2001

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

Jurisdiction Report

46

Isle of Wight County Town of Smithfield Town of Windsor

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

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

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

					Isle of V	Vight Maii	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	OW	Year
	Longar	, , , ,	٠.,		Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	Q. C	, , , , , , ,	Q.,	. oai
Isle of Wight County				From:		Surry Cour	ity Line								
(10)	4.12	2800	G	92%	0%	2%	1%	5%	0%	F	610	G	2800	G	2001
				To: From:		0 Bus West]						
10	2.96	6100	G	96% To:	1%	1%	1%	2%	0%	F	620	G	6100	G	2001
T. 46 11 41 11				10.		NCL Smi	infield								
Town of Smithfield				From:		NCL Smi	thfield								
(10)	0.78	8700	G	96%	1%	1%	1%	2%	0%	F	1000	G	8800	G	2001
				To: From:		258 South C]						
(10)	2.30	9000	G	89%	1%	1%	1%	7%	0%	F	1000	G	9000	G	2001
<u> </u>				From:		0 Bus East									
10 [258]	0.31	24000	G	90%	0%	2%	4%	3%	0%	F	2200	G	25000	G	2001
	0.05	04000		From:	00/	ECL SMITI		00/			4000		04000		0004
10 [258]	0.65	21000	G	90% To:	0%	2% CL Smit	4%	3%	0 %	F	1900	G	21000	G	2001
(-lf Wi-h-t Ct				<u> </u>		CL Silit	incia								
Isle of Wight County				From:		CL Smitl	nfield								
(10)(258)	1.00	21000	N	90%	0%	2%	4%	3%	0%	Ν	1900	Ν	21000	Ν	2001
				To: From:		258 & SR 32]						
(10)	4.15	9300	G	92% To:	0%	5%	1%	2%	0%	F	800	G	9400	G	2001
				10.		NCL Su	ffolk								
<u>Fown of Smithfield</u> Bus Bus				From:		SR 10 BY	PASS								
10 258 South Church	0.85	12000	G	97%	0%	1%	1%	1%	0%	F	NA		13000	G	2001
				To:	E	BATTERY P	ARK RD		7 ——						
Bus Bus (10) (258) South Church	0.79	13000	G	97%	0%	1%	1%	1%	 0%	С	NA		13000	G	2001
10) (256) Sodar Grandin	0.70	10000		To:	0 70	RED POR		170	٦				10000		2001
Bus Bus	0.70	4.4000		From:	00/			40/	- 00/	_			4.4000	_	0004
10 258 Main Street	0.79	14000	G	97% To:	0% RT	1% 258 BUS SN	1%	1%	0%	F	NA		14000	G	2001
Bus				From:		Bus US 258		,							
(10) North Church St	0.85	11000	G	98%	0%	1%	0%	1%	0%	С	NA		11000	G	2001
Bus				To: From:		Berry Hi	ll Rd]						
10 North Church St	0.43	5400	G	96%	1%	1%	1%	0%	0%	С	NA		5400	G	2001
				To:		NCL Smi	thfield								
sle of Wight County															
Bus	0.76	8600	F	97%	1%	NCL Smi	thfield 0%	1%	0%	F	840	F	8600	F	2001
10	0.70	8600	-	31 /0	1 /0			1 /0	7	'	040	'	0000	'	2001
Bus				From:		46-67									
10	2.16	2300	G	97% To:	1%	1%	0%	1%	0%	F	240	G	2300	G	2001
				From:	SF	2 10 West of			+						
(17) Carrolton Blvd	2.43	12000	G	93%	0%	NCL Su 2%	2%	2%	0%	F	1100	G	12000	G	2001
(i) camera				To		S 258; SR			¬						
(17) Carrolton Blvd	2.17	24000	Α	93%	0%	2%	2%	2%	0%	Α	2700	Α	25000	Α	2001
				To		F-80									
(17)	4.64	25000	F	93%	0%	2%	2%	2%	0%	F	2300	F	26000	F	2001
\bigvee				To:		SCL Newpo	ort News								
				From:		NCL Su									
(32) (10)	4.15	9300	G	92%	0%	5%	1%	2%	0%	F	800	G	9400	G	2001
$\overline{\bigcirc}$			_	To: From:		k RT 258 BI			_	_		_		_	
32 258	2.85	20000	G	90%	0%	2%	4%	3%	0%	F	1800	G	20000	G	2001
	0.4=			From:		58 & RT 17			<u> </u>		0700	•	05000		
(32) (17) Carrolton Blvd	2.17	24000	Α	93% To:	0%	2%	2%	2%	- 0%	Α	2700	Α	25000	Α	2001
-						F-80	1								

				l:	sle of W	/ight Mair	itenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Interest Winds Country	Ü					2Axle	3+Axle	1Trail	2Trail		Hour				
Isle of Wight County				From:		F-807	7								
(32)(17)	4.64	25000	F	93%	0%	2%	2%	2%	0%	F	2300	F	26000	F	2001
<u> </u>				To: From:		SCL Newpo									
Bus	1.54	9700	G	97%	Sou	thampton C 2%	ounty Line 0%	1%	0%	F	780	G	9800	G	2001
[58]	1.04	3700	•	37 70	0 70			1 /0	¬ ° ′′°	'	700	J	3000	J	2001
Bus				From:		US 25						_		_	
(58)	5.11	3000	G	93% To:	1%	3%	1%	2%	0%	F	270	G	3100	G	2001
				From:	C	WCL Su			1						
Bus (258) (58)	1.54	9700	G	97%	0%	thampton C 2%	0%	1%	0%	F	780	G	9800	G	2001
236 (36)		0.00		To:	0,0	E US :		.,,		•			0000		
~~~				From:	201	US 58 I		10/		_	212			_	2224
258	6.79	4000	G	87%	0%	1%	7%	4%	0%	F	310	G	4000	G	2001
~~~				From:	00/	W 46-6		40/		_	000		1000		0004
[258]	5.85	4500	G	87% To:	0%	1% WCL Wii	7%	4%	0%	F	380	G	4600	G	2001
T						WCL WII	10301								
Town of Windsor				From:		WCL Wii	ndsor								
(258)	0.19	4800	G	87%	0%	1%	7%	4%	0%	F	390	G	4900	G	2001
$\overline{}$				To: From:		US 46	0]						
(258)	0.25	5800	G	93%	1%	2%	0%	4%	0%	F	460	G	5900	G	2001
<u> </u>				To:		ECL Win	dsor								
Isle of Wight County				From:		ECL Win	daan		1						
258	7.49	4600	G	93%	1%	2%	0%	4%	0%	F	380	G	4700	G	2001
258				To:		46-63									
(258)	5.68	4400	G	93%	1%	2%	0%	4%		F	390	G	4500	G	2001
				To:	46-70	9 New WC	L Smithfiel	d							
Town of Smithfield															
(~~~)	0.07	4400	N.	From:		09 New WC 2%	L Smithfiel 0%		0%	N.I	200	NI.	4500	N	2001
[258]	0.27	4400	N	93%	1%			4%	U% 	N	390	N	4500	N	2001
258 Main Street	0.76	13000	G	From: 93%	2%	Old WCL Sr 2%	nithfield 1%	3%	0%	С	NA		13000	G	2001
258 Iviairi Street	0.70	13000	G	To:	2 /0	SR 10 By		3 /0	7 0 /%	C	INA		13000	G	2001
~~~				From:		SOUTH OF	SMITHFIE								
258 10	2.30	9000	G	89%	1%	1%	1%	7%	0%	F	1000	G	9000	G	2001
<del>\$\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\tim</del>				To: From:	SR 10	BUS E OF S	SMITHFIE	LD							
(258)	0.31	24000	G	90%	0%	2%	4%	3%	0%	F	2200	G	25000	G	2001
<del>~</del>				To: From:		Old SCL Sn			]						
[258]	0.65	21000	G	90%	0%	2%	4%	3%	0%	F	1900	G	21000	G	2001
				To:	<u> </u>	New SCL Sr	nithfield								
Isle of Wight County				From:	N	New SCL Sr	nithfield								
(258)	1.00	21000	N	90%	0%	2%	4%	3%	0%	Ν	1900	Ν	21000	N	2001
$\overline{}$				To: From:	SR 10	) & SR 32 E	Benns Chur	ch	<b>—</b>						
(258)	2.85	20000	G	90%	0%	2%	4%	3%	0%	F	1800	G	20000	G	2001
$\overline{}$				To: From:	US	S 17 & SR 3	2 Bartlett		1						
258 17 Carrolton Blvd	2.17	24000	Α	93%	0%	2%	2%	2%	0%	Α	2700	Α	25000	Α	2001
				To: From:		F-807	1		]						
(258) (17)	4.64	25000	F	93%	0%	2%	2%	2%	0%	F	2300	F	26000	F	2001
				To:	S	SCL Newpo	rt News								
Town of Smithfield				From:		an to F			_						
Bus 258 Main Street	0.20	11000	G	97%	0%	SR 10 By 1%	pass 1%	1%	 0%	F	NA		11000	G	2001
(230)	5.20	. 1000	3	To:	0 /0	Grace St		1 /0	7 ~~	•	14/1		. 1000	0	2001
				•					-						

				Į:	sie of W	light Mair	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	g	•	<i>٠</i>	•	_ 3.0	2Axle	3+Axle	1Trail	2Trail		Hour				. 561
Town of Smithfield Bus				From:		Grace S	treet								
258 Main Street	0.10	7300	G	97%	0%	1%	1%	1%	0%	F	NA		7300	G	2001
Dua.				To: From:		Cary St	reet								
Bus 258 Main Street	0.34	5500	G	97%	0%	1%	1%	1%	0%	F	NA		5600	G	2001
<u> </u>				To:		Church S									
Bus Asia Street	0.79	14000	G	97%	0%	1%	1%	1%	0%	F	NA		14000	G	2001
258 Main Street	0.79	14000	G	9176	0 70			1 70	U%	г	INA		14000	G	2001
Bus				From:		Red Point									
South Church Street	0.79	13000	G	97%	0%	1%	1%	1%	0%	С	NA		13000	G	2001
Bus				From:		Battery Par	k Road								
258 South Church Street	0.85	12000	G	97%	0%	1%	1%	1%	0%	F	NA		13000	G	2001
				To:		SR 10 B	ypass								
ALT				From:		Main									
258 Grace St	0.14	3200	G	95%	1%	2%	2%	1%	0%	С	NA		3300	G	2001
ALT				From:		Cary	St								
258 Grace St	0.34	3600	G	97%	1%	1%	0%	0%	0%	С	NA		3600	G	2001
				To:		North Chu	ırch St								
sle of Wight County				_											
200	1.38	4200	G	55%	0%	NCL Su 1%	ffolk 4%	40%	<b>」</b> ○%	F	360	G	4200	G	2001
260	1.50	4200	G	To:	0 70	46-65		40 /0	7 0 70	'	300	O	4200	O	200
				From:	Soi	uthampton C									
460}	6.10	8100	G	80%	1%	2%	2%	16%	0%	F	NA		8100	G	2001
				To:		WCL Wi	ndsor								
Town of Windsor															
~~~	0.07	8100	G	80%	1%	WCL Wi	ndsor 2%	16%	<b>」</b> ○%	F	NA		8100	G	2001
460}	0.07	0100	G	00 /6	1 /0			10 /6	0 /6		INA		8100	G	200
400)	0.45	13000	G	From: 80%	1%	US 25 2%	2%	16%	0%	F	NA		13000	G	2001
460	0.40	10000	J	T	170			10 70	7	•	1471		10000	Ü	200
400	0.74	11000	N	From: 80%	1%	46-61 2%	2%	16%	0%	N	NA		11000	N	2001
460}	0.74	11000	14	To:	1 70	ECL Wii		10 /0	7 ~	11	INA		11000	11	2001
sle of Wight County				•					•						
~~~				From:		ECL Wii									
460)	2.59	11000	G	80%	1%	2%	2%	16%	0%	F	NA		11000	G	2001
<del>~</del>				To:		WCL Su	iffolk								
Town of Smithfield				From:		CL Smitl	hfield								
(659)	0.44	NA				CE Silita	incia				NA		NA		
FR				To:		Dead I	End								
sle of Wight County															
and Lovern Long	0.60	220	B	From:	U	JS 460 Wind	dsor Blvd				NIA		NΙΛ		1000
600 Lovers Lane	0.60	320	R	To:		16-603 E; S	Shiloh Dr		7		NA		NA		1999
				From:		16-603 W; S									
600) Deer Path Trail	1.40	180	R	_					_		NA		NA		1999
				To: From:		606 E; Five			+						
600) Blue Ridge Trail	2.10	90	R		40-	OUU W, I'IV	CIUINS NU		_		NA		NA		1999
				To:		46-700 Bras	swell Dr								
600) Blue Ridge Trail	0.89	70	R	From:		-0-700 DIAS	WCII DI				NA		NA		1999
				To:		0.89 ME 4	16-700								
600) Blue Ridge Trail	0.41	50	R	From:		0.09 IVIL 4	10-700				NA		NA		1999
				To:		46-637 S; (	Orbit Rd								

Doub	1	AADT					Tru			. 00	Design	01/	A A)A/DT	014/	
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
