481)	0.01	380	R	_T			NA			NA		1999
1401	0.07	460	R	From:	47-1482		NA			NA		1999
1481)				To:	47-1480		. 4/1					
				From:	Cul-de-Sac							
1482	0.08	70	R				NA			NA		1999
$\overline{}$				To:	47-1481							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		Dir AAWDT QW Factor	Year
ames City County				From:	Cul-de-Sac			
1483)	0.10	100	R		Cui de Sac	NA	NA	1999
				To	47-1481	1		
$\widehat{}$				From:	Cul-de-Sac			
1484	0.12	110	R	To:	47.1401	NA T	NA	1999
				From:	47-1481			
	0.09	100	R	FIOII.	47-1480	J NA	NA	1999
1485	0.00	100		To:	47-1486	1	IVA	1000
				From:	Cul-de-Sac			
1486	0.05	90	R			NA	NA	1999
				To: From:	47-1485]		
1486	0.10	80	R	Piolii.		NA	NA	1999
				To:	47-1487			
				From:	Cul-de-Sac			
1487	0.05	60	R			NA	NA	1999
				To: From:	47-1488]		
1487)	0.09	170	R			NA	NA	1999
				To: From:	47-1471]		
1487	0.07	310	R			NA	NA	1999
				From:	47-1489]		
1487)	0.09	70	R			NA NA	NA	1999
				To:	Cul-de-Sac			
\sim	0.04		_	From:	47-1487]		4000
1488	0.04	60	R	To:	Cul do Coo	NA T	NA	1999
				From:	Cul-de-Sac			
1489)	0.08	70	R	T TOILL	Cul-de-Sac	J NA	NA	1999
1489	0.00		• • • • • • • • • • • • • • • • • • • •	To:	47-1487	1	11/1	1000
				From:	Cul-de-Sac			
1490	0.25	270	R	-		NA	NA	1994
				To: From:	47-1491			
1490)	0.04	970	R	rioii.		NA	NA	1994
				To:	SR 5; 47-1417			
\sim				From:	LOOP END			
1491)	0.19	150	R			NA	NA	1994
<u> </u>				From:	47-1494]		
1491)	0.17	60	R			NA	NA	1994
				From:	47-1493]		
1491)	0.32	90	R			NA	NA	1994
				From:	47-1492			
1491)	0.17	250	R	To:	47.1400	NA T	NA	1994
				From:	47-1490			
	0.05	20	R	r rom.	Cul-de-Sac	J NA	NA	1994
1492	0.00	20	11	To:	47-1491]	ING	1004
				From:	Cul-de-Sac			
1493	0.04	60	R			NA	NA	1994
\cup				To:	47-1491			
<u> </u>				From:	Cul-de-Sac]		
1494	0.08	110	R	,		NA	NA	1994
				Tn·	47-1491	<u> </u>		
			R	From:	47-1491	NA	NA ·	10/24/20
1495)	0.12	160						

					James City Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				From:	Cul-de-Sac							
1500	0.54	410	R	<u> </u>	Cui de sue	l	NA			NA		1994
				To	47-614							
\bigcirc	0.44	400	_	From:	Dead End		NIA			NIA		4000
1501)	0.14	120	R			•	NA			NA		1986
	0.39	340	R	From:	LEXINGTON DR		NA			NA		1986
1501)	0.55	340	IX.	To:	47-612	_	INA			IVA		1900
				From:	47-1500 SOUTH							
1502	0.44	160	R	_		i	NA			NA		10/25/20
				To:	47-1500 NORTH							
4505	0.09	310	R	From:	47-614		NA			NA		1999
1505	0.00	310		To:	47.1504		14/-1			IVA		1555
1505	0.27	230	R	From:	47-1506		NA			NA		1999
				To:	Dead End							
\bigcirc				From:	47-1505							
1506	0.08	240	R	To	Dead End	Ī	NA			NA		1999
				From:	47-614							
1507	0.03	240	R		47-014		NA			NA		1999
				To	0.03 ME 47-614							
1507)	0.11	920	R	From:			NA			NA		1999
				To: From:	47-1508							
1507	0.05	710	R				NA			NA		1999
				From:	47-1532							
1507	0.05	320	R			-	NA			NA		1999
$\overline{}$	0.00	400		From:	47-1535		NIA			NIA		1000
1507)	0.06	160	R	To:	47-1533		NA			NA		1999
				From:	Cul-de-Sac							
1508	0.18	100	R				NA			NA		1999
				To:	47-1507							
	0.23	190	R	From:	47-1511		NA			NA		10/24/20
1510	0.23	190	K	To:	47-658		INA			INA		10/24/200
				From:	47-658							
1511)	0.25	220	R			•	NA			NA		10/24/200
				To: From:	47-1510							
(1511)	0.23	90	R				NA			NA		10/24/200
	2.25			To: From:	47-1515							10/0:/0=
1511	0.05	280	R	To:	47-1514	_	NA			NA		10/24/200
				From:	47-1513							
1512	0.21	140	R	<u> </u>	T/-1J/1J	1	NA			NA		10/24/200
<u> </u>				To:	47-658	<u> </u>						
\bigcirc			_	From:	Cul-de-Sac		N. A					40/04/00
1513	0.05	60	R	_		Ī	NA			NA		10/24/200
	0.05	250	R	From:	47-658		NA			NA		10/24/200
1513	0.05	200	ĸ	т	47 1010	Ī	INA			INA		10/24/200
(1513)	0.17	200	R	From:	47-1512		NA			NA		10/24/200
(1513)	Ų. I I		••	To:	Cul-de-Sac							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak	QK Dir Factor	AAWDT QV	V Year
James City County				From:		11001			
(1514)	0.42	1100	R	riom.	Cul-de-Sac	NA		NA	10/24/200
				To: From:	47-1511				
1514	0.10	1200	R	To:	A7 650	NA		NA	10/24/200
