2001

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

Jurisdiction Report

47

James City County City of Williamsburg

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	de
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.

					Janies	City Mair	tenance								
Route	Length	AADT	QA	4Tire	Bus	2Avla	3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
James City County						ZAXIE	3+AXIE	IIIali	ZITali		Houi				
<u> </u>							, Chickahon			_		_		_	2224
5 John Tyler Memorial	4.35	3300	F	94%	0%	3%	1%	2%	0%	F	260	F	3300	F	2001
Labor Tulon Managrial	2.02	40000		From:		7-614 Lega		20/			000		12000		2004
5 John Tyler Memorial	2.03	12000	F	94%	0%	3%	1%	2%	0%	F	960	F	12000	F	2001
- John Tylor Momorial	1 50	42000	F	From:		7-615 Ironb	oound Rd 1%	20/		С	1200	F	12000	F	2001
5 John Tyler Memorial	1.50	13000	Г	94%	0%	3%		2%	0%	C	1200	Г	13000	Г	2001
5 John Tyler Memorial	0.29	18000	F	From: 94%	0%	47-652 Sta 3%	nley Dr 1%	2%	0%	F	1500	F	19000	F	2001
5 John Tyler Memorial	0.20	10000	•	J-7/0					¬ 0 /0	'	1300	•	13000	'	2001
5 (100)	0.22	23000	F	From: 94%	SR 199,	46-616, WO	CL Williams 1%	3%	0%	F	2300	F	24000	F	2001
5 199	0.22	20000	•	To:		WCL Willia		070	٦ ۗ ٣	•	2000	•	24000	•	2001
City of Williamsburg				·											
O O				From:		WCL Willia									
5 (199)	0.24	23000	F	94%	0%	2%	1%	3%	0%	F	2300	F	24000	F	2001
				From:		SR 31, S]					_	_
5 Jamestown Rd	0.27	9800	F	97%	0%	1%	0%	1%	0%	F	920	F	10000	F	2001
				From:			r Memorial] <u> </u>						
5 Jamestown Rd	1.50	11000	F	97%	0%	1%	0%	1%	0%	С	1000	F	11000	F	2001
				To: From:	13	Jamestov									
5 Boundary St	0.07	11000	F	97%	0%	1%	1%	1%	0%	F	920	F	11000	F	2001
				To:		Francis									
Francis Ct	0.00	0400	_	From:	00/	Bounda		40/		_	700	_	0.400	_	2004
5 Francis St	0.09	8100	F	97% To:	0%	1% SR 132 H	0%	1%	0%	F	720	F	8400	F	2001
				From:		Francis	-								
5 Henry St	0.38	6000	F	97%	0%	1%	1%	1%	0%	F	570	F	6200	F	2001
				To: From:	(SR 162 Laf									
5 Lafayette St	0.33	12000	F	96%	1%	SR 132 H	enry St 1%	0%	0%	F	1100	F	12000	F	2001
5 Larayette St	0.00	12000	•	30 70				0 70	7		1100	•	12000	'	2001
- Lafavetta St	0.73	9900	F	From: 96%	1%	Capital Lan 2%	iding Rd	0%	0%	С	920	F	10000	F	2001
5 Lafayette St	0.73	9900	г	90%	1 70			0 %	U%	C	920	Г	10000	Г	2001
Dogo Street	0.25	40000		From:	10/	US 60 Pa 2%	age St 0%	1%	0%		1600	F	20000	F	2001
5 60 Page Street	0.25	19000	F	97%	1%	2%	0%	1%	0%	С	1600	r	20000	Г	2001
David Otrock	0.04			From:	40/	SECON	00/	00/			4000		00000		0004
5 60 Page Street	0.31	20000	F	97%	1%	2%	0%	0%	0%	F	1600	F	20000	F	2001
				From:	10/	US 60 Pa		101		_			0.100		2224
5 Capitol Landing Rd	0.62	7900	F	96% To:	1%	2%	0%	1%	0%	С	780	F	8100	F	2001
				10.		SR 143 Mei	rrimac St								
lames City County				From:	N	ew Kent Co	ounty Line								
30 Old Stage Rd	2.12	7500	F	91%	1%	3%	2%	4%	0%	F	680	F	7500	F	2001
				To:		I-64									
30 Old Stage Rd	1.72	7100	F	From: 91%	1%	3%	2%	4%	0%	С	580	F	7100	F	2001
000				To:					٦						
30 Rochambeau Dr	3.41	3900	F	From: 95%	0%	60 Anders 1%	ons Corner 1%	2%	0%	С	380	F	3900	F	2001
July 1 to Gramboud Br	J. T I	0000	•	To:		4; 47-607 C		_ /0	٦ ۗ ٦	9	000	•	5500	•	2001
				From: James			Surry Corp	orate Limit	ts						
(31)	2.10	8800	F	97%	0%	1%	0%	1%	0%	F	780	F	8700	F	2001
				To		47-68	R1								
(31)	2.30	10000	F	97%	0%	1%	0%	1%	0%	С	930	F	10000	F	2001
				To:		WCL Willia									
City of Williamsburg															
				From:		mes City Co				_		_		_	
31 Jamestown Road	0.06	21000	F	97%	0%	1%	0%	1%	0%	F	2100	F	21000	F	2001
				To:		SR 19	99								

					•	James (ity Main	tenance				. .				
Route	L	ength.	AADT	QA	4Tire	Bus	2Avlo	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
James City County							ZAXIE	JTAXIE	ıııalı	ZIIdli		rioui	_			
~~~		F 0F	4000		From:		w Kent Co		40/	00/	- ا	400	_	4000	- ا	2004
[60]		5.05	4800	F	94%	0%	3%	1%	1%	0%	F	460	F	4800	F	2001
(iii)		3.12	13000	F	From: 94%	0%	30 North 3%	of Toano 1%	1%	0%	F	1100	F	13000	F	2001
(60)		0.12	13000	ı	To:	0 70			1 70	7	•	1100	'	13000	•	2001
60		2.85	18000	F	94%	0%	47-60 <b>3%</b>	1%	1%	0%	С	1500	F	18000	F	2001
(00)				-	To:		47-61		.,,	٠			•		•	
60 Richmond R	d	2.39	18000	F	94%	0%	3%	1%	1%	0%	F	1600	F	19000	F	2001
<u></u>					To:	V	WCL Willia									
City of Williamsbur	g															
Pichmond Pc	ı	1 27	24000	_	From:	0%	VCL Willia	amsburg 1%	10/	00/	F	1800	F	22000	F	2001
(60) Richmond Ro	1	1.37	21000	F	94%	0%	3%		1%	0% <b>-</b>	Г	1600	Г	22000	Г	2001
Richmond Ro	ı	0.30	30000	F	From: 96%	1%	Ironboun 2%	1%	1%	0%	С	2400	F	31000	F	2001
[60] Richmond Ro	1	0.30	30000	г	70:	1 /0	By-pass		1 /0	7 0 /%	C	2400	•	31000		2001
~~					From:		Richmon	nd Rd								
(60) By-pass Rd		0.11	26000	F	97%	0%	1%	1%	1%	0%	С	2100	F	28000	F	2001
<del>~</del>					From:		NCL Willia			]						
(60) Bypass Rd		0.50	18000	F	96%	1%	2%	1%	1%	0%	С	1600	F	19000	F	2001
<del>~</del>					From:		Parkway			]						
60 Bypass Rd		0.16	17000	F	96% To:	1%	2%	1%	1%	0%	F	1500	F	18000	F	2001
					From:		Page St Bypass									
60 Page Street		0.31	20000	F	97%	1%	2%	0%	0%	0%	F	1600	F	20000	F	2001
$\bigcirc$					To: From:		Second S	Street		7						
60 Page Street		0.25	19000	F	97%	1%	2%	0%	1%	0%	С	1600	F	20000	F	2001
$\bigcirc$					To: From:		Page St	reet		7						
60 York Street		0.60	16000	F	95%	1%	2%	1%	1%	0%	С	1400	F	17000	F	2001
$\overline{}$					To:	]	ECL Willia	msburg								
James City County					From:	,	ECL Willia			ı						
(60)		1.34	17000	F	90%	1%	ECL Willia 2%	3%	4%	0%	F	1500	F	18000	F	2001
(60)			11000	•	To:			ine; SR 199		٠,٠,٠	•		•		•	
~~ <u>-</u>	- "	0.04			From:			y Line; SR 1			_	0000	_	45000		0004
60 Pocahontas 1	rail	0.04	15000	G	94%	1%	2%	1%	3%	0%	F	2200	G	15000	G	2001
$\overline{}$		0.40	44000		From:		York Coun		00/			4000		44000	_	0004
<b>(60)</b>		3.10	11000	F	94% To:	1%	2% nes City Co	1%	3%	0%	С	1000	F	11000	F	2001
Foot					From:											
East 64		2.45	20000	F	93%	0%	w Kent Co 2%	1%	4%	0%	F	1700	F	20000	F	2001
04)	Combined		41000	F	94%	0%	2%	1%	4%	0%	F	3500	F	42000	F	2001
					To		SR 3			¬						
East 64		4.00	22222		From:	00/			20/	00/		1700	_	22000		2004
64)	Combined	4.28	22000	F	96% 05%	0% 0%	1%	0% 1%	2% 2%	0% 0%	F	1700 3500	F F	22000	F	2001
	Combined	папіс:	41000	F	95%	0%	2%	1%	2%	0% <b>¬</b>	F	3500	Г	42000	F	2001
East 64					From:		47-60									
(64)		1.97	25000	F	96%	0%	1%	0%	2%	0%	F	1800	F	25000	F	2001
	Combined	Traffic:	50000	F	95%	0%	2%	1%	3%	0%	F	3800	F	50000	F	2001
$\bigcirc$	Combined				To:		York Coun	ity Line		]						
					From:											
		2.04	36000	F	96%	0%	1%	0%	2%	0%	F	3100	F	36000	F	2001
East 64			36000 75000	F F	96% 95%		1% 2%	0% 1%	2% 3%	0% 0%	F F	3100 6500	F F	36000 76000	F F	2001 2001
East 64					95% To:	0% 0%	2%	1%								
East 64	Combined	Traffic:	75000	F	95% From:	0% 0% SI	2% R 143 Jeffe	1% erson Ave	3%	0%	F	6500	F	76000	F	2001
	Combined	Traffic:	75000 37000		95% To:	0% 0%	2%	1%								

					James	City Main	tenance i	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	- J			-		2Axle	3+Axle	1Trail	2Trail		Hour	- '			
James City County West				From:	N	lew Kent Co	ounty Line								-
( <del>64</del> )	2.89	21000	F	94%	0%	2%	1%	3%	0%	F	1900	F	21000	F	2001
	Combined Traffic:	41000	F	94%	0%	2%	1%	4%	0%	F	3500	F	42000	F	2001
				To		SR 3	0		¬						
West	4.35	20000	_	94%	0%	2%	1%	3%	<b>-</b> 0%	F	1800	F	20000	F	2001
64	Combined Traffic:	20000 41000	F F	95%	0%	2%	1%	3% 2%	0%	F	3500	F	42000	F	2001
	Combined Tranic.	41000	г		U 70			270	U% —	Г	3300	Г	42000	Г	2001
West				From:		47-60	)7		_						
<del>64</del>	1.44	25000	F	94%	0%	2%	1%	3%	0%	F	2000	F	26000	F	2001
	Combined Traffic:	50000	F	95%	0%	2%	1%	3%	0%	F	3800	F	50000	F	2001
\A/+				To: From:		York Cour	ty Line		]						
West 64	2.38	39000	F	94%	0%	2%	1%	3%	0%	F	3400	F	40000	F	2001
64	Combined Traffic:		F	95%	0%	2%	1%	3%	0%	F	6500	F	76000	F	2001
	Combined Traine.	70000	•	To:		WCL Newp		0 70	7 ~~	•	0000	•	70000	•	2001
City of Williamsbur	ď			•											
	<b>C</b>			From:		SR 19	99								
132 S. Henry St	1.77	3600	F	96%	0%	2%	1%	1%	0%	С	320	F	3700	F	2001
				To: From:		Francis									
132 5 Henry S	St 0.38	6000	F	97%	0%	SR :	1%	1%	 0%	F	570	F	6200	F	2001
132 5 Henry 8	0.50	0000	•	To:	0 70	FRANC		1 /0	7 ~~		370	•	0200	ı	2001
				From:		Lafayet									-
132 N. Henry St	0.44	7500	F	96%	1%	2%	0%	0%	0%	С	740	F	7700	F	2001
$\smile$				To: From:		SR 132	2 Y								
132 N.Henry St	0.16	12000	F	96%	1%	2%	0%	0%	0%	F	1200	F	12000	F	2001
				To:		York Cour	ty Line								
Wye				From:		Colonial P	arkway								
(132)	0.29	7200	F	97%	1%	2%	0%	1%	0%	С	760	F	7400	F	2001
				To:		SR 1.	32								
lames City County				_											
	2.44	42000	_	From:		NCL Newpo		1%	 0%	F	1600	F	12000	_	2001
143	2.44	12000	F	95%	0%	3%	1%	170	U% 	Г	1600	Г	13000	F	2001
$\overline{}$	4.40	40000		From:	00/	York Cour		40/			0000		40000		2004
143	1.12	18000	F	95% To:	0%	3%	1%	1%	<b>0</b> %	F	2000	F	19000	F	2001
				10.		York Cour	ity Line								
City of Williamsbur	g			From:		ECL Willia	mchura		1						
143 Merrimac Tra	il 0.90	6000	F	93%	1%	3%	3%	1%	0%	С	540	F	6200	F	2001
143			-	To:					¬	_		-		·	
143 Merrimac Tra	il 0.37	8500	F	From: 96%	0%	Capital Lan	1%	1%	0%	С	820	F	8800	F	2001
143) Wellinae Ha	ii 0.57	0300	•	To:	0 70	York Cour		1 /0	7 ~~	O	020	'	0000	'	2001
Iomos Citr. C							.,								
James City County				From:		US 6	0								
199)	2.48	11000	F	94%	0%	2%	1%	3%	0%	F	1300	F	12000	F	2001
$\smile$				To		47-612 Lon	ghill Rd								
199)	1.83	20000	F	96%	0%	1%	1%	1%	0%	С	1800	F	20000	F	2001
				To											
100	1.45	15000	F	From: 94%	0%	R 321 Mont 2%	1%	3%	0%	F	1500	F	15000	F	2001
199	1.40	.0000	•						¬ ~ ~	•	.000	•	.0000	•	_001
100	0.22	23000	F	From: SR :	5, 47-616. <b>0%</b>	, 137-7073 . <b>2%</b>	John Tyler M 1%	<u> 3%</u>	0%	F	2300	F	24000	F	2001
199	0.22	23000	г	94 % To:		WCL Willia		J 70	7	I ⁻	2300	r	Z <del>4</del> 000	ı.	200 I
O1. 033/031						TOL WILL	amoung								
City of Williamsbur	σ			From:		WCL Willia	amsburg		1						
199)	0.24	23000	F	94%	0%	2%	1%	3%	0%	F	2300	F	24000	F	2001
				To:	SR :	5; SR 31 Ja:	mestown Ro		<b></b>						

Cite of Williamsbure						James Cit	ty Mainte									
City of Williamshure	Route	Length	AADT	QA	4Tire	Bus	 2Axle			 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
199	City of Williamsburg				r											
	199	0.07	24000	F						0%	F	2600	F	26000	F	2001
Sect   Williamsburg   Sect   Sect   Williamsburg   Sect   Williamsburg   Sect	1000					James	s City Cou	ınty Line								
189	lames City County				Erom	D.C.	N. XX.111.	,		1						
No.   Williamsbury   Section   Williamsbury   Williams	100	0.07	24000	N					3%	0%	N	2600	N	26000	N	2001
199	199															
189	City of Williamsburg				r		a: a			1						
Section   Sect	100	0.09	24000	N					3%	0%	N	2600	N	26000	N	2001
199	199)								- , ,							
199	lames City County				r											
1.44   2300    F   956%   0%   1%   1%   1%   1%   0%   C   2500   F   25000   F   2001     199	100	0 11	24000	F					3%	0%	F	2600	F	26000	F	2001
199	199)	• • • • • • • • • • • • • • • • • • • •		•	To					٦	•		•			
1.11	199)	1.44	23000	F					1%	0%	С	2500	F	25000	F	2001
199					To:	SR 132 Hei	nry St, Co	lonial Parl	cway	<b>—</b>						
1.19   22000   F   94 %   96 %   2%   19%   3%   0%   F   2300   F   23000   F   2001	199)	1.11	24000	F						0%	F	2700	F	25000	F	2001
York County Line. US 60 Pocubonias Trail   Colonial Phays										]						
	199)	1.19	22000	F						0%	F	2300	F	23000	F	2001
10   10   10   10   10   10   10   10									tas Iraii							
SR 31	359)	0.27	2200	F					0%	0%	С	270	F	2300	F	2001
Six Mount Zion Rd	900)				To:											
A					From:	47-7	746 Old St	age Rd								
Six Mount Zion Rd   1.25   70   R	600) Six Mount Zion Rd	0.73	180	R								NA		NA		1999
A7-606 Ware Creek Rd	Six Mount 7ion Pd	1 25	70	-	From:	47-60	8 Mount I	Laurel Rd				NΙΛ		NΙΛ		1000
Na	600) Six Would Zion Ku	1.25	70	K	т					_		INA		INA		1999
New Kent County Line   Dead End	Six Mount Zion Rd	0.90	70	N	From:	47-60	06 Ware C	reek Rd				NA		NA		1999
601) Barnes Rd 1.38 660 R	000)				To:	New	Kent Cou	nty Line								
Main					From:		Dead Er	nd								
Second   S	601) Barnes Rd	1.38	660	R	To:		47 (02 N	41.		7		NA		NA		1999
NA NA 1999																
601 Barnes Rd 1.80 340 R NA NA 1999  601 Barnes Rd 0.60 1100 R  Te SR 30 South  From York County Line  602 1.85 6900 R  From 47-629  603 0.35 620 R  From 47-629  From 47-629	601) Barnes Rd	1.10	270	R								NA		NA		1999
MA	<u> </u>				To: From:		US 60									
601 Barnes Rd 0.60 1100 R	601) Barnes Rd	1.80	340	R								NA		NA		1999
SR 30 South   SR 30 North   NA NA 1999	Parman Dd	0.60	4400		From:		47-622	,				NIA		NIA		1000
SR 30 North   SR 30 North   SR 30 North   NA NA 1999	601) Barries Ru	0.00	1100	K	To:		SR 30 So	uth		7		INA		INA		1999
New Kent County Line   From York County Line   York County Line   NA NA 1999	O 5			_	From:											4000
602 1.85 6900 R York County Line NA NA 1999  602 0.23 1000 R NA NA 1999  602 0.13 940 R NA NA 1999  7	601) Barnes Rd	0.83	530	R	To:	New	Kent Cou	nty Line		7		NA		NA		1999
602 1.85 6900 R NA NA 1999  602 0.23 1000 R NA NA 1999  602 0.13 940 R NA NA 1999  603 3.77 780 F 94% 0% 4% 0% 2% 0% C 70 F 780 F 2001  603 0.35 620 R NA NA 1999										1						
602 0.23 1000 R NA NA 1999    To	602)	1.85	6900	R				,				NA		NA		1999
602 0.23 1000 R NA NA 1999    To					To: From:		47-609	)								
603 3.77 780 F 94% 0% 4% 0% 2% 0% C 70 F 780 F 2001  To US 60 East  US 60 West  NA NA 1999	602)	0.23	1000	R								NA		NA		1999
603 3.77 780 F 94% 0% 4% 0% 2% 0% C 70 F 780 F 2001  To US 60 East  US 60 West  NA NA 1999			_		To: From:		47-1628	8								
603 3.77 780 F 94% 0% 4% 0% 2% 0% C 70 F 780 F 2001  To US 60 East  US 60 West  NA NA 1999	602)	0.13	940	R	To:		47.160	0		7		NA		NA		1999
603 3.77 780 F 94% 0% 4% 0% 2% 0% C 70 F 780 F 2001  To US 60 East  US 60 West  NA NA 1999										1						
From: US 60 West NA NA 1999	603)	3.77	780	F		0%			2%	0%	С	70	F	780	F	2001
603) 0.35 <b>620 R</b> NA NA 1999					To:		US 60 Ea	ast								
1005 Tα 47-622	603	0.35	620	P	From:		US 60 W	est		_		NΑ		NΑ		1990
	003)	0.00	020	11	To:		47-622	!		7		INC		INC		1000

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
James City County				From:		47-62	2		1						
603)	0.35	620	R	_					_		NA		NA		1999
				To:	N	ew Kent Co									
(605)	1.00	120	R	From:		47-60	7		_		NA		NA		1999
003				To:		Dead E	nd								
				From:		47-60	0								
606)	2.10	610	R								NA		NA		1999
				To: From:		47-60	8		]——						