sle of Wight County				From:	46	6-637 N; C	Orbit Rd								
600) Woodland Dr	3.20	180	G	95%	0%	2%	2%	2%	0%	С	20	G	180	G	2001
Maradianal Da	4.00			To: From:	46-654	4 N; Carrol	ll Bridge R	d			NIA		NIA		4000
600 Woodland Dr	1.90	260	R	To:	46-6	502 N; Lon	ngview Dr		7		NA		NA		1999
O				From:		602 S; Lon									
600 Oliver Dr	0.82	690	R						_		NA		NA		1999
600 Oliver Dr	0.65	820	R	From:	46-	-1430 Hollo	oway Dr				NA		NA		1999
600 Oliver Dr	0.05	020	IX.	To:	SI	R 10 WCL	Suffolk				INA		INA		1995
				From:	4	6-654 Qual	ker Rd								
601) Sandy Ridge Rd	1.20	20	R								NA		NA		1999
				To: From:	46	-602 Long	view Dr		]						100
601) Sandy Ridge Dr	0.60	90	R	To:		WCL Suf	ffolk		_		NA		NA		1999
				From:		WCL Suf									
602) Longview Dr	3.70	360	G	95%	1%	3%	1%	0%	0%	F	60	G	360	G	2001
				To: From:		6-600 S; O									
602) Longview Dr	2.40	590	G	95%	1%	3%	1%	0%	0%	С	50	G	590	G	2001
				To: From:		44 Bowling									
603) Blackwater Rd	3.49	670	G	96%	South	hampton Co 1%	ounty Line 1%	1%	0%	F	60	G	670	G	2001
000)				To:	46-641	l W; Barre	ett Town R	d	<u> </u>						
603) Blackwater Rd	3.03	1000	G	96%	46-64 1%	1 W; Barre 1%	ett Town Ro	1%	0%	С	100	G	1000	G	2001
603) Blackwater Rd	3.03	1000	G	30 /0				1 /0	¬ 0 /0	C	100	J	1000	O	200
603) Blackwater Road We	0.08	660	G	From: 93%	1%	3% 3%	ers Hwy 3%	1%	0%	F	60	G	670	G	2001
				To:		WCL Win	ndsor								
Town of Windsor				From:	***	CL W. 1	OLD		-						
603	0.41	2000	G	93%	1%	CL Windso	3%	1%	0%	С	200	G	2000	G	2001
603)				To:		3 460 Wind	lsor Blvd		¬						
603)	0.50	4000	G	95%	1%	1%	2%	1%	0%	F	790	G	4000	G	2001
				To: From:	46-	-1805 Robe									
603) Church St	0.14	2000	G	95%	1%	46-180 1%	2%	1%	<b>_</b> 0%	F	220	G	2000	G	2001
000)				To:		ECL Win									
sle of Wight County				Erom		DCT	,								
603) Shiloh Dr	2.91	1100	G	95%	1%	ECL Win	dsor 2%	1%	0%	С	110	G	1100	G	2001
003/ 51511				To:	46-6	006 W Five	Forks Rd	. , ,							
603) Everets Rd	2 14	1000	G	From:		606 E Five 1%		1%		_	100	G	1000	G	2001
603) Everets Rd	2.14	1000	G	95%	1%		2%	1 70	0% ¬	F	100	G	1000	G	200
603) Everets Rd	0.57	1100	G	From: 95%	46-6 1%	605 Murphy 1%	y Mill Rd 2%	1%	0%	F	140	G	1100	G	2001
				To:		WCL Suf		,-						-	
_				From:		WCL Suf	ffolk								
604) Riddick Rd	1.26	200	R								NA		NA		1999
District D.	0.01	0.10		To: From:	46-	-660 Lankfo	ord Lane				N/ A		N/A		4000
604) Riddick Rd	0.04	340	R	To:	SR 10:	SR 32 Ben	ns Church	Rd	_		NA		NA		1999
				From:		258 Courth			<u> </u>						
605) Iron Mine Springs Rd	0.03	20	R	<u> </u>	- 05	200 Court					NA		NA		1999
				To: From:	(	0.04 ME U	JS 258		<b>—</b>						
605) Iron Mine Springs Rd	3.51	100	R						<u> </u>		NA		NA		1999
				To:	46	6-637 N; O	Orbit Rd	-							

Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Isle of Wight County							3+Axle	TITAL	21raii		Hour				
(605) Murphy Mill Rd	3.00	480	R	From:	4	46-637 S; (	Orbit Rd				NA		NA		1999
				To:		46-603 Eve									
606) Cut Thru Rd	0.80	560	R	From:	46-638 C	ut Thru Rd	& Clydesda	ale Dr	<b>」</b> _		NA		NA		02/20/2002
(606) Five Forks Rd	3.80	440	R	From:	US	258 Courth	house Hwy		]		NA		NA		02/20/2002
606) Five Folks Rd	3.60	440	K	To:	Λι	6-603 W; S	Shiloh Dr				INA		INA		02/20/2002
606) Five Forks Rd	0.27	1600	G	93%	1%	3%	1%	1%	1%	С	150	G	1600	G	2001
606) Five Forks Rd	0.90	400	R	From:		46-603 E;			_ <del></del>		NA		NA		1999
				From:		WCL Su									
(607)	1.00	270	R						<u>-</u> ! 		NA		NA		1999
				To:		46-63									
608) Tyler Dr	1.30	170	R	From:		WCL Su	ıffolk				NA		NA		1999
Tyler Dr	1.10	160	R	From:	4	46-635 Dun	nston Dr				NA		NA		02/20/2002
608) Tyler Dr	1.10	160	K	To:	46	5-636 Old S	uffolk Rd		1		INA		INA		02/20/2002
				From:		WCL Su	ıffolk								
609 Knoxville Rd	1.00	250	R						_		NA		NA		1999
609 Knoxville Rd	2.50	140	R	From:	4	6-610 Buck	khorn Dr				NA		NA		02/20/2002
(609) Knoxville Rd	2.00	160	R	From:	U	JS 258 Walt	ters Hwy		]		NA		NA		02/20/2002
609 Krioxville rkd	2.00	100	- 1	To:	46	6-603 Black	water Rd				14/4		IVA		02/20/2002
				From:		WCL Su									
610 Buckhorn Dr	0.74	270	G	93%	0%	2%	2%	3%	0%	F	40	G	270	G	2001
610) Buckhorn Dr	0.60	660	G	From: 93%	0%	46-687 Pars 2%	sons Dr 2%	2%	0%	F	100	G	660	G	2001
010				To:		46-609 Sur			<b>_</b>						
610) Buckhorn Dr	1.64	440	G	93%	0%	2%	2%	3%	0%	F	50	G	440	G	2001
	4.00			From:		46-635 Dun		00/			40		5.10		2004
610 Buckhorn Dr	1.00	540	G	93% To:	0%	2% SCL Winds	2% sor Old	2%	□ 0%	С	49	G	540	G	2001
Town of Windsor															
	0.24	980	G	93%	0%	SCL Winds 2%	sor Old 2%	2%	0%	F	90	G	990	G	2001
610 Court Street	0.24	300	<u> </u>	33 /0		1802 West;			7	'	90	0	990	0	2001
610 Court Street	0.07	1300	G	93%	0%	2%	2%	2%	0%	F	120	G	1300	G	2001
610) Court Street North	0.55	820	R	From:	U	S 460 Wind	dsor Blvd				NA		NA		1999
(010)				To:		NCL Wii	ndsor								
Isle of Wight County				From:		NCL Wii	ndaan								
610) Court Street North	0.53	820	N			INCL WII	INOUI		_		NA		NA		1999
				To:	US	258 Courth	house Hwy		<u></u>						
611) Joyners Bridge Rd	2.39	330	R	From:	Sou	thampton C	County Line				NA		NA		1999
611 Joyners Bridge Rd	2.38	330	ĸ	To:	T1	JS 258 Walt	tare Hww				11/7		INA		1333
(611) Joyners Bridge Rd	2.77	240	R	From:		5 230 Wall	icis iiwy				NA		NA		02/20/2002
				To:		46-641 Col	osse Rd		1						

-					Isle of Wight Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trai	 I 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Isle of Wight County						1 Z11a11		Tioui				
611) Joyners Bridge Rd	1.70	260	R	From:	46-641 Colosse Rd			NA		NA		02/20/2002
(611) Joyners Bridge Rd	2.98	230	R	From:	46-612 Freeman Dr			NA		NA		02/20/2002
, ,				To:	46-632 Old Myrtle Rd							
				From:	WCL Suffolk							
612	1.30	130	G	92% To:	3% 2% 2% 2% 46-632 EAST	0%	С	20	G	130	G	2001
				From:	46-632 WEST							
612	4.20	500	R	To:	46-609	_		NA		NA		1999
				From:	WCL Suffolk							
(613) See-Gar Dr	0.80	320	R		WCL Sulloik			NA		NA		1999
				To:	US 58 BUS; Carrsville Hwy							
O 5 11 151	4.00		_	From:	46-641 Colosse Rd							1000
614) Ballard Rd	1.80	80	R	To:	US 258 E; Walters Hwy			NA		NA		1999
				From:	US 258 W; Walters Hwy							
614) River Run Trail	2.20	240	R	To:	46 604 75 75 15 15 15 15 15 15 15 15 15 15 15 15 15			NA		NA		1999
				From:	46-603 E; Blackwater Rd 46-603 W; Blackwater Rd							
(614) Thomas Woods Trail	5.55	240	R					NA		NA		1999
				To:	Southampton County Line							
615) Jenkins Mill Rd	3.00	350	R	From:	WCL Suffolk			NA		NA		1999
(615) Jenkins Mill Rd	3.00	330	IX.	To:	HG 50 DNG G TH H			INA		INA		1999
615) Holly Run Dr	3.20	450	R	From:	US 58 BUS; Carrsville Hwy			NA		NA		02/20/2002
(013)				To:	US 258 Walters Hwy							
				From:	WCL Suffolk							
(616) Less Mill Rd	2.32	900	R					NA		NA		1999
<u> </u>				From:	46-1603 Carver Rd							
616 Lees Mill Rd	0.35	1700	R	To:	US 58 BUS W; Carrsville Hwy	1		NA		NA		1999
				From:	US 58 BUS E; Carrsville Hwy							
616) Airport Dr	0.90	420	R	To:	D 15 1			NA		NA		1999
				From:	Dead End	1						
(617)	0.31	1200	R		46-691			NA		NA		1999
				To:	SR 260; 46-1603							
(647)	0.12	1300	R	From:	46-1603			NA		NA		1999
(617)	J. 12	1300		To:	Dead End			13/-3		11/7		
				From:	WCL SUFFOLK							
618) Wash Hole Rd	1.77	80	R					NA		NA		1999
<u> </u>				From:	1.78 MW OF WCL							
618) Wash Hole Rd	0.09	80	R	To:	SR 260	<del></del>		NA		NA		1999
				From:	Southampton County Line	<del></del>						
619) Burdette Rd	2.20	330	R		Southampton County Line			NA		NA		1999
$\overline{}$				To: From:	US 258 S; Walters Hwy							
619 Stevens Dr	1.80	330	R	. rout.	US 258 N; Walters Hwy			NA		NA		1999
010) 313 32				To:	46-641 Colosse Rd							
				From:	Southampton County Line							
620 Broadwater Rd	3.10	3100	G					400	G	3100	G	2001
<u> </u>				From:	46-637 Central Hill Rd					,		٠ د د د
620 Foursquare Rd	2.14	1200	G	To:	46 647 Times D.J			110	G	1200	G	2001
					46-647 Tings Rd							

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
sle of Wight County				From:				· · · · all			. ioui				
620) Foursquare Rd	1.51	1300	G	FIOIII.	4	46-647 Tin	igs Rd		_		110	G	1300	G	2001
				To:			Wilson Ro								
620) Foursquare Rd	1.69	1700	G	From:	46-652	2 S; Harry	Wilson Ro	l			160	G	1700	G	2001
620) i odisquare ita	1.00	1700	Ŭ	To:	4.	C (00 M	, D		_		100	J	1700	J	2001
620) Foursquare Rd	1.59	2000	G	94%	1%	6-680 Mag 3%	1%	1%	0%	С	180	G	2000	G	2001
1				To:		258 Courth									
620) Scotts Factory Rd	1.18	1700	G	96%	1%	1%	1%	0%	0%	С	140	G	1700	G	2001
				To: From:	46-65	54 Carroll	Bridge Rd								
620) Scotts Factory Rd	1.05	990	G	96%	1%	1%	1%	0%	0%	F	100	G	1000	G	2001
				To: From:	46-65	55 Great S	Springs Rd								
620 Scotts Factory Rd	1.51	1400	G	96%	1%	1%	1%	0%	0%	F	120	G	1400	G	2001
				To: From:		W; Bowli -644 E; T	ing Green R	ld	+						
620 Muddy Cross Rd	2.07	1500	R		40-	-044 E, 1	urner Di				NA		NA		1999
,				To	2.08	8 ME 46-6	44 FAST		_						
620 Muddy Cross Rd	0.18	200	R	From:	2.00	1VIL 40-0	H4 LAST		_		NA		NA		1999
				To: From:	SR 10	0 Benns C	hurch Blvd								
620) Tan Rd	1.70	120	R	From:							NA		NA		1999