				From:	47-658 47-1511				
1515	0.07	100	R	<u> </u>	7/-1311	NA		NA	10/24/200
				To:	Cul-de-Sac				
(1516)	0.14	100	R	From:	Cul-de-Sac	NA		NA	1994
(1310)				To:	47-1521				
				From:	47-1521				
(1517)	0.09	680	R			NA		NA	1994
1517	0.14	530	R	From:	47-1518	NA		NA	1994
1517)				To:	47-1519				
(1517)	0.36	1000	R	From:	17 1317	NA		NA	1994
(1517) (1517)				To: From:	47-1551				
(1517)	0.08	1200	R			NA		NA	1994
	0.08	1200	R	From:	47-1550	NA		NA	1994
(1517)	0.06	1200	ĸ	To:	47, 1552	INA		INA	1994
(1517)	0.07	2000	R	From:	47-1553	NA		NA	1994
				To:	47-612; 47-658				
\bigcirc	0.00	200	-	From:	Cul-de-Sac	NΙΔ		NIA	1004
1518	0.09	200	R	To:	47-1517	NA		NA	1994
				From:	Cul-de-Sac				
1519	0.11	100	R	To:	49.4519	NA		NA	1994
				From:	47-1517 47-1524				
(1520)	0.13	280	R		4/*1324	NA		NA	10/25/200
				To: From:	47-1538				
(1520)	0.05	200	R			NA		NA	10/25/200
	0.00	450	_	From:	47-1522				40/05/000
(1520)	0.20	450	R			NA		NA	10/25/200
1520	0.05	810	R	From:	47-1524; 47-1527	NA		NA	10/25/200
(1320)				To:	47-1528				
(1520)	0.04	930	R	From:		NA		NA	10/25/200
				To:	47-612				
	0.13	870	R	From:	47-1555	NA		NA	1994
(1521)	0.10	0/0		To:	47-1517	TVA		IVA	1004
	0.07	230	R	From:	Dead End	NA		NA	10/25/200
(1521)	0.07	230	K	To:	47 1522	INA		INA	10/23/200
(1521)	0.30	560	R	From:	47-1523	NA		NA	10/25/2001
				To- From:	47-1522				
(1521)	0.23	350	R			NA		NA	10/25/200
				To:	47-612				
4523	0.12	190	R	From:	47-1520	NA		NA	10/25/200
1522	U. 12	190	11	To:	47-1521	INA		1 11/7	10/20/200

Route	Length	AADT	ΟΛ	/Tire	Bus 20-day 21-Add 4Trail 2Trail	00	Peak	QK	Dir	AAWDT	OW/	Year
James City County	Longui	אר	Q,A	71110	2Axle 3+Axle 1Trail 2Trail	QU	Hour	QIV	Factor	AAWDI	QVV	real
			_	From:	Cul-de-Sac							
(1523)	0.05	60	R	To	47-1521	1	NA			NA		10/25/200
				From:	Cul-de-Sac	<u> </u>						
1524	0.10	120	R		Cui-uc-sac	1	NA			NA		10/25/200
				To: From:	MAYFAIR LA	I						
1524	0.23	190	R	rioiii.		_	NA			NA		10/25/200
				To: From:	0.23 MN MAYFAIR LA]						
1524	0.15	160	R				NA			NA		10/25/200
				From:	47-1520	}						
1524	0.28	130	R			_	NA			NA		10/25/200
	0.40	200	_	From:	47-1529		NI A			NIA		40/05/000
1524	0.10	290	R	To:	47-1520; 47-1527	1	NA			NA		10/25/200
				From:	47-1524							
1525	0.05	90	R	<u>. </u>	77 102 1	1	NA			NA		10/25/200
				To- From:	47-1526	 						
1525	0.05	50	R			-	NA			NA		10/25/200
				To:	Cul-de-Sac							
	0.05	60	ь.	From:	47-1525		NIA			NIA		10/25/200
1526	0.05	60	R	To	Cul-de-Sac	Ī	NA			NA		10/25/200
				From:	47-1520; 47-1524							
1527	0.07	60	R			4	NA			NA		10/25/200
				To:	Cul-de-Sac							
\bigcirc	0.47		_	From:	Cul-de-Sac							10/05/00
1528	0.17	280	R	To:	47-1520	1	NA			NA		10/25/200
				From:	Cul-de-Sac							
1529	0.09	600	R	<u> </u>	our de bue	1	NA			NA		10/25/200
				To:	47-1524							
\bigcirc				From:	47-612							1010=1001
1530	0.35	1200	R			_	NA			NA		10/25/200
$\overline{}$	0.12	4400		From:	47-1531		NIA			NΙΔ		10/25/200
1530	0.12	1100	R			1	NA			NA		10/25/200
4500	0.26	1200	R	From:	47-1537		NA			NA		10/25/200
1530	0.20	1200		To:	47.1520	1	IVA			IVA		10/25/200
1530	0.16	210	R	From:	47-1539		NA			NA		1994
				To:	47-1541	1						
1530	0.12	600	R	From:	17 19 11	1	NA			NA		10/25/200
				To:	47-1542							
\bigcirc				From:	47-1530							
1531)	0.15	110	R	To:	Cul-de-Sac	1	NA			NA		10/25/200
				From:	47-1507	I 						
1532	0.13	140	R	<u> </u>	4/-130/	J	NA			NA		1999
				To:	47-1534	1						
1532	0.06	260	R	From:		1	NA			NA		1999
				To:	47-1533							
\bigcirc				From:	Dead End	j						
1533	0.06	40	R	To:	47.1507	1	NA			NA		1999
				10.	47-1507							

					James City Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT QW	Year
ames City County				From:	47-1507				
1533	0.11	160	R			NA		NA	1999
				To: From:	47-1534				
1533	0.16	250	R			NA		NA	1999
				To: From:	47-1532				
(1524)	0.10	140	R	From:	47-1532	l NA		NA	1999
(1534)	0.10	140	• • • • • • • • • • • • • • • • • • • •	To:	47-1533	100		10.	1000
				From:	47-1536				
1535	0.13	170	R			NA		NA	1999
				To: From:	47-1507				