606	1.30	660	R	To:		47-607 SC	MITH		7		NA		NA		1999
				From:		47-607 NO									
606	2.91	500	R								NA		NA		1999
				From:		47-64	6		]						
606	1.22	540	R								NA		NA		1999
	2.00			From:		47-735 W	EST		_						400
606)	0.08	400	R						_		NA		NA		1999
	0.09	150	R	From:		47-642 W	EST		_		NA		NA		1999
606	0.09	150	K						_		INA		INA		199
606	0.07	280	R	From:		47-69	3				NA		NA		1999
606	0.01	200		To:		47-642 E	ACT								100
606)	0.24	120	R	From:		47-042 E	ASI				NA		NA		1999
				To:		47-735; 47	7-749								
				From:		US 60									
(607)	0.51	8000	F	95%	0%	3%	1%	2%	0%	С	720	F	8000	F	200
	0.00			From:	00/	47-76		20/			700		7700		
607	0.38	7700	F	95% To:	0%	3% SR 30 W	1% EST	2%	0% 7	F	720	F	7700	F	200
				From:	I-(	64 E RAMP									
607	0.09	6500	F	93%	0%	4%	1%	2%	0%	С	550	F	6500	F	200
	0.70			From:	00/	47-60		00/			0.40		0.400		
607	0.73	3400	F	93%	0%	4%	1%	2%	0%	F	310	F	3400	F	200
	1.92	1100	F	From: 93%	0%	47-606 NO 4%		2%	0%	F	100	F	1100	F	200
607)	1.32	1100	-	33 /0	0 70			2 /0	7	ı	100	ı	1100		200
607	1.85	320	R	From:		47-60	5				NA		NA		1999
607			.``	To:		Dead E	nd								
				From:		47-60	0								
608	2.32	48	R						_		NA		NA		1999
				To:		47-60									
	0.23	130	R	From:		FR-13	6		_		NA		NA		199
609	0.23	130	IX.	To:		45.166	\5		_		INA		INA		133
609	0.11	1000	R	From:		47-160	13				NA		NA		1999
009)	• • • • • • • • • • • • • • • • • • • •		• • • • • • • • • • • • • • • • • • • •	To:		47-60	2		_						
609	0.27	330	R	From:		4/-00	<u> </u>				NA		NA		1999
				To:		47-607 SC									
600	0.30	370	R	From:		47-607 NO	ORTH		J		NA		NA		1999
609	0.30	3/0	ĸ	To:		47-60	6		1		INA		INA		1998
				From:		Dead E									
610	0.60	140	R						_		NA		NA		1999
				To:		47-71	5								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
James City County				From:		47-71	5								
610	1.11	300	R						<del>-</del>		NA		NA		1999
<b>610</b>	3.10	2500	F	From: 95%	0%	47-60 3%	3 1%	1%	0%	С	240	F	2500	F	2001
(010)				To:		US 60									
$\bigcirc$	0.00	200	_	From:		47-63	3				NIA		NIA		4000
611)	0.20	220	R	To:		47.76	4		7		NA		NA		1999
611)	0.10	160	R	From:		47-76	4				NA		NA		1999
				To: From:		0.10 ME 4	7-764		]						
611)	3.79	1300	R						_		NA		NA		1999
	1.20	1300	R	From:		47-63	2				NA		NA		1999
611)	1.20	1000		To:		47-61	4				14/1		107		1000
$\overline{}$				From:		47-61			J						
612	1.41	5400	F	96%	0%	2%	1%	1%	0%	F	440	F	5400	F	2001
612)	1.96	15000	F	From: 96%	0. 0%	30 M FRM 2%	47-1570 1%	1%	0%	С	1300	F	15000	F	2001
				To: From:		47-61			1						
612)	0.19	14000	R	rion.							NA		NA		1994
	0.07	0400		To: From:		SR 32	2				NIA		N1A		1001
612	0.27	9100	R	To:	,	WCL Willia	msburg				NA		NA		1994
_				From:		SR 5									
613 Brick Bat Road	2.58	330	R	To:		47-614 SC	MITH		7		NA		NA		1999
				From:		47-614 NO	ORTH								
613) News Road	2.20	3600	F	95%	0%	1%	2%	1%	0%	F	310	F	3600	F	2001
<u>(613)</u>	0.64	6100	F	From: 95%	0%	47-148 1%	2%	1%	0%	С	550	F	6100	F	2001
(013)			•	To:		47-1470; 4									
On a service Pd	4.00	.=	_	From:	00/	FR-66		40/	00/	-	000	-	0500	_	0004
614) Greensprings Rd	1.99	3500	F	94% To:	0%	2% SR 5 WI	2% EST	1%	□ 0%	F	300	F	3500	F	2001
Cantonilla Dd	2.70	5400	-	From:	00/	SR 5 EA	AST	10/	00/	_	470	_	F400		2001
614) Centerville Rd	3.70	5400	F	94%	0%	2%	2%	1%	0% ¬	F	470	F	5400	F	2001
614) Centerville Rd	2.97	7500	F	From:	4.	7-633 Jolly	Pond Rd				650	F	7500	F	2001
				To: From:	47-	1500 Adam	s Hunt Dr								
614) Centerville Rd	1.30	6300	F	94% To:	0%	2%	2%	1%	0%	С	580	F	6600	F	2001
				From:		IS 60 Richn R 31 James			1						
(615) Ironbound Rd	0.45	1100	R			ic 51 Junies	town Ru				NA		NA		10/10/2001
				To: From:		47-68			]						
615) Ironbound Rd	0.67	7100	F	97% To:	0% SR 5: 1	2% Ohn Tyler M	0% Memorial E	1%	0% 7	F	630	F	7400	F	2001
O			_	From:	SR 5; J	ohn Tyler N	Memorial H	wy		_		_	10000		
615) Ironbound Rd	1.45	12000	F	97%	0%	2%	0%	1%	0%	F	990	F	12000	F	2001
(615) Ironbound Rd	0.41	990	F	From: 97%	0%	47-742 Ne	ws Rd 0%	1%	0%	F	100	F	1000	F	2001
		-		To: From:		ead End nea									
615) Ironbound Rd	0.59	1600	F	97%	0%	2%	0%	1%	0%	F	160	F	1600	F	2001
				To: From:		6 Strawber 6; Strawber									
(615) Ironbound Rd	0.13	6900	F	97%	0%	2%	0%	1%	0%	F	670	F	7200	F	2001
				To:	SR	321; Mont	icello Ave								

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					James						Doolan				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Design Hour	QK	AAWDT	QW	Year
James City County															
615) Ironbound Rd	0.76	8200	F	97%	9% 0%	2 321; Monti 2%	cello Ave	1%	<b>」</b> ○%	С	720	F	8600	F	2001
(615) Ironbound Rd	0.70	0200	•	To:	WCL W	/illiamsburg;	Gap Term	ninus	٦	O	720	'	0000	•	2001
				From:	SR 32	2 SOUTH; C	Gap Termii	nus							
615 Longhill Connector R	0.59	5000	F	97%	0%	2%	0%	1%	0%	F	440	F	5200	F	2001
Langhill Connector D	0.25	6400	F	From: 97%	0%	SR 322 NC 2%	ORTH 0%	1%	0%	F	570	F	6400	F	2001
615 Longhill Connector R	0.25	6100	Г	91 70 To:	070	47-612		1 70	7 0%	Г	570	Г	0400	г	2001
				From:		SR 5			1						
(616)	1.12	5700	F	97%	0%	2%	0%	1%	0%	С	540	F	6000	F	2001
				To:		47-615	5								
$\bigcirc$	4.40			From:		Dead E	nd								40/04/0004
617)	1.40	150	R								NA		NA		10/24/2001
617) Lake Powell Rd	1 16	4400		From:	10/	47-618		20/	00/	С	150	F	1400	F	2001
617) Lake Powell Rd	1.16	1400	F	91%	1%	4%	3%	2%	0%	C	150	Г	1400	Г	2001
<u>(617)</u>	0.24	560	R	From:		47-700	)				NA		NA		10/24/2001
(617)	0.24	300	IX.	To:		Dead E	nd				INA		14/3		10/24/2001
				From:		47-682	2								
(618)	0.22	100	R								NA		NA		10/24/2001
				To: From:		7-671 at Lak ad End at La									
(618)	1.28	80	R		De	ad End at La	ke Poweii				NA		NA		10/24/2001
010				To:		47-617	7								
				From:		Dead E	nd								
620	0.45	70	R	. —					_		NA		NA		1999
				To:		US 60									
	1.00	230	R	From:		47-622	2				NA		NA		1999
621)	1.00	230	IX.	To:	N	ew Kent Cou	ınty Line		1		INA		INA		1999
				From:		ew Kent Cou									
622	1.30	700	R								NA		NA		1999
				To: From:		47-62	1								
622)	1.48	90	R								NA		NA		1999
				To: From:		47-104	.0								
622)	0.77	470	R						_		NA		NA		1999
				To: From:		47-60									
(632)	0.09	90	R	From:		Dead E	nd				NA		NA		10/24/2001
623	0.00	00	• • • • • • • • • • • • • • • • • • • •	To:	99-	641 York Co	ounty Line								10/2 1/2001
				From:		47-650	)								
624	0.10	110	R								NA		NA		10/24/2001
				To:	99-	641 York Co									
	0.05	20	_	From:		47-694	4				NΙΔ		NIA		10/24/2001
627)	0.05	30	R	To:		Dead E	nd				NA		NA		10/24/2001
				From:		47-615			i						
629	1.30	640	R						_		NA		NA		10/24/2001
$\bigcup$				To:		SR 5									
			_	From:		47-636	5								
630	0.05	250	R								NA		NA		1999
	0.25			To: From:		0.05 MW 4	7-636				NIA		NIA		4000
630	0.35	30	R	To:		47-761	1		_		NA		NA		1999
						4/-/0									

					James	City Maintena				Б :				
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			- QC	Design Hour	QK	AAWDT	QW	Year
James City County						ZAXIE 3+F	Axie i i i ai	ı Zıralı		Hour				
				From:		47-610								1000
(631)	3.85	270	R							NA		NA		1999
<u> </u>	2.10	1400	F	From: 96%	1%	47-632 2% 1	% 1%	0%	С	140	F	1400	F	2001
631)	2.10	1400	Г	To:	1 /0	US 60	70 170		C	140	ı	1400	'	2001
				From:		47-611								
632	1.49	530	R							NA		NA		1999
				To:		47-631								
	F 40	000	_	From:		Dead End				NIA		NIA		1000
633	5.40	380	R	To:		47-614		_		NA		NA		1999
				From:		SR 30								
634)	0.90	130	R			510 30				NA		NA		1999
				To:		Dead End								
				From:		47-631								
635	0.23	40	R	т						NA		NA		1999
				To:		Cul-de-Sac								
600	0.14	150	R	From:		US 60				NA		NA		1999
636	0.14	130	IX.	To:		47-676				INA		IVA		1000
				From:		Dead End								
638)	0.20	610	R	•						NA		NA		1999
				To: From:		47-615		<b>—</b> —						
638)	0.20	720	R	Pioni.						NA		NA		10/10/2001
				To		Dead End								
$\bigcirc$	2.22		_	From:		SR 60								4000
639	0.60	240	R							NA		NA		1999
	2.00	440		From:		47-746								4000
639	0.06	140	R							NA		NA		1999
	0.03	20	R	To: From:		47-765				NA		NA		1999
639	0.03	20	ĸ	To:		Cul-de-Sac				INA		INA		1999
				From:		Cul-de-Sac								
(640)	0.31	660	R	<u> </u>		our de bue				NA		NA		1999
				To:		47-615								
				From:		47-661								
(641)	0.27	140	R	To:		45.660				NA		NA		10/05/2001
				From:		47-669								
642)	0.25	50	R	Pioni.		47-606 WEST				NA		NA		1999
642	0.20	00	• • • • • • • • • • • • • • • • • • • •	To:		47. COC E A CT				10.				1000
642)	0.17	47	R	From:		47-606 EAST				NA		NA		1999
072				To:		47-693								
(642) (642)	0.10	70	R	From:		77-073				NA		NA		1999
				To:		Dead End								
				From:		47-644								
643)	0.10	70	R							NA		NA		10/05/2001
				To:	99-	641 York County	Line							
	0.09	70	R	From:		Dead End				NA		NA		10/05/2001
644	0.09	70	ĸ							INA		INA		10/03/2001
644	0.07	140	R	From:		47-643				NA		NA		10/05/2001
644)	0.07	140	ĸ	To:	99-	641 York County	Line			INA		11/7		10/03/200
						Jounty	-							

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
James City County				From:		US 6	0								
(645)	0.14	380	R						_		NA		NA		10/05/200
				To: From:	Yo	rk County L		3							
646) Newman Rd	0.50	1100	F	95%	0%	York Coun 4%	0%	0%	0%	С	120	F	1100	F	2001
646)	1.01	1100	F	From: 95% To:	0%	7-768 North 4% 47-60	0%	0%	0%	F	150	F	1100	F	2001
647)	0.46	90	R	From:		47-67	76		<u> </u>		NA		NA		1999
				To: From:		47-67 US 6			1						
648)	0.35	560	R	To:		47-654 E			<b>-</b> -		NA		NA		10/24/200
648)	0.20	110	R	From:		47-654 V					NA		NA		10/05/200
648)	0.06	300	R	From:		47-65			] <del></del>		NA		NA		1994
(649)	0.74	430	R	From:		Dead I			J		NA		NA		1999
049				To:		US 6	0		1						
<b>(650)</b>	0.27	110	R	From:		47-66	59				NA		NA		10/05/200
(650)	0.15	60	R	From:		47-62 47-66			]—— ¬		NA		NA		10/05/200
				From:		SR 14			1						
(651)	0.28	60	R						<del>-</del>		NA		NA		10/05/200
				To: From:		SR 14			1						
652) Stanley Dr	0.05	80	R	To		47-14			<u> </u>		NA		NA		10/10/200
(652) Stanley Dr	0.45	230	R	From:		47-72	22				NA		NA		10/10/200
Stanley Dr	0.11	910	R	From:	4	47-713 Hern	nitage Rd				NA		NA		10/10/200
652) Stanley Dr	0.11	910	K	To:		SR 5	5		]		INA		INA		10/10/200
				From:		47-68	39								
653	0.10	120	R						_		NA		NA		10/10/200
653	0.07	230	R	From:		47-68	88				NA		NA		10/10/200
	0.13	440	R	From:		47-68	37		_		NA		NA		10/10/200
653	0.10			To:		SR 5	5		1						10/10/200
(654)	0.28	470	R	From:		US 6	0				NA		NA		10/24/200
<u> </u>				To: From:		47-648 SC	OUTH		_						
654)	0.04	460	R	T.					_		NA		NA		10/24/2001
654)	0.05	480	R	From:		47-648 NO	ORTH				NA		NA		10/24/200
				To:		47-69	)2								
(655)	0.32	250	R	From:		US 6	0				NA		NA		1994
(000)	0.02	230	17	To:		47-64	18		1		HA		14/5		1004

Route	Length	AADT	QA	4Tire	Rue	Tru e 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
James City County				From:	47-67	5 EAST								
656	0.09	660	R					_		NA		NA		1994
(656)	0.15	420	R	To: From:	US 60	EAST				NA		NA		10/24/2001
				To: From:	47	667								
656	0.48	350	R	To:	110.00	WEGT		<b>-</b>		NA		NA		10/24/2001
656	0.07	390	R	From:	US 60	WEST				NA		NA		1994
	0.05	410	R	From:	47-675	WEST		]——		NA		NA		1994
656				To: From:	47	660		<b>—</b>						
656	0.16	420	R					_		NA		NA		1994
656)	0.04	310	R	From:	47	.663				NA		NA		1994
				To:	Cul-	le-Sac								
(657)	1.30	200	R	From:	Dea	d End				NA		NA		1999
				To:	U	60								
650	0.91	8600	F	97%	47-612 0% 1%	47-1517 <b>1</b> %	1%	0%	С	820	F	9000	F	2001
658)	0.01		•	To		g William Dr		¬—		020	•		'	2001
658	0.27	9400	F	97%	0% 1%	1%	1%	0%	F	920	F	9800	F	2001
658	0.18	9400	F	From: 97%	47-1514 C 0% 1%	nisel Run Rd	1%	0%	F	900	F	9800	F	2001
				To:	U	60								
(659)	1.25	20	R	From:	Dea	d End				NA		NA		1999
(039)			.`	To:	47	631								
	0.04	220	В	From:	47	656				NIA		NIA		1004
660	0.04	330	R	To:	Cul-	le-Sac				NA		NA		1994
				From:	47	669								
661)	0.22	290	R	т				_		NA		NA		10/05/2001
(661)	0.04	460	R	From:	47	641				NA		NA		10/05/2001
	0.00	400		From:	47-662	SOUTH		_		NIA		NIA		10/05/2001
661)	0.09	480	R	To:	47.662	NODTH		_		NA		NA		10/05/2001
661)	0.10	710	R	From:	47-002	NORTH				NA		NA		10/05/2001
				To:		County Line	;							
662	0.09	60	R	From:	47-661	SOUTH				NA		NA		10/05/2001
-				To: From:	47-661	NORTH								
662	0.12	810	R	To:	SB	143				NA		NA		10/05/2001
				From:		656								
663	0.08	170	R	To				_ _		NA		NA		1994
				From:		655 d End		<u> </u>						
665)	0.15	60	R					<b>_</b>		NA		NA		1999
				To:		631								
666	0.04	50	R	From:	Cul-	le-Sac				NA		NA		10/10/2001
		-		To:	47	697								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trai	l 2Trail	QC	Design Hour	QK AAWDT	QW	Year
James City County				From:	47-697						
(666)	0.09	150	R		., 0,,			NA	NA		10/10/200
	0.07	190	R	To: From:	47-722			NA	NA		10/10/200
(666)	0.07	190	K	To:	47-720			IVA	IVA		10/10/200
666	0.18	330	R	From:	47-720			NA	NA		10/10/200
				To: From:	0.18 ME 47-720	<u> </u>					
666	0.23	530	R	To:	SR 5	$\neg$		NA	NA		10/10/200
				From:	Dead End	$\dashv$					
(667)	0.30	540	R		Doud End	<b>—</b>		NA	NA		10/05/200
				To:	47-656						
$\bigcirc$	0.04		_	From:	47-669						10/05/000
668)	0.21	160	R	To:	99-641; 99-668 York County Line	<b>—</b>		NA	NA		10/05/2001
				From:	SR 143 Merrimac Trail						
(669) Gilbert Adams Rd	0.10	840	R		SK 143 Merrimac Itali			NA	NA		10/05/200
009				To:	47-661 Jackson Dr						
669) Gilbert Adams Rd	0.09	670	R	From:	47-001 Jackson Di			NA	NA		10/05/2001
				To	47-641 Tyler Dr	<b>_</b>					
669 Gilbert Adams Rd	0.04	610	R	From:	1, VII 1, W D1			NA	NA		10/05/2001
				To: From:	47-668 Madison Rd	$\neg$ —					
(669) Gilbert Adams Rd	0.02	560	R	Piolii.				NA	NA		10/05/2001
				To: From:	47-650 SOUTH	$\neg$ —					
669	0.11	480	R	110111.		<u> </u>		NA	NA		10/05/2001
				To: From:	47-650 NORTH	$\supset$ —					
(669)	0.04	450	R			<u> </u>		NA	NA		10/05/2001
				To:	99-641 York County Line						
$\bigcirc$	0.40	400	_	From:	SR 31; 47-682						40/44/000
670	0.10	100	R					NA	NA		10/11/2001
$\bigcirc$	0.11	20	R	From:	47-671 WEST			NA	NA		10/11/2001
670	0.11	30	K	To:	47-671 EAST	$\neg$		INA	INA		10/11/200
				From:	47-682						
(671)	0.11	140	R		17 002			NA	NA		10/11/2001
				To: From:	47-670 WEST	¬					
671)	0.15	120	R	From:		_		NA	NA		10/11/2001
				To: From:	47-670 EAST	$\neg$ —					
671)	0.10	30	R			<u> </u>		NA	NA		10/11/2001
				To:	47-618						
$\bigcirc$	0.00	222	_	From:	47-615						40/40/000
672)	0.06	860	R					NA	NA		10/10/2001
$\bigcirc$	0.24	4200	_	From:	47-763			NΙΔ	NIA		10/10/2004
672	0.24	1300	R					NA	NA		10/10/2001
	0.06	400	R	From:	47-740			NA	NA		10/10/2001