				To:	46-0	660 Lankf	ford Lane								
$\overline{}$				From:			County Line								
621) Old Blackwater/Proct	2.64	350	G	91%	4%	5%	0%	1%	0%	F	40	G	350	G	2001
<u> </u>				From:		637 Jones									
621) Mill Swamp Rd	2.97	310	G	90%	4%	5%	0%	1%	0%	F	40	G	310	G	2001
O 141110				From:			s Creek Dr	401	<u> </u>						
621) Mill Swamp Rd	1.32	350	G	91% To:	4%	5%	0% Swamp Rd	1%	→ 0%	F	40	G	360	G	2001
				From:			Swamp Dr								
621) Burwells Bay Rd	2.73	140	G	90%	4%	4%	0%	1%	0%	С	30	G	140	G	2001
				To: From:	46-	-627 Moor	nlight Rd								
621) Burwells Bay Rd	3.15	300	G	91%	4%	5%	0%	1%	0%	F	40	G	300	G	2001
				To: From:	SR	10 Old St	age Hwy		]						
621) Burwells Bay Rd	0.36	360	R						_		NA		NA		1999
				To:		Dead E									
Ramsey Rd	1.80	60	R	From:	46-64	46 Rattles	nake Trail				NA		NA		1999
(622) Ramsey Rd	1.00	00	K	To:	46-621	S: Procto	ors Bridge R	Rd			INA		INA		1333
$\sim$				From:			ors Bridge F								
622 Sycamore Cross Dr	1.30	70	R	To	C-	C	4. T :		_		NA		NA		1999
				From:		urry Coun			1						
623) White Hill Trail	1.50	120	R		Si	urry Coun	ity Line		_		NA		NA		1999
02.0				To:			Swamp Ro				<b>*</b>		· · · ·		
0	0.00	400		From:	46-62	1 E; Mill	Swamp Rd				<b>N16</b>		NI A		4000
623) Green Level Rd	2.60	120	R	To:	AG 603	3 Device Di	antation Ro	1	7		NA		NA		1999
				From:	-10-082	Dead E			+						
624)	0.02	20	R	Ш		Deau E	an <b>u</b>		_		NA		NA		1999
				To:		46-72	0						<u> </u>		
624)	0.62	440	R	From:		40-72	v				NA		NA		1999
				To:		SR 10	0								
			<u> </u>	From:	46	6-681 Ray	nor Rd					<u> </u>			
625) Modest Neck Rd	3.55	80	R						<b>-</b>		NA		NA		1999
				To:	46-621	l W; Mill	Swamp Ro	i							

Route	Length	AADT	QA	4Tire	Bus 2Axle	True 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
sle of Wight County				From:				1						
625) Pons Rd	1.30	80	R	From:	46-621 E; Mill S	Swamp Rd		_		NA		NA		1999
023)				To:	Surry County	y Line		1						
$\sim$				From:	Surry County	y Line								
626 Jones Drive	1.10	280	R	To:	46 (21 N. D	-II- D D-I		7		NA		NA		1999
				From:	46-621 N; Burwe 46-621 S; Mill S									
626) Mill Swamp Rd	2.59	870	G	95%	1% 4%	0%	0%	0%	F	80	G	870	G	2001
				To: From:	46-681 Stalling			]						
626 Mill Swamp Rd	1.17	1300	G	95%	1% 3%	0%	0%	0%	F	130	G	1400	G	2001
	0.00			From:	46-678 Bethany (		00/			100		4000		0004
626 Mill Swamp Rd	3.30	1200	G	95% To:	1% 4% NCL Smith	0%	0%	0% 7	С	120	G	1300	G	2001
				From:	46-626 Mill Sw			+						
Moonlight Rd	2.80	260	R	<u> </u>	40-020 Willi Sw	amp Ku		_		NA		NA		1999
				To:	Surry County	y Line								
				From:	46-676	)								
628) Burnt Mill Rd	0.40	2700	R	To:	9 9	T :		-		NA		NA		1999
				From:	Surry County			1						
629) Dardens Mill Rd	0.90	60	R	Piolii.	46-611 Joyners I	Bridge Rd		_		NA		NA		1999
629) Bardono IVIIII Yid	0.00		.,	To:	46-641 Colos	sse Rd		1		101				1000
				From:	US 58 BUS; Carr	rsville Hwy	1							
Beaverdam Rd	1.30	120	R							NA		NA		1999
				To: From:	US 258 S; Wal US 258 M									
630) Hunt Club Rd	2.80	130	R	<u> </u>	US 236 IVI	Ш		_		NA		NA		1999
				To:	46-611 W; Joyner									
630) Lawrence Dr	0.40	60	R	From:	46-611 E; Joyners	s Bridge Ro	d	_		NA		NA		1999
630) Edwiched Bi	0.40	00	1	To:	0.40.345.46	. (11		7		14/1		14/1		1000
630) Lawrence Dr	0.29	70	R	From:	0.40 ME 46	-611				NA		NA		1999
030)				To	0.70 ME 46	611								
630) Lawrence Dr	0.76	70	R	From:	0.70 WIL 40	-011		_		NA		NA		1999
				To: From:	46-631 Maynards	s Store Rd		<b></b>						
630 Lawrence Dr	0.60	70	R	From:				_		NA		NA		1999
				To:	US 258 N; Wal	ters Hwy								
$\bigcirc$	0.00	400	_	From:	46-611					NIA		NIA		4000
631)	0.60	100	R	To:	46-630			7		NA		NA		1999
				From:	46-641 Old Carr			1						
632) Old Myrtle Rd	0.20	530	R		40-041 Old Call	SVIIIC KU		_		NA		NA		1999
				To	46-1701 Old Car	rsville Rd		<del></del>						
632) Old Myrtle Rd	0.07	430	R	From:				_		NA		NA		1999
				To: From:	0.07 ME 46-	-1701								
632) Old Myrtle Rd	2.50	460	G	94%	1% 2%	1%	2%	0%	F	48	G	460	G	2001
				To: From:	46-612 E; Out			]						
632) Old Myrtle Rd	3.00	150	G	94%	1% 3%	1%	2%	0%	С	20	G	150	G	2001
				To:	WCL Suff									
633) Rhodes Dr	1.53	150	R	From:	46-641 Colos	sse Rd		_		NA		NA		1999
633) Rhodes Dr	1.33	150	ĸ	To:	46-612 Spivey	Town Rd		7		INA		INA		1999
				From:	46-633 Rhod			1						
634) Little Norfolk Rd	1.23	230	R		.0 555 10100			_		NA		NA		1999
				To:	US 258 Walte	rs Hwy		1						

Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Isle of Wight County				From:	46	610 Buck									
635) Dunston Drive	1.00	60	R						<b>-</b>		NA		NA		1999
Town of Windson				To:	4	16-608 Tyl	ler Dr								
Town of Windsor	0.05	040	_	From:	46	-603 Banl	k Street				NIA		NIA		4000
636 Griffin Street West	0.05	610	R	To	16.6	610 Court	St Couth				NA		NA		1999
636) Griffin Street East	0.50	400	R	From:					<b>ᆜ</b> <b>≕</b>		NA		NA		1999
LI CWILL C				To:	S	CL WINI	DSOR								
Isle of Wight County				From:	S	CL WINI	DSOR								
636 Old Suffolk Rd	0.30	430	R	_					_		NA		NA		1999
636) Old Suffolk Rd	1.70	250	R	From:	4	16-608 Tyl	ler Dr				NA		NA		1999
				To: From:	46-	-607 Old 1	Mill Rd								
636) Old Suffolk Rd	0.10	410	R	From:							NA		NA		1999
636) Old Suffolk Rd	0.80	180	R	To: From:	US	460 Wind	lsor Blvd		]		NA		NA		1999
636) Old Suffolk Rd	0.00	100	, K	To:		WCL Suf	ffolk				INA		INA		1999
(636)	0.10	80	R	From:		WCL Sui	HOIK		<b>-</b>		NA		NA		1999
				To:		46-690									
637) Orbit Rd	3.34	450	G	94%	2%	5-603 Ever 2%	rets Rd 3%	0%	0%	F	40	G	450	G	2001
				To: From:	46-60	00 N; Wo	odland Dr		1—						
637) Orbit Rd	1.99	190	G	93%	2%	2%	3%	1%	0%	С	30	G	190	G	2001
637) Orbit Rd	0.45	490	G	From:	46-644 2%	E; Bowlin	ng Green F 3%	0%	0%	F	60	G	490	G	2001
637) Orbit Rd	0.40	700		To:			dhouse Rd	0 70	¬	'			430		2001
(637) Orbit Rd	1.09	250	G	93%	2%	2%	3%	0%	0%	F	30	G	250	G	2001
				To: From:			thouse Hw								
(637) Central Hill Rd	2.43	850	G	93%	0%	2%	0%	4%	0%	С	80	G	850	G	2001
				To: From:			ing Pines T								
(637) Central Hill Rd	1.14	420	G	93%	0%	1%	0%	4%	0%	F	40	G	420	G	2001
<u> </u>				To: From:			er Foursqua		<u> </u>						
(637) Racetrack Rd/Jones	3.25	410	G	93%	0%	1%	0%	4%	0%	F	40	G	410	G	2001
(637) Jones Town Dr	2.14	NA		From: 94%	<u>46-6</u>	646 Rattle 1%	esnake Tr 0%	4%	0%	F	NA		NA		2001
001)				To:		21 Mill Sv			1						
Mill Occasio De	0.00	252	_	From:	46-645	Yellow I	Hammer Ro	i			NIA		NIA		4000
638 Mill Creek Dr	2.00	350	R						_		NA		NA		1999
(638) Mill Creek Dr	1.60	280	R	From:	46-64	11 Barrett	Town Rd				NA		NA		02/20/2002
				To: From:	US	460 Wind	lsor Blvd								
638 Mill Creek Dr	1.10	420	R	rion.					<del></del>		NA		NA		02/20/2002
Clydesdala Dr	0.40	220	R	From:	46-	-606 Cut T	Thru Rd		]		NA		NA		1999
638) Clydesdale Dr	0.40	220		To:		140 MT: 4	6 606				INA		INA		1999
(638) Clydesdale Dr	0.42	120	R	From:	0	0.40 ME 4	-0-000				NA		NA		1999
				To:			nouse Hwy								
639 Ecella Rd	0.70	160	R	From:	46-64	11 Barrett	Town Rd				NA		NA		1999
639 Ecella Rd	0.70			To:	US	460 Wind	lsor Blvd				. 47 \		. 47 3		.555

Route	Length	AADT	QA	4Tire	Isle of Wi	MILL INICITI	Tru			QC	Design	OK	AAWDT	OW/	Year
Isle of Wight County	Lengui	~~D I	ųА	71116	Dub	2Axle	3+Axle	1Trail	2Trail	QU	Hour	ųΛ	~~\V\D1	۷۷۷	i cai
			_	From:	US	460 Winds	sor Blvd								1000
(639) Winston Drive	1.30	150	R	To:	16	-638 Cut T	bru Pd		_		NA		NA		1999
				From:		-609 Knoxy			1						
(640) Willie Roberts Rd	1.40	50	R	<u> </u>	40	-009 Knox	viiic Ru		_		NA		NA		1999
				To:	46-68	89 Willie R	oberts Rd								
				From:		WCL Suff	folk								
(641) Harvest Dr/Old Carrs	2.13	260	R						<b>—</b> 1		NA		NA		1999
				To: From:		BUS E; Ca BUS W; Ca									
(641) Colosse Rd	2.40	300	R					*			NA		NA		1999
				To: From:	46-61	1 Joyners	Bridge Rd		]						
(641) Colosse Rd	2.19	230	R	1000		-			<u> </u>		NA		NA		02/20/2002
				To: From:	4	6-633 Rhoo	des Dr		<u> </u>						
(641) Colosse Rd	0.90	190	R						_		NA		NA		02/20/2002
				To: From:		258 E; Wal 58 W; Wa			-						
641) Bows & Arrows Rd	2.80	270	R		032	30 W, Wa	incis iiw y		_		NA		NA		1999
				To:		03 E; Black									
641) Barrett Town Rd	2.90	280	R	From:	46-60	3 W; Blac	kwater Rd				NA		NA		1999
641) Barrett Town Rd	2.50	200	IX.	To:	46-64	5 Yellow H	Iammer Rd		7		INA		INA		1000
				From:		Bows and									
(642) Pear Tree Rd	0.70	45	R						_		NA		NA		1999
				To:	46-	603 Blackv	vater Rd								
O			_	From:	46-	648 Duck T	Town Rd								4000
643 Wood Duck Dr	0.80	150	R	To:	16	603 Blackv	votor Dd		_		NA		NA		1999
				From:		US 460 W.			1						
(644) Zuni Circle	0.45	430	R			03 400 W	LSI		_		NA		NA		1999
				To:		US 460 E	AST								
644) Fire Tower Rd	2.07	400	•	94%	1%	US 460 1%	2%	1%	 0%	С	40	G	410	G	2001
644) Fire Tower Rd	2.07	400	G	9470					U% -	C	40	G	410	G	2001
644) Fire Tower Rd	0.98	400	R	From:	46-645	W; Yellow	Hammer F	Rd	_		NA		NA		02/20/2002
644) Fire Tower Rd	0.50	400	IX.	To:	46-64	16 N; Beal	e Place Dr		7		IVA		IVA		02/20/2002
O =				From:	46-6	46 N Beale	Place Dr								
644 Fire Tower Rd	3.00	820	G	94% To:	1%	1% US 258 SO	2%	1%	0%	F	90	G	820	G	2001