1535	0.05	130	R	To:		NA		NA	1999
				From:	Cul-de-Sac				
1536	0.04	40	R		47-1535	l NA		NA	1999
1330)	0.0.			To:	Cul-de-Sac				
				From:	47-1530				
1537	0.21	310	R			NA		NA	10/25/200
				To-	Cul-de-Sac				
	0.07	80	R	From:	47-1520	l NA		NA	10/25/20
1538	0.07	00	K	To:	Cul-de-Sac	INA.		INA	10/23/200
				From:	Dead End				
1539	0.10	100	R			NA		NA	10/25/200
				To: From:	47-1530				
1539	0.06	140	R	<u>-</u>		NA		NA	10/25/200
				From:	47-1540				
1539	0.10	120	R		0.1.0	NA		NA	10/25/200
				To: From:	Cul-de-Sac				
(1540)	0.06	100	R	FIOIII.	Cul-de-Sac	l NA		NA	10/25/200
(1540)	0.00	100	• • • • • • • • • • • • • • • • • • • •	To:	47-1539	100		10.	10/20/20
				From:	Cul-de-Sac				
(1541)	0.25	40	R			NA		NA	1994
				To:	47-1530				
	0.19	200	R	From:	Cul-de-Sac	NIA.		NA	10/25/200
1542	0.19	380	K	. —		NA		INA	10/23/200
	0.13	NA		From:	47-1530	NA		NA	
(1542)	0.10	IVA.		To:	47-1546	l IVA		N/A	
				From:	Cul-de-Sac				
(1543)	0.17	200	R			NA		NA	10/25/200
				To:	47-1542				
$\overline{}$	0.07	00	Б	From:	47-1543	N I A		NIA	10/05/00
1544	0.07	80	R	To:	Cul-de-Sac	NA I		NA	10/25/200
				From:	Cul-de-Sac/				
1545	0.12	NA			car as say	NA		NA	
\bigcirc				To-	47-01542(B)/				
\bigcirc				From:	Cul-de-Sac/				
1546	0.13	NA		To:	C-1 1- C/	NA I		NA	
				From:	Cul-de-Sac/				
1549	0.12	660	R		47-612	l NA		NA	1994
				To:	Dead End				
									

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour QK	Dir AAWDT QW Factor	Year
lames City County				From:	Dead End	i		
1550	0.20	230	R		Dead End	NA NA	NA	1994
				To: From:	47-1517	 		
1550	0.04	330	R	110111		NA	NA	1994
				To: From:	BEGIN LOOP			
1550	0.27	160	R			NA	NA	1994
				To:	END LOOP			
1551	0.11	140	R	From:	47-1517	NA	NA	1994
1551				To:	47-1552			
1551)	0.16	160	R	From:		NA	NA	1994
				To:	47-1521			
				From:	Cul-de-Sac			
1552	0.11	80	R	т	47.1551	NA 1	NA	1994
				To:	47-1551	<u> </u>		
	0.02	50	R	From:	Cul-de-Sac	J NA	NA	1994
1553	0.02	30		Tai	47.1554	1 1 1 1 1 1	INA	1004
1552	0.07	170	R	From:	47-1554	NA	NA	1994
1553	0.07		• • • • • • • • • • • • • • • • • • • •	To:	47-1517]	1471	1001
				From:	47-1553	<u> </u>		
1554	0.06	120	R			NA	NA	1994
				To:	Cul-de-Sac			
\bigcirc	2.12			From:	47-1521]		400
1555	0.13	730	R	To:	47-1524	NA I	NA	1994
				From:	47-1417			
1560	0.08	120	R		4/-141/	NA	NA	1994
				To:	Dead End			
				From:	47-00613(B)/			
1561)	0.07	NA		. —		NA	NA	
				To:	47-01562(B)/			
	0.25	NA		From:	Cul-de-Sac/	NA	NA	
1562	0.23	IVA		To:	47-01565(B)/]	IVA	
				From:	Cul-de-Sac/			
1563)	0.10	NA				NA	NA	
				To:	47-01562(B)/			
				From:	47-01571(L)/			
1564	0.11	NA		To:	47-01562(B)/	NA 1	NA	
				From:	Cul-de-Sac/	<u> </u>		
1565	0.13	NA			Cui-de-Sac/	NA	NA	
1309				To:	47-01571(R)/			
				From:	Cul-de-Sac/			
1566	0.11	NA				NA	NA	
				To:	47-01565(B)/			
	0.00	NI A		From:	47-658	NA	NA	
1567	0.09	NA		_		INA 1	INA	
	0.18	NA		From:	47-1569	NA	NA	
1567	0.10	IVA		To:	47-1721]	INA	
				From:	Cul-de-Sac			
1568	0.03	NA				NA	NA	
				To-	47-1567			

					James City Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
James City County				From:	Cul-de-Sac	1						
1569	0.13	NA			23. 23. 23.	<u>.</u>	NA			NA		
\bigcup				To:	47-1567	<u> </u>						
\bigcirc	2.22	0=0	_	From:	Dead End							4000
(1570)	0.26	250	R	To:	47-612	1	NA			NA		1999
				From:	47-01564(R)/							
(1571)	0.11	NA			17 0130 ((C))	3	NA			NA		
				To:	47-01565(L)/							
				From:	47-607							
1575	0.38	360	R	To:	Cal de Car	1	NA			NA		10/25/200
				From:	Cul-de-Sac	l						
1576	0.41	180	R	r toin.	47-1575	1	NA			NA		10/25/200
(1576)	•			To:	Cul-de-Sac							10/20/200
				From:	Cul-de-Sac							
(1577)	0.07	60	R			•	NA			NA		10/25/2001
				To:	47-1576							
\bigcirc	0.00	040	_	From:	47-615		NIA			NIA		4004
(1580)	0.03	240	R			_	NA			NA		1994
	0.40	400	_	From:	47-1581	<u> </u>	NIA			NIA.		4004
1580	0.12	180	R	To:	Cul-de-Sac	1	NA			NA		1994
				From:	47-1580	<u> </u>						
1581)	0.07	160	R		47-1360	1	NA			NA		1994
(1301)				To:	47-1582	1						