672	0.00	400	rt	т.				INA	INA		10/10/200
(672)	0.30	160	R	From:	47-741			NA	NA		10/10/2001
672)	0.00	100	١,	To:	Cul-de-Sac	$\neg$		13/7	INA		10/10/2001
				From:	Dead End						
673	0.03	60	R					NA	NA		1999
				To: From:	47-1011	<b>—</b>					
673	0.09	70	R			<u> </u>		NA	NA		1999
				To:	47-1010						

Route	Length	AADT	QA	4Tire	James City Maintenance AreaTruck Bus		QC	Design		AAWDT	OW	Year
	Longar	,,,,,	٠.,	110	2Axle 3+Axle 1Trail	2Trail	QU	Hour	Q. (	, , , , , ,	Q.	i oui
James City County				From:	47-1010							
673)	0.55	190	R	To:	47.715	_		NA		NA		1999
				From:	47-715  Dead End	_						
674)	0.31	100	R	<u> </u>	Dead Elid	_		NA		NA		1999
				To:	47-746							
				From:	US 60							
675)	0.10	90	R					NA		NA		10/24/2001
	0.13	80	R	From:	SOUTH LEG			NA		NA		10/24/2001
675	0.13	80	K	To:	47-656	1		INA		INA		10/24/2001
				From:	N LEG 47-675							
675)	0.10	100	R	To:	47-656 NORTH	_		NA		NA		10/24/2001
				From:	Dead End							
676)	0.03	110	R		Dead End	_		NA		NA		1999
				To	47-684	<b></b>						
676)	0.02	520	R	From:	17 00 1			NA		NA		1999
				To: From:	47-647	<b>—</b>						
676	0.06	610	R					NA		NA		1999
				From:	47-690							
676	0.07	680	R					NA		NA		1999
				To: From:	47-647							
676	0.04	920	R					NA		NA		1999
	0.06	4000		From:	47-684			NIA		NΙΔ		1000
676)	0.06	1000	R	_				NA		NA		1999
670	0.06	170	R	From:	US 60			NA		NA		1999
676)	0.00	.,,		To:	47-636	7		IVA		IVA		1000
				From:	SR 143							
677)	0.07	2300	R			_		NA		NA		10/05/2001
				To:	York County Line							
	0.36	250	R	From:	Cul-de-Sac			NA		NA		10/05/2001
678	0.30	250	K	To:	47-614	1		INA		INA		10/03/2001
				From:	US 60							
(679)	0.16	90	R					NA		NA		1999
				To:	47-622							
$\bigcirc$	0.47		_	From:	47-614			NIA		NIA		4000
(680)	0.47	2900	R			_		NA		NA		1999
<u></u>	0.11	60	R	From:	SR 31 SOUTH			NA		NA		10/10/2001
(680)	0.11	00		To:	SR 31 NORTH	7		IVA		IVA		10/10/2001
				From:	Dead End							
(681)	0.35	120	R	-				NA		NA		10/10/2001
				To: From:	SR 31							
681) Sandy Bay Rd	0.27	5500	F	97%	0% 2% 0% 1%	0%	С	530	F	5700	F	2001
				To:	47-615							
692	0.93	780	R	From:	Dead End	_		NA		NA		10/10/2001
(682)	0.55			To:	47.1457					. 11/5		.0, 10,2001
682	0.55	1000	R	From:	47-1457			NA	_	NA		10/10/2001
002				To:	SR 31			-		•		

					James (		tenance								
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK /	AAWDT	QW	Year
James City County	-					∠AXIE	3+Axle	ıırall	∠ıralı		Hour				
	0.05	400		From:		47-67	76				NIA		NIA		4000
684)	0.05	400	R	т		1= 00			_		NA		NA		1999
(684)	0.28	60	R	From:		47-68	35				NA		NA		1999
004)				To:		47-67	'6								
				From:		Cul-de-	Sac								
685	0.17	280	R	To:		47-68	24		_		NA		NA		1999
				From:		SR 14									
686	0.13	270	R	<u> </u>		DIC 15	rJ				NA		NA		10/05/2001
				To:	99-6	577 York C	County Line								
$\bigcirc$	0.00			From:		47-722 SC	OUTH				NIA		NIA		40/40/0004
687	0.02	230	R						_		NA		NA		10/10/2001
	0.06	100	R	From:		47-722 NO	ORTH				NA		NA		10/10/2001
687	0.00	100	K	т					_		INA		INA		10/10/2001
697	0.09	110	R	From:		47-72	20				NA		NA		10/10/2001
687)				To:		47-68	20								
687	0.10	110	R	From:		47-00	<u> </u>		_		NA		NA		10/10/2001
				To: From:		47-68	38								
687)	0.18	610	R	rioni.							NA		NA		10/10/2001
				To:		47-65									
	0.12	20	В	From:		47-65	3				NA		NA		10/10/2001
688	0.12	30	R	To:		47-68	37		7		INA		INA		10/10/2001
				From:		47-65									
689	0.12	60	R						<u>-</u>		NA		NA		10/10/2001
				To:		47-68	37								
	0.10	220	В	From:		Cul-de-	Sac				NA		NΙΛ		1000
690	0.10	220	R	To:		47-67	76		1		INA		NA		1999
				From:		SR 5									
(691)	0.09	20	R								NA		NA		10/10/2001
				To:		47-66	66								
	0.40	240	В	From:		47-64	18				NA		NA		1994
692	0.40	310	R	To:		47-65	54		1		INA		INA		1994
				From:		47-60									
693)	0.15	180	R								NA		NA		1999
				To:		47-64									
	0.18	20	R	From:		47-69	05				NA		NA		10/11/2001
694)	0.10	30	K			1= 10	_		_		INA		INA		10/11/2001
604)	0.08	90	R	From:		47-62	27				NA		NA		10/11/2001
694)	0.00		.``	To		47-69	15								
694)	0.05	270	R	From:		47-09	· J				NA		NA		10/11/2001
				To:		SR 3	1								
$\bigcirc$			_	From:		47-69	)4								
695	0.27	120	R	To:		47-69	M		_		NA		NA		10/11/2001
				From:					<del>                                     </del>						
696)	2.10	80	R			47-60	10		_		NA		NA		1999
000				To:		Dead E	End								
·		·					·		·				·	_	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
James City County				From:	47-666	1						
(697)	0.08	100	R		47-000	_		NA		NA		10/11/200
				To:	Cul-de-Sac							
$\bigcirc$				From:	Dead End							101111000
698)	0.04	40	R	To:	47.617	7		NA		NA		10/11/200
				From:	47-617							
(699)	0.50	80	R		Dead End	_		NA		NA		1999
0000				To:	US 60							
				From:	Dead End							
700) Brookwood Dr	0.13	1400	F					130	F	1400	F	2001
				To: From:	47-617	]——						
700) Brookwood Drive	0.08	8400	F			_		900	F	8800	F	2001
				To:	SR 199							
	0.05	80	R	From:	47-703			NA		NA		10/10/200
701)	0.00	00	IX.	To:	Cul-de-Sac	1		11/3		IVA		10/10/200
				From:	Dead End							
(702)	0.02	40	R			_		NA		NA		10/10/200
				To: From:	47-703	<b>1</b> ——						
702)	0.15	200	R	rioni.				NA		NA		10/10/200
<u> </u>				To:	47-617							
$\bigcirc$				From:	47-702							10/10/000
703)	0.06	130	R					NA		NA		10/10/200
$\overline{}$	0.40		_	To: From:	47-704			NIA		NIA		40/44/000
703	0.10	950	R			_		NA		NA		10/11/200
	0.05	4000		From:	47-701			NIA		NIA		40/44/200
703)	0.05	1000	R	To:	47-700	7		NA		NA		10/11/200
				From:	Dead End	1						
(704)	0.07	100	R		Dead End			NA		NA		10/11/200
				To	47-710	<b>—</b>						
(704)	0.27	360	R	From:	.,,,,,,			NA		NA		10/11/200
				To:	47-703							
$\sim$				From:	New Kent County Line							
705)	0.29	210	R	To:	47 (01	_		NA		NA		1999
				From:	47-601	1						
706)	0.15	140	R		47-706	_		NA		NA		10/11/200
				To:	47 710 SOUTH							
706	0.21	80	R	From:	47-719 SOUTH		_	NA		NA		10/11/200
(706)				To:	47-719 NORTH	٦						
706	0.08	230	R	From:	7/-/17 NORIII			NA		NA		10/11/200
			-	To	47-706 NORTH							
706	0.15	190	R	From:	T/-/00 NON 111	_		NA		NA		10/11/200
				To:	47-707	<b></b>						
706	0.09	680	R	From:	., , , ,	_		NA		NA		10/11/200
				To:	SR 31							
	_			From:	Dead End							
707)	0.11	120	R	To:	47.704	7		NA		NA		10/24/200
					47-706	_						
700	0.13	270	R	From:	Cul-de-Sac			NA		NA		10/24/200
708)	0.10	210	11	To:	99-677 York County Line	_		14/1		14/1		10,27,200

					James C		tenance Tru				D- :				
Route	Length	AADT	QA	4Tire	Bus		3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
James City County						ZAXIE	STAXIE	IIIali	ZIIdli		Houi				
	0.00	200	,	From:		47-72	24				NIA		NIA		10/04/0004
709)	0.22	200	R	To:		47-61	7		7		NA		NA		10/24/2001
				From:		47-70									
(710)	0.17	130	R			., ,,					NA		NA		10/24/2001
				To: From:		Dead E 47-78			-						
710	0.06	30	R			47-70	50		_		NA		NA		10/24/2001
				To:		Cul-de-	Sac								
				From:		SR 5	5								
712)	0.10	370	R						_		NA		NA		10/05/2001
	0.10	210	R	From:		47-71	4		_		NA		NA		10/05/2001
712	0.10	210	ĸ						_		INA		INA		10/03/2001
712	0.23	150	R	From:		47-71	13				NA		NA		10/05/2001
(112)			•••	To:		Dead F	End		<u> </u>						
				From:		47-65	52								
(713)	0.06	150	R								NA		NA		10/05/2001
				To: From:		47-71	4		]						10/05/0004
713)	0.09	60	R	To:		47-71	2		7		NA		NA		10/05/2001
				From:		47-71									
(714)	0.06	60	R	<u> </u>		4/-/1			_		NA		NA		10/05/2001
				To:		47-71	2								
				From:		Dead E	End								1000
715)	0.28	90	R								NA		NA		1999
	0.65	460	R	To: From:		47-71	.6				NA		NA		1999
715)	0.03	400	K	To		47.10	1.1		_		INA		INA		1999
715)	0.33	1300	R	From:		47-10	14				NA		NA		1999
(19)				To		47-100	09								
(715)	0.95	1600	R	From:		17 10	0)		_		NA		NA		1999
				To:		47-61	0								
$\bigcirc$	0.44	200	_	From:		47-71	5				NIA		NIA		1000
716	0.14	200	R	_					_		NA		NA		1999
<del></del>	0.07	60	R	From:		47-100	08				NA		NA		1999
(716)	0.01	00	IX.	To:		47.10	0.7		_		IVA		INA		1555
716	0.06	100	R	From:		47-100	07		_		NA		NA		1999
				To		47-10	14								
(716)	0.30	260	R	From:		., .					NA		NA		1999
				To: From:		47-73	37		]						
(716)	0.27	230	R						_		NA		NA		1999
				To:		Cul-de-									
(717)	0.20	130	R	From:		47-73	52		_		NA		NA		10/10/2001
				To:		0.20 MN 4	17-732				•		•		
(717)	0.12	240	R	From:		U.20 IVII V	. 1 1 1 2 2			_	NA		NA	_	10/10/2001
				To: From:		47-72	27								
(717)	0.04	60	R						<u></u> '		NA		NA		10/10/2001
				To:		Dead E									
<u></u>	0.09	120	B	From:		47-72	27	-			NA		NA		10/10/2001
718)	0.09	130	R	To:		Dead E	End		7		INA		INA		10/10/2001
						uu 1			-						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
James City County				From:	47-706	1				
(719)	0.06	90	R		47-700			NA	NA	10/10/2001
				To:	47-706					
$\bigcirc$				From:	47-666					
720	0.19	60	R	To:	47.797	7		NA	NA	10/10/2001
				From:	47-687	1				
721)	0.28	140	R		47-614			NA	NA	1999
(/21)	0.20			To:	Cul-de-Sac					
				From:	47-666					
722	0.17	670	R			_		NA	NA	10/10/2001
				To: From:	47-687 EAST 47-687 WEST					
722	0.07	170	R		47-007 WEST			NA	NA	10/05/2001
(				To:	47-652					
				From:	Dead End					
723)	0.30	210	R	. —		_		NA	NA	1999
				To:	US 60					
<del>(20</del> )	0.13	60	R	From:	47-709			NA	NA	10/05/2001
724)	0.13	00	IX.	. —		=		INA	INA	10/03/2001
<del>(201</del> )	0.07	180	R	From:	47-725			NA	NA	10/05/2001
724)	0.07	100	K	To:	47-617	1		INA	INA	10/03/2001
				From:	47-1330	i				
725)	0.14	60	R	<u> </u>		_		NA	NA	10/05/2001
				To:	47-724					
				From:	47-1401					
726	0.03	80	R					NA	NA	10/05/2001
				To: From:	47-734					
726	0.33	130	R	To:	47-727	_		NA	NA	10/05/2001
				From:		1				
(727)	0.01	110	R		Dead End			NA	NA	10/11/2001
(121)				To	47-732					
(727)	0.05	300	R	From:	47-732	_		NA	NA	10/11/2001
()				To	47-718	<b></b>				
727)	0.14	380	R	From:	17 710			NA	NA	10/11/2001
				To	47-717	<b>—</b>				
727)	0.02	610	R	From:				NA	NA	10/11/2001
				To: From:	0.03 ME 47-717	1				
727)	0.16	400	R	From:				NA	NA	10/11/2001
				To: From:	47-734	<b>—</b>				
(727)	0.08	560	R	rioni.				NA	NA	10/11/2001
				To:	SR 31					
$\bigcirc$			_	From:	47-729 SOUTH					404440004
728	0.09	270	R					NA	NA	10/11/2001
	0.07	200		From:	47-729 NORTH			NIA	NI A	10/44/0004
728)	0.07	290	R	To:	SR 31	7		NA	NA	10/11/2001
				From:	47-728 SOUTH	1				
(729)	0.20	90	R		4/-/20 SUUIN	_		NA	NA	10/11/2001
120				To:	47-728 NORTH					
				From:	47-613					
730	0.28	270	R			_		NA	NA	1999
				To:	Dead End					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
James City County				From:	47-732							
731)	0.14	140	R		41-132	_		NA		NA		10/11/2001
				To:	47-717							
$\bigcirc$				From:	Dead End							
732	0.05	40	R			_		NA		NA		10/11/2001
	0.40		_	From:	47-717	]						40/44/0004
732	0.10	80	R			_		NA		NA		10/11/2001
	0.14	450	R	To: From:	0.10 MN 47-717	_		NA		NA		10/11/2001
732	0.14	150	ĸ	To:	47-727	7		INA		INA		10/11/2001
				From:	Dead End	1						
733	0.15	80	R					NA		NA		10/11/2001
				To:	47-629							
$\bigcirc$				From:	47-726							
734)	0.27	110	R	To:	47.707	7		NA		NA		10/11/2001
				From:	47-727	1						
(735)	0.50	220	R	rioin.	47-606 WEST	_		NA		NA		1999
(733)				To:	47-606 E; 47-749	1						
				From:	47-603							
736)	0.21	180	R			_		NA		NA		1999
				To:	Dead End							
	0.05	400	_	From:	47-716			NIA		NIA		1000
737	0.95	190	R	To:	47-1014	7		NA		NA		1999
				From:	47-606; 47-735							
739	0.08	46	R		47-000, 47-733	_		NA		NA		1999
				To:	Cul-de-Sac							
				From:	47-672							
740	0.03	170	R					NA		NA		10/10/2001
				To: From:	47-762	]						
740	0.12	200	R	To:	47.741	_		NA		NA		10/10/2001
				From:	47-741	+						
(741)	0.09	120	R		47-672	_		NA		NA		10/10/2001
(41)				To:	47-740							
				From:	47-613							
(742) Old News Rd	0.74	870	F			_		100	F	870	F	2001
				To:	47-615; 47-1380 Ironbound Rd							
	0.07	70	R	From:	Cul-de-Sac			NA		NA		10/10/2001
743	0.07	70	ĸ	To:	99-603 York County Line	1		INA		INA		10/10/2001
				From:	SR 30 WEST; FR-827							
746)	1.50	850	R		bit 50 WEST, Tit 027	_		NA		NA		1999
				To: From:	SR 30 MID	7						
746	1.30	850	R	Pioin.		_		NA		NA		1999
				To:	SR 30 EAST							
$\bigcirc$	001	4.0-	_	From:	Cul-de-Sac			A 1 A		N16		40/40/000
(747)	0.34	1400	R	To:	WCL Williamsburg	7		NA		NA		10/10/2001
				From:	Dead End	1						
748)	0.15	60	R	<u> </u>	Dead End	_		NA		NA		10/05/2001
				To:	99-642 York County Line					•		
				From:	Cul-de-Sac	j						
749	0.26	40	R			_		NA		NA		1999
$\mathcal{L}$				To:	47-606; 47-735							

					James (		ntenance								
Route	Length	AADT	QA	4Tire	Bus		Tri			QC	Design Hour	QK	AAWDT	QW	Year
James City County							3+Axle	rrail	∠ıralı		nour				
	0.25	250	R	From:		Dead	End				NA		NA		10/05/2001
(750)	0.25	230	IX.	To:	99-	641 York	County Line	<b>;</b>			INA		INA		10/03/2001
				From:		47-7	46								
751)	0.40	470	R								NA		NA		1999
				To: From:		47-16	525		]						
751)	0.13	130	R	To:		Dead	End				NA		NA		1999
				From:		SR 1			1						
753	0.13	290	R			SIC I	15				NA		NA		10/05/2001
				To:	99-	677 York	County Line	<b>)</b>							
	0.20	700		From:		US	50				NIA		NIA		4000
754	0.38	700	R	To:		Dead	End				NA		NA		1999
				From:		FR-1									
755	0.64	1100	R				J,				NA		NA		1999
				To:		SR :	30								
$\bigcirc$	0.40	2.12		From:		47-7	46				NIA		NIA		4000
756	0.42	240	R	To:		47-16	524				NA		NA		1999
				From:		Dead									
(757)	0.14	130	R			Deut					NA		NA		10/05/2001
				To:		47-6	41								
$\bigcirc$	0.40	200	_	From:		Dead	End				NIA		NIA		4000
758	0.48	300	R	To:		47-6	07				NA		NA		1999
				From:		US									
759	0.55	540	R								NA		NA		1999
				To:		Dead	End								
$\bigcirc$	0.04	500	_	From:		Dead	End				NIA		NIA		4000
760	0.21	500	R	_							NA		NA		1999
700	0.07	890	R	From:		47-16	540				NA		NA		1999
760	0.01	030	IX.	To:		47-6	07				IVA		IVA		1000
				From:		US	50								
(761)	0.22	2000	R	<u>-</u>							NA		NA		1999
<u> </u>				To: From:		47-6	30								
(761)	0.04	10	R	To:		ъ. т	D 1				NA		NA		10/05/2001
				From:		Dead			1						
762)	0.14	470	R			47-6	15				NA		NA		10/10/2001
102				To:		47-7	40								
				From:		47-6	15								
763	0.23	140	R	To:		47.6	72		_		NA		NA		10/24/2001
				From:		47-6									
764)	0.31	80	R	<u> </u>		47-6	11				NA		NA		1999
				To:		Cul-de	-Sac								
				From:		47-6	39								
765	0.04	48	R	To:		C1 .1	Cas		_		NA		NA		1999
				From:		Cul-de Dead			1						
766	1.03	49	R	<u> </u>		Dead	EHQ		_		NA		NA		1999
		-		To:		47-6	10								

					James		ntenance				Б .				