				From:		US 238 SU MID; Cou		vy							
(644) Redhouse Rd	0.92	190	R						_		NA		NA		1999
				To: From:		-637 W; O									
644) Bowling Green Rd	1.56	200	R	<u> </u>	40	5-037 E, O	ibit Ku				NA		NA		1999
				To	46-	652 Bob W	/hite Rd		¬						
644) Bowling Green Rd	1.77	350	R	From:		002 200 11	into Ita		1		NA		NA		1999
				To: From:	46-6	54 Carroll I	Bridge Rd		7						
644) Bowling Green Rd	1.68	1000	G	98%	0%	1%	0%	1%	0%	F	110	G	1000	G	2001
				To: From:	46	-602 Longv	view Dr		<del>_</del>						
644) Bowling Green Rd	0.67	1400	G	98%	0%	1%	0%	1%	0%	F	130	G	1400	G	2001
				To: From:	46-62	0 W; Scott	ts Ferry Rd		<u> </u>						
644) Turner Dr	0.16	1600	G	98%	0%	1%	0%	1%	0%	F	150	G	1600	G	2001
$\frac{\circ}{\circ}$				To: From:		0 E; Mudd			]						
644) Turner Dr	1.94	1700	G	98%	0%	1%	0%	1%	0%	С	170	G	1800	G	2001
				To:		JS 258 E; S									
(645) Yellow Hammer Rd	1.20	330	R	From:	46-614	1 Thomas V	Voods Trai	I			NA		NA		1999
045) 1 3 1 3 W Hammer 1 d	1.20	330	11	To:	US	460 Winds	sor Blvd		1		INC		INC		1000

Route	Length	AADT	QA	4Tire	Rus	Truck 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Isle of Wight County				From:	US 460 Winds	or Blvd							
645) Yellow Hammer Rd	1.60	330	R	To:	46-644 W; Fire		<u> </u>		NA		NA		02/20/2002
(645) Tar Road	0.30	330	R	From:	46-644 E; Fire 7	Tower Rd			NA		NA		1999
645) Tar Road	1.30	270	R	From:	46-646 Garris	son Dr			NA		NA		1999
645) Tar Road	0.40	110	R	From:	46-647 Pope Sw US 258 Courtho				NA		NA		1999
(646) Stave Mill Rd	1.20	310	R	From:	US 460 Winds				NA		NA		1999
(646) Garrison Dr	2.60	310	R	To: From:	46-638 E; Cut 46-638 W; Cut				NA		NA		1999
	1.80	130	R	To: From:	46-644 S; Fire T 46-644 N; Fire T				NA		NA		1999
	1.70	140	R	To: From:	46-649 Pean	ut Dr			NA NA		NA NA		1999
				To: From:	46-620 Broadwater Rd Dead End; Gap								
646 Rattlesnake Trail	4.35	70	R	To:	46-637 Jones T				NA		NA		1999
647) Pope Swamp Tr	2.20	60	R	To:	46-645 Tar 46-644 E; Fire T		_ 		NA		NA		1999
647) Pope Swamp Tr	2.22	170	R	From:	46-644 W; Fire '		_ <u> </u> 		NA		NA		1999
647 Tings Rd	2.10	80	R	From:	46-637 N; Centr	al Hill Rd			NA		NA		1999
(648) Duck Town Rd	0.40	160	R	From:	46-614 River R				NA		NA		1999
648) Duck Town Rd	0.40	170	R	From:	46-643 Wood I	Duck Dr			NA		NA		1999
648) Duck Town Rd	1.20	110	R	From:	0.40 ME 46 46-641 Bows and		] <del></del>		NA		NA		1999
649) Tomlin Hill Dr	2.20	230	R	From:	46-644 Fire To				NA		NA		1999
649 Tomlin Hill Dr	3.30	270	R	From:	46-646 Beale F 46-637 Central		] <del></del>		NA		NA		02/20/2002
(650) Whispering Pines Tra	0.80	120	R	From:	46-646 Beale F				NA		NA		1999
(650) Whispering Pines Tra	2.20	110	R	To:	0.80 ME 46 46-637 Central		] 		NA		NA		1999
(651) Trump Town Rd	3.70	100	R	From:	US 258 Courtho	use Hwy			NA		NA		1999
(652) Bob White Rd	4.15	250	R	To:	46-620 Foursqu 46-600 Woodl		<u> </u> 		NA		NA		1999
(652) Bob White Rd	7.13	200	IX.	To:	US 258 N; Court	house Hwy			i N/C\		INA		1999

					Isle of Wig	ght Maii	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus	2010	Tru			QC	Design	QK	AAWDT	QW	Year
Isle of Wight County						ZAXIE	3+Axle	HIIAII	2Trail		Hour				
	0.70	00		From:	US 25	8 S; Cou	rthouse Hw	y			NIA		NIA		4000
652 Harry Wilson Rd	2.70	80	R	To:	16.63	O S. Fou	ırsquare Rd		_		NA		NA		1999
				From:			rsquare Rd								
652) Comet Rd	2.75	150	R								NA		NA		1999
				To:	40	6-681 Ray	ynor Rd								
				From:	40	6-641 Har	rvest Dr								
(653) Glen Haven Dr	0.60	110	R						_		NA		NA		1999
				To:		WCL Su									
Ougker Dd	4.20	<b>CO</b>	_	From:	46-	-602 Long	gview Dr				NA		NA		1999
654) Quaker Rd	4.20	60	R	To:	46-6	00 S: Wa	oodland Dr		7		INA		INA		1999
				From:			oodland Dr								
654) Carroll Bridge Rd	0.90	500	G	95%	1%	2%	0%	2%	0%	С	50	G	500	G	2001
				To: From:	46-64	4 Bowlin	g Green Rd								
654) Carroll Bridge Rd	3.40	330	R	riom.					<del></del>		NA		NA		1999
				To:	46-62	20 Scotts	Factory Rd								
$\widehat{}$				From:		6-620 Fac									
655) Great Springs Rd	2.72	1100	G	95%		1%	2%	0%	0%	С	110	G	1100	G	2001
				To:		SCL Smit	thfield								
O			_	From:	SR 2	260 Great	Mill Hwy								4000
656 Union Camp Drive	0.67	10000	R	To:	46.6	01 1	4 T		_		NA		NA		1999
				From:			town Lane								
657) Antioch Rd	0.90	280	R	From:	46-6	603 Black	water Rd		_		NA		NA		1999
657) Antiocritta	0.90	200	ĸ	To	46-	638 Mill	Creek Dr		1		INA		INA		1999
				From:		46-61									
658)	0.16	80	R			10 01					NA		NA		02/21/200
				To:		Cul-de-	Sac								
				From:		Dead I	End								
659) Kings Cove Way	0.40	160	R								NA		NA		1999
				To:	US 17;	US 258 C	Carrollton B	lvd							
				From:	46	6-604 Rid	dick Rd								
660) Lankford Lane	1.07	210	R								NA		NA		1999
<u> </u>				To: From:		46-620 T	an Rd		]						
660) Spady Lane	0.40	20	R	_					_		NA		NA		1999
				To:		Dead I	End								
Ocales Ossus Dd	4.07	4400	_	From:		46-19	03				N1.0		NIA		4000
661) Cedar Grove Rd	1.07	1100	R	To:		US 17 SC	MITH		_		NA		NA		1999
				From:		US 17 NO									
661)	2.04	700	R						<del></del>		NA		NA		1999
				To:		Dead I	End								
<u> </u>				From:	1	US 258;	SR 32								
662) Deep Bottom Dr	0.90	200	R								NA		NA		1999
				To: From:	US 1	7 S; Carr	ollton Blvd		]						
662 Channel Way/ Whipp	2.61	420	R						_		NA		NA		1999
				To	US 1	7 N; Carr	ollton Blvd		<u> </u>						
			_	From:	-	46-66	52								
663 Channel Way	0.40	20	R	To:		D 11	71		7		NA		NA		1999
						Dead I									
Comphalla Charal M	0.50	450	-	From:	46-711	New Tov	wn Haven L	a			NI A		NI A		1000
665 Campbells Chapel W	0.53	150	R						_		NA		NA		1999
0	0.0=		_	From:	46	-695 Ran	nos Way				A.1.A				1000
665 Campbells Chapel Dr	0.37	140	R	Ter		20 307	16.605		7		NA		NA		1999
				To:		).38 MN 4	46-695								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Isle of Wight County				From:				TTTGII	Z 11 all		rioui				
665 Campbells Chapel Dr	0.09	440	R	riom.		).38 MN 4			<b>」</b> ■		NA		NA		1999
665 Reynolds Dr	0.79	330	R	From:	US 25	8 Brewers	Neck Blvd				NA		NA		1999
665) Reynolds Dr	0.75	1000	G	From: 96%	46- 1%	670 Norsw 2%	orthy Dr 1%	1%	0%	F	120	G	1000	G	2001
665) Reynolds Dr	0.72	1700	G	From: 96%	1%	69 W; Nik 2%	1%	1%	0%	F	170	G	1700	G	2001
665) Smiths Neck Rd	1.03	1700	G	From: 96%			ns Neck Rd ns Neck Rd 1%	1%	0%	С	180	G	1700	G	2001
665) Smiths Neck Rd	2.09	1400	G	From: 96%	46- 1%	668 Titus (	Creek Rd	1%	0%	F	130	G	1400	G	2001
665) Rainbow Rd	0.32	280	R	From:	4	6-704 Reso	cue Rd		]—		NA		NA		1999
665) Riverview Bluff Way	0.07	370	R	From:		46-707	7				NA		NA		1999
003)				To:		Dead E									
666 Berry Hill Rd	0.51	2400	R	To:		NCL Smith					NA		NA		1999
667)	0.30	130	R	From:		46-665					NA		NA		1999
				To: From:	46	Dead E									
668) Titus Creek Dr	1.00	2900	R	To:		665 Smiths			]		NA		NA		1999
669 Smiths Neck Rd	0.72	4400	R	From:		17 Carroll 665 E; Rey			_  ¬		NA		NA		1999
669) Nike Park Rd	1.40	1800	R	From:		65 W; Re					NA		NA		1999
669) Nike Park Rd	1.51	1800	N	From:	46-	668 Titus C	Creek Dr		]——		NA		NA		1999
				To: From:		704 Battery 46-665	5								
670)	0.43	860	G	96% To:	2%	2% US 25		0%	0%	С	130	G	870	G	2001
671 Country Way	0.30	49	R	From:	16.70	Dead E					NA		NA		1999
672)	0.56	290	R	From:	40-70	46-673					NA		NA		1999
(672)				To: From:	A6.6	46-673 21 Burwel									
673) Purvis Lane	2.50	60	R	To:		577 Wrenns					NA		NA		1999
673)	0.21	170	R	From: To:		-662 Gap T			 ]		NA		NA		1999
673)	2.35	290	R	From:			p Terminus				NA		NA		1999
673) Morgarts Beach Rd	1.38	1200	R	To: From:	46-	705 Fort B	oykin Tr		]—		NA		NA		1999
				To:	46	-672 E Day	ys Pt La								

Route	Length	AADT	QA	4Tire	Bus	2 A v l a	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Isle of Wight County				. 1				ıııdlı	ZIIdli		11001				
(673) Morgarts Beach Rd	2.40	720	R	From:	46	6-672 E; Da	ays Pt La				NA		NA		02/22/2002
673) Morgarts Beach Rd	2.40	720	IX	To:	46-674	4 S; Blount	ts Corner R	.d	7		INA		INA		02/22/2002
				From:		SR 10 B			i						
674) Blounts Corner Rd	0.51	2400	R	-							NA		NA		1999
				To: From:	46-6	673 S; Day	s Point Rd								
674) Blounts Corner Rd	0.70	210	R						_		NA		NA		1999
				To:		3 N; Morga		Rd							
(675) Holly Point Way	0.70	70	R	From:	S	R 10 Old S	tage Rd		_		NA		NA		1999
675) Holly Point Way	0.70	70	K	To:		Dead E	nd		7		INA		INA		1999
				From:	SF	R 10 Old Sta									
676) Fort Huger Dr	0.74	2900	R		~-		<u></u>				NA		NA		1999
				To: From:	46-	686 Tylers	Beach Rd		<b>—</b>						
676) Fort Huger Dr	0.92	130	R	riom.					_		NA		NA		1999
				To:		Dead E	nd								
Manage Mill Del	4.70		_	From:	46-	-626 Mill Sv	wamp Rd				NIA		NIA		4000
677) Wrenns Mill Rd	1.70	70	R						_		NA		NA		1999
( Wronna Mill Dd	1.00	250	R	From:	46-67	78 Bethany	Church Rd		_		NΙΔ		NIA		1000
677) Wrenns Mill Rd	1.00	350	ĸ	To:	SE	R 10 Old Sta	age Hwy		7		NA		NA		1999
				From:		-626 Mill Sv									
678) Bethany Church Rd	2.10	120	R			020 11111 5	manip rea				NA		NA		1999
				To:	46-	-677 Wrenn	s Mill Rd								
<u> </u>				From:	46-	-709 Watery	works Rd								
(679) Woody Acres Way	0.10	210	R								NA		NA		1999