(1581)	0.12	150	R	From:	47-1362	1	NA			NA		1994
				To:	47-615							
				From:	47-1581							
1582	0.05	48	R	. —		7	NA			NA		1994
				To:	Cul-de-Sac							
	0.12	80	R	From:	Cul-de-Sac	1	NA			NA		10/25/200°
(1585)	0.12	00	IX.			,	INA			INA		10/23/200
(1585)	0.16	190	R	From:	47-1587 WEST		NA			NA		10/25/200
(1585)	0.10	100		To:	47.1500	1	147 (14/1		10/20/200
(1585)	0.06	240	R	From:	47-1589		NA			NA		10/25/200
(1363)				To:	47-1587 EAST	1						
(1585)	0.07	790	R	From:	47-1307 EAST	1	NA			NA		10/25/2001
				To:	47-1586							
1585	0.11	600	R	From:	17 1300	3	NA			NA		10/25/2001
				To:	47-615							
				From:	47-1585							
1586	0.06	40	R	-		7	NA			NA		10/25/2001
				To:	Cul-de-Sac	<u> </u>						
4507	0.58	310	R	From:	47-1585 WEST	j	NA			NA		10/25/200°
1587	0.50	310	11	To:	47-1585 EAST	1	11/7			11/7		101231200
				From:	Cul-de-Sac							
1588	0.15	160	R				NA			NA		10/25/2001
\bigcirc				To:	47-1587]						
				From:	47-1585							
(1589)	0.13	120	R	, I	a.i	7	NA			NA		10/25/2001
				To:	Cul-de-Sac	<u> </u>						

					James City Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
lames City County				From:	47-614	1						
(1590)	0.41	220	R				NA			NA		10/25/200
				To:	Cul-de-Sac							
\bigcirc				From:	47-1590							
1591	0.04	60	R	To:	C-1 1- S	1	NA			NA		10/25/200
				From:	Cul-de-Sac 47-1590	l I						
1592	0.04	230	R		47-1390	l	NA			NA		1999
				To:	47-1593							
1592	0.18	100	R	From:	17 1373	ı	NA			NA		1999
				To:	47-614							
<u> </u>				From:	Cul-de-Sac							
1593	0.14	120	R			1	NA			NA		1999
				To-	47-1592							
\frown	0.08	00		From:	Cul-de-Sac		NIA			NIA		1000
1594	0.06	90	R			1	NA			NA		1999
	0.14	200	R	From:	47-1595	l	NΙΛ			NΙΛ		1000
1594	0.14	200	ĸ	To-	47-1592]	NA			NA		1999
				From:	Cul-de-Sac	I						
1595)	0.09	20	R		Cur-de-Bac	ı	NA			NA		1999
				To:	47-1594							
_				From:	47-1617							
1600	0.50	100	R				NA			NA		1999
				To:	Cul-de-Sac							
$\overline{}$	0.05	222		From:	47-607		N.1.A			NIA		4000
1601)	0.35	890	R			_	NA			NA		1999
	0.45	200	_	From:	47-1602		N10			NIA		4000
1601)	0.15	600	R			-	NA			NA		1999
$\overline{}$	0.00	440		From:	47-1603		NIA			NIA		4000
1601)	0.23	440	R				NA			NA		1999
	0.11	90	R	From:	0.01 ME 47-1604	l	NA			NA		1999
1601)	0.11	90	K	_		1	INA			INA		1999
	0.09	450	R	From:	47-1616		NA			NA		1999
1601)	0.09	450	IX.	To:	47-1617	1	INA			INA		1999
				From:	47-1601							
1602	0.10	60	R		.,		NA			NA		1999
				To:	Cul-de-Sac							
				From:	47-1601							
1603	0.23	120	R	т	611.6	1	NA			NA		1999
				To-	Cul-de-Sac	<u> </u>						
	0.09	0	В	From:	Cul-de-Sac		NA			NA		1999
1604	0.09	9	R	To:	47-1601	1	INA			INA		1999
				From:	47-609	1						
1605)	0.17	580	R		T/-VV/	1	NA			NA		1999
				To:	47-1606	1						
1605	0.13	450	R	From:	17 1000	ı	NA			NA		1999
				To:	47-1607	1						
1605	0.12	330	R	From:	4/-100/	1	NA			NA		1999
		-		To:	47-1608]						
1605)	0.19	120	R	From:	7/-1000		NA	_	_	NA		1999
				To:	47-1606							
												

0.64	120		From:	2Axle 3+Axle 1Trail 2Tra	+		
	120			47-1605	I		
0.03		R	<u> </u>	., .,	NA NA	NA	1999
0.00	100	R	To: From:	47-1605	NA NA	NA	1999
- **			To	Dead End]	147	1000
0.05	70	R	From:	Cul-de-Sac	NA	NΔ	1999
0.00			To	47-1605		147	1000
0.33	120	R	From:	47-1605	NA	NA	1999
0.00			To:	47-1609]		1000
0.08	40	R	From:	Dead End	NA	NA	1999
0.00			To:	47-1608	1		
0.05	48	R			NA NA	NA	1999
			From:		1		
0.10	560	R	<u> </u>		NA NA	NA	1999
0.10	510	P	To: From:	47-1635	NA	NΔ	1999
0.10	310		Tax	47-1632]	1971	1338
0.05	590	R	From:	.,	NA	NA	1999
0.12	920		To: From:	47-1633		NΛ	1999
0.12	920	ĸ	To:	47-1634	NA	NA	1999
0.04	890	R	From:	17 103 1	NA NA	NA	1999
0.10	020		To: From:	END LOOP		NA	1000
0.10	920	ĸ	To	47-1619	NA	NA	1999
0.07	220	R	From:	17 1017	NA	NA	1999
0.44	000		To: From:	47-1618		NA	4000
0.14	820	ĸ	To:	47 1615	NA	NA	1999
0.05	850	R	From:	47-1013	NA NA	NA	1999
0.07		_	To: From:	47-1614	J		4000
0.07	920	R	To:	47.1610	NA T	NA	1999
0.17	1300	R	From:	4/-1012	NA	NA	1999
2.5-		_	To: From:	47-1611		***	4000