Route	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle		2Troil	QC	Design	QK A	AWDT	QW	Year
James City County						ZAXIE	3+AXIE	IIIali	ZITAII		Hour				
	0.00	222	_	From:		Dead 1	End								1000
(767)	0.32	200	R	To:		47-6	3.1		1		NA		NA		1999
				From:		Cul-de			1						
768	0.05	90	R	<u> </u>		Cui-de	-sac		_		NA		NA		1999
<u> </u>				To		47-70	69		¬						
768)	0.19	150	R	From:			-				NA		NA		1999
				To:		47-6	46								
$\bigcirc$				From:		Cul-de	-Sac								
769	0.21	NA									NA		NA		
	0.44			From:		47-70	68				NIA		NIA		4000
769	0.11	60	R	To:		Cul-de-	Saa		_		NA		NA		1999
				From:		47-7									
770	0.06	110	R			47-74	40				NA		NA		1999
(10)				To:		47-7	72								
				From:		47-7	46								
771)	0.06	50	R						_		NA		NA		1999
				To:		47-7									
	0.10	60	R	From:		47-7	71				NA		NA		1999
772	0.10	80	K	_					_		INA		INA		1999
	0.10	47	R	From:		47-7	70				NA		NA		1999
(772)	0.10	41	K	To:		Cul-de-	-Sac		7		INA		INA		1999
				From:		47-7									
773)	0.04	NA									NA		NA		
				To:		Cul-de-	-Sac								
$\bigcirc$				From:		Cul-de	-Sac								
775	0.13	70	R	To:		47.6	2.1		-1		NA		NA		1999
				From:		47-63									
(776)	1.35	1400	R	110.111		47-6	14		_		NA		NA		10/24/200 ⁻
(110)				To:		SR	5								
				From:		Dead	End								
(777)	0.14	40	R						_		NA		NA	•	10/24/2001
				To:		47-70	66								
$\bigcirc$	0.12	400		From:		Cul-de	-Sac				NA		NIA .		1994
780	0.12	100	R	To:		47-6	16		$\neg$		INA		NA		1994
				From:		Dead 1									
785	0.36	30	R	<u> </u>		Dead	Eng		_		NA		NA		1999
				To:		47-6	46								
				From:		Cul-de-	-Sac								
786	0.07	50	R	_					_		NA		NA	•	10/24/2001
				To:		47-7									
797	0.07	60	R	From:		47-70	04				NA		NA		10/24/2001
787	0.07	30	Λ.	To:		Cul-de	-Sac		1		14/4		INC		101271200
				From:		47-6									
790	0.03	30	R	L		17.0			_		NA		NA		10/11/2001
				To:		Cul-de-	-Sac								
				From:		47-7	15								
795)	0.32	40	R						_		NA		NA		1999
				To:		47-7	16								

Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
			From:	47-1018	1				
0.11	110	R	<u> </u>	7/-1010	_		NA	NA	1999
			To: From:	47-1017	]				
0.20	250	R			_		NA	NA	1999
0.20	300	R	From:	47-1015			NΔ	NΔ	1999
0.20	300		To:	47 1005			INA	TVA	1000
0.14	440	R	From:	47-1003			NA	NA	1999
			To:	47-1004	<del></del>				
0.07	600	R	11000.				NA	NA	1999
			To: From:	0.07 MN 47-1004	]——				
0.65	640	R					NA	NA	1999
0.15	1100		From:	US 60	_		NΙΛ	NΛ	1999
0.13	1100	K	To:	Dead End	7		INA	NA.	1998
			From:	Dead End	1				
0.31	360	R		**	_		NA	NA	1999
			To: From:	47-1003	]——				
0.06	380	R	_				NA	NA	1999
0.40			From:	US 60	]				4000
0.10	520	ĸ	To:	Dead End	7		NA	NA	1999
			From:		_				
0.07	170	R		17 1001	_		NA	NA	1999
			To:	47-1002					
0.05		_	From:	Cul-de-Sac					4000
0.25	210	R	To:	47 1001	7		NA	NA	1999
			From:		†				
0.19	130	R		Cui-uc-suc	_		NA	NA	1999
			To:	47-1001					
• • • • • • • • • • • • • • • • • • • •			From:	47-716					4004
0.11	40	R	To:	Cul de Sac	7		NA	NA	1999
			•		1				
0.13	60	R	<u> </u>	Dead End	_		NA	NA	1999
			To:	47-716					
• • • •		_	From:	47-715					4004
0.44	150	R	To:	Dead End	7		NA	NA	1999
			From:		†				
0.14	30	R		17 073			NA	NA	1999
			To:	47-1012					
0.47	4-7	_	From:	47-673			NI A	NIA.	4000
0.17	41	К	To	47-1012	7		NA	NA	1999
			From:		1				
0.09	10	R			<b>-</b>		NA	NA	1999
			To:	Dead End; Gap Terminus					
0.07	70	R		4/-1011	_		NA	NA	1999
			To:	47-1010					. 500
			From:	47-1013 Gap Terminus					
0.09	60	R					NA	NA	1999
	0.11 0.20 0.20 0.14 0.07 0.65 0.15 0.31 0.06 0.10 0.07 0.25 0.19 0.11 0.13 0.44 0.14 0.17	0.11 110 0.20 250 0.20 300 0.14 440 0.07 600 0.65 640 0.15 1100 0.31 360 0.06 380 0.10 520 0.07 170 0.25 210 0.19 130 0.11 40 0.13 60 0.14 30 0.14 30 0.17 47	0.11 110 R 0.20 250 R 0.20 300 R 0.14 440 R 0.07 600 R 0.65 640 R 0.15 1100 R 0.31 360 R 0.06 380 R 0.10 520 R 0.10 520 R 0.11 40 R	0.11	Color	Length	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC	Continue	Carry   Carr

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
James 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	1999
(1014)	0.50	300	K	To	47.727			INA	IVA	1999
(1014)	0.09	450	R	From:	47-737			NA	NA	1999
				To: From:	47-1016	7				
(1014)	0.27	320	R			_		NA	NA	1999
				To:	47-715					
(1045)	0.15	140	R	From:	Cul-de-Sac			NA	NA	1999
(1015)	0.10	140		To:	47-1001				177	1000
				From:	47-1014					
1016	0.20	70	R	т		_		NA	NA	1999
				To: From:	Cul-de-Sac					
1017)	0.51	260	R		Cul-de-Sac	_		NA	NA	1999
(1017)				To:	47-1001					
$\widehat{}$				From:	Cul-de-Sac					
1018	0.07	80	R					NA	NA	1999
	0.10	420		To: From:	47-1001			NIA	NIA	1000
1018)	0.19	130	R	To:	Cul-de-Sac			NA	NA	1999
				From:	Cul-de-Sac					
1020	0.07	60	R					NA	NA	1999
				To: From:	47-1022 SOUTH					
1020	0.05	130	R					NA	NA	1999
	0.14	NIA		To: From:	47-1023			NIA	NIA	
1020	0.14	NA		_		_		NA	NA	
	0.08	160	R	From:	47-1021			NA	NA	1999
1020	0.00	100		To:	47-1022 NORTH				177	1000
1020	0.29	420	R	From:	47-1022 NORTH	_		NA	NA	1999
				To:	US 60					
$\bigcirc$	0.05	00		From:	47-1020			NIA	NIA	1000
(1021)	0.05	90	R	To:	47-1022			NA	NA	1999
				From:	Cul-de-Sac	Ì				
(1022)	0.05	40	R					NA	NA	1999
				To: From:	47-1020 SOUTH					
1022	0.15	70	R					NA	NA	1999
	0.40	20		From:	47-1021			NIA	NIA 4	0/00/000
1022	0.12	30	R	To:	47-1020 NORTH			NA	NA 1	0/02/200
				From:	Cul-de-Sac					
(1023)	0.05	45	R			<u> </u>		NA	NA 1	0/02/2001
				To:	47-1020					
(100)	0.06	80	R	From:	47-1020			NA	NA 1	0/02/200
(1024)				To:	Cul-de-Sac					
				From:	47-00603(B)/					
(1025)	0.36	NA		т	211.5			NA	NA	
				To:	Cul-de-Sac/					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
James City County				From:	47-631					
1027	0.03	740	R	<u> </u>	.,			NA	NA	10/02/2001
	0.06	00		To: From:	47-1028			NΙΔ	NΛ	10/02/2006
(1027)	0.06	90	R	To:	Cul-de-Sac			NA	NA	10/02/2001
				From:	Cul-de-Sac	1				
1028	0.05	110	R		cui de sue			NA	NA	10/02/200
(1028)	0.09	360	R	To: From:	47-1029	]——		NA	NA	10/02/200
				To: From:	47-1027					
1028	0.04	90	R	. —		_		NA	NA	10/02/200
				To:	Cul-de-Sac					
	0.10	400	_	From:	47-1028			NIA	NIA	10/02/200
1029	0.10	180	R	To:	Cul-de-Sac	7		NA	NA	10/02/200
				From:						
(1020)	0.76	480	R	Troni.	47-1031	_		NA	NA	10/02/200
(1030)	0.70	400		To:	US 60	7				10/02/200
				From:	Dead End					
1031	0.11	90	R	<u> </u>	Dead End	_		NA	NA	10/02/200
				To	47-1030					
(1031)	0.07	100	R	From:	47-1030			NA	NA	10/02/200
(1031)			••	To:	Dead End	7				
				From:	47-00715(B)/					
1032	0.10	NA			1, 00/15(B)	_1		NA	NA	
				To:	Dead End/					
				From:	47-649					
1037	0.16	490	R	-		<del></del>		NA	NA	10/02/200
				To:	47-1038 WEST	¬				
1037)	0.07	330	R	From:				NA	NA	10/02/200
				To	47-1038 EAST					
(1037)	0.13	30	R	From:	17 1030 231251	_1		NA	NA	10/02/200
				To:	Cul-de-Sac					
				From:	47-1037 WEST					
1038	0.28	110	R	-		<del></del>		NA	NA	10/02/2001
$\cup$				To	47-1039 SOUTH					
1038	0.11	180	R	From:	., 103, 500 111	_1		NA	NA	10/02/2001
				To:	47-1039 NORTH					
(1038)	0.03	350	R	From:	47-1039 NORTH			NA	NA	10/02/2001
1030)				To:	47-1037 EAST	7				
				From:	47-1038 SOUTH	Ī				
1039	0.26	90	R					NA	NA	10/02/2001
$\cup$				To:	47-1038 NORTH					
_				From:	47-1041					
(1040)	0.10	360	R			_		NA	NA	10/02/2001
				To	47-622					
$\bigcirc$				From:	Dead End					
(1041)	0.11	160	R					NA	NA	10/02/2001
				To: From:	47-1040					
(1041)	0.06	170	R			<b>—</b>		NA	NA	10/02/2001
				To:	Cul-de-Sac					
$\overline{}$				From:	Cul-de-Sac					
(1100)	0.05	130	R	Tax	,=	_		NA	NA	10/02/2001
				To:	47-1101					

Route	Length	AADT	QA	4Tire	Rus		 Trail 2Trail	QC	Design Hour	QK A	AWDT	QW	Year
James City County				From:	47-111		1						
(1101)	0.10	260	R		4/-111				NA		NA		10/02/2001
<u> </u>	0.06	590	R	From:	47-110	2			NA		NA		10/02/2001
(1101)	0.00	390	, ,	To	47-111	0	<u> </u>		INA		INA		10/02/2001
(1101)	0.15	970	R	From:	1/ 111	<u> </u>			NA		NA		10/02/2001
	0.11	1200	R	To: From:	47-110	9			NA		NA		10/02/2001
1101)	0.11	1200	, ,	To	47-110	13			INA		INA		10/02/2001
(1101)	0.50	1400	R	From:					NA		NA		10/02/2001
				To: From:	SR 5								
(1102)	0.25	160	R	rioni.	Dead E	ad			NA		NA		10/02/2001
				To: From:	47-111	7							
1102	0.05	260	R	Troni.					NA		NA		10/02/2001
	0.26	270	R	From:	47-110	1			NA		NA		10/02/2001
1102	0.20	270	IX.	To:	47-111	1			INA		INA		10/02/2001
(1102)	0.04	250	R	From:	47-111	1			NA		NA		10/02/2001
				To: From:	47-1105 W	/EST							
(1102)	0.19	230	R	-					NA		NA		10/02/2001
	0.11	260	R	To: From:	47-1105 E	AST			NA		NA		10/02/2001
(1102)	0.11	200		To:	47-110	16			IVA		11/-1		10/02/2001
(1102)	0.28	370	R	To: From:	4/-110	0			NA		NA		10/02/2001
_				To: From:	47-111	3							
(1102)	0.08	540	R						NA		NA		10/03/2001
(400)	0.20	610	R	To: From:	47-1104 SC	OUTH			NA		NA		10/03/2001
(1102)	0.20	010		To	47-111	4							10/00/2001
1102	0.18	780	R	From:	1, 111	<u> </u>			NA		NA		10/03/2001
				To: From:	47-1104 NO	ORTH							
(1102)	0.11	1000	R						NA		NA		10/03/2001
$\bigcirc$	0.18	1500	R	From:	47-110	3			NA		NA		10/03/2001
(1102)				To:	47-614	4							
$\bigcirc$				From:	47-110	1							4040040004
(1103)	0.11	420	R	_					NA		NA		10/03/2001
(1103)	0.09	420	R	From:	47-110	8			NA		NA		10/03/2001
				To	47-110	<u> </u>							
(1103)	0.48	470	R	From:					NA		NA		10/03/2001
				To:	47-110								
(1104)	0.14	70	R	From:	47-110	2			NA		NA		1999
				To:	47-111	5							
1104	0.18	190	R	. 10.11.					NA		NA		1999
	• • •			To: From:	47-111	6							400-
1104	0.12	260	R						NA		NA		1999
(1104)	0.11	320	R	From:	47-111	4			NA		NA		1999
				To:	47-110	2			<u> </u>				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
James City County				From:	47-1102					
(1105)	0.26	70	R			<b>=</b> =		NA	NA	1999
				To:	47-1102					
(400)	0.07	60	R	From:	47-1102			NA	NA	1999
1106	0.01			To:	Cul-de-Sac			147.	14/1	1000
_				From:	Cul-de-Sac					
1107	0.16	110	R	т	17.1100	<b>-</b> 1		NA	NA	1999
				To: From:	47-1103					
1108	0.06	45	R		Cul-de-Sac			NA	NA	1999
				To:	47-1103	1				
$\bigcirc$				From:	Cul-de-Sac					
1109	0.06	50	R	To:	47-1101	7		NA	NA	1999
				From:	47-1101					
1110	0.07	70	R	<u> </u>	47-1101	_		NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.00			From:	Cul-de-Sac					1000
(111)	0.03	20	R	To:	47-1102	7		NA	NA	1999
				From:	Dead End	1				
1112	0.13	100	R	<u> </u>	Dette Ent			NA	NA	1999
				To:	47-1101					
$\bigcirc$	0.40	200	_	From:	Cul-de-Sac			NIA	NIA	4000
1113	0.13	200	R	To:	47-1102	7		NA	NA	1999
				From:	47-1102	İ				
(1114)	0.09	70	R			_		NA	NA	1999
				From:	47-1115	]				
(1114)	0.11	110	R	. —		_		NA	NA	1999
				To: From:	47-1104					
(1115)	0.10	50	R	rioni.	47-1104	_		NA	NA	1999
(11)				To:	47-1114	1				
				From:	Cul-de-Sac					
1116	0.09	70	R	To:	47.1104	_		NA	NA	1999
				From:	47-1104	1				
1117)	0.10	90	R		Cul-de-Sac	_		NA	NA	1999
				To:	47-1102					
				From:	Cul-de-Sac					
1118	0.07	70	R	To:	47-1121	7		NA	NA 1	0/04/200
				From:	Cul-de-Sac	1				
1119	0.12	320	R	<u> </u>	Cui-ue-Sac	_		NA	NA 1	0/04/200
<u> </u>				To	47-1121	]				
$\overline{}$				From:	47-614					
(1120)	0.16	380	R					NA	NA 1	0/04/200
	0.05			From:	47-1121	]——		NIA	NIA 4	0/04/202
(1120)	0.05	60	R	To:	Cul-de-Sac	7		NA	NA 1	0/04/200
				From:	Cul-de-Sac	<del>                                     </del>				
(1121)	0.43	60	R		car de bue			NA	NA 1	0/04/200
				To:	47-1120					

				2Axle 3+Axle 1Trail			Hour				
			From:	47-1120	1						
0.07	250	R		47-1120			NA		NA		10/04/2001
			To:	Cul-de-Sac	1						
0.00	400	_	From:	Cul-de-Sac			NIA		NIA		10/04/2004
0.08	100	ĸ	To:	47-1121	٦		NA		NA		10/04/2001
			From:								
0.10	120	R			<b>-</b>		NA		NA		10/04/200
0.16	80	ь	From:	47-614	_		NΔ		NΔ		1999
0.10	00	IX	To:	Cul-de-Sac	٦		IVA		IVA		1000
			From:	Cul-de-Sac							
0.33	110	R			_		NA		NA		1999
0.18	250	ь	From:	47-614; 47-1102	_		NΔ		NΔ		10/04/200
0.10	230	IX	To:	Cul-de-Sac	٦		IVA		IVA		10/04/200
			From:								
0.13	200	R			_		NA		NA		10/04/200
0.10	280	ь	From:	Cul-de-Sac	_		NΔ		NΙΔ		1999
0.13	200	IX	To:	47-1130	٦		INA		INA		1999
			From:	Cul-de-Sac							
0.10	130	R			_		NA		NA		1999
0.15	560	ь	From:	47-1101	_		NΔ		ΝΔ		1999
0.10	300	IX	To:	47 1121	7		IVA		IVA		1000
0.06	460	R	From:	4/-1131			NA		NA		1999
			To	47-1128	7						
0.12	200	R	From:	17 1120			NA		NA		1999
			To:	Cul-de-Sac							
0.10	200		From:	Cul-de-Sac			NIA		NIA		1000
0.12	200	ĸ	To:	47-1130	٦		INA		NA		1999
			From:		Ì						
0.11	110	R	<u> </u>				NA		NA		1999
			To: From:	47-1133	]——						
0.10	590	R			_		NA		NA		1999
					1						
0.12	60	R	From:	Cul-de-Sac	_		NA		NA		1999
···-			To:	47-1132	1						
			From:	47-1101							
0.04	180	R					NA		NA		1999
2.22	665		From:	47-1136 SOUTH	]		<b>.</b>		NIA		4000
0.38	200	R			_		NA		ΝA		1999
0.15	640		From:	47-1136 NORTH			N/A		NΙΛ		1000
0.15	040	ĸ	To:	SR 5	1		INA		INA		1999
			From:		i						
0.24	200	R			_		NA		NA		1999
			To:	47-1137							
	0.08  0.10  0.16  0.33  0.18  0.13  0.19  0.10  0.15  0.06  0.12  0.12  0.11  0.10  0.12  0.12  0.11  0.10	0.08       100         0.10       120         0.16       80         0.33       110         0.18       250         0.19       280         0.19       280         0.10       130         0.15       560         0.06       460         0.12       200         0.11       110         0.10       590         0.12       60         0.04       180         0.38       200         0.15       640	0.08 100 R 0.10 120 R 0.16 80 R 0.33 110 R 0.18 250 R 0.13 200 R 0.19 280 R 0.10 130 R 0.15 560 R 0.06 460 R 0.12 200 R 0.12 200 R 0.11 110 R 0.10 590 R 0.11 110 R 0.12 60 R 0.12 60 R	O.08   100   R	Cul-de-Sac	Cul-de-Sac	Cul-de-Sac	Total   Cul-de-Sac   Cul-de-Sac   NA	Cul-de-Size   NA	Cul-de-Sac   NA	Culde-Sac   Culde-Sac   NA

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Year
James City County				From:	47-1137					
(1136)	0.08	120	R			<u></u>		NA	NA	1999
				To:	47-1135 NORTH					
	0.10	140	R	From:	Cul-de-Sac			NA	NA	1999
1137	0.10	140	K	To:	47-1136	7		INA	IVA	1999
				From:	47-1139					
(1138)	0.13	150	R			<del></del>		NA	NA	10/03/2001
				To:	47-1135					
	0.11	130	R	From:	Cul-de-Sac			NA	NA	10/03/2001
1139	0.11	130	K	To:	Cul-de-Sac	7		INA	INA	10/03/2001
				From:	Cul-de-Sac					
1140	0.05	60	R			_		NA	NA	10/03/2001
				To:	47-1135					
	0.05	40	P	From:	47-1135			NA	NA	10/03/2001
(1141)	0.05	48	R	To:	Cul-de-Sac			INA	INA	10/03/2001
				From:	47-1151	1				
(1150)	0.61	700	R			<b>_</b>		NA	NA	1999
				To:	47-614					
$\bigcirc$	0.00	400	_	From:	Cul-de-Sac					1000
1151	0.20	180	R					NA	NA	1999
	0.09	120	R	From:	47-1150	_		NA	NA	1999
(1151)	0.09	120	K	To:	Cul-de-Sac	_		INA	INA	1999
				From:	Cul-de-Sac					
1153	0.53	300	R					NA	NA	10/04/2001
				To:	47-614					
$\bigcirc$	0.05	200		From:	SR 30			NIA	NIA	1000
(1160)	0.25	220	R	To:	47-1161	<b>-</b>		NA	NA	1999
				From:	47-1162					
(1161)	0.16	120	R	<u> </u>	17 1102			NA	NA	1999
				To: From:	47-1160					
(1161)	0.22	100	R	110iii.		_		NA	NA	1999
				To:	47-1163					
	0.05	00	<u> </u>	From:	Dead End; .05 MW			NA	NA	1999
(1162)	0.05	90	R	т.		_		INA	INA	1999
(1162)	0.05	70	R	From:	47-1161			NA	NA	1999
(1162)				To:	Cul-de-Sac; .05 ME					
				From:	Cul-de-Sac					
(1163)	0.18	100	R			_		NA	NA	1999
				To:	47-601					
	1.67	NA		From:	47-00614(B)/			NA	NA	
(1170)	1.07	INA		То:	Cul-de-Sac/	1		INA	INA	
				From:	47-00614(B)/					
(1171)	0.56	NA			\	_		NA	NA	
				To:	Cul-de-Sac/					
$\bigcirc$	0.04			From:	Cul-de-Sac/			<b>N.</b> 1. 1.		