			_	From:	46-6	99 Woody	Acres Way								
679 Bethel Church La	0.60	210	R								NA		NA		1999
Dathal Church I a	0.25			From:		0.60 MN 4	6-699		_		NA		NA		1000
679 Bethel Church La	0.25	60	R	To:		Cul-de-S	Sac		7		INA		INA		1999
				From:	46-	-621 Mill Sv			1						
680) Stallings Creek Dr	0.57	290	G	95%	2%	2%	1%	1%	0%	F	40	G	290	G	2001
				To: From:	46-	-683 Green	Level Rd		<b>—</b>						
(680) Stallings Creek Dr	1.20	410	G	94%	2%	2%	1%	1%	0%	F	46	G	420	G	2001
				To: From:	46	6-681 W Co	omet Rd								
680) Stallings Creek Dr	0.52	400	G	95%	2%	2%	1%	1%	0%	С	47	G	410	G	2001
				From:	46-68	31 E Stalling	gs Creek D	r							
(680) Magnet Drive	3.52	370	R						_		NA		NA		1999
				To:		-620 Fourso									
(681) Strawberry Plains Rd	2.10	40	R	From:	46-	-620 Broad	water Rd		_		NA		NA		1999
681 Strawberry Plains Rd	2.10	40	K	To:	46-0	637 S; Rac	etrack Rd		7		INA		INA		1999
O				From:		37 N; Jone									
(681) Raynor Rd	1.10	200	R								NA		NA		1999
O Barrara Bri	4.00		_	From:	46-0	625 Modest	t Neck Rd				NIA		NIA.		4000
681 Raynor Rd	1.30	70	R						_		NA		NA		1999
Paynor Dd	1 20	60		From:	46-	683 N; Hal	lltown Rd				NIA		NIA		1000
681) Raynor Rd	1.20	60	R	_					_		NA		NA		1999
(681) Comet Rd	0.50	160	R	From:	4	46-652 Con	net Rd		_		NA		NA		1999
(681) Comet Rd	0.50	100	ĸ	To:	46-680	) W; Stallin	ngs Creek F	Rd	7		INA		11/7		1933
O 01 111 5 1 5			_	From:	46-680	0 E; Stallin	gs Creek R	ld	J	_		_		_	
681 Stallings Creek Rd	1.54	280	G	94%	2%	4%	0%	0%	0%	С	40	G	280	G	2001
				To:	46-	-626 Mill Sv	wamp Rd								

					Isle of Wight Mai	intenance	Area							
Davita	l a sa asth	AADT		4T:	D	Tru	ıck		00	Design	OK	A A14/DT	014/	V
Route	Length	AADT	QA	4Tire	Bus 2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
sle of Wight County														
Mhita Hawaa Dd	4.00	400	_	From:	46-681 Ra	ynor Rd				NIA		NIA		1000
682) White House Rd	1.89	100	R					_		NA		NA		1999
				To: From:	1.90 ME	46-681								
682	0.61	110	R							NA		NA		1999
				To: From:	46-683 Hal	ltown Rd		]						
682	0.40	100	R							NA		NA		1999
				To: From:	46-6	52								
(682)	1.90	90	R	From:				_		NA		NA		1999
				To:	46-6	80								
				From:	46-682 White	House Rd								
(683) Halltown Rd	1.20	60	R							NA		NA		1999
				To:	46-681 N; F	Raynor Rd								
<u> </u>				From:	46-681 S; R	Raynor Rd								
(683) Dews Plantation Rd	1.30	70	R							NA		NA		1999
				To: From:	46-623 Green	n Level Rd								
(683) Green Level Rd	0.90	200	R					_		NA		NA		1999
				To:	46-680 Stalli	ngs Ck Rd								
_				From:	46-625 P	ons Rd								
(684) Mullet Dr	0.60	70	R					_		NA		NA		1999
				To:	Surry Cou	nty Line								
				From:	Dead	End								
(686)	1.30	220	R					_		NA		NA		1999
				To:	46-6	76								
				From:	46-611 Joyner	s Bridge Rd								
(687) Parsons Dr	0.80	90	R	<u>-</u>	•					NA		NA		1999
				To:	46-610 Buc	khorn Dr								
				From:	46-641 Co	losse Rd								
(688) Avis Drive	0.14	90	R	•						NA		NA		1999
				To:	46-633 Rh	odes Dr								
				From:	US 258	WEST		1						
(689)	0.28	170	R					_		NA		NA		1999
				To:	US 258	EAST								
Nansemond Maintenance Ar	200													
	C.A			From:	US 460 Pru	den Blvd								
(690) Ennis Mill Rd	0.20	120	R							NA		NA		1999
				To:	46-636 Old S	Suffolk Rd		1						
(690) Ennis Mill Rd	0.10	160	R	From:	10 050 014 1	ourione rea				NA		NA		1999
000				To:	WCL St	uffolk								
Isle of Wight County				-										
ISIC OF WIGHT COUNTY				From:	WCL St	uffolk								
(690) Ennis Mill Rd	1.40	150	R					_ <del>-</del>		NA		NA		1999
				To:	46-606 Five	Forks Rd								
				From:	Dead	End		]						
691)	0.43	6200	R	-				_		NA		NA		1999
				To	0.42 MW F	Yood End								
601	0.16	9800	R	From:	0.43 MW I	cau EIIQ				NA		NA		1999
691)	0.10	2300	.,					_		. 4/ 1		. •/ ١		. 555
	0.00	0700		From:	46-6		70/			040		0700		2024
691	0.68	2700	G	90% To:	0% 0%	2%	7%	0%	С	240	G	2700	G	2001
					US 58									
<u> </u>	4.00		_	From:	US 258 Court	thouse Hwy								4005
692) Poor House Rd	1.60	120	R	. —				=		NA		NA		1999
				To: From:	46-652 S; Bo			-						
(692) Uzzell Church Rd	1.60	120	R		46-652 N; Bo	o wnite Kd		_		NA		NA		1999
(692) Uzzell Church Rd	1.00	120	ĸ	To:	46-654 Carrol	l Bridge D A		7		11/7		11/7		1999
				1	40-034 Call01	i Druge Kü		1						

Route	Length	AADT	QA	4Tire	Bus	Tru le 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
sle of Wight County				From:										
693) Gayle Way	0.30	260	R	rioni.	De	nd End				NA		NA		1999
093),				To:	46-711 New	Towne Haven	La							
				From:	46-612	Outland Dr								
694) Farmland Rd	0.78	100	R					_		NA		NA		1999
				To:		nd End								
695) Ramos Way	0.30	80	R	From:	De	nd End				NA		NA		1999
Ramos Way	0.30	00	K	To:	46-665 Cam	bells Chapel I	Or	1		INA		INA		1999
				From:		olly Run Dr		Ì						
696) Pruden Rd	2.00	100	R							NA		NA		1999
				To:	46-641	Colosse Rd								
O 14				From:	46-709 W	aterworks Rd								4000
697 Mount Holly Ck Lane	1.40	120	R	To:	D-	J F., J		7		NA		NA		1999
				From:		nd End								
200	0.01	10	R	Piolii.	De	nd End				NA		NA		1999
698)				To:	4	5-611		1						
				From:		nd End								
699) Woody Acres way	0.83	70	R					_		NA		NA		1999
				To:	46-679 Be	hel Church La								
O				From:	46-606 F	ve Forks Rd								
700 Braswell Dr	1.60	60	R	To:	46 600 DI	D'I T I		_		NA		NA		1999
				r		e Ridge Trail								
701)	0.07	20	R	Finan	U	S 258				NA		NA		1999
701)	0.07	20		To:	40	-644		7		14/1		147.		1000
				From:	46-676 F	ort Huger Rd								
702) Bradbys Lane	1.00	120	R							NA		NA		1999
				To:	De	nd End								
<u> </u>				From:	S	R 10								
703)	0.40	60	R	To:		1.0.1		_		NA		NA		1999
						nd End								
704) Battery Park Rd	0.95	7000	G	98%	0% 1%	mithfield 0%	0%	<b>」</b> 0%	С	670	G	7000	G	2001
Battery Park Rd	0.55	7000	G	70 70 T			0 70	7	O	070	J	7000	J	2001
704) Battery Park Rd	1.23	3800	G	From: 98%	46-669 N 0% 19	ike Park Rd	0%	0%	F	350	G	3800	G	2001
704) Battery Park Rd	1.20	3000	G	70 70 T			0 70	7	'	330	J	3000	J	2001
704) Todd Ave/Warwick St	0.49	2600	G	From: 98%	0% 19	ountry Way 0 %	0%	0%	F	240	G	2600	G	2001
704) Todd Ave/Warwick St	0.43	2000	0	To:		2; 46-1009	0 70	7	'	240	J	2000	J	2001
				From:	46-1002	Newport St								
Rescue Rd	1.30	820	G	98%	0% 1%		0%	0%	F	90	G	820	G	2001
				To:		iths Neck Rd								
	0.10	8	R	From:	40	5-673				NA		NA		1999
705)	0.10	0	K	To:	De	nd End		7		INA		INA		1999
				From:		S 258		İ						
706)	0.16	47	R	<u> </u>				_		NA		NA		1999
				To:	U	S 258								
				From:	De	nd End								
707) Rainbow Rd	0.65	190	R							NA		NA		1999
				To:		5-665		<u> </u>						
708) Emmanuel Church R	1.65	450	_	From:	46-680	Magnet Dr	-			NI A		NI A		4000
	1 65	150	R							NA		NA		1999

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Ye
Isle of Wight County				From:	46-680 Magnet Dr					
709) Waterworks Rd	2.93	720	R		40-080 Wagnet Di			NA	NA	199
				To:	US 258 Courthouse Hwy					
$\sim$				From:	46-655 Great Spring Rd					
710 Shady Dr	0.40	20	R	To:	PD 660	_		NA	NA	19
				From:	FR-660	<u> </u>				
711) New Town Haven La	1.40	440	R	rioni.	Dead End			NA	NA	19
711) Now Your Flavor Ed	1.10		.,	To	LIC 250, CD 22	_		101		10
711) New Town Haven La	0.14	440	R	From:	US 258; SR 32			NA	NA	02/22
				To:	46-670 Norsworthy Dr					
				From:	46-665					
712)	0.92	220	R					NA	NA	19
				To:	Cul-de-Sac					
713) Blairs Creek Way	0.43	110	R	From:	46-699 Woody Acres Way			NA	NA	19:
713) Blail's Cleek Way	0.43	110	K	To:	Dead End	1		INA	INA	19
				From:	Cul-de-Sac	i				
720)	0.50	40	R			_		NA	NA	02/22
				To:	46-624					
$\bigcirc$				From:	Dead End					
1001)	80.0	60	R	To:	46-704	_		NA	NA	19
				From:	46-704; 46-1009	<u> </u>				
1002	0.12	100	R		40-704, 40-1007			NA	NA	199
1002)				To:	Dead End					
				From:	Dead End					
1003	0.03	46	R					NA	NA	19
				From:	46-1009	<u> </u>				
1003	0.08	210	R	To:	45.4004	_		NA	NA	19
				From:	46-1004					
	0.05	20	R	From:	46-1002			NA	NA	19
1004	0.00	20		To:	47,1002	_		1471	147.	10
1004)	0.13	130	R	From:	46-1003			NA	NA	19:
1004)				To:	Dead End					
				From:	Dead End					
1005	0.12	70	R					NA	NA	199
				To: From:	46-704					
1005	0.09	510	R					NA	NA	19
				From:	46-1006	_				
1005	0.06	180	R	_				NA	NA	199
	0.00			To: From:	46-1007					
1005)	0.03	60	R	To:	Dead End	_		NA	NA	199
				From:	Dead End  Dead End	1				
1006)	0.10	260	R		Dead Elid	_		NA	NA	19
				To:	46-1005					
		<u> </u>		From:	46-1005				·	<u> </u>
(1007)	0.13	120	R			_		NA	NA	199
				To:	Dead End					
_	0.08	90	ь	From:	Dead End			NA	NA	19
(1008)	0.06	80	R	To:	46-704	7		INA	INA	19
					10 /01	-				

Route	Length	AADT	QA	4Tire	Bus 2Axle	3+Axle	1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
sle of Wight County				From:	46-704; 4									
1009	0.05	210	R	Ta	46.10	102		_		NA		NA		1999
				To: From:	46-10			<u> </u>						
1015	0.08	45	R		Cul-de-	·Sac		_		NA		NA		02/21/200
				To:	46-6	76		1						
$\bigcirc$	0.00	400	-	From:	US 2	58				NA		NIA		4000
(1018)	0.26	120	R	To:	46.10	110		_		INA		NA		1999
(1018)	0.22	120	R	From:	46-10	19				NA		NA		1999