0.05	360	R	Ta	47.1712	NA ¬	NA 	1999
0.12	630	R	From:		NA	NA	1999
			To:	US 60	1		
0.11	890	R	From:	47-1610	 NA	NA	1999
			To:	US 60]		
0.14	110	R	From:	47-1613	 NA	NA	1999
			То:	47-1610	1		
0.04	150	R	From:	47-1615	NA	NA	1999
0.04	.00		To:	47-1614		17/1	1000
0.06	270	R			NA NA	NA	1999
	0.10 0.10 0.05 0.12 0.04 0.10 0.07 0.14 0.05 0.07 0.17 0.05 0.12 0.11 0.14 0.04	0.33 120 0.08 40 0.05 48 0.10 560 0.10 510 0.05 590 0.12 920 0.04 890 0.10 920 0.14 820 0.05 850 0.07 920 0.17 1300 0.05 360 0.12 630 0.14 110 0.04 150	0.33 120 R 0.08 40 R 0.05 48 R 0.10 560 R 0.10 510 R 0.05 590 R 0.12 920 R 0.04 890 R 0.10 920 R 0.11 820 R 0.07 220 R 0.07 220 R 0.07 220 R 0.14 820 R 0.17 1300 R 0.17 1300 R 0.11 890 R 0.12 630 R 0.11 890 R	0.05 70 R To From: 0.08 40 R 0.05 48 R 0.10 560 R 0.10 510 R 0.12 920 R 0.12 920 R 0.14 820 R 0.07 220 R 0.07 220 R 0.14 820 R 0.17 1300 R 0.17 1300 R 0.11 890 R 0.12 630 R 0.11 890 R 0.11 890 R 0.11 890 R 0.11 890 R 0.11 890 R 0.11 890 R 0.11 890 R 0.11 890 R 0.11 890 R 0.11 890 R	0.05 70 R to 47-1605 0.33 120 R to 47-1605 0.08 40 R 0.05 48 R to Dead End 0.06 48 R 0.07 590 R 0.10 510 R 0.10 590 R 0.10 590 R 0.11 890 R 0.12 630 R 0.15 R 0.16 R 0.17 1300 R 0.18 R 0.19 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10 R 0.10	0.05 70 R 1	0.05 70 R

					Bus 2Avia 21 Avia 1 Trail 2 Trail	Peak [Dir AAWDT OW	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Feat QK Fa	AAWDT QW	Year
ames City County				From:	47-1612	1		
(613)	0.07	400	R	<u> </u>	47-1012	NA NA	NA	1999
				To:	47-1610			
$\overline{}$				From:	47-1613	J		
1614	0.13	120	R	To:	47-1610	NA T	NA	1999
				From:	47-1613			
1615)	0.12	130	R		17 1013	NA NA	NA	1999
				To:	47-1610			
$\overline{}$				From:	47-1601	J		
1616)	0.10	40	R	To:	Cul-de-Sac	NA T	NA	1999
				From:	Dead End			
1617	0.25	200	R		Dead Elid	NA NA	NA	1999
				To:	47-1601	1		
1617)	0.20	230	R	From:		NA	NA	1999
				To: From:	0.20 ME 47-1601	7		
1617)	0.08	220	R			NA	NA	1999
				To: From:	47-1600]		
1617)	0.10	50	R	To:		NA T	NA	1999
				From:	Cul-de-Sac	<u> </u>		
1618)	0.03	40	R	rioiii.	Cul-de-Sac	NA	NA	1999
1010)	0.00		• • •	To:	47-1619	1		1000
1618)	0.14	260	R	From:	47-1019	NA	NA	1999
				To:	47-1610]		
				From:	47-1610			
1619	0.11	170	R			NA	NA	1999
$\overline{\bigcirc}$				From:	47-1630]		
1619)	0.04	80	R			NA -	NA	1999
$\overline{}$	0.05	400	_	From:	47-1631) NIA	NIA.	4000
1619	0.05	100	R			NA .	NA	1999
	0.10	80	R	From:	47-1618	NA	NA	1999
1619	0.10	00		To:	Cul-de-Sac	1	IVA	1555
				From:	Cul-de-Sac			
1620)	0.20	80	R			NA	NA	1999
				To: From:	47-1621]		
1620	0.20	70	R	_		NA	NA	1999
				To:	FR-137			
	0.04	180	R	From:	47-1620	J NA	NA	1999
1621	0.04	100		To:	Cul-de-Sac	1	IVA	1000
				From:	47-1617			
1622	0.18	NA				NA	NA	
				To:	Cul-de-Sac	<u> </u>		
	0.13	E0.	Б.	From:	47-1617		NA	1000
1623	0.13	50	R	To:	Cul-de-Sac	NA 1	NA	1999
				From:	47-756			
1624	0.14	70	R	<u> </u>	17 150	NA NA	NA	1999
				To	Dead End	1		
$\overline{}$				From:	Cul-de-Sac]		
1625	0.17	80	R	To:	AT 751	NA T	NA	1999
				10.	47-751			

_					James City Maintenance Area TruckBus	- Pea	k	, Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hou	()k	Factor	AAWDT QW	Year
James City County				From:	47-751					
(1625)	0.12	40	R		4/-/31	NA			NA	1999
				To	Cul-de-Sac					
\bigcirc	0.05	400	_	From:	47-746	NI A			NIA	4000
(1626)	0.05	190	R			NA			NA	1999
_	0.13	140	R	From:	47-1627	NA			NA	1999
(1626)	0.13	140	IX.	To:	47-1625	INA			INA	1999
				From:	Cul-de-Sac					
1627	0.09	20	R	_		NA			NA	1999
				To:	47-1626					
1628	0.05	100	R	From:	47-602	NA			NA	1999
(1626)	0.00	100	• • • • • • • • • • • • • • • • • • • •	To	Cul-de-Sac	147			10.0	1000
				From:	Dead End; .11 MW 602					
1629	0.11	70	R			NA			NA	1999
				To: From:	47-602					
1629	0.05	60	R	To	GILL G. OCME	NA			NA	1999
				From:	Cul-de-Sac; .05 ME					
(1630)	0.03	60	R	110111	Cul-de-Sac	NA			NA	1999
1000				To:	47-1619					
				From:	Cul-de-Sac					
(1631)	0.04	40	R		17.00	NA			NA	1999
				To: From:	47-1619					