(1172)	0.04	NA		To:	47-01171(B)/			NA	NA	
					7/-U11/1(D)/					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
James City County				From:	Cul-de-Sac/						
(1173)	0.14	NA				<u> </u>		NA	NA		
				To:	47-01170(B)/						
	0.07	NA		From:	Cul-de-Sac/			NA	NA		
1174	0.07	NA		To:	47-01173(B)/	7		INA	IVA		
				From:	Cul-de-Sac/						
1175	0.21	NA				<del></del>		NA	NA		
				To:	Cul-de-Sac/						
	0.05	NA		From:	Cul-de-Sac/			NA	NA		
1176	0.00	NA.		To:	47-01175(B)/	7		11/3	IVA		
				From:	Cul-de-Sac/						
1177	0.05	NA				_		NA	NA		
				To:	47-01170(B)/						
	0.04	NA		From:	Cul-de-Sac/			NA	NA		
1178	0.04	IVA		To:	47-01170(B)/	7		11/7	INA		
				From:	47-01170(B)/						
1179	0.03	NA				_		NA	NA		
				To:	Cul-de-Sac/						
	0.04	NA		From:	47-01170(B)/			NΙΔ	NΑ		
1180	0.04	NA		To:	Cul-de-Sac/			NA	NA		
				From	Dead End	1					
1201)	0.13	80	R					NA	NA		10/04/20
				To: From:	47-1215						
1201	0.08	200	R					NA	NA		10/04/200
				To: From:	47-1214						
1201)	0.20	460	R					NA	NA		10/04/20
	0.04	4000	_	To: From:	47-1211			NIA	NIA.		40/04/00/
1201	0.04	1300	R	_		_		NA	NA		10/04/200
	0.03	1700	R	From:	47-1206			NA	NA		10/04/200
1201	0.00	1700	IX.	To:	47.1205	_		11/-3	IVA		10/04/200
1201)	0.06	1400	R	From:	47-1205			NA	NA		10/04/20
(1201)				To:	47-1204						
(1201)	0.07	1800	R	From:	1/ 1207	_		NA	NA		10/04/200
				To: From:	47-1203						
1201	0.03	1800	R			_		NA	NA		10/04/200
				To: From:	47-1202						
(1201)	0.02	2300	R		GD 444 GD 444	_		NA	NA		10/04/200
				To: From:	SR 132; SR 199						
1202)	0.02	40	R	Piolii.	Cul-de-Sac			NA	NA		10/04/200
1202				To	47-1201	1					
				From:	47-1201						
1203)	0.02	30	R			_		NA	NA		10/04/200
				To:	Cul-de-Sac						
(100)	0.06	100	R	From:	Dead End			NA	NA		10/04/200
(1204)	0.00			To:	47 1201			14/-1			. 0, 07, 20(
(1204)	0.09	40	R	From:	47-1201			NA	NA		10/04/200
(1207)				To:	Dead End	_					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
James City County				From:	Cul-de-Sac	1				
(1205)	0.09	90	R	<u> </u>	cui de Suc			NA	NA	10/04/200
				To:	47-1201					
$\bigcirc$	0.14	420	В	From:	Dead End			NA	NA	10/04/200
(1206)	0.14	130	R	. —		_		INA	NA	10/04/200
(1206)	0.08	210	R	From:	47-1210			NA	NA	10/04/200
(1206)	0.00			To: From:	47-1209				10.	10/0 1/200
1206	0.07	300	R	From:	47-1209			NA	NA	10/04/200
				To:	47-1208	1				
(1206)	0.07	380	R	rioni.				NA	NA	10/04/200
				To: From:	0.07 ME 47-1208					
1206	0.09	500	R	_		_		NA	NA	10/04/200
				To:	47-1201	1				
(1207)	0.09	100	R	From:	Cul-de-Sac			NA	NA	10/04/200
1207	0.00	100		To:	47-1206	1		14/1	10/1	10/04/200
				From:	47-1206					
1208	0.04	90	R			_		NA	NA	10/04/2001
				To:	Cul-de-Sac					
$\bigcirc$	0.06	60	R	From:	Cul-de-Sac			NA	NA	10/04/2004
(1209)	0.00	60	ĸ	To:	47-1206	$\neg$		INA	NA	10/04/2001
				From:	Cul-de-Sac					
(1210)	0.06	47	R	<u> </u>	0.0. 2.0 5.00			NA	NA	10/04/200
				To:	47-1206					
$\bigcirc$				From:	Dead End					10/01/000
(1211)	0.14	120	R			_		NA	NA	10/04/2001
$\overline{}$	0.12	600	R	To: From:	47-1213	_		NA	NA	10/04/2001
(1211)	0.12	600				_		INA	NA	10/04/200
(1211)	0.13	880	R	From:	47-1212			NA	NA	10/04/2001
(1211)	0.10	000	• • • • • • • • • • • • • • • • • • • •	To:	47-1201				10.	10/0 1/200
				From:	47-1211					
1212	0.05	60	R			_		NA	NA	10/04/2001
				To:	Dead End					
	0.10	570	R	From:	47-1211			NA	NA	10/04/2001
(1213)	0.10	570	K			_		INA	NA	10/04/200
(1213)	0.12	130	R	From:	47-1216			NA	NA	10/04/2001
1213	V.12			To:	Dead End			, .		. 5/5 1/250 1
				From:	Dead End					
1214	0.18	100	R			_		NA	NA	10/04/2001
				To:	47-1201	<u> </u>				
(1245)	0.04	40	R	From:	Dead End			NA	NA	10/04/2001
(1215)	0.04	<del>-70</del>		To:	47-1201	1_				.5/5-/2501
				From:	Cul-de-Sac		_			
1216	0.22	180	R			_		NA	NA	10/04/2001
				To: From:	47-1218					
(1216)	0.07	630	R					NA	NA	10/04/2001
				To: From:	47-1217					
1216	0.10	700	R	To:	47 1010	_		NA	NA	10/04/2001
				To:	47-1213					

Route	Length	AADT	QA	4Tire	Bus 2Axle	3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
lames City County				From:	47-12	16								
1217)	0.06	60	R							NA		NA		10/05/200
				To:	Cul-de-	Sac								
$\sim$				From:	Dead F	End								
1218)	0.20	160	R							NA		NA		10/05/200
				To: From:	47-12	19								
1218	0.03	220	R							NA		NA		10/05/200
				To: From:	47-12	16								
1218	0.27	210	R							NA		NA		10/05/200
				To:	Dead I	End								
				From:	47-12	18								
1219	0.06	50	R							NA		NA		10/05/200
				To:	Cul-de-	Sac								
$\bigcirc$				From:	US 6	0								
1301)	0.30	690	R							NA		NA		10/25/2001
				To: From:	47-1302 I	EAST								
(1301)	0.19	60	R					_		NA		NA		10/25/2001
				To:	47-1302 V	WEST								
<u> </u>				From:	47-1301 I	EAST								
(1302)	0.54	320	R							NA		NA		10/25/2001
				To: From:	47-1301 V	WEST		<b>—</b>						
1302	0.09	160	R							NA		NA		10/25/2001
				To:	47-1301 I	EAST								
				From:	US 6	0								
(1303)	0.50	80	R					_		NA		NA		10/25/2001
				To:	US 6	0								
				From:	Dead I	End								
(1304)	0.31	NA		_						NA		NA		
				To: US 6	60; 47-1303 EAST_TA	ARLETON	BIVOUA	C						
				From:	Cul-de-	Sac								
(1305)	0.45	390	R					_		NA		NA		10/05/2001
				To:	US 6	0								
			_	From:	Cul-de-	Sac								4000
(1306)	0.15	250	R							NA		NA		1999
<u> </u>				From:	47-130	08								
(1306)	0.06	380	R							NA		NA		1999
				To: From:	47-130	07								
(1306)	0.03	1200	R							NA		NA		1999
				To:	47-13	10								
				From:	47-130	06								
(1307)	0.06	90	R					_		NA		NA		1999
				To:	Cul-de-	Sac								
$\circ$				From:	47-130	09								
1308	0.06	90	R							NA		NA		1999
				To: From:	47-130	06		]						
1308	0.07	190	R					_		NA		NA		1999
				To:	Cul-de-	Sac								
				From:	Cul-de-	Sac								
1309	0.05	80	R							NA		NA		1999
				To: From:	47-130	08								
1309	0.05	80	R					_		NA		NA		1999
				To:	Cul-de-	Sac								
				From:	Cul-de-	Sac								
1310	0.07	570	R					_		NA		NA		1999
				To:	47-13									

Route	Length	AADT	QA	4Tire	Rue	Truc 3+Axle		QC	Design Hour	QK /	AAWDT	QW	Year
James City County				From:	47-13	16							
1310	0.18	1600	R	<u> </u>	47-13	10			NA		NA		1999
				To: From:	47-13	11	]——						1000
1310	0.20	1100	R	To:	47-61	4	٦		NA		NA		1999
				From:	47-13								
1311)	0.04	800	R				<del></del>		NA		NA		1999
	0.05	390	R	From:	47-13	12			NA		NA		1999
1311)	0.03	390	K	To	47-13	12			INA		INA		1999
(1311)	0.06	270	R	From:	47-13.	13	_1		NA		NA		1999
				From:	47-13	14	]						
(1311)	0.04	200	R				_		NA		NA		1999
	0.05	160	R	From:	47-13	15			NA		NA		1999
(1311)				To:	Cul-de-	Sac							
$\bigcirc$	0.07	50	_	From:	47-13	11			NIA		NIA		4000
(1312)	0.07	50	R	To:	Cul-de-	Sac	7		NA		NA		1999
				From:	Cul-de-Sac;								
(1313)	0.05	70	R						NA		NA		1999
	0.05	70	R	From:	47-13	11			NA		NA		1999
1313	0.03	70	K	To:	Cul-de-Sac;	.05 ME			INA		INA		1999
				From:	47-13	11							
(1314)	0.07	40	R	To:	Cul-de-	Sac	7		NA		NA		1999
				From:	Cul-de-								
1315)	0.07	70	R				_		NA		NA		1999
				To:	47-13								
(1316)	0.25	940	R	From:	47-13	10			NA		NA		10/26/200
(1316)				To:	Cul-de-	Sac							
	2.22		_	From:	Cul-de-	Sac							40/00/000
1317	0.08	80	R	To:	47-13	16	7		NA		NA	·	10/26/200
_				From:	Cul-de-								
1318)	0.04	40	R	To:	45.10	1.6	7		NA		NA	•	10/26/200
				From:	47-13: Cul-de-								
(1319)	0.15	160	R		Cui-de-	Sac			NA		NA	•	10/26/200 ⁻
				To:	Cul-de-								
(1320)	0.05	60	R	From:	47-13	19	_		NA		NA		10/26/200 ⁻
(1320)	0.00			To:	Cul-de-	Sac	1						10/20/200
$\bigcirc$				From:	Cul-de-	Sac							10/00/57
(1321)	0.05	47	R	To:	47-13	16	1		NA		NA		10/26/200 ⁻
				From:	Cul-de-		†						
(1322)	0.16	240	R				_		NA		NA		1999
	0.00			To: From:	47-132	25	]		h 1 4		h : ^		4000
(1322)	80.0	300	R	. —			_		NA		NA		1999
(1322)	0.05	670	R	From:	47-132	23			NA		NA		1999
1022				To:	47-13	10			*				

				2Axle 3+Axle 1Trail	ZIIGII		Hour		W Year
			From:	Cul-de-Sac					
0.08	320	R			<b>_</b>		NA	NA	1999
0.07	340	R	From:	47-1324			NA	NA	1999
		• • • • • • • • • • • • • • • • • • • •	To	47-1322					
0.06	90	R			<u></u>		NA	NA	1999
			ı						
0.09	180	R	1011.	47-1323			NA	NA	1999
			To:	Cul-de-Sac					
0.06	80	R	From:	Cul-de-Sac			NA	NA	1999
0.00			To	47-1322			1471	107	1000
0.08	80	R	From:	47-1322	<u>-</u>		NA	NA	1999
			To:	Cul-de-Sac					
0.06	80	R	From:	47-1331 WEST			NA	NA	1994
0.00			To	47-1334					1001
0.04	300	R	From:	47-1334			NA	NA	1994
			To: From:	47-1333					
0.08	330	R			_		NA	NA	1994
0.10	360	R	From:	47-1332			NΔ	ΝΔ	1994
0.10	300		To	47 1221 EAST			INA	INA	1334
0.08	300	R	From:	47-1331 EAS1			NA	NA	1994
			To: From:	47-725					
0.07	350	R		47.617	_		NA	NA	1994
			From:		 				
0.07	150	R	<u> </u>	Cur-uc-Sac			NA	NA	1994
			To: From:	47-1330 WEST					
0.08	160	R					NA	NA	1994
0.12	160	R	From:	47-1333			NΑ	NA	1994
0.12	100		To	47-1332			1471	107	1004
0.16	180	R	From:	47-1332	<u>-</u>		NA	NA	1994
			To:	47-1330 EAST					
0.21	230	R	From:	Cul-de-Sac			NA	NA	10/23/2001
0.21			To	47-1339					10/20/2001
0.10	360	R	From:	47-1337			NA	NA	10/23/2001
			To: From:	47-1337					
0.12	100	R					NA	NA	1994
0.12	90	R	From:	47-1330			NΑ	NA	10/23/2001
0.12	30		To:	47-1331			1471	14/1	10/20/2001
			From:	47-1330					
0.09	140	R	To:	47 1221	$\neg$		NA	NA	1994
			From:						
0.06	100	R	<u> </u>	Car-ac-pac			NA	NA	1994
			From:	47-1335					
0.08	240	R		45.1000	_		NA	NA	1994
	0.07 0.06 0.09 0.06 0.08 0.06 0.04 0.08 0.10 0.08 0.17 0.07 0.08 0.12 0.16 0.21 0.10 0.12 0.10 0.12 0.10	0.07       340         0.06       90         0.09       180         0.06       80         0.08       80         0.04       300         0.08       330         0.10       360         0.07       350         0.07       150         0.08       160         0.12       160         0.16       180         0.21       230         0.10       360         0.12       100         0.12       90         0.09       140	0.07       340       R         0.06       90       R         0.09       180       R         0.06       80       R         0.08       80       R         0.04       300       R         0.08       330       R         0.09       350       R         0.07       350       R         0.07       350       R         0.07       150       R         0.08       160       R         0.12       160       R         0.12       160       R         0.12       230       R         0.12       100       R         0.12       100       R         0.12       90       R         0.09       140       R         0.06       100       R	0.08   320   R	0.08   320   R	0.08 320 R  0.07 340 R  0.06 90 R  10 Cul-de-Sac  0.09 180 R  10 Cul-de-Sac  0.00 80 R  10 Cul-de-Sac  0.01 300 R  10 47-1331 WEST  0.02 37	0.08   320   R	0.08   320   R	0.08 320 R

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
James City County				From:	47-1336						
1335	0.05	90	R	<u> </u>	17 1330	_		NA	NA		1994
				To:	47-1334						
$\bigcirc$	2.22			From:	Cul-de-Sac; .06 MW						1001
1336	0.06	90	R			_		NA	NA		1994
	0.07	20	R	From:	47-1335			NIA	NIA.		1004
1336	0.07	30	ĸ	To:	Cul-de-Sac; .07 ME			NA	NA		1994
				From:	Cul-de-Sac						
1337	0.05	80	R			_		NA	NA	•	10/23/20
				To: From:	47-1338	<b>—</b>					
1337	0.12	180	R					NA	NA	•	10/23/20
				To: From:	47-1332	]					
1337	0.06	110	R			_		NA	NA	•	10/23/20
				To:	Cul-de-Sac						
	0.04		_	From:	Cul-de-Sac			NIA	NIA		40/00/00
1338	0.04	70	R	To:	47-1337			NA	NA		10/23/20
				From:	Cul-de-Sac						
1339	0.05	130	R		Cui-uc-Sac			NA	NA		10/23/20
				To:	47-1332	٦					
1339)	0.17	40	R	From:	17 1332	_		NA	NA		10/23/20
				To:	Cul-de-Sac						
				From:	47-617						
1341)	0.21	670	R	т	1 <del>-</del> 10 10	_		NA	NA	•	10/23/20
				To:	47-1342						
	1.43	650	R	From:	Cul-de-Sac			NA	NA	,	10/23/20
1342	1.40	000		To:	Cul-de-Sac			IVA	14/4		10/20/20
				From:	Cul-de-Sac						
1343)	0.18	70	R					NA	NA	•	10/23/20
				To:	47-1342						
$\bigcirc$	0.40			From:	Cul-de-Sac						10/00/00
1344	0.18	120	R	To:	47-1345; 47-1342			NA	NA		10/23/20
				From:	47-1344; 47-1342						
1345)	0.11	160	R		47-1344, 47-1342			NA	NA		10/23/20
1049				To:	Dead End	1					
				From:	Cul-de-Sac						
1346	0.14	60	R	_		_		NA	NA	•	10/23/20
				To:	47-1345						
	0.11	80	R	From:	Cul-de-Sac			NA	NA		10/23/20
1347	0.11	00	K	To:	47-1342	7		INA	INA		10/23/20
				From:	47-1347						
1348)	0.05	20	R					NA	NA		10/23/20
				To:	Cul-de-Sac						
$\overline{}$			_	From:	Cul-de-Sac						10/00:= :
1349	0.11	100	R	To:	47 1242	7		NA	NA	,	10/23/20
				From:	47-1342	1					
(1350)	0.27	960	R		47-1351			NA	NA		1999
1350	U.Z.I			To:	SR 5	L					
				From:	47-1365						
1351)	0.19	970	R			_		NA	NA	•	10/23/200
				To:	47-1362 West						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
James City County				From:	47-1362 West					
1351)	0.06	1600	R	L	17 1302 West			NA	NA	10/23/200
<u> </u>				To: From:	47-1363	]——				
(1351)	0.30	1700	R					NA	NA	10/23/200
	0.34	900	R	From:	47-1362 East	_		NA	NA	1999
1351	0.04			To:	47-1358			1471	10.0	1000
1351	0.15	920	R	From:	47-1336			NA	NA	1999
				To: From:	47-1355; 47-1361	]——				
1351)	0.21	950	R					NA	NA	1999
	0.09	1300	R	From:	47-1352			NA	NA	1999
1351	0.09	1300	K	To:	47.1250	_		INA	INA	1999
1351)	0.37	850	R	From:	47-1350			NA	NA	10/23/200
				To:	47-1369 EAST					
$\overline{}$	2.22	242	_	From:	47-1357					40/00/00
1352	0.08	210	R	_		_		NA	NA	10/23/200
1252)	0.06	260	R	From:	47-1356			NA	NA	10/23/200
1352	0.00			To:	47-1355					10/20/200