				To: From:	46-10	)21		¬						
(1018)	0.09	90	R	rioiii.						NA		NA		1999
				To: From:	46-10	122		]—						
(1018)	0.14	20	R	To:	D41	D. J		_		NA		NA		1999
				From:	Dead 1			1						
(1019)	0.19	30	R		40-10	21				NA		NA		1999
				To:	46-10	20		7—						
(1019)	0.32	47	R	rion.				<u> </u>		NA		NA		1999
				From:	46-10	21		]—						
1019	0.05	20	R	To:	Cul-de-	Sac		7		NA		NA		1999
				From:	46-10									
(1020)	0.20	110	R	<u> </u>	40-10	17		<b>-</b>		NA		NA		02/21/200
				To:	46-10	21								
$\bigcirc$	0.21	00	R	From:	46-10	19				NA		NIA		1000
(1021)	0.21	90	ĸ	т	45.40			_		INA		NA		1999
(1021)	0.10	40	R	From:	46-10	18				NA		NA		1999
(1021)				To: From:	46-10	120								
(1021)	0.13	100	R	From:				_		NA		NA		1999
				To:	46-10									
	0.06	20	R	From:	Cul-de-	-Sac				NA		NA		1999
(1022)	0.00	20	IX.	To	46-10	110				14/4		INA		1000
(1022)	0.17	30	R	From:	40-10	18				NA		NA		1999
				To:	Cul-de-	-Sac								
$\bigcirc$	0.00	400	_	From:	Dead l	End				NIA		NIA		00/00/000
1023	0.20	100	R	To:	46-10	018		7		NA		NA		02/22/2002
				From:	46-65									
1030	0.17	70	R							NA		NA		02/21/200
				To:	Cul-de-									
(1022)	0.26	130	R	From:	Cul-de-	-Sac				NA		NA		02/22/2002
1032	0.20			To	SR 10; Isle of	Wight Ind P	k	]						02/22/200
				From:	46-10	32								
1033	0.09	30	R	To:	D- 11	End		_		NA		NA		02/21/2002
_				From:	Dead I			1						
(1035)	0.21	80	R	<u> </u>	Cui-de-	·sac		_		NA		NA		02/22/2002
				To:	46-62	26								
$\bigcirc$	0.17		_	From:	NCL Smi	thfield				AIA		A I A		4000
(1144)	0.17	30	R	To:	Dead 1	End		_		NA		NA		1999
					Deau	-11U								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Isle of Wight County				From:	Cul-de-Sac/	1				
(1169)	0.15	NA			Cui-uc-Suc/	_		NA	NA	
				To:	46-01190(L)/					
	1.07	620	R	From:	46-704; 46-1190			NA	NA	02/21/2002
(1170)	1.07	620	ĸ	To:	End Loop	7		INA	NA	02/2 1/2002
				From:	Cul-de-Sac					
(1171)	0.39	270	R			<b>-</b>		NA	NA	02/21/2002
				To:	Cul-de-Sac	<u> </u>				
	0.12	90	R	From:	Cul-de-Sac	_		NA	NA	02/21/200
(1172)	0.12	90	K	To:	46-1171	7		INA	NA	02/2 1/200
				From:	Cul-de-Sac					
(1173)	0.10	90	R			_		NA	NA	02/21/200
				To:	46-1170					
$\bigcirc$	0.06	60	,	From:	Cul-de-Sac			NA	NA	02/24/2004
(1174)	0.06	60	R	To:	46-1170	7		INA	NA	02/21/2002
				From:	46-1176					
(1175)	0.07	160	R			_		NA	NA	02/21/2002
				To:	46-1170					
$\bigcirc$	0.40	400	-	From:	Cul-de-Sac			NIA	NIA	00/04/000
1176	0.19	120	R	To:	Cul-de-Sac	7		NA	NA	02/21/2002
				From:	Cul-de-Sac					
(1177)	0.06	70	R		cui de bue	_		NA	NA	02/21/2002
				To:	46-1176					
$\bigcirc$				From:	Cul-de-Sac					201011000
1178	0.12	100	R	To:	46-1170	7		NA	NA	02/21/2002
				From:		+				
(1179)	0.06	80	R	<u></u>	Cul-de-Sac	_		NA	NA	02/21/2002
				To:	46-1170					
				From:	46-1170					
(1180)	0.17	120	R	To:	0.11.0	7		NA	NA	02/21/2002
				From:	Cul-de-Sac	<u> </u>				
(1181)	0.16	200	R	rioin.	46-1170			NA	NA	02/21/2002
				To:	Cul-de-Sac	1				
				From:	Cul-de-Sac					
1182	0.13	110	R	. —		_		NA	NA	02/21/2002
				To: From:	Cul-de-Sac					
(1103)	0.13	200	R	From:	Cul-de-Sac			NA	NA	02/21/2002
1183	00	200	•••	To:	46-1170	7				02/2 // 2002
				From:	Cul-de-Sac					
(1184)	0.08	90	R			_		NA	NA	02/21/2002
				To:	46-1183	<u> </u>				
	0.24	40	R	From:	46-1170	_		NA	NA	02/21/2002
(1185)	U.2 <del>4</del>	<del></del> 0		To:	Cul-de-Sac	1		13/7		02/2 1/2002
				From:	Cul-de-Sac					
1186	0.06	70	R			<del></del>		NA	NA	02/22/2002
				To:	46-1185	<u></u>				
$\bigcirc$	0.00			From:	46-1185			NIA	NIA	02/22/22
(1187)	0.06	80	R	To:	Cul-de-Sac	7		NA	NA	02/22/2002
					Curuc-Sac					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Isle of Wight County				From:	Cul-de-Sac	1				
(1188)	0.12	100	R	<u> </u>	Cui-uc-Suc	_		NA	NA	02/22/2002
				To:	Cul-de-Sac					
$\bigcirc$	0.00	20		From:	46-1171			NΙΔ	NA	02/22/2002
(1189)	0.09	20	R	To:	Cul-de-Sac	7		NA	NA	02/22/2002
				From:	46-704; 46-1170	İ				
(1190)	0.09	100	R		,	_		NA	NA	1999
				To: From:	46-1191					
1190	0.11	45	R					NA	NA	1999
				To: From:	46-1192	}—				
(1190)	0.06	47	R					NA	NA	1999
	0.00			From:	46-1193	]		NIA	NIA.	1000
(1190)	0.06	60	R			_		NA	NA	1999
	0.05	70	R	From:	46-1195			NA	NA	1999
(1190)	0.03	70	K	т	46.440.6340.000	_		INA	INA	1999
(1100)	0.02	40	R	From:	46-1196 NORTH			NA	NA	1999
(1190)	0.02			To:	46-1196 SOUTH					
(1190)	0.03	40	R	From:	40-1190 300 111			NA	NA	1999
				To	Dead End	<b></b>				
(1190)	0.22	NA		From:		<b>-</b>		NA	NA	
				To:	46-1169					
	0.05	20	_	From:	Cul-de-Sac			NIA	NIA	1000
(1191)	0.05	60	R	To:	46-1190	7		NA	NA	1999
				From:	Cul-de-Sac	1				
(1192)	0.06	20	R		Cui de bue	_		NA	NA	1999
				To: From:	46-1190	<del>-</del>				
1192	0.23	47	R			_		NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.04	60	R	From:	46-1190			NA	NA	1999
(1193)	0.04	00	K	т	16.110.1.0.0XX	_		INA	INA	1999
(1193)	0.01	30	R	From:	46-1194 SOUTH			NA	NA	1999
1193)				To:	46-1194 NORTH					
(1193)	0.09	45	R	From:	70-117 <del>7</del> NOR111			NA	NA	1999
				To:	Cul-de-Sac	1				
				From:	46-1193 SOUTH					
1194	0.12	80	R	To:	46-1193 NORTH	7		NA	NA	1999
				From:		<del>                                     </del>				
(1195)	0.08	50	R	<u> </u>	Cul-de-Sac			NA	NA	1999
				To:	46-1190					
				From:	46-1190 SOUTH	J				
(1196)	0.12	80	R	To:	4C 1100 NODTIV	7		NA	NA	1999
				From:	46-1190 NORTH	<u> </u>				
(1197)	0.18	NA		0.11.	Cul-de-Sac/	_		NA	NA	
1131)				To:	46-01190(B)/	1				
				From:	Cul-de-Sac/	]				
1198	0.07	NA		. —		<b>-</b> 1		NA	NA	
				To:	46-01197(B)/					

					sie of Wight Maintenance Area			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT QW	Year
Isle of Wight County				From:		-				
(1199)	0.07	NA		riom:	46-01197(B)/			NA	NA	
(1133)				To:	Cul-de-Sac/					
$\sim$				From:	US 258					
(1201)	0.10	890	R	To:	110.250	_		NA	NA	1999
				From:	US 258					
(1205)	0.08	1200	R	Troni.	46-620			NA	NA	1999
1205				To:	46-1206					
1205	0.10	240	R	From:	10 1200			NA	NA	1999
				To:	Dead End					
				From:	Dead End					1000
1206	0.07	300	R					NA	NA	1999
	0.44	040		From:	46-1207			NIA	NIA	1000
1206	0.14	610	R	To:	46-1205	$\neg$		NA	NA	1999
				From:	46-1206					
1207	0.27	370	R		10 1200			NA	NA	1999
$\bigcirc$				To:	Dead End					
				From:	46-620					
1210	0.14	590	R					NA	NA	1999
	0.40			To: From:	46-1211			NIA	NIA.	4000
1210	0.16	300	R	To:	Cul-de-Sac	_		NA	NA	1999
				From:	46-1210					
1211)	0.23	360	R		10 1210			NA	NA	1999
$\bigcirc$				To: From:	46-1212					
1211)	0.08	20	R	From:				NA	NA	1999
				To: From:	46-1213					
1211)	0.02	130	R					NA	NA	1999
<u> </u>				From:	46-1214					
(1211)	0.08	30	R	To:	0.1.1.0	_		NA	NA	1999
				From:	Cul-de-Sac					
1212	0.06	60	R	1000	46-1211	_		NA	NA	1999
(1212)				To:	Cul-de-Sac					
				From:	46-1211					
1213	0.10	40	R	. —		_		NA	NA	1999
				To:	Cul-de-Sac					
	0.12	45	R	From:	Cul-de-Sac			NA	NA	02/21/2002
1214				To:	46-1211					
				From:	Dead End					
(1216)	0.32	60	R			<del></del>		NA	NA	02/21/2002
		_		To:	46-655					
	0.11	220	В	From:	46-1221			NA	NA	1999
1220	0.11	320	R	To:	46-620	_		INA	INA	1999
				From:	Cul-de-Sac					
(1221)	0.21	47	R		- u. u. m.	_		NA	NA	1999
				To: From:	46-1220	<b>—</b>				
(1221)	0.06	140	R			<b>_</b>		NA	NA	1999
				To:	Cul-de-Sac					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Isle of Wight County				From:	46-647					
1301	0.18	140	R	<u> </u>	10 017	_		NA	NA	1999
				To:	46-637					
				From:	Dead End					
1302	0.31	80	R	To:	46 627	_		NA	NA	1999
				From:	46-637					
1303)	0.25	120	R	Troni.	Dead End	_		NA	NA	1999
1303)				To:	46-637					
				From:	Cul-de-Sac					
1304	0.16	80	R			_		NA	NA	1999
				To:	46-637					
	0.32	300	R	From:	46-1402			NA	NA	1999
1401)	0.52	300	K			_		INA	INA	1999
	0.01	930	R	From:	46-1408			NA	NA	1999
1401)	0.01	330	1	To:	SR 10 BUS			14/1	14/1	1000
				From:	Dead End	Ì				
1402	0.85	160	R			_		NA	NA	1999
				To: From:	46-1401	_				
1402	0.05	270	R					NA	NA	1999
				To:	SR 10 BUS					
$\bigcirc$	0.40	400	_	From:	Dead End			NIA	NIA	4000
1403	0.16	120	R	To	SR 10 BUS	_		NA	NA	1999
				From:	Dead End	1				
1405	0.10	30	R		Dead End	_		NA	NA	1999
				To:	46-1407	٦				
1405)	0.14	190	R	From:	10 1107	_		NA	NA	1999
				To:	46-672; 46-1406					
				From:	Cul-de-Sac					
1406	0.35	80	R	т	46.689.46.449	_		NA	NA	1999
				To: From:	46-672; 46-1405					
1407)	0.17	140	R	From:	Cul-de-Sac			NA	NA	1999
1407)	0.17	140	IX.	To:	46-1405	7		11/3	INA	1000
				From:	Cul-de-Sac					
1408	0.28	300	R					NA	NA	1999
				To:	46-1401					
$\bigcirc$				From:	Cul-de-Sac					1000
1410	0.26	130	R	To:	CD 10 DITC	_		NA	NA	1999
_				From:	SR 10 BUS					
1411)	0.47	170	R	<u> </u>	Cul-de-Sac	_		NA	NA	1999
1411)				To:	46-1414 Kings Pt					
				From:	46-1415					
1412	0.30	140	R			_		NA	NA	1999
				To:	46-1411	<u> </u>				
$\bigcirc$	0.45	440	_	From:	Cul-de-Sac			NIA	NIA	1000
1413	0.15	110	R	To:	46-1411	_		NA	NA	1999
				From:						
1414)	0.40	150	R		46-1417	_		NA	NA	1999
('*'')	3.10			To:	SR 10 BUS	_		, .		.000

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Year
Isle of Wight County				From:		1				