1632	0.03	100	R	FIOIII.	Cul-de-Sac	NA			NA	1999
1032				To:	47-1610					
				From:	Cul-de-Sac					
1633	0.04	40	R	To:	47.1610	NA			NA	1999
				From:	47-1610					
1634	0.05	60	R		47-1610	NA			NA	1999
1004)				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
(1635)	0.05	60	R	To:	47.17.10	NA			NA	1999
				From:	47-1610 47-1637 LOOP BEGIN					
1636	0.57	170	R		4/-103/ LOOP BEGIN	NA			NA	1999
1000)				To:	US 60					
				From:	47-1636 LOOP BEGIN					
(1637)	0.89	340	R	To:	LOODENID	NA			NA	10/26/200
				From:	LOOP END					
(1639)	0.17	20	R	FIOIII.	Cul-de-Sac	NA			NA	1999
1000				To	47-1637					
				From:	47-760					
1640	0.12	270	R			NA			NA	1999
			_	From:	47-1641					
1640	0.06	90	R	To	Cul-de-Sac	NA			NA	1999
				From:	47-1648					
(1641)	0.40	490	R		4/-1048	NA			NA	1999
				To:	47-1642					
(1641)	0.11	150	R	From:	17 1012	NA			NA	1999
				To	47-1640					

					James City Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	()(:	QK Fac	$\Delta \Delta M / M M = 0.00 M$	Year
James City County				From:	47.1740	i			
(1641)	0.28	60	R		47-1640	J NA		NA	1999
				To	Cul-de-Sac				
\bigcirc				From:	47-760	j			
(1642)	0.12	630	R			NA -		NA	1999
\bigcirc	0.09	180	R	From:	47-1641	NA		NA	1999
(1642)	0.09	100	K	т	17.1619	1NA 1		INA	1999
(1642)	0.12	160	R	From:	47-1643	NA		NA	1999
(1642)				To:	47-1645	1			
(1642)	0.08	300	R	From:	47-1043	NA		NA	1999
				To:	47-1644				
\bigcirc	2.05			From:	47-1644]			4000
1643	0.25	50	R			NA -		NA	1999
	0.10	90	R	From:	47-1642	NA		NA	1999
1643	0.10	30	IX	To:	Dead End]		INA	1999
				From:	47-1680				
1644)	0.12	340	R			NA		NA	1999
				To: From:	47-1649]			
1644	0.13	410	R			NA		NA	1999
				To: From:	47-1648]			
1644	0.10	200	R			NA		NA	1999
	0.40	240	_	From:	47-1643			NIA	4000
1644	0.12	210	R			NA •		NA	1999
	0.12	170	R	From:	47-1642	NA		NA	1999
1644)	0.12	170	IX	To:	47-1647]		INA	1999
				From:	47-1642				
(1645)	0.12	60	R			NA		NA	1999
				To: From:	47-1646]			
(1645)	0.08	30	R	To:	0.11.0	NA 1		NA	1999
				From:	Cul-de-Sac 47-1645				
(1646)	0.13	40	R	<u> </u>	47-1043	NA NA		NA	1999
				To:	47-1647				
\sim				From:	47-1644				
1647)	0.10	330	R			NA		NA	1999
	0.57	000	_	From:	47-1646)—————————————————————————————————————		NIA	40/00/0004
1647	0.57	830	R	To:	47-607; 47-758	NA 1		NA	10/26/2001
				From:	47-1641	1			
1648)	0.08	140	R			NA		NA	1999
				To: From:	47-1644				
1648)	0.22	190	R			NA		NA	1999
				To:	47-1680	<u> </u>			
(1)	0.24	180	R	From:	Cul-de-Sac	NA NA		NA	10/26/2001
1649	U.2 1	100		To:	47-1644]		14/7	10/20/2001
				From:	47-1657				
1650	0.07	560	R			NA		NA	1999
				To: From:	47-1655]			
1650	0.08	580	R	To	45.1754	NA		NA	1999
				To:	47-1654	<u> </u>			

					James City Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir AAWDT QW Factor	Year
James City County				From:	47-1654			
1650)	0.07	430	R	<u>L</u>	4/-1054	NA	NA	1999
				To: From:	47-1653			
1650	0.07	300	R			NA	NA	1999
				From:	47-1652			
1650	0.08	60	R			NA	NA	1999
	0.04	440		From:	47-1651	NIA	NIA	4000
1650	0.04	410	R	To:	47-615; 47-629	NA	NA	1999
				From:	Cul-de-Sac; .06 MS			
651)	0.06	20	R			NA	NA	1999
				From:	47-1650			
651	0.08	40	R	. —		NA	NA	1999
				To: From:	Cul-de-Sac; .08 MN			
652)	0.10	120	R	Piolii.	Cul-de-Sac; .10 MS	NA	NA	1999
652	00			To:	47-1650			
1652	0.13	100	R	From:	47-1050	NA	NA	1999
				To:	Cul-de-Sac; .13 MN			
$\overline{}$				From:	Cul-de-Sac; .15 MS			
1653	0.15	50	R			NA	NA	1999
$\overline{}$	0.10	450		From:	47-1650	NIA	NIA	1000
1653)	0.10	150	R	To:	Cul-de-Sac; .10 MN	NA	NA	1999
				From:	Cul-de-Sac			
1654	0.07	20	R		2 2. 2	NA	NA	1999
				To: From:	47-1657			
1654	0.15	90	R			NA	NA	1999
				From:	47-1650			
1654	0.08	30	R	To:	Col. J. Co., 00 MN 165	NA	NA	1999
				From:	Cul-de-Sac; .08 MN 165			
1655)	0.07	46	R	<u> </u>	Cul-de-Sac	NA	NA	1999
				To:	47-1656			
655	0.06	140	R	From:		NA	NA	1999
				To:	47-1650			
$\overline{}$	0.05	70		From:	47-1655	NIA	NIA	4000
1656	0.05	70	R	To:	Cul-de-Sac	NA	NA	1999
				From:	Cul-de-Sac			