1352	0.13	240	R	From:	47-1333			NA	NA	10/23/200
				To: From:	47-1354; 47-1353	]—				
1352	0.04	260	R					NA	NA	10/23/200
	0.05			To: From:	47-1353 NORTH	]		NIA		40/00/00/
1352	0.05	270	R	To:	47-1351	_		NA	NA	10/23/200
				From:	47-1354; 47-1352 SOUTH					
1353	0.23	110	R		., ., ., ., ., ., ., ., ., ., ., ., ., .	_		NA	NA	10/23/20
				To:	47-1352 NORTH	<u> </u>				
	0.09	80	R	From:	Cul-de-Sac			NA	NA	1999
1354	0.03	00	IX.	To:	47-1353; 47-1352 S			IVA	INA	1000
				From:	47-1352					
1355	0.22	110	R	т		_		NA	NA	1999
				To: From:	47-1351; 47-1361	1				
1356)	0.05	30	R	rioni.	Cul-de-Sac			NA	NA	1999
1356				To: From:	47-1357	7				
1356	0.15	170	R	From:	.,	_		NA	NA	1999
				To:	47-1352					
	0.20	45	R	From:	47-1356			NA	NA	1999
1357	0.20	40	IX.	To	47.1252	_		INA	INA	1999
1357)	0.08	60	R	From:	47-1352			NA	NA	1999
				To:	Cul-de-Sac					
$\sim$			_	From:	47-1360					
1358	0.12	150	R	_		_		NA	NA	1999
	0.12	320	R	From:	47-1359	_		NA	NA	1999
1358)	0.12	320		To:	47-1351	1		19/4	INA	1999
				From:	Cul-de-Sac		,			
1359	0.11	30	R			_		NA	NA	1999
				To:	47-1358					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
James City County				From:	Cul-de-Sac	1					
1360	0.19	170	R	<u> </u>	Cui de Sue	_		NA	NA		1999
				To: From:	47-1358	}					
1360	0.19	60	R	. —		_		NA	NA		1999
				To:	Cul-de-Sac						
	0.35	220	R	From:	47-1351; 47-1355			NA	NA		10/23/200
1361	0.55	220	K	To:	Cul-de-Sac	٦		INA	NA		10/23/200
				From:	47-1351 WEST						
1362	0.68	260	R			_		NA	NA		10/23/20
				To:	47-1351 EAST	<u> </u>					
	0.05	200	_	From:	47-1351	╛		NIA	NA		10/22/20
1363	0.05	200	R	To:	47-1364	٦		NA	NA		10/23/20
				From:	Dead End	1					
1364	0.27	210	R		Bedd End			NA	NA		10/23/20
				To:	Dead End	]					
$\sim$				From:	47-1351	J					
1365	0.24	30	R	To:	D 1F 1	7		NA	NA		10/23/200
				From:	Dead End	1					
1366	0.07	200	R	110.11.	Cul-de-Sac	_		NA	NA		10/23/20
1300)				То:	47-1351						
				From:	47-1372						
1367	0.15	240	R			_		NA	NA		10/23/20
				To: From:	47-1368	]					
1367	0.11	210	R	_		_		NA	NA		10/23/20
				To:	47-1351						
	0.07	60	R	From:	Cul-de-Sac			NA	NA		10/23/20
1368	0.07	00	K	To:	47-1367	7		INA	NA		10/23/20
				From:	47-1351 WEST						
1369	0.18	230	R			<b>_</b>		NA	NA		10/23/20
				To:	47-1351 EAST						
$\bigcirc$	0.40		_	From:	47-1369						10/00/00
1370	0.16	90	R	To:	Cul-de-Sac	_		NA	NA		10/23/20
				From:	Cul-de-Sac	1					
1371)	0.16	40	R		Cui-ue-sac			NA	NA		10/23/20
				To:	47-1370						
				From:	Cul-de-Sac						
1372	0.20	140	R			_		NA	NA		10/24/20
				To:	Cul-de-Sac						
(170)	0.64	390	R	From:	47-1351; 47-1366	_		NA	NA		10/24/20
1373	0.04	330		To:	Cul-de-Sac	7		IVA	IVA		10/24/200
				From:	47-1373	Ī					
1374	0.07	70	R			<del>-</del>		NA	NA		10/24/20
				To:	Cul-de-Sac	<u> </u>					
	0.04		_	From:	Cul-de-Sac			. NIA			40/04/00
1375	0.04	80	R	To:	47-1373	7		NA	NA		10/24/200
				From:	4/-13/3 Cul-de-Sac	+					
376) 0	0.07	40	R	<u> </u>	Cul-ue-Sac	_1		NA	NA		10/24/200
				To:	47-1373						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
James City County				From:	Cul-de-Sac					
(1377)	80.0	47	R			<u>-</u>		NA	NA	10/24/2001
				To:	47-1373					
	0.34	410	R	From:	47-613; 47-615			NA	NA	10/26/2001
1380	0.04	410	IX.	To:	Cul-de-Sac	1		INA	IVA	10/20/2001
				From:	47-1380					
(1381)	0.06	80	R			_ <b>_</b>		NA	NA	10/26/2001
				To: From:	Cul-de-Sac	1				
(1382)	0.11	100	R	110	47-1380			NA	NA	10/26/2001
(1302)				To:	Cul-de-Sac					
$\widehat{}$				From:	47-1380					
1383	0.08	80	R	To:	Cul do Soo	_		NA	NA	10/26/2001
				From:	Cul-de-Sac 47-1380; 47-1386					
(1384)	0.06	60	R	<u> </u>	47-1360, 47-1360			NA	NA	10/26/2001
$\bigcup$				To:	Cul-de-Sac					
$\bigcirc$	0.00		_	From:	Cul-de-Sac			NIA	NIA	40/00/0004
(1385)	0.08	90	R	To:	47-1380	7		NA	NA	10/26/2001
				From:	47-1465					
(1386)	0.30	210	R			<b>-</b>		NA	NA	10/26/2001
				To:	47-1380; 47-1384					
$\bigcirc$	0.06	60	_	From:	Cul-de-Sac			NIA	NΙΔ	10/26/2001
1387	0.06	60	R	To:	47-1386	1		NA	NA	10/26/2001
				From:	47-615					
(1390)	0.39	180	R			_		NA	NA	10/26/2001
				To:	Cul-de-Sac					
(1391)	0.03	47	R	From:	Cul-de-Sac			NA	NA	10/23/2001
(1391)	0.00	٠,		To:	47-1390			147 (	10.1	10/20/2001
				From:	Cul-de-Sac					
(1392)	0.03	50	R	т	45.4000	_		NA	NA	10/23/2001
				To: From:	47-1390	<u> </u>				
(1393)	0.03	40	R	Tioni.	Cul-de-Sac			NA	NA	10/23/2001
				To:	47-1390					
				From:	Cul-de-Sac					
(1394)	0.04	20	R	To:	47-1390	7		NA	NA	10/23/2001
				From:	FR-663					
(1400)	0.10	220	R		1 K-003	_		NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.00	600		From:	47-1402			NIA	NΙΔ	10/05/2001
(1401)	0.08	620	R	To:	45.1465	_		NA	NA	10/05/2001
(1401)	0.07	650	R	From:	47-1407			NA	NA	10/05/2001
1.401)				To	47-726	<b></b>				
(1401)	0.01	790	R	From:	7/-/20			NA	NA	10/05/2001
$\overline{}$				To: From:	47-1408					
(1401)	0.09	730	R			_		NA	NA	10/05/2001
				To:	SR 31					

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle	1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
ames City County				From:	Dead 1	End								
1402)	0.14	120	R	-						NA		NA		10/05/200
	0.44			To: From:	47-14	.06		]		NIA		NIA		40/05/000
1402	0.11	260	R					_		NA		NA		10/05/200
1402	0.07	300	R	From:	47-14	05				NA		NA		10/05/200
				To: From:	47-14	04								
1402	0.07	400	R	From:	., -					NA		NA		10/05/200
	0.07	100		To: From:	47-14	.03				NIA.		NIA		40/05/000
1402	0.07	460	R	To:	47-14	01				NA		NA		10/05/200
				From:	Cul-de-									
1403	0.06	80	R	т				_		NA		NA		10/05/200
				To: From:	47-14									
1404	0.06	45	R	rioin.	Cul-de-	·Sac				NA		NA		10/05/200
				To:	47-14	02								
$\bigcirc$			_	From:	Cul-de-	-Sac								40/05/000
(1405)	0.05	40	R	To:	47-14	102				NA		NA		10/05/200
				From:	Dead 1									
1406	0.07	90	R							NA		NA		10/05/200
				To:	Dead l	End		<u> </u>						
	0.16	100	R	From:	Dead l	End				NA		NA		10/05/200
1407	0.10	100	IX.	To	47.14	100		_		14/-3		IVA		10/03/200
1407)	0.24	190	R	From:	47-14	09				NA		NA		10/05/200
				To:	47-14	01								
$\sim$				From:	47-14	10								
1408	0.23	100	R					_		NA		NA		10/05/200
	0.24	190	R	From:	47-14	09				NA		NA		10/05/200
1408	0.24	130		To:	47-14	01				147.		14/1		10/00/200
				From:	Dead l	End								
1409	0.04	40	R							NA		NA		10/05/200
<u> </u>	0.00			From:	47-14	.07		_		NIA.		NIA		40/05/000
(1409)	0.08	40	R	To:	47-14	108		7		NA		NA		10/05/200
				From:	Dead 1									
(1410)	0.11	130	R	-						NA		NA		10/05/200
				To: From:	47-14	80-		]						
(1410)	0.08	270	R	To:	SR 3	2.1		_		NA		NA		10/05/200
				From:	47-14									
(1411)	0.16	90	R		47-14	12				NA		NA		1994
				To:	SR 3	1								
	0.00	90	В	From:	SR 3	1				NIA		NIA	_	1004
1412	0.08	80	R	To:	47-14	11				NA		NA		1994
				From:	SR 3									
1415)	0.06	1300	R	_				_		NA		NA		10/05/200
				To:	Cul-de-									
1417)	7) 0.08	100	R	From:	Cul-de-	-Sac				NA		NA		1994
1411)	0.00	.00		To:	47-15	60								1004

Route	Length	AADT	QA	4Tire	Rue	Tru 3+Axle	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
James City County				From:	47-156	0							
(1417)	0.15	220	R		17 100	<u> </u>			NA		NA		1994
(1447)	0.07	490	R	To: From:	47-141	9			NA		NA		1994
(1417)	0.07	400		To	47-141	8							
(1417)	0.04	420	R	From:			<b>-</b>		NA		NA		1994
				To: From:	SR 5; 47-1								
1418)	0.13	110	R	rioni.	47-141	/			NA		NA		1994
				To:	Cul-de-S	Sac							
$\bigcirc$	2.42		_	From:	47-141	7							1001
1419	0.10	140	R	To:	Cul-de-S	lac .	7		NA		NA		1994
				From:	SR 5		1						
(1420)	0.13	220	R		Sit 5				NA		NA		10/24/2001
(1420)				To: From:	47-142	1	]						
(1420)	0.05	30	R						NA		NA		10/24/2001
				To: From:	Dead Er								
(1421)	0.03	160	R		47-142	0			NA		NA		10/24/2001
				To: From:	47-142	2	<b>—</b>						
(1421)	0.10	80	R	From:			_		NA		NA		10/24/2001
				To:	Dead Er								
$\bigcirc$	0.19	100	R	From:	47-142	1			NA		NA		10/24/2001
(1422)	0.19	100	K	To:	Dead Er	nd	7		INA		INA		10/24/200
				From:	47-682								
(1423)	0.12	350	R						NA		NA		10/24/2001
				To: From:	47-142	4							
(1423)	0.08	300	R				_		NA		NA		10/24/2001
	0.31	160	R	From:	47-142	7			NA		NA		10/24/2001
(1423)	0.51	100	IX	To:	47.140	0	7		IVA		IVA		10/24/2001
(1423)	0.14	80	R	From:	47-142	8			NA		NA		10/24/2001
				To:	Cul-de-S	Sac							
$\bigcirc$				From:	Cul-de-S	Sac							
1424	0.04	60	R				_		NA		NA		10/24/2001
	0.05	60	R	From:	47-142	3			NA		NA		10/24/2001
1424	0.03	00	IX.	To:	Cul-de-S	Sac			INA		INA		10/24/2001
				From:	FR-663	3							
(1425)	0.09	740	R				_		NA		NA		1999
				To:	Cul-de-S								
(1426)	0.31	1500	R	From:	47-142	5			NA		NA		1999
1426	0.0.			To:	Cul-de-S	Sac							
				From:	47-142	3							
(1427)	0.05	48	R	To:	0.1.1.0	7	_		NA		NA		10/24/2001
				From:	Cul-de-S								
1428	0.26	100	R		Cul-de-S	ac	_		NA		NA		10/24/2001
	-		-	To:	47-142	3							
$\overline{}$				From:	END LO	OP							
(1430)	0.41	280	R	To:	DECRIT	OOP	7		NA		NA		10/26/2001
					BEGIN LO	JUP							

Route	Length	AADT	QA	4Tire	Bus 2Axle	Trι 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
James City County				From:	BEGIN I	LOOP								
1430)	0.08	320	R					<b>-</b>		NA		NA		10/26/200
				To:	47-61									
$\bigcirc$	0.13	60	Б	From:	Cul-de-	-Sac				NA		NΙΔ		10/26/200
1431)	0.13	60	R	_				_		NA		NA		10/26/200
	0.48	150	R	From:	47-14	33				NA		NA		10/26/200
1431)	0.40	100		To:	99-60	03		7		147 (		1471		10/20/200
				From:	Cul-de-	-Sac								
1432	0.05	46	R	_				_		NA		NA		1999
				To:	47-14									
	0.21	140	R	From:	47-14	31				NA		NA		10/26/200
1433	0.21	140	IX	To:	99-60	03		7		IVA		IVA		10/20/200
				From:	Cul-de-	-Sac								
1434	0.21	220	R					_		NA		NA		10/24/200
				To:	47-61									
	0.38	420	В	From:	47-61	15				NA		NA		10/23/200
1435	0.36	120	R	To:	Dead I	End		7		INA		INA		10/23/200
				From:	47-14									
1436	0.09	190	R			<del></del>				NA		NA		1999
				To:	47-14	37								
$\bigcirc$	0.40	000	_	From:	47-14	38				NIA		NIA		4000
1437)	0.13	380	R					_		NA		NA		1999
	0.16	250	R	To: From:	47-14	36				NA		NA		1999
1437	0.10	230	K	To:	Dead I	End		7		INA		INA		1999
				From:	47-14									
1438	0.13	750	R	<u> </u>						NA		NA		1999
				To: From:	47-14	41		_						
1438	0.02	410	R							NA		NA		1999
_				To: From:	47-14	43								
1438	0.02	890	R							NA		NA		1999
				From:	0.02 MN 4	17-1443								1000
1438	0.14	570	R					_		NA		NA		1999
$\overline{}$	0.06	4000		From:	47-14	39				NIA		NIA		1000
1438	0.06	1600	R	To:	SR 5	5		7		NA		NA		1999
				From:	47-1440; 4									
1439	0.38	180	R		,					NA		NA		1999
$\bigcup_{i=1}^{n}$				To: From:	47-14	38		_						
1439	0.09	190	R					_		NA		NA		1999
				To:	47-14									
	0.14	70	R	From:	47-1439; 4	7-1441				NA		NA		1999
1440)	0.14	70		To:	47.14			_		IVA		IVA		1333
1440	0.11	180	R	From:	47-14	44				NA		NA		1999
				To:	47-14	38								
				From:	47-1439; 4	17-1440								
1441)	0.28	190	R					_		NA		NA		1999
				To:	47-14			<u> </u>						
(44)		180	R	From:	Cul-de-	-Sac		_		NA		NA		1999
1442	0.08	100	ix.	To:	47-14	43		7		. 4/ (		14/1		1000
								_						

Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDT	QW Year
			From:	47-1443	1				
0.13	110	R		47-1443			NA	NA	1999
			To:	47-1439					
0.11	420	_	From:	47-1438			NΙΔ	NΛ	1000
0.11	120	ĸ	To:	47-1442	7		INA	INA	1999
			From:						
0.08	60	R			_		NA	NA	1999
0.10	500	Þ	From:	99-603; York County Line			NΔ	ΝΔ	1994
0.10	300	IX	To:	47.1446	_		IVA	IVA	1334
0.10	240	R	From:	47-1446			NA	NA	1994
			To:	47-1448	<b></b>				
0.06	190	R	From:	47-1440			NA	NA	1994
			To	47-1449	1				
0.20	NA				_		NA	NA	
			To:	47-1447					
0.10	150	В	From:	47-1445			NΙΔ	NΑ	10/26/2001
0.10	150	ĸ	To:	99-603: York County Line	7		INA	INA	10/26/2001
			From:		İ				
0.19	310	R					NA	NA	10/26/2001
			To: From:	47-1449	_				
0.06	200	R					NA	NA	1994
			To: From:	47-1448	]				
0.07	490	R	To	00 (02) V-d-Ct-Lin-	_		NA	NA	1994
0.29	230	R		47-1443			NA	NA	1994
			To:	47-1447	1				
0.07	30	R	From:		_		NA	NA	1994
			To:	Cul-de-Sac					
0.22	460	В	From:	47-1445			NΙΔ	NΑ	1994
0.22	160	ĸ			_		INA	INA	1994
0.04	80	R	From:	47-1447			NA	NA	1994
			To:	Cul-de-Sac					
			From:	47-1455					
0.09	200	R					NA	NA	10/24/2001
			To: From:	47-1453	]				
0.11	330	R			_		NA	NA	10/24/2001
0.40	240		From:	47-1451			NIA	NIA	40/24/2004
0.16	340	ĸ	To:	47-682	7		INA	INA	10/24/2001
			From:						
0.23	110	R		• • •			NA	NA	10/24/2001
			To: From:	47-1452	<u> </u>				
0.09	310	R			_		NA	NA	1994
		R	From:	47-1451			NA	NA	10/24/2001
0.08	140	R					NA	NΔ	1(1//4//(1)11
	0.13  0.11  0.08  0.10  0.10  0.06  0.20  0.10  0.19  0.06  0.07  0.29  0.07  0.22  0.04  0.09  0.11  0.16  0.23  0.09	0.13 110  0.11 120  0.08 60  0.10 500  0.10 240  0.06 190  0.20 NA  0.10 150  0.19 310  0.06 200  0.07 490  0.29 230  0.07 30  0.22 160  0.04 80  0.09 200  0.11 330  0.16 340  0.23 110  0.09 310	0.13 110 R  0.11 120 R  0.08 60 R  0.10 500 R  0.10 240 R  0.06 190 R  0.20 NA  0.10 150 R  0.19 310 R  0.07 490 R  0.29 230 R  0.07 490 R  0.29 230 R  0.07 30 R  0.04 80 R  0.04 80 R  0.11 330 R  0.11 330 R  0.16 340 R  0.23 110 R  0.09 310 R	0.13	110   R	110   R	110   120   110   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120	110   R	10

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
James City County				From:	47-1450					
(1453)	0.21	230	R		1, 1100	_		NA	NA	10/24/200
				To:	47-1454					
	0.04	30	R	From:	Dead End			NA	NA	10/24/200
(1454)	0.04	30	K	To	47.1452	_		INA	NA.	10/24/200