(1415)	0.23	150	R		Autumn Court			NA	NA	02/22/2002
				To:	46-1414 Plantation Lane					
				From:	46-1415					
(1416)	0.14	140	R	To:	D 15 1	7		NA	NA	02/22/2002
				From:	Dead End	<u> </u>				
(1417)	0.11	110	R	110.111	Dead End			NA	NA	02/22/2002
1417				To:	46-1414	1				
				From:	Cul-de-Sac					
(1420)	0.46	180	R	_		_		NA	NA	02/20/2002
				To:	46-602					
$\bigcirc$	0.22	80	R	From:	Cul-de-Sac			NA	NA	02/20/2002
(1421)	0.22	00	K	To:	46-1420			INA	INA	02/20/2002
				From:	Cul-de-Sac					
(1422)	0.07	50	R		cui de bue			NA	NA	02/20/2002
				To:	46-602					
				From:	Cul-de-Sac					_
(1430)	0.56	300	R			_		NA	NA	1999
				To:	46-600					
(105)	0.43	60	R	From:	46-600			NA	NA	1999
(1435)	0.43	00	1	To:	Cul-de-Sac	1		INA	INA	1333
				From:	46-1435	1				
(1436)	0.10	80	R	<u> </u>				NA	NA	1999
				To:	Cul-de-Sac					
				From:	46-600					
(1437)	0.15	170	R	To:	46-1435	_		NA	NA	1999
				From:		1				
(1440)	0.40	100	R	110.11.	Cul-de-Sac			NA	NA	02/20/2002
1440)	00			To:	46-630					02/20/2002
				From:	US 258					
(1501)	0.18	130	R			_		NA	NA	1999
				To:	US 258					
	0.00	0.40	_	From:	46-691			NIA	NIA	4000
(1601)	0.03	940	R	To:	US 58 BUS	7		NA	NA	1999
				From:	46-691					
(1602)	0.02	1200	R	<u> </u>	40-071	_		NA	NA	1999
				To:	46-1604	1				
1602	0.26	620	R	From:		_		NA	NA	1999
				To: From:	46-1610	<b>—</b>				
(1602)	0.12	340	R	rrom:	** ***	_		NA	NA	1999
				To:	46-1611	<b>─</b>				
1602	0.11	330	R			_		NA	NA	1999
				To: From:	46-1609					
(1602)	0.01	410	R			_		NA	NA	1999
				To:	46-1603	<u> </u>				
$\bigcirc$	0.00	0000	_	From:	46-656					1000
1603	80.0	2300	R	To:	46-617	7		NA	NA	1986
				From:	46-61 / SR 260; 46-617					
(1603)	0.09	2600	R			_		NA	NA	1999
				To:	46-1604					

					sie of V		ntenance				D :				
Route	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Isle of Wight County						ZAXIC	JIANIE	IIIali	ZIIali		rioui				
	0.06	2700	R	From:		46-16	504				NA		NA		1999
(1603)	0.00	2700	K	To:		46.17	202		_		INA		INA		1999
(1603)	0.22	2600	R	From:		46-16	502				NA		NA		1999
				To:		46-6	16								
(1603)	0.71	900	R	From:		10 0	10				NA		NA		1999
				To:	Ţ	US 258; US	S 58 BUS								
$\bigcirc$	0.00		_	From:		46-16	502								1000
1604	0.23	450	R						_		NA		NA		1999
	0.19	350	R	From:		46-16	510				NA		NA		1999
(1604)	0.19	350	K	To:		46-16	503		7		INA		INA		1999
				From:		US 58			1						
1606	0.01	1300	R						_		NA		NA		1999
				To: From:		46-1608 S	SOUTH		]——						
(1606)	0.07	630	R						<u> </u>		NA		NA		1999
				To: From:		46-1608 N	NORTH		]——						
1606	0.16	110	R						_		NA		NA		1999
				To:		Dead									
(1000)	0.13	70	R	From:		46-16	506				NA		NA		1999
1608	0.10	70	IX.	To:		Dead	End				IVA		14/-3		1000
				From:		Dead	End								
(1609)	0.10	110	R								NA		NA		1999
				To:		46-16									
	0.05	160	R	From:		46-6	17				NA		NA		1999
(1610)	0.05	160	ĸ						_		INA		NA		1999
	0.10	100	R	From:		46-16	504				NA		NA		1999
1610	0.10	100	.,	To:		46.16	11		_						1000
(1610)	0.07	120	R	From:		46-16	011				NA		NA		1999
(619)				To:		46-16	502								
				From:		46-16	510								
(1611)	0.13	80	R	т					_		NA		NA		1999
				To: From:		46-16									
1620	0.27	240	R	rion.		Dead	End				NA		NA		02/21/2002
1020				To:		46-6	77								
				From:		Cul-de	-Sac								
1621	0.07	20	R						_		NA		NA	(	02/21/2002
				To:		46-16									
(100)	0.12	45	R	From:		Cul-de	-Sac				NA		NA		02/21/2002
1622	0.12	40	IX.	To:		46-16	520				IVA		14/-3	,	02/2 1/2002
				From:		Cul-de									
1623	0.12	60	R						<del>-</del>		NA		NA	(	02/21/2002
				To:		46-16									
$\cap$	0.30	270	_	From:		46-6	32				N/A		NI A		1000
(1701)	0.32	370	R	To:		US 58	BUS		7		NA		NA		1999
				From:		Dead			<u> </u>						
(1702)	0.20	130	R						_		NA		NA		1999
				To:		US 58 BUS	5; 46-641								

					Isle of Wight Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
sle of Wight County				From:	US 460					
1730)	0.33	270	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.08	160	R	From:	Cul-de-Sac			NA	NA	1999
1731	0.06	160	ĸ	To:	46-1730	7		INA	INA	1999
				From:	Cul-de-Sac	1				
1732)	0.08	70	R					NA	NA	1999
				To:	46-1730	]				
$\bigcirc$				From:	46-1730					1000
1733	0.24	46	R	To:	Cul-de-Sac	_		NA	NA	1999
				<u> </u>	Cui-uc-sac					
Town of Windsor				From:	Dead End					
1800)	0.06	50	R	_		_		NA	NA	1999
				To:	46-1803					
	0.10	60	R	From:	46-603			NA	NA	1999
1801	0.10	30	1	To:	Dead End; Gap Terminus	1		INC	14/7	1998
$\overline{}$			_	From:	Dead End; Gap Terminus					
1801)	0.01	70	R					NA	NA	1999
	0.04			From:	46-1802	_				4000
1801)	0.04	190	R	To:	US 460	1		NA	NA	1999
				From:	Dead End	1				
1802	0.13	40	R		Dead End			NA	NA	1999
				To:	46-1804	<b></b>				
1802	0.02	430	R	From:	10 1001			NA	NA	1999
				To: From:	46-610	1				
1802	0.04	180	R	rioin.				NA	NA	1999
				To: From:	46-603	]				
1802	0.16	150	R			_		NA	NA	1999
				To:	46-1801					
	0.02	420	_	From:	Dead End			NA	NA	1999
1803)	0.02	120	R	_		_		INA	INA	1999
	0.08	180	R	From:	46-1800	_		NA	NA	1999
1803)	0.00	100	IX.	To:	US 460	1		INA	IVA	1000
				From:	46-1802					
1804)	0.06	260	R					NA	NA	1999
				To:	US 460					
$\bigcirc$	0.10		_	From:	US 460			N.I.O.	NIA	4000
1805	0.16	750	R			_		NA	NA	1999
$\overline{}$	0.00	600		From:	46-1817	_		NA	NIA	1000
1805	0.02	600	R			_		NA	NA	1999
	0.05	720	R	From:	46-1814	_		NA	NA	1999
1805	0.00	120	ri	To:	46-603	7		INA	INA	1999
sle of Wight County										
				From:	46-603					
1806	0.11	70	R	To:	AC 1907	7		NA	NA	1999
				From:	46-1807	<del></del>				
1807	0.05	30	R		46-1806	_		NA	NA	1999
1807				To:	46-1808	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
sle of Wight County				From:	46-603	1				
1808)	0.11	60	R		40-003	_		NA	NA	1999
				To:	46-1807					
Town of Windsor				From:	US 460					
1809	0.09	100	R	To:	Dead End	7		NA	NA	1999
sle of Wight County					Dead End					
	0.10	730	R	From:	US 258			NA	NA	1999
(1810)	0.10	730		To:	WCL Windsor	1		INA	IVA	1999
Town of Windsor				From:	WCI Window	1				
(1810)	0.02	730	N	110111	WCL Windsor	_		NA	NA	1999
				To:	46-603					
1811)	0.07	150	R	From:	46-610			NA	NA	1999
1011)				To:	46-1812	1				
$\bigcirc$	0.24	350	R	From:	46-603			NA	NA	1999
1812	0.24	330	K	To:	46-1824			INA	INA	1998
(1812)	0.05	240	R	From:	40-1024	_		NA	NA	1999
<u> </u>				To: From:	46-1811					
1812	0.02	220	R	_		_		NA	NA	1999
1812)	0.03	20	R	From:	46-1813			NA	NA	1999
				To:	Dead End					
	0.29	100	R	From:	46-1812			NA	NA	1999
1813)	0.20	100		To:	Dead End	1		IVA	IVA	1000
$\overline{}$				From:	US 460	J				4000
(1814)	0.29	110	R	To:	46-1805	7		NA	NA	1999
				From:	US 258 SOUTH					
1815	0.09	70	R			_		NA	NA	1999
1815)	0.08	100	R	From:	46-1816	_		NA	NA	1999
(1815)	0.00	100	.``	To:	US 258 NORTH			100		1000
$\bigcirc$	0.02	70	_	From:	46-1815			NIA	NIA	4000
1816)	0.03	70	R	To:	Dead End	1		NA	NA	1999
				From:	46-1805					
(1817)	0.06	240	R	_		_		NA	NA	1999
(1817)	0.07	80	R	From:	46-1818			NA	NA	1999
				To:	Cul-de-Sac					
	0.14	100	R	From:	Cul-de-Sac			NA	NA	1999
1818)	0.14	100	11	To:	46-1817			INC	IVA	1333
sle of Wight County				From:	47, 703					
(1819)	0.07	30	R		46-603	_		NA	NA	1999
				To:	Dead End	]				
Town of Windsor				From:	US 258					
1820	0.06	560	R			- -		NA	NA	1999
				To:	46-1822					

					isle of W	ight Maint					<u> </u>				
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Windsor								TITAL	ZIIali		rioui				
(1820)	0.18	490	R	From:		46-1822	2				NA		NA		1999
1.020				To:		46-1823	3		<b></b>						
1820	0.05	90	R	From:					_		NA		NA		1999
_	0.05	90	R	To: From:		46-1821	1				NA		NA		1999
1820	0.05	90	K	To:		46-1822	2		7		INA		IVA		1999
				From:		US 258	3								
(1821)	0.06	160	R						_		NA		NA		1999
(Inch	0.12	170	R	From:		46-1822	2				NA		NA		1999
1821	0.12	170	- 11	To:		46-1820	0				1471		10.0		1000
				From:		46-1820	0								
1822	0.05	50	R						_		NA		NA		1999
	0.05	49	R	From:		46-1823	3				NA		NA		1999
1822	0.00	43	IX	To		46-1821	1				11/7		IVA		1000
1822	0.15	110	R	From:		40-1821	1				NA		NA		1999
				To:		46-1820	0								
$\bigcirc$	0.44	000	_	From:		46-1822	2				NIA		NIA		4000
1823	0.14	230	R	To:		46-1820	0		7		NA		NA		1999
				From:		46-1812									
(1824)	0.22	70	R						<u>-</u>		NA		NA		1999
				To:		Cul-de-S									
	0.12	210	ь	From:		US 460	)				NA		NA		1999
(1825)	0.12	210	R	To:		46-1814	4		7		INA		INA		1999
Isle of Wight County															
	0.40			From:		Dead En	d/				NIA		NIA		
(1829)	0.13	NA		To:	46-00	0603(B)/46-	01806(U)/				NA		NA		
				From:		46-638									
(1830)	0.33	60	R						_		NA		NA		1999
				To:		Cul-de-S									
$\bigcirc$	0.65	NA		From:		US 258	3				NA		NA		
(1835)	0.03	NA		To:		46-1838	8		7		INA		INA		
				From:		46-1835									
1836	0.10	NA									NA		NA		
				To:		Cul-de-S									
(1837)	0.17	NA		From:		46-1838	8				NA		NA		
(1837)	0.17	NA.		To:		46-1835	5				IVA		INA		
				From:		46-1837	7								
(1838)	0.10	NA							_		NA		NA		
				To:		46-1835									
(1840)	0.13	90	R	From:		Cul-de-S	ac				NA		NA		1999
1040)			• • • • • • • • • • • • • • • • • • • •	To:		46-603							, .		