1657)	0.11	80	R			NA	NA	1999
				From:	47-1650			
1657)	0.10	40	R			NA	NA	1999
				To:	47-1654			
(1660)	0.02	490	R	From:	47-615	NA	NA	10/25/20
000	0.02	-1 00		To:	47-1661	11/7	11/7	10/20/20
				From:	Cul-de-Sac		-	
661)	0.09	60	R			NA	NA	10/25/20
				To: From:	47-1660			
1661	0.13	450	R			NA	NA	10/25/20
				From:	47-1662			1015=15
1661)	0.17	350	R	To:	Cul do Soo	NA	NA	10/25/20
					Cul-de-Sac			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	Peak I C Hour	QK Dir Factor	AAWDT QV	/ Year	
James City County				From:	47-1661	1				
1662	0.05	220	R			NA		NA	10/25/2001	
				To: From:	47-1663]				
1662	0.07	120	R	To:	Cul-de-Sac	NA 1		NA	10/25/2001	
				From:	47-1662					
(1663)	0.06	90	R		., 1002	NA		NA	10/25/2001	
				To-	Cul-de-Sac					
	0.49	170	R	From:	Cul-de-Sac	NA		NA	1999	
(1670)	0.40	170		To:	47-606			IVA	1000	
				From:	Cul-de-Sac					
(1677)	0.77	NA		т	49.946	NA		NA		
				From:	47-746	<u> </u>				
1678	0.08	NA			47-1677	J NA		NA		
1070				To:	Cul-de-Sac					
\bigcirc				From:	Cul-de-Sac	· · ·				
(1679)	0.16	NA		To:	47-1677	NA 1		NA		
				From:	Cul-de-Sac					
1680	0.09	120	R	<u></u>	Cui de Suc	NA		NA	1999	
				To: From:	47-1644	<u> </u>				
1680	0.08	120	R	T-1		NA		NA	1999	
				To: From:	47-1648	<u> </u>				
1688	0.17	200	R	T TOME.	Cul-de-Sac	J NA		NA	10/25/2001	
				To:	SR 31	1				
1689	0.00		_	From:	47-1688	J				
	80.0	60	R	To:	47-1688	NA 1		NA	10/25/2001	
				From:	47-615					
(1690)	0.03	280	R		7, 222	NA		NA	1994	
				To:	47-1691	<u> </u>				
	0.38	400	R	From:	SR 31	J NA		NIA	1994	
(1691)	0.36	+00	-100	K	To:	47-1690]		NA	1994
				From:	47-1691					
(1692)	0.14	60	R			NA		NA	10/25/2001	
				To: From:	Cul-de-Sac 47-1691	1				
1693	0.09	80	R		47-1091	J NA		NA	10/25/2001	
				To:	Cul-de-Sac]				
\bigcirc			_	From:	47-1691	J				
1694	0.09	90	R	To:	47-1695	NA 1		NA	10/25/2001	
	0.23			From:	47-1697	<u> </u>		NA		
(1694)		40	R	To-	47.1705	NA			10/25/2001	
				From:	47-1695	<u> </u>				
1695	0.11	160	R		47-1694	J NA		NA	10/25/2001	
				To: From:	47-1496	1				
(1695)	0.44	NA				NA		NA		
				To-	47-1694	<u> </u>				
<u> </u>	0.05	70	R	From:	Cul-de-Sac	NA		NA	10/25/2001	
1696	0.05	10	ĸ	To:	47-1695]		INA	10/23/2001	
					**					

Length	AADT	QA	4Tire	Dua		Tru	ıck		- 00	Peak	~ !/	Dir															
			41110	bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year												
			From:					1																			
0.08	NA					17 10,0				NA			NA														
			To		C	ul-de-Sac																					
			From:		4	47-1694																					
0.11	30	R	To:		C	ul do Soo		1		NA			NA		10/25/2001												
			From:																								
0.11	NA		<u> </u>		4/-	-01094(B)/				NA			NA														
			To:		Cı	ul-de-Sac/																					
			From:		47-	-00614(B)/																					
0.37	NA		т		45	01511(D)/		1		NA			NA														
			10:																								
0.10	NΛ		From:		47-	-01714(L)/				NΙΔ			NΔ														
0.19	IVA		To:		47-	-01710(L)/				INA			INA														
			From:																								
0.07	NA		<u></u>							NA			NA														
			To:		47-	-01711(B)/																					
			From:		Cı	ul-de-Sac/																					
0.07	NA		To		47	01711(D)/		1		NA			NA														
			From:																								
0.07	NA		110111.		Ci	ul-de-Sac/				NA			NA														
0.0.			To:		47-	-01711(L)/																					
			From:		Cı	ul-de-Sac/																					
0.12	NA									NA			NA														
			To-		47-	-01567(B)/																					
0.40	NA		From:		Cı	ul-de-Sac/				N.1.0	NA		NIA														
0.12	NA		To:		47-	-01567(R)/		1		NA			NA														
			From:																								
0.12	300	R				47-703				NA			NA		10/25/200												
			To:	R	AWLS B	YRD ELE	M SCH																				
0.17			From:	US 60																							
	370	R								NA			NA		1999												
																			СН								
0.46	4000	<i>4</i> 000	4000	R	From:			47-612				ΝΔ			NΔ		10/25/200°										
0.40	4000		To:		LAFA	AYETTE H	IS			IVA			IVA		10/20/200												