(1454)	0.04	40	R	From:	47-1453			NA	NA	10/24/200
(1404)				To:	Dead End					
$\widehat{}$				From:	47-1450					
1455	0.10	200	R			_		NA	NA	10/24/200
	0.10	400		From:	47-1456			NIA	NIA	10/24/200
1455	0.12	120	R	To:	Cul-de-Sac	7		NA	NA	10/24/200
				From:	Cul-de-Sac					
1456	0.09	100	R			_		NA	NA	10/24/200
				To:	47-1455					
$\bigcap$	0.00	242	-	From:	47-682			NIA	B.I.A.	40/04/000
(1457)	0.28	310	R	To:	Cul-de-Sac	7		NA	NA	10/24/200
				From:	Cul-de-Sac					
1458	0.26	250	R		cui de bue			NA	NA	10/24/200
				To:	47-1457					
$\bigcirc$	0.00		_	From:	Cul-de-Sac			NIA	<b></b>	40/04/000
(1459)	0.03	60	R	To:	47-1458	<b>-</b>		NA	NA	10/24/200
				From:	Cul-de-Sac	l				
1460	0.21	90	R		cui de bue			NA	NA	1994
				To: From:	47-1451					
(1460)	0.11	700	R	Troni.				NA	NA	1994
				To: From:	47-682	]				
1460	0.42	480	R					NA	NA	10/24/200
	0.10			From:	47-1461					
(1460)	0.18	120	R	To:	Cul-de-Sac	1		NA	NA	10/24/200
				From:	47-1423					
1461)	0.10	60	R		17 1123	_		NA	NA	10/24/200
				To:	47-1460					
$\bigcirc$	0.40	440	_	From:	47-615 NORTH			NIA	<b></b>	1001
(1465)	0.19	140	R			_		NA	NA	1994
(1465)	0.08	60	R	From:	47-1466 NORTH			NA	NA	1994
(1465)	0.00			To:	47.1467			13/-1	11/7	1007
(1465)	0.06	190	R	From:	47-1467			NA	NA	1994
(1465)				To	47-1466 SOUTH					
(1465)	0.07	200	R	From:	17 1700 000 111			NA	NA	1994
				To: From:	47-1469	]				
(1465)	0.21	410	R			_		NA	NA	1994
				To:	47-615 SOUTH					
$\overline{}$	0.23	100	Р	From:	47-1465 SOUTH			NA	NA	1994
(1466)	0.23	190	R	т	15.11	_		IVA	INA	1994
(1466)	0.24	120	R	From:	47-1468			NA	NA	1994
(1466)	0.27	.20	11	To:	47-1465 NORTH	7		14/7	IVA	1004

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW	Year
James City County				From:	47-1465						
(1467)	0.10	150	R		47-1403	_		NA	NA		1994
				To:	Cul-de-Sac						
$\bigcirc$				From:	47-1466						
1468	0.11	80	R	To:	0.11.0	_		NA	NA		1994
				From:	Cul-de-Sac	1					
(1469)	0.17	150	R	T TOME	47-1465	_		NA	NA		1994
(1409)	0.11		••	To:	Cul-de-Sac				10.0		1001
				From:	47-1471						
(1470)	0.14	2000	R			_		NA	NA		1994
				To:	47-615						
$\bigcirc$	0.04		_	From:	Cul-de-Sac			NIA	NA		40/04/0004
(1472)	0.04	20	R	To:	47-1475	_		NA	NA		10/24/2001
				From:	47-1475						
(1473)	0.05	10	R		47-1473			NA	NA		10/24/2001
1473				To:	Cul-de-Sac						
				From:	Cul-de-Sac						
1474	0.04	20	R			_		NA	NA		10/24/2001
				To:	47-1475						
$\bigcirc$	0.00	4000		From:	47-652			NIA	NA		4004
(1475)	0.06	1800	R					NA	NA		1994
	0.00	200		From:	47-1476 EAST			NIA	NIA		40/04/0004
(1475)	0.08	320	R			_		NA	NA		10/24/2001
	0.11	200	R	From:	47-1477	_		NA	NΙΔ		10/24/2001
1475	0.11	260	ĸ			_		INA	NA		10/24/2001
	0.07	170	R	From:	47-1472			NA	NA		10/24/2001
(1475)	0.07	170	K			_		INA	INA		10/24/2001
	0.07	130	R	To: From:	47-1473			NA	NA		10/24/2001
(1475)	0.07	130	IX.			_		INA	14/-1		10/24/2001
4475	0.19	90	R	From:	47-1474			NA	NA		10/24/2001
(1475)	0.10	00		To:	47-1476 WEST	7			10.0		10/2 1/2001
				From:	47-652						
(1476)	0.32	1900	R	-				NA	NA		1994
				To: From:	47-1475 EAST	<del></del>					
(1476)	0.04	100	R					NA	NA		1994
				To:	Cul-de-Sac						
	0.05		_	From:	Cul-de-Sac						10/04/0004
1477	0.05	60	R	To:	47-1475	_		NA	NA		10/24/2001
				From:							
(1478)	0.08	30	R		47-1476			NA	NA		10/24/2001
1470				To:	Cul-de-Sac	1					
				From:	47-613						
(1480)	0.04	710	R					NA	NA		1999
				To: From:	47-1481						
1480	0.17	260	R					NA	NA		1999
				To: From:	47-1485						
(1480)	0.29	150	R					NA	NA		1999
				To: From:	47-1487						
1480	0.73	420	R			_		NA	NA		1999
				To:	47-1470						

					James		ntenance								
Route	Length	AADT	QA	4Tire	Bus		Trı		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
James City County							3+Axle	ıııalı	∠ııalı		HOUF				
	0.15	120	R	From:		Cul-de-	-Sac				NA		NA		1999
1481)	0.13	120	K	To:		47-14	184				INA		INA		1999
1481	0.10	280	R	From:		4/-14	10-1				NA		NA		1999
				To: From:		47-14	183		_						
(1481)	0.01	380	R								NA		NA		1999
	0.07	460	R	From:		47-14	182		_		NA		NA		1999
1481				To:		47-14	180								
$\bigcirc$	2.22		_	From:		Cul-de	-Sac								4000
1482	0.08	70	R	To:		47-14	181		7		NA		NA		1999
				From:		Cul-de-									
1483	0.10	100	R	To:		45.14	101		_		NA		NA		1999
				From:		47-14 Cul-de									
1484)	0.12	110	R			Cui-ue	-sac				NA		NA		1999
				To:		47-14									
1405	0.09	100	R	From:		47-14	180				NA		NA		1999
(1485)				To:		47-14	186								
$\bigcirc$				From:		Cul-de-	-Sac								1000
1486	0.05	90	R						_		NA		NA		1999
1486	0.10	80	R	From:		47-14	185				NA		NA		1999
(1400)				To:		47-14	187		]						
$\bigcirc$	0.05		-	From:		Cul-de-	-Sac				NIA		NIA		1000
1487	0.05	60	R	To:		45.14	100		_		NA		NA		1999
1487)	0.09	170	R	From:		47-14	188				NA		NA		1999
				To: From:		47-14	171								
1487	0.07	310	R	11001.							NA		NA		1999
	0.00	70		From:		47-14	189				NIA		NIA		4000
1487	0.09	70	R	To:		Cul-de	-Sac		7		NA		NA		1999
_				From:		47-14									
1488	0.04	60	R	To:		0.1.1	G.		_		NA		NA		1999
				From:		Cul-de-									
1489	0.08	70	R			Cui-ue	-sac				NA		NA		1999
				To:		47-14									
1490	0.25	270	R	From:		Cul-de-	-Sac		_		NA		NA		1994
1490	0.20	2.0		To		47-14	191								100-7
1490	0.04	970	R	From:					<b>-</b> '		NA		NA		1994
				To:		SR 5; 47									
1491)	0.19	150	R	From:		LOOP	END		_		NA		NA		1994
1731)	0.10		- •	To		47-14	194								
(1491)	0.17	60	R	From:		., 17					NA		NA		1994
				To: From:		47-14	193		<u> </u>						
1491)	0.32	90	R	To:		A7 1 A	102		<b>-</b>		NA		NA		1994
						47-14	174								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW	Year
lames City County				From:	47-1492						
1491)	0.17	250	R		· · · · · · ·	<b>_</b>		NA	NA		1994
				To:	47-1490						
$\bigcirc$	0.05		_	From:	Cul-de-Sac			NIA	NA		4004
1492	0.05	20	R	To:	47-1491	7		NA	NA		1994
				From:	Cul-de-Sac						
1493)	0.04	60	R		Cui-uc-bac	_		NA	NA		1994
				To:	47-1491						
$\sim$				From:	Cul-de-Sac						
1494	0.08	110	R	To:	47 1401	7		NA	NA		1994
				From:	47-1491						
1495)	0.12	160	R		47-1491	_		NA	NA		10/24/200
1400				To:	Cul-de-Sac						
				From:	Cul-de-Sac						
1500	0.54	410	R	_		_		NA	NA		1994
				To:	47-614						
	0.14	120	R	From:	Dead End			NA	NA		1986
1501	0.14	120	K			_		INA	NA.		1900
	0.39	340	R	From:	LEXINGTON DR	_		NA	NA		1986
1501)	0.00	040		To:	47-612	7		14/1	101		1000
				From:	47-1500 SOUTH	1					
1502	0.44	160	R			_		NA	NA		10/25/200
				To:	47-1500 NORTH	]					
	0.00	040	_	From:	47-614			NIA	NIA		1000
1505	0.09	310	R			_		NA	NA		1999
	0.27	230	R	From:	47-1506			NA	NA		1999
1505)	0.27	230	K	To:	Dead End	7		INA	NA.		1999
				From:	47-1505						
1506	0.08	240	R					NA	NA		1999
				To:	Dead End						
$\bigcirc$	0.00	0.40	_	From:	47-614			NIA	NA		4000
(1507)	0.03	240	R			_		NA	NA		1999
	0.11	920	R	From:	0.03 ME 47-614			NA	NA		1999
1507	0.11	920	ĸ	т.	,	7		INA	INA		1999
(1507)	0.05	710	R	From:	47-1508			NA	NA		1999
1507)	0.00	710	IX	To	47.1522	7		IVA	IVA		1555
1507	0.05	320	R	From:	47-1532			NA	NA		1999
(1507)	0.00			To:	47-1535	7					
1507)	0.06	160	R	To: From:	47-1333			NA	NA		1999
			• •	To:	47-1533						
		<u> </u>		From:	Cul-de-Sac						<u> </u>
1508)	0.18	100	R			_		NA	NA		1999
				To:	47-1507	<u> </u>					
	0.23	190	R	From:	47-1511	_		NA	NA		10/24/200
(1510)	0.23	190	ĸ	To:	47-658	7		INA	INA		10/24/200
				From:	47-658						
1511)	0.25	220	R		• • • • • •	<b>-</b>		NA	NA		10/24/200
				To:	47-1510						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
James City County				From:	47-1510					
1511)	0.23	90	R	<u> </u>		_		NA	NA	10/24/200
	0.05			To: From:	47-1515					10/04/000
(1511)	0.05	280	R	To:	47-1514	7		NA	NA	10/24/200
				From:	47-1513					
1512	0.21	140	R			<u>-</u>		NA	NA	10/24/200
				To:	47-658					
1513	0.05	60	R	From:	Cul-de-Sac			NA	NA	10/24/200
1313				To	47-658					
1513	0.05	250	R	From:	17 030			NA	NA	10/24/200
				To: From:	47-1512					
1513	0.17	200	R			_		NA	NA	10/24/200
				To:	Cul-de-Sac					
1514	0.42	1100	R	From:	Cul-de-Sac			NA	NA	10/24/200
1514	-			To:	47-1511	٦				
1514)	0.10	1200	R	From:	17 1311			NA	NA	10/24/200
				То:	47-658					
$\bigcirc$	0.07	400		From:	47-1511			NIA	NIA	10/24/200
1515	0.07	100	R	To:	Cul-de-Sac			NA	NA	10/24/200
				From:	Cul-de-Sac					
1516	0.14	100	R			_		NA	NA	1994
<u> </u>				To:	47-1521					
	0.09	680	R	From:	47-1521			NA	NA	1994
1517	0.09	660	K	To:	47.1510	7		INA	INA	1994
1517	0.14	530	R	From:	47-1518			NA	NA	1994
(1911)				To	47-1519	1				
1517	0.36	1000	R	From:	17 1017			NA	NA	1994
				To: From:	47-1551	]——				
1517)	0.08	1200	R					NA	NA	1994
				From:	47-1550	]				
1517	80.0	1200	R			_		NA	NA	1994
	0.07	2000	R	From:	47-1553			NA	NA	1994
1517	0.07	2000	IX.	To:	47-612; 47-658			INA	N/A	1334
				From:	Cul-de-Sac					
1518	0.09	200	R	_		_		NA	NA	1994
				To:	47-1517					
1519	0.11	100	R	From:	Cul-de-Sac			NA	NA	1994
(1319)				То:	47-1517					
				From:	47-1524					
1520	0.13	280	R					NA	NA	10/25/200
	0.05			To: From:	47-1538			NI C	814	40/05/000
1520	0.05	200	R	_		_		NA	NA	10/25/200
(F)	0.20	450	R	From:	47-1522			NA	NA	10/25/200
1520	0.20	-+50	_ K	To	AT 1504 AT 1505			INA		10/23/200
1520	0.05	810	R	From:	47-1524; 47-1527			NA	NA	10/25/200
				To:	47-1528					
· · · · · · · · · · · · · · · · · · ·										

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
James City County				From:	47-1528					
1520	0.04	930	R			_		NA	NA	10/25/200
				To:	47-612	_				
	0.13	870	R	From:	47-1555			NA	NA	1994
1521	0.10	070	1	To:	47-1517			147.	10.0	1004
$\bigcirc$	2.27			From:	Dead End					40/05/00
1521	0.07	230	R			_		NA	NA	10/25/20
$\overline{}$	0.20	EGO	R	From:	47-1523			NΙΔ	NA	10/25/20
1521	0.30	560	ĸ	. —				NA	NA	10/25/20
	0.23	350	R	From:	47-1522			NA	NA	10/25/20
1521	0.20	330	1	To:	47-612			147.	10.0	10/20/20
				From:	47-1520					
1522	0.12	190	R					NA	NA	10/25/20
				To:	47-1521					
$\bigcirc$	0.05	20	_	From:	Cul-de-Sac			NIA	NIA	40/05/00
1523	0.05	60	R	To:	47-1521	1		NA	NA	10/25/20
				From:	Cul-de-Sac					
1524	0.10	120	R		Cur-de-Sac			NA	NA	10/25/20
				To	MAYFAIR LA					
1524	0.23	190	R	From:	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			NA	NA	10/25/20
				To: From:	0.23 MN MAYFAIR LA	<b>—</b> —				
1524	0.15	160	R	riom.				NA	NA	10/25/20
<u></u>				To: From:	47-1520					
1524	0.28	130	R					NA	NA	10/25/200
				To: From:	47-1529					
1524	0.10	290	R	. —		<del></del> 1		NA	NA	10/25/20
				To:	47-1520; 47-1527					
	0.05	90	R	From:	47-1524			NA	NA	10/25/20
1525	0.00	30	1	To:	47.1526	_		147.	10.0	10/20/200
1525	0.05	50	R	From:	47-1526			NA	NA	10/25/200
(1525)				To:	Cul-de-Sac					
				From:	47-1525					
1526)	0.05	60	R			_		NA	NA	10/25/200
				To:	Cul-de-Sac					
	0.07	60	R	From:	47-1520; 47-1524			NA	NA	10/25/200
1527	0.07	60	K	To:	Cul-de-Sac			INA	NA	10/23/200
				From:	Cul-de-Sac					
1528	0.17	280	R		eu de bue			NA	NA	10/25/200
				To:	47-1520					
$\bigcirc$			_	From:	Cul-de-Sac					
1529	0.09	600	R	To:	47-1524	_		NA	NA	10/25/200
				From:	47-612	1				
1530	0.35	1200	R		47-012	_		NA	NA	10/25/200
				To:	47-1531	¬		<u> </u>		
1530	0.12	1100	R	From:	47-1331			NA	NA	10/25/200
				To:	47-1537					
(1530)	0.26	1200	R	From:	11 1001	_		NA	NA	10/25/200
$\bigcirc$				To:	47-1539					

					James City Maintenance Are			Decian		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1		QC	Design Hour	QK AAWDT	QW Year
James City County										
(1530)	0.16	210	R	From:	47-1539			NA	NA	1994
				To	47-1541					
(1530)	0.12	600	R	From:				NA	NA	10/25/200
				To:	47-1542					
(1524)	0.15	110	R	From:	47-1530			NA	NA	10/25/200
(1531)	0.10			To:	Cul-de-Sac					10/20/200
				From:	47-1507					
(1532)	0.13	140	R					NA	NA	1999
_	0.00			From:	47-1534			NIA.	NIA.	4000
(1532)	0.06	260	R	To:	47-1533			NA	NA	1999
				From:	Dead End					
1533	0.06	40	R					NA	NA	1999
				To: From:	47-1507					
1533	0.11	160	R	· <u> </u>				NA	NA	1999
				To: From:	47-1534					
1533	0.16	250	R	To:	47-1532			NA	NA	1999
				From:	47-1532					
(1534)	0.10	140	R	<u> </u>	47-1332			NA	NA	1999
				To:	47-1533					
$\bigcirc$	2.42		_	From:	47-1536					1000
(1535)	0.13	170	R					NA	NA	1999
	0.05	130	R	From:	47-1507			NA	NA	1999
(1535)	0.03	130	K	To:	Cul-de-Sac			INA	NA.	1999
				From:	47-1535					
(1536)	0.04	40	R					NA	NA	1999
				To:	Cul-de-Sac					
(1507)	0.21	310	R	From:	47-1530			NA	NA	10/25/200
(1537)	<u> </u>		.``	To:	Cul-de-Sac					
				From:	47-1520					
(1538)	0.07	80	R	To:	0.1.1.0			NA	NA	10/25/200
				From:	Cul-de-Sac	1				
(1539)	0.10	100	R		Dead End			NA	NA	10/25/200
				To	47-1530					
(1539)	0.06	140	R	From:	.,			NA	NA	10/25/200
				To: From:	47-1540					
(1539)	0.10	120	R		211.2			NA	NA	10/25/200
				To: From:	Cul-de-Sac					
(1540)	0.06	100	R	rioni.	Cul-de-Sac			NA	NA	10/25/200
1340				To:	47-1539					
				From:	Cul-de-Sac					
1541)	0.25	40	R	To:	47 1520	<del></del>		NA	NA	1994
-				From:	47-1530 Cul-de-Sac	<u> </u>				
(1542)	0.19	380	R	<u> </u>	Cui-ue-sac			NA	NA	10/25/200
				To	47-1530					
(1542)	0.13	NA		From:				NA	NA	
				To:	47-1546					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
James City County				From:	Cul-de-Sac	1				
(1543)	0.17	200	R		Cui-uc-suc	_		NA	NA	10/25/2001
				To:	47-1542					
$\bigcirc$				From:	47-1543					
(1544)	0.07	80	R	To:		_		NA	NA	10/25/2001
				From:	Cul-de-Sac	1				
(1545)	0.12	NA		rion.	Cul-de-Sac/			NA	NA	
(1545)	0.12			To:	47-01542(B)/				10.	