				From:		Cul-de-S	ac								
(1845)	0.21	130	R	Tar					7		NA		NA	(	02/20/2002
				To: From:		46-603									
(1900)	0.50	100	R	1 10III.		46-600; 61-	-600				NA		NA		1999
1300)				To:		Cul-de-S	ac		<u></u>						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Isle of Wight County				From:	Dead End					
(1901)	0.10	90	R	<u> </u>				NA	NA	1999
$\bigcirc$	0.00	040		To: From:	46-1902	]		NIA	NIA	1000
(1901)	0.22	210	R	To:	46-1903	1		NA	NA	1999
				From:	Dead End					
1902	0.04	48	R	<u> </u>				NA	NA	1999
	0.06	<b>50</b>	R	To: From:	46-1904			NA	NA	1999
1902)	0.00	50	ĸ	To:	46-1901	1		INA	NA .	1999
				From:	Dead End					
1903	0.07	47	R					NA	NA	1999
	0.07	400	R	From:	46-1904			NA	NA	1999
1903	0.07	160	ĸ	To	46 1001	_		INA	NA .	1999
(1903)	0.03	350	R	From:	46-1901			NA	NA	1999
				To: From:	46-661	]——				
1903)	0.50	160	R			_		NA	NA	1999
				To: From:	Cul-de-Sac					
(1904)	0.19	100	R	From:	46-1902			NA	NA	1999
(1304)				To:	46-1903					
$\bigcirc$	2.12		_	From:	Cul-de-Sac					1000
1905)	0.18	130	R	To:	46-661	1		NA	NA	1999
				From:	46-1903					
1906)	0.11	120	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.09	100	R	From:	46-661			NA	NA	1999
1907)	0.00	100	11	To:	Cul-de-Sac	1		14/ (	10/1	1000
				From:	US 17					
1909	0.19	120	R	To:	0.1.1.0	_		NA	NA	02/20/200
				From:	Cul-de-Sac	1				
(1910)	0.45	120	R		US 17	_		NA	NA	1999
				To:	US 17					
$\bigcirc$	0.47			From:	46-00661(B)/			NIA	NIA	
1911)	0.17	NA		To:	Cul-de-Sac/	1		NA	NA	
				From:	46-00661(B)/					
1912)	0.17	NA						NA	NA	
				To:	Cul-de-Sac/					
1913)	0.21	NA		From:	46-00661(B)/			NA	NA	
(1313)				To:	46-01912(B)/					
$\bigcirc$				From:	46-662					,
(1915)	0.09	70	R	To:	Cul-de-Sac	1		NA	NA	1999
				From:	46-662					
(1916)	0.05	47	R		10 002	_		NA	NA	1999
				To:	Cul-de-Sac					
	0.10	110	B	From:	46-662			NA	NA	1999
(1917)	0.10	110	R	To:	Cul-de-Sac	1		INA	INA	1888
				_		_				

Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Isle of Wight County	J		•			2Axle	3+Axle	1Trail	2Trail		Hour				
	0.10	200		From:		46-662	2				NIA		NIA		1000
(1918)	0.10	380	R	To:		46 101	10		_		NA		NA		1999
1918)	0.13	390	R	From:		46-191	19				NA		NA		1999
				To: From:		46-192	21		]						
1918)	0.05	360	R								NA		NA		1999
	0.10	360	R	From:		46-192	22				NA		NA		1999
1918)	0.10	360	ĸ	To:		46.100	22		_		INA		INA		1999
1918)	0.08	230	R	From:		46-192	23				NA		NA		1999
				To: From:		46-192	24								
1918)	0.22	190	R	From:					<u> </u>		NA		NA		1999
				To:		Cul-de-S	Sac								
$\bigcirc$	0.05			From:		46-191	18								4000
1919	0.05	40	R	To:		Cul-de-S	Sac		7		NA		NA		1999
				From:					1						
1920	0.04	10	R	<u> </u>		46-662	<u> </u>		_		NA		NA		1999
1320)				To:		Cul-de-S	Sac								
				From:		46-191	18								
1921)	0.11	230	R								NA		NA		1999
				To: From:		46-662	2								
1921)	0.14	190	R						_		NA		NA		1999
				To:		Cul-de-S	Sac								
$\bigcirc$				From:		46-191	18								4000
1922	0.09	50	R	To:		Cul-de-S	Caa		_		NA		NA		1999
				From:					+						
1023	0.10	70	R			46-191	18		_		NA		NA		1999
1923	00	. •	• • • • • • • • • • • • • • • • • • • •	To:		Cul-de-S	Sac								
				From:		Cul-de-S	Sac								
1924	0.03	70	R						_		NA		NA		1999
				To:		46-191	18								
$\bigcirc$				From:		Cul-de-S	Sac								
1927	0.10	120	R								NA		NA		1999
				From:		46-192	28								
1927	0.06	270	R	To:		46-192	10		_		NA		NA		1999
				From:											
1020	0.06	150	R	r tonii.		46-192	27		_		NA		NA		1999
1928	0.00		••	To:		Cul-de-S	Sac								
				From:		US 25									
1929	0.10	180	R						_		NA		NA		1999
				To:		Cul-de-S	Sac								
$\sim$		_		From:		US 25	8								
1930	0.12	100	R	To:		D 15	1		_		NA		NA		1999
						Dead E			1						
	0.25	130	R	From:		US 25	8				NA		NA		1999
1931)	0.23	130	ĸ	To:		Dead E	nd		$\neg$		INA		INA		1999
				From:		Cul-de-S			<del>i</del>						
1935)	0.52	470	R			Cul-uc-s	Juc				NA		NA		1999
				To:		46-66	1		<u> </u>						
· ·															

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT QW	Year
Isle of Wight County				From:	46-1935					
1936	0.23	240	R		40-1733	_		NA	NA	1999
				To:	46-1935					
				From:	46-1936					
(1937)	0.06	30	R	To:	Col. de Co.	7		NA	NA	1999
				From:	Cul-de-Sac					
(1938)	0.05	60	R		46-1935	_		NA	NA	1999
(1330)				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1939	0.07	70	R			_		NA	NA	1999
				To:	46-1935	1				
	0.24	20	R	From:	US 17			NA	NA	1999
1943)	0.24	20	IX	т	16.1011	_		IVA	IVA	1000
(1042)	0.06	30	R	From:	46-1944			NA	NA	1999
(1943)	0.00	00		To:	Cul-de-Sac	7			101	1000
				From:	Cul-de-Sac					
(1944)	0.10	30	R			_		NA	NA	1999
<u> </u>				To:	46-1943					
$\bigcirc$	0.00	440	_	From:	46-661			NIA	NIA	4000
(1945)	0.36	140	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	46-1943 WEST	1				
1946)	0.53	210	R		40°1743 WES1	_		NA	NA	02/22/2002
				To:	46-1943 EAST					
				From:	46-1946 SOUTH					
(1947)	0.09	130	R			<del>-</del> 1		NA	NA	02/22/2002
				To:	46-1946 NORTH					
	0.11	90	R	From:	Cul-de-Sac			NA	NA	02/22/2002
1948	0.11	90	K	To:	46-1947	7		INA	INA	02/22/2002
				From:	Cul-de-Sac	i				
(1949)	0.05	70	R			_		NA	NA	02/22/2002
				To:	46-1946					
$\bigcirc$				From:	Cul-de-Sac					00/00/0000
1950	0.29	200	R	To:	46-661	7		NA	NA	02/20/2002
				From:	Cul-de-Sac	1				
(1951)	0.42	240	R		Cui-ue-Sac	_		NA	NA	02/20/2002
				To:	46-1950	1				
				From:	46-1951					
1952	0.10	40	R			_		NA	NA	1999
				To:	46-1950					
(1050)	0.18	NA		From:	46-00661(B)/			NA	NA	
1953	5.10			To	Dead End/	7		14/7	13/73	
				From:	46-01953(B)/					
(1954)	0.07	NA				<u>-</u>		NA	NA	
				To:	Cul-de-Sac/	<u> </u>				
$\bigcirc$	0.40			From:	46-01953(B)/			A.I.A.	A1A	
1955	0.13	NA		To:	Cul-de-Sac/	7		NA	NA	
				From:		<del>                                     </del>				
1956	0.03	NA		Ъ	Cul-de-Sac/	_		NA	NA	
				To:	46-01953(B)/	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Isle of Wight County				From:	46-1961					
1960)	0.12	30	R			<del>-</del>		NA	NA	1999
				To:	US 17					
	0.06	10	R	From:	Cul-de-Sac			NA	NA	1999
1961	0.00	10	IX	To:	46 1062	7		IVA	IVA	1555
(1061)	0.26	30	R	From:	46-1963			NA	NA	1999
1961	0.20			To:	46-1962	1				
1961)	0.05	20	R	From:	40-1/02	_1		NA	NA	1999
$\bigcirc$				To:	46-1960					
$\overline{}$				From:	Cul-de-Sac					
1962	0.07	30	R	To:	46 1061	7		NA	NA	1999
				From:	46-1961					
1063	0.12	30	R	110.11.	46-1961	_		NA	NA	1999
1963	···-			To	46 1064					
1963)	0.06	20	R	From:	46-1964			NA	NA	1999
				To:	Dead End					
<u> </u>				From:	46-1963					
1964	0.14	40	R	т		=		NA	NA	1999
				To:	Cul-de-Sac					
(100)	0.05	170	R	From:	46-1962; 46-1961	J		NA	NA	02/22/200
1965)	0.00	170	IX	To:	Dead End	7		IVA	IVA	02/22/200
				From:	46-686					
2001)	0.60	210	R			_		NA	NA	1999
				To:	46-2002					
$\bigcirc$	0.00	400	_	From:	46-2001				<b>.</b>	4000
2002	0.36	180	R	To:	Dead End	7		NA	NA	1999
				From:	Cul-de-Sac					
2011)	0.10	47	R		Cui-uc-suc	_1		NA	NA	1999
				To:	46-2015					
2011)	0.07	110	R	From:				NA	NA	1999
				To: From:	46-2014	<b>─</b>				
2011)	0.06	270	R	rioii.				NA	NA	1999
				To: From:	46-2012	]				
2011)	0.10	460	R			_		NA	NA	1999
				To:	SR 10					
	0.04	400	В	From:	Cul-de-Sac			NIA	NIA	1000
2012)	0.04	180	R	To:	46-2011	7		NA	NA	1999
				From:	Cul-de-Sac					
2013)	0.26	240	R		Cui de Sue	<b>⊒</b> I		NA	NA	1999
				To:	SR 10					
$\overline{}$			_	From:	Cul-de-Sac					
2014)	0.04	130	R	To:	AC 2011	٦		NA	NA	1999
				From:	46-2011	1				
2015)	0.04	120	R	1 10111.	Cul-de-Sac	J		NA	NA	1999
2013)				To:	46-2011	1			177.	
				From:	Cul-de-Sac					
2025	0.25	100	R			_		NA	NA	1999
				To:	46-665					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trai		- QC	Design Hour	QK AAWDT C	)W Year
Isle of Wight County				From:						
2026	0.27	570	R	From:	Dead End			NA	NA	1999
(2020)				To:	46-665					
_				From:	46-669					
(2030)	0.31	110	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.07	70	_	From:	Cul-de-Sac			NIA	NIA	1000
2031)	0.07	70	R	To:	46-2030	_		NA	NA	1999
				From:	Hardy Elementary School					
9203)	0.10	190	R	<u> </u>	Trardy Exementary School			NA	NA	1999
				To:	SR 10 BUS					
				From:	Smithfield High School					
9204	0.31	450	R			_		NA	NA	1999
				To:	46-644					
	0.15	390	R	From:	Windsor Elementary School			NA	NA	1999
9206	0.13	390	K	To:	US 258	$\neg$		INA	INA	1999
				From:	Carrsville Elementary School					
9207	0.08	170	R	<u> </u>	Curisvine Elementary Seneer			NA	NA	1999
				To:	US 58 BUS					
Town of Windsor										
	0.10	390	R	From:	Windsor High School			NA	NA	1999
9208	0.10	390	K	To:	46-603			INA	INA	1999
Isla of Wight County					10 003					
Isle of Wight County				From:	Windsor Elementary School					
9247	0.32	330	R	_		_		NA	NA	02/22/2002
				To:	US 258					
	0.12	420	_	From:	SR 10			NIA	NIA	1000
600	0.13	430	R					NA	NA	1999
	0.07	440	R	From:	61-1900			NA	NA	1999
600	0.07	440	ĸ			_		INA	IVA	1999
600	0.90	440	R	From:	Isle of Wight County Line			NA	NA	1999
600	0.50	440	IX.	To:	61-604	$\neg$		IVA	IVA	1000
Town of Smithfield						•				
				From:	Main St					
631 Cary St	0.91	1900	G	97%	1% 1% 0% 0%	0%	С	NA	1900	G 2001
				To:	Smithfield Corp Limits					
640) Great Springs Rd	0.22	1200	G	97%	Smithfield Corp Limits 1% 2% 0% 1%	0%	С	NA	1200	G 2001
640 Great Springs Rd	0.22	1200	G	91 70 To:	Main St	7 0%	C	INA	1200	G 2001
				From:	South Church St					
Battery Park Rd	0.37	7900	G	98%	0% 1% 0% 0%	0%	С	NA	7900	G 2001
300				To:	Smithfield Corp.Limits					
				From:	Church St					
Berry Hill Rd	0.00	4600	G	т	0.116.55	_		NA	4800	G 2001
				To: From:	Smithfield Corp Limits Underwood St					
Cedar St	5.37	2000	G		Cade nood of			NA	2100	G 2001
				To:	Main St					
Lumar Dd	5 27	100	_	From:	Red Point Dr			NΙΛ	100	C 2004
Lumar Rd	5.37	180	G	To:	Moonfield Dr	$\neg$		NA	190	G 2001
				From:	Lumar Rd					
Moonfield Dr	5.37	2700	G					NA	2800	G 2001
				To:	Cul-de-Sac					

Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Town of Smithfield	-					2Axle	3+Axle	1Trail	2Trail		Hour				
* * * * * * * * * * * * * * * * * * *				From:		Church	ı St								
Red Point Dr	5.37	380	G								NA		400	G	2001
				To:		Lumar	Rd								
				From:		Jefferso	n Dr								
Ridgeland Dr	5.37	220	G								NA		230	G	2001
				To:		Pegan	Rd								
				From:		Cedar	St								
Underwood St	5.37	3100	G								NA		3300	G	2001
				To:		Main	St								
	_			From:		Lumar	Rd								
Wainwright Dr	5.37	690	G								NA		720	G	2001
				To:		Jefferso	n Dr								