			From:		В	Sypass Rd								_													
0.37	22000	G								0.081	F	0.532	23000	G	2002												
			From:	101				201					40000														
0.95	13000	G		1%				0%	 -	0.084	F	0.536	13000	G	2002												
			From:																								
0.91	7800	G	97%	1%	1%	0%	0%	0%	С	0.08	F	0.575	8100	G	2002												
			To:		7	Waller St																					
0.40	0000	•		40/			00/	00/	_	0.004	_	0.554	0000	0	0000												
0.12	9600	G	97% To:	1%			υ%	υ%	 	U.U84	F	0.554	9900	G	2002												
			From:																								
0.82	12000	G	97%	1%	1%	0%	0%	0%	F	0.086	F	0.516	13000	G	2002												
			To		I	Henry St																					
0.40	47000	_	From:	407			401	001	1	0.007	_	0.500	47000		0000												
0.19	17000	G		1%			1%	υ%	F	0.084	F	0.569	1/000	G	2002												
			To-				•		-		-																
	0.08 0.11 0.11 0.37 0.19 0.07 0.07 0.12 0.12 0.12 0.12 0.15 0.16 0.17 0.46 0.37 0.95 0.91	0.08 NA 0.11 30 0.11 NA 0.37 NA 0.19 NA 0.07 NA 0.07 NA 0.12 NA 0.12 NA 0.12 NA 0.12 300 0.17 370 0.46 4000 0.37 22000 0.95 13000 0.91 7800 0.12 9600 0.82 12000	0.08 NA 0.11 30 R 0.11 NA 0.37 NA 0.19 NA 0.07 NA 0.07 NA 0.12 NA 0.12 NA 0.12 NA 0.12 NA 0.14 300 R 0.17 370 R 0.46 4000 R 0.37 22000 G 0.95 13000 G 0.91 7800 G 0.12 9600 G 0.82 12000 G	0.08	O.08	O.08	Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description Description		1	0.08	0.08		10.00	100	17												

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year							
City of Williamsburg									_														
				From:			rkway Dr																
(7079) Second St	0.22	18000	G	96 <u>%</u>	1%	2%	1%	1%	0%	С	0.083	F	0.577	18000	G	2002							
				To-		York	County Lin	ie															
				From:		James Ci	ity County	Line	Ī														
(7081) Iron Bound Rd	0.57	7500	G	97%	0%	2%	0%	1%	0%	С	0.085	F	0.61	7800	G	2002							
137				To:		Τ	L:11 D.4																
(7081) Iron Bound Rd	0.05	12000	G	From: 97%	0%	2%	nghill Rd 0%	1%	0%	F	0.079	F	0.559	13000	G	2002							
(7081) Iron Bound Rd	0.05	12000	G	97 76 To:	070		hmond Rd	1 70	0%	F	0.079	F	0.559	13000	G	2002							
				From:			bound Rd																
(7082) Longhill Rd	0.63	3800	G	98 <u>%</u>	0%	1%	0%	0%	0%	С	0.086	F	0.650	4000	G	2002							
				To:		WCL V	Williamsbu	ırg															
				From:		Co	mpton Dr																
(7083) Monticello Ave	0.35	14000	G	<u></u>			•				0.084	F	0.52	14000	G	2002							
(7083) Monticello Ave				To:		Ric	hmond Rd																
				From:																			
O Barrelina and Bul	0.40	0000	_	<u> </u>	40/		Page St	00/	00/	_	0.000	_	0.700	0.400	0	0000							
086 Penniman Rd	0.49	2300	G	97%	1%	2%	0%	0%	0%	С	0.099	F	0.783	2400	G	2002							
				To:		York	County Lin	ie															
					From: SR 199																		
Mounts Bay Road		NA	NA								NA												
				To:	Entra	ance to Jar	nes City G	ov. Cente	r														
				From:		Golf Co	ourse Entra	nce															
Carters Grove Country		NA		NA		NA		<u> </u>		Gon Cc	ourse Entru	nec			NA			NA					
carters crove country		147		To:		William	sburg Ave	m110	1		1473			147 (
				From:				nuc															
				From:		Jone	es Mill Ln																
Holly Hills Drive		NA									NA			NA									
				To-		Sir Thon	nas Lunsfor	d Dr															
				From:		Mount V	ernon Ave	enue	Ī														
Matoaka Court		1300	1300	1300	G								0.089	F	0.705	1300	G	2002					
				To:		Rich	mond Road	i															
				From:																			
Datrials Hanny Drive		NA				Pine	y Creek Dr				NIA			NΙΛ									
Patrick Henry Drive		NA		To: Wolfer De						NA		NA											
						V	Valtz Dr																
				From:			SR 199																
Quatrpath Rd		1500	1500	1500	1500	1500	1500	1500	1500	G								0.150	F		1500	G	2002
				To:		Ŋ	York St																
				From:			nsburg Ave	nue															
S. England Street		2400	G	<u> </u>		vv iiiidli	isouig AVC	iiuc			0.098	F	0.511	2400	G	2002							
3. Liigianu Stieet		2400	G	To:		r.	naia Cturet		1		0.090	-	0.511	Z 4 00	G	2002							
				10.		Frai	ncis Street																