				From:	Cul-de-Sac/					
1546	0.13	NA				_		NA	NA	
				To:	Cul-de-Sac/					
	0.12	660	В	From:	47-612			NA	NA	1994
1549	0.12	660	R	To:	Dead End			INA	NA	1994
				From:	Dead End					
(1550)	0.20	230	R		Dead End	_		NA	NA	1994
				To	47-1517					
(1550)	0.04	330	R	From:	17 1017	_1		NA	NA	1994
				To: From:	BEGIN LOOP	7				
1550	0.27	160	R	Piolii.				NA	NA	1994
$\bigcup_{i=1}^{n}$				To:	END LOOP					
$\bigcirc$				From:	47-1517					
(1551)	0.11	140	R					NA	NA	1994
	0.10			To: From:	47-1552					1001
(1551)	0.16	160	R	To:	47-1521			NA	NA	1994
				From:		1				
1552	0.11	80	R		Cul-de-Sac			NA	NA	1994
(1332)				To:	47-1551					
				From:	Cul-de-Sac					
1553	0.02	50	R					NA	NA	1994
				To: From:	47-1554					
1553	0.07	170	R			_		NA	NA	1994
				To:	47-1517					
	0.06	120	R	From:	47-1553			NA	NA	1994
(1554)	0.00	120	IX	To:	Cul-de-Sac	1		INA	IVA	1004
				From:	47-1521	Ī				
(1555)	0.13	730	R			<del>-</del>		NA	NA	1994
				To:	47-1524	<u> </u>				
$\bigcirc$		460	_	From:	47-1417			N/A		1001
1560	0.08	120	R	To:	Dead End	7		NA	NA	1994
				From:	47-00613(B)/					
(1561)	0.07	NA			47-00013(B)/			NA	NA	
				To:	47-01562(B)/	1				
				From:	Cul-de-Sac/					
(1562)	0.25	NA		т_	<u>,, ,, , , , , , , , , , , , , , , , , </u>	_		NA	NA	
				To:	47-01565(B)/	<u> </u>				
	0.10	NA		From:	Cul-de-Sac/			NA	NA	
1563	0.10	INA		To:	47-01562(B)/	7		INA	INA	
				From:	47-01571(L)/	1				
(1564)	0.11	NA				_		NA	NA	
				To:	47-01562(B)/					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW	Year
James City County				From:	Cul-de-Sac/	Ĭ					
1565)	0.13	NA				_		NA	NA		
				To:	47-01571(R)/						
	0.11	NIA		From:	Cul-de-Sac/			NΙΔ	NA		
1566	0.11	NA		To:	47-01565(B)/	7		NA	NA		
				From:	47-658	1					
1567	0.09	NA			47-030			NA	NA		
				To: From:	47-1569	٦					
1567	0.18	NA		Piolii.				NA	NA		
				To:	47-1721						
$\bigcirc$	0.00			From:	Cul-de-Sac						
1568	0.03	NA		To:	47-1567	_		NA	NA		
				From:							
(1569)	0.13	NA			Cul-de-Sac			NA	NA		
(1503)				To:	47-1567						
				From:	Dead End						
(1570)	0.26	250	R			_		NA	NA		1999
				To:	47-612						
	0.11	NA		From:	47-01564(R)/			NA	NA		
(1571)	0.11	IVA		To:	47-01565(L)/	٦		INA	NA		
				From:	47-607	l					
(1575)	0.38	360	R	<u> </u>				NA	NA	•	10/25/2001
				To:	Cul-de-Sac						
$\bigcirc$				From:	47-1575						
1576	0.41	180	R	To:	Cul-de-Sac	<b>-</b> 1		NA	NA		10/25/2001
				From:							
(1577)	0.07	60	R	<u> </u>	Cul-de-Sac			NA	NA		10/25/200 ⁻
(67)				To:	47-1576						
				From:	47-615						
1580	0.03	240	R					NA	NA		1994
				To: From:	47-1581	]					
(1580)	0.12	180	R			_		NA	NA		1994
				To:	Cul-de-Sac						
(FD)	0.07	160	R	From:	47-1580			NA	NA		1994
(1581)	0.07	100	1	To	45.1502	_		14/1	101		1004
(1591)	0.12	150	R	From:	47-1582			NA	NA		1994
(1581)				To:	47-615	1					
				From:	47-1581						
(1582)	0.05	48	R			_		NA	NA		1994
				To:	Cul-de-Sac						
$\bigcirc$	0.40	00	_	From:	Cul-de-Sac			NIA	NIA		10/05/000
(1585)	0.12	80	R			_		NA	NA	ĺ	10/25/2001
	0.16	100	R	From:	47-1587 WEST			NA	NA		10/25/2004
(1585)	0.16	190	K	_		_		INA	NA		10/25/2001
	0.06	240	В	From:	47-1589			NA	NI A		10/25/2004
(1585)	0.06	240	R			_		INA	NA		10/25/2001
	0.07	790	R	From:	47-1587 EAST			NA	NA		10/25/2001
(1585)	0.07	190	ĸ	To:	47-1586			INA	INA		101201200
					17 1500						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
<b>James City County</b>				From:	47-1586					
1585	0.11	600	R		17 1500	_		NA	NA	10/25/200
				To:	47-615					
$\bigcirc$				From:	47-1585					404074000
(1586)	0.06	40	R	To:	Cul de Con	_		NA	NA	10/25/200
				From:	Cul-de-Sac					
(1587)	0.58	310	R	<u> </u>	47-1585 WEST			NA	NA	10/25/200
(1307)				To:	47-1585 EAST					
				From:	Cul-de-Sac					
1588	0.15	160	R			_		NA	NA	10/25/200
				To:	47-1587					
	0.42	400	_	From:	47-1585			NIA	NIA	10/25/200
(1589)	0.13	120	R	To:	Cul-de-Sac	1		NA	NA	10/25/200
				From:		1				
(1590)	0.41	220	R		47-614			NA	NA	10/25/200
1330	-			To:	Cul-de-Sac	1				
				From:	47-1590					
(1591)	0.04	60	R			_		NA	NA	10/25/2001
				To:	Cul-de-Sac					
$\bigcirc$				From:	47-1590					4000
(1592)	0.04	230	R					NA	NA	1999
	0.40	400		To: From:	47-1593					1000
(1592)	0.18	100	R	To:	47-614	_		NA	NA	1999
				From:		1				
(1503)	0.14	120	R		Cul-de-Sac			NA	NA	1999
(1593)	-			To:	47-1592	1				
				From:	Cul-de-Sac					
1594	0.08	90	R	-				NA	NA	1999
				To: From:	47-1595	1—				
(1594)	0.14	200	R					NA	NA	1999
				To:	47-1592					
$\bigcirc$	2.22			From:	Cul-de-Sac					4000
(1595)	0.09	20	R	To:	47-1594	_		NA	NA	1999
				From:						
(1600)	0.50	100	R	<u> </u>	47-1617	_		NA	NA	1999
(1000)				To:	Cul-de-Sac	1				
				From:	47-607					
(1601)	0.35	890	R	-				NA	NA	1999
				To: From:	47-1602	<b>—</b>				
(1601)	0.15	600	R	. 10.11.				NA	NA	1999
				To: From:	47-1603					
(1601)	0.23	440	R			_		NA	NA	1999
				To: From:	0.01 ME 47-1604					
(1601)	0.11	90	R	-		•		NA	NA	1999
				To: From:	47-1616					
(1601)	0.09	450	R			_		NA	NA	1999
				To:	47-1617					
$\bigcirc$	2.12			From:	47-1601					
1602	0.10	60	R	To:	Col. do C	_		NA	NA	1999
				* */-	Cul-de-Sac					

Route	Length	AADT	QA	4Tire	Rue	Truck 3+Axle 1Trail		QC	Design Hour	QK AAW	DT QW	Year
ames City County				From:	47-160	1						
1603)	0.23	120	R		a.i.				NA	N/	١.	1999
				To: From:	Cul-de-S							
1604)	0.09	9	R		Cul-de-S	eac			NA	N.A	١	1999
1004)				To:	47-160	1						
				From:	47-609	)						
1605	0.17	580	R						NA	N.A	1	1999
	0.13	450	R	To: From:	47-160	6			NA	N/		1999
1605	0.10	430	IX.	To	47.160	7	_		IVA	147		1000
1605	0.12	330	R	From:	47-160	1			NA	N.A	١	1999
				To: From:	47-160	8						
1605	0.19	120	R	From:					NA	N/	١	1999
				To:	47-160	6						
	0.64	420	В	From:	47-160	5			NA	N/		1999
1606	U.U <del>4</del>	120	R	Te		<u>-</u>	_		INA	INF	`	1999
1606	0.03	100	R	From:	47-160	5			NA	NA	`	1999
1000)				To:	Dead E	nd						
				From:	Cul-de-S	Sac						
1607	0.05	70	R	To:	47.160	5	_		NA	N/	١	1999
				From:	47-160 47-160							
1608)	0.33	120	R	` <b>L</b>	47-100	<u> </u>			NA	N/	١	1999
				To:	47-160	9						
$\sim$				From:	Dead E	nd						
1609	0.08	40	R						NA	N.A	١	1999
	0.05	48	R	To: From:	47-160	8			NA	N/		1999
1609	0.03	40	K	To:	Dead E	nd	$\neg$		INA	INA	`	1999
				From:	BEGIN L							
1610	0.10	560	R						NA	N/	١	1999
				To: From:	47-163	5						
1610	0.10	510	R						NA	N/	١.	1999
_	0.05	590	R	From:	47-163	2			NA	NA		1999
1610	0.05	590	K	т	15.150		_		INA	IN/	`	1999
1610	0.12	920	R	From:	47-163	3			NA	N/	\	1999
				To:	47-163	4	<b></b>					
1610	0.04	890	R	From:		·			NA	N/	١	1999
				To: From:	END LO	OP						
1610	0.10	920	R						NA	N.A	١.	1999
		000		To: From:	47-161	9			<b></b>			
1610	0.07	220	R	_					NA	N/	`	1999
	0.14	820	R	From:	47-161	8			NA	NA		1999
1610	0.14	320		To:	AT 171	5			1 1/71	197-		
1610	0.05	850	R	From:	47-161	J			NA	N.A	<u> </u>	1999
				To: From:	47-161	4						
1610	0.07	920	R	From:	., 101				NA	NA		1999
				To: From:	47-161	2						
1610	0.17	1300	R				_		NA	N/	١	1999
				To:	47-161	1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
lames City County				From:	47-1611	1				
1610	0.05	360	R	<u> </u>	47-1011			NA	NA	1999
				To: From:	47-1613	]				
1610	0.12	630	R	To:	US 60	1		NA	NA	1999
				From:	47-1610					
1611)	0.11	890	R		47-1010			NA	NA	1999
				To:	US 60					
$\bigcirc$	0.44			From:	47-1613					4000
1612	0.14	110	R	To:	47-1610	1		NA	NA	1999
				From:	47-1615					
1613)	0.04	150	R		17 1013			NA	NA	1999
				To: From:	47-1614	<b>—</b>				
1613	0.06	270	R	rioni.		_		NA	NA	1999
				To: From:	47-1612	]——				
1613)	0.07	400	R	To:	45.1710	_		NA	NA	1999
				From:	47-1610	1				
1614)	0.13	120	R	rioni.	47-1613			NA	NA	1999
1614	00			To:	47-1610	]				
				From:	47-1613					
1615)	0.12	130	R	_		_		NA	NA	1999
				To:	47-1610					
1616	0.10	40	R	From:	47-1601			NA	NA	1999
1616)	00			To:	Cul-de-Sac	1				
				From:	Dead End					
1617)	0.25	200	R					NA	NA	1999
				To: From:	47-1601	]				
1617	0.20	230	R			_		NA	NA	1999
	0.00	222		From:	0.20 ME 47-1601			NIA	NIA	1000
1617	0.08	220	R	. —		_		NA	NA	1999
1617)	0.10	50	R	From:	47-1600			NA	NA	1999
1017)	00			To:	Cul-de-Sac	1				
				From:	Cul-de-Sac					
1618)	0.03	40	R					NA	NA	1999
				To: From:	47-1619	]				
1618)	0.14	260	R	To:	47-1610	7		NA	NA	1999
				From:	47-1610	1				
1619	0.11	170	R		47-1010			NA	NA	1999
				To: From:	47-1630	1				
1619	0.04	80	R	. zoni.				NA	NA	1999
				To: From:	47-1631					
1619	0.05	100	R					NA	NA	1999
				To: From:	47-1618					
1619	0.10	80	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	Cul-de-Sac	+				
1620	0.20	80	R	<u> </u>	Cui-ue-Sac			NA	NA	1999
				To:	47-1621	1_				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
James City County				From:	47-1621	1				
1620	0.20	70	R			<b>-</b>		NA	NA	1999
				To:	FR-137					
	0.04	180	R	From:	47-1620			NA	NA	1999
1621	0.04	100	ĸ	To:	Cul-de-Sac	7		INA	IVA	1999
				From:	47-1617					
1622	0.18	NA						NA	NA	
				To:	Cul-de-Sac					
	0.12	50	_	From:	47-1617			NIA	NIA	1000
1623	0.13	50	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	47-756					
1624	0.14	70	R	<u> </u>	77-130	_		NA	NA	1999
				To:	Dead End					
$\overline{}$				From:	Cul-de-Sac					
1625	0.17	80	R					NA	NA	1999
	0.40			From:	47-751			NIA.	A I A	4000
1625	0.12	40	R	To:	Cul-de-Sac			NA	NA	1999
				From:	47-746	<del> </del>				
1626	0.05	190	R		4/-/40	_		NA	NA	1999
				To:	47-1627	<b></b>				
1626	0.13	140	R	From:				NA	NA	1999
				To	47-1625					
$\overline{}$				From:	Cul-de-Sac					4000
1627)	0.09	20	R	To:	47-1626	_		NA	NA	1999
				From:	47-1020					
1628	0.05	100	R	<u> </u>	47-002	_		NA	NA	1999
				To:	Cul-de-Sac					
				From:	Dead End; .11 MW 602					
1629	0.11	70	R					NA	NA	1999
				From:	47-602					
1629	0.05	60	R	To:	Cul-de-Sac; .05 ME	_		NA	NA	1999
				From:	Cul-de-Sac					
1630	0.03	60	R		Cui-de-sac			NA	NA	1999
				To:	47-1619					
				From:	Cul-de-Sac					
1631)	0.04	40	R	To:	47.1710	_		NA	NA	1999
				From:	47-1619	1				
1632	0.03	100	R	. zoni.	Cul-de-Sac	_		NA	NA	1999
1002)				To:	47-1610					
				From:	Cul-de-Sac					
1633	0.04	40	R			_		NA	NA	1999
				To:	47-1610					
	0.05	60	R	From:	47-1610	_		NA	NA	1999
1634	0.00	90	ĸ	To:	Cul-de-Sac			INA.	INU	1998
				From:	Cul-de-Sac					
1635)	0.05	60	R			_		NA	NA	1999
				To:	47-1610					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW	Year
James City County				From:	47-1637 LOOP BEGIN	1					
(1636)	0.57	170	R	<u> </u>	17 1037 EGGT BEGIN	_		NA	NA		1999
				To:	US 60						
$\bigcirc$	0.00			From:	47-1636 LOOP BEGIN					4.0	1001000
1637	0.89	340	R	To:	LOOP END	7		NA	NA	10	)/26/200 ⁻
				From:	Cul-de-Sac						
(1639)	0.17	20	R		Cui-de-Sat	_		NA	NA		1999
				To:	47-1637						
				From:	47-760						
1640	0.12	270	R					NA	NA		1999
				From:	47-1641						1000
1640	0.06	90	R	To:	Cul-de-Sac	7		NA	NA		1999
				From:	47-1648	1					
(1641)	0.40	490	R		47-1048	_		NA	NA		1999
(64)				To	47-1642						
(1641)	0.11	150	R	From:	47-1042	_		NA	NA		1999
				To	47-1640						
(1641)	0.28	60	R	From:	22.12			NA	NA		1999
				To:	Cul-de-Sac						
$\bigcirc$	2.42			From:	47-760						1000
(1642)	0.12	630	R			_		NA	NA		1999
$\overline{}$	0.00	400		From:	47-1641	_		NIA	NIA		1000
(1642)	0.09	180	R			_		NA	NA		1999
	0.12	160	R	From:	47-1643			NA	NA		1999
1642	0.12	100	K			_		INA	NA		1999
(100)	0.08	300	R	From:	47-1645			NA	NA		1999
(1642)	0.00	000	.,	To:	47-1644	1		101	101		1000
				From:	47-1644						
(1643)	0.25	50	R			<u> </u>		NA	NA		1999
				To: From:	47-1642	}—					
(1643)	0.10	90	R			_		NA	NA		1999
				To: From:	Dead End	<u> </u>					
	0.12	340	R	From:	47-1680			NA	NA		1999
1644	32	0.0		To:	47.1640						
1644	0.13	410	R	From:	47-1649			NA	NA		1999
				To:	47-1648	<b></b>					
(1644)	0.10	200	R	From:	.,			NA	NA		1999
(1644) (1644)				To: From:	47-1643	7					
(1644)	0.12	210	R	A ZOHL				NA	NA		1999
				To: From:	47-1642	]——					
(1644)	0.12	170	R			_		NA	NA		1999
				To:	47-1647	<u> </u>					
(ASAS)	0.12	60	R	From:	47-1642	_		NA	NA		1999
(1645) (1645)	0.12		1	To:	AT 1646	7		14/7	IVA		1000
1645	0.08	30	R	To: From:	47-1646			NA	NA		1999
1043)				To:	Cul-de-Sac	<u></u>					. 555
				From:	47-1645						
1646)	0.13	40	R			_		NA	NA		1999
				To:	47-1647						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWD	ΓQW	Year
James City County				From:	47-1644	1					
1647)	0.10	330	R	L	17 1011			NA	NA		1999
	0.57			To: From:	47-1646	}—					10/00/000
1647	0.57	830	R	To:	47-607; 47-758	7		NA	NA		10/26/200
				From:	47-1641						
1648	0.08	140	R	<u>L</u>	7/-1071	_		NA	NA		1999
				To: From:	47-1644	]——					
1648	0.22	190	R	To:	47-1680	7		NA	NA		1999
				From:	Cul-de-Sac	1					
1649	0.24	NA			Cui-uc-bac	_		NA	NA		
				To:	47-1644						
$\sim$				From:	47-1657						
1650	0.07	560	R					NA	NA		1999
	0.00		_	From:	47-1655						1000
1650	0.08	580	R			_		NA	NA		1999
$\overline{}$	0.07	430	R	From:	47-1654			NA	NA		1999
1650	0.07	430	ĸ			_		INA	INA		1999
	0.07	300	R	From:	47-1653			NA	NA		1999
1650	0.01	300		To:	47.1652	7		1471	147		1000
1650)	0.08	60	R	From:	47-1652	_		NA	NA		1999
1650				To:	47-1651						
1650	0.04	410	R	From:	47-1031	_		NA	NA		1999
				To:	47-615; 47-629						
				From:	Cul-de-Sac; .06 MS						
1651	0.06	20	R			_		NA	NA		1999
				From:	47-1650	<u> </u>					1000
1651)	0.08	40	R	To:	Cul-de-Sac; .08 MN	7		NA	NA		1999
				From:	Cul-de-Sac; .10 MS						
1652	0.10	120	R	<u> </u>	Curuc-sac, .10 Wis	_		NA	NA		1999
				To:	47-1650	1					
1652	0.13	100	R	From:	1, 1000	<b></b> !		NA	NA		1999
				To:	Cul-de-Sac; .13 MN						
$\overline{}$				From:	Cul-de-Sac; .15 MS						
1653	0.15	50	R					NA	NA		1999
	0.40	450	_	From:	47-1650			NIA	NIA		4000
1653)	0.10	150	R	To:	Cul-de-Sac; .10 MN	7		NA	NA		1999
				From:	Cul-de-Sac	1					
1654)	0.07	20	R		Cui-uc-sac	_		NA	NA		1999
				To:	47-1657	1					
1654	0.15	90	R	From:		_1		NA	NA		1999
				To: From:	47-1650	<b>T</b>					
1654	0.08	30	R			_		NA	NA		1999
				To:	Cul-de-Sac; .08 MN 165	<u> </u>					
		40		From:	Cul-de-Sac			N14			4000
1655	0.07	46	R			_		NA	NA		1999
1655	0.06	140	R	From:	47-1656			NA	NA		1999
(1655)	0.00	140	ĸ	To:	47-1650	_		INA	INA		1999

Route	Length	AADT	QA	4Tire	BusTruck  2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
lames City County						ZIIali		rioui		
	0.05	70	R	From:	47-1655	_		NA	NA	1999
1656	0.05	70	K	To:	Cul-de-Sac	7		INA	NA	1993
				From:	Cul-de-Sac					
(1657)	0.11	80	R	<u> </u>		_		NA	NA	1999
				To: From:	47-1650					
1657)	0.10	40	R			_		NA	NA	1999
				To:	47-1654					
	0.02	400	_	From:	47-615			NA	NA	10/25/2
1660	0.02	490	R	To:	47-1661	7		INA	NA	10/23/2
				From:	Cul-de-Sac					
1661	0.09	60	R		Cui-uc-bac	_		NA	NA	10/25/2
				To	47-1660	<b>—</b>				
1661	0.13	450	R	From:	., 1000			NA	NA	10/25/2
				To: From:	47-1662					
1661	0.17	350	R	riom:		<b>-</b>		NA	NA	10/25/2
				To:	Cul-de-Sac					
$\bigcirc$				From:	47-1661					
1662	0.05	220	R					NA	NA	10/25/2
	0.07			From:	47-1663					40/05/0
1662	0.07	120	R	To:	Cul-de-Sac	7		NA	NA	10/25/2
				From:		+				
1663	0.06	90	R		47-1662	_		NA	NA	10/25/2
				To:	Cul-de-Sac					
1670				From:	Cul-de-Sac					
	0.49	170	R	_		_		NA	NA	1999
				To:	47-606	<u> </u>				
1677	0.77	NA		From:	Cul-de-Sac	_		NA	NA	
	0.77	IVA		To:	47-746	7		INA	INA	
				From:	47-1677	İ				
1678)	0.08	NA		<u> </u>	., 10,7			NA	NA	
				To:	Cul-de-Sac					
$\overline{}$				From:	Cul-de-Sac					
1679	0.16	NA		To:	47.177	7		NA	NA	
				From:	47-1677	+				
1680	0.09	120	R		Cul-de-Sac	_		NA	NA	1999
1000				To:	47 1644					
1680)	0.08	120	R	From:	47-1644			NA	NA	1999
				To:	47-1648					
				From:	Cul-de-Sac					
(1688)	0.17	200	R			_		NA	NA	10/25/2
				To:	SR 31					
1689	0.08	60	В	From:	47-1688	_		NA	NA	10/25/2
	0.00	60	R	To:	47-1688	7		INA	INA	10/25/2
				From:	47-615	1				
1690	0.03	280	R		77-013	_		NA	NA	1994
				To:	47-1691					
				From:	SR 31					
1691	0.38	400	R			_		NA	NA	1994
				To:	47-1690	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
James City County				From:	47-1691							
1692	0.14	60	R	т	0.1.1.0	_		NA		NA		10/25/200
				To:	Cul-de-Sac	1						
1603	0.09	80	R	r toin.	47-1691			NA		NA		10/25/200
1693	0.00		.`	To:	Cul-de-Sac							. 0, 20, 200
				From:	47-1691							
1694	0.09	90	R					NA		NA		10/25/200
				To: From:	47-1695							
1694)	0.06	40	R					NA		NA		10/25/200
				To: From:	47-1697							
1694	0.08	30	R	т	9.1.1.9	_		NA		NA		10/25/200
				To:	Cul-de-Sac							
	0.11	160	R	From:	47-1694			NA		NA		10/25/200
1695	0.11	100	K	To:	47-1496	_		INA		INA		10/23/200
				From:	Cul-de-Sac							
1696	0.05	70	R		Cui de Suc			NA		NA		10/25/200
				To:	47-1695							
				From:	47-1694							
(1697)	0.11	30	R	_		_		NA		NA		10/25/20
				To:	Cul-de-Sac							
(1710)	0.07			From:	47-00614(B)/			NIA		NIA		
	0.37	NA		To	47-01711(R)/	_		NA		NA		
				From:	47-01711(L)/	1						
(1711)	0.19	NA			47-01714(L)/			NA		NA		
				To:	47-01710(L)/							
				From:	Cul-de-Sac/	_						
1712	0.07	NA						NA		NA		
				To:	47-01711(B)/							
1713)				From:	Cul-de-Sac/							
	0.07	NA		To:	47.01711(D)/	_		NA		NA		
				From:	47-01711(B)/	1						
1714	0.07	NA		110.11.	Cul-de-Sac/	_		NA		NA		
1714	0.0.			To:	47-01711(L)/							
				From:	Cul-de-Sac/							
1720	0.12	NA				_		NA		NA		
				To:	47-01567(B)/							
$\bigcirc$	2.12			From:	Cul-de-Sac/							
1721	0.12	NA		To:	47.015(7/D)/	_		NA		NA		
				From:	47-01567(R)/							
9632	0.12	300	R		47-703			NA		NA		10/25/200
9032)	***			To:	RAWLS BYRD ELEM SCH							
				From:	US 60							
9634)	0.17	370	R			_		NA		NA		1999
				To:	NORGE ELEM SCH							
9649			_	From:	47-612							40/05:=:
	0.46	4000	R	To:	I APANTONE HO	_		NA		NA		10/25/20
					LAFAYETTE HS							
City of Williamsburg				From:	Bypass Rd							
7075 Richmond Rd	0.37	21000	F	97%	1% 1% 0% 0%	0%	F	1900	F	22000	F	2001
137				To:	Monticello Ave							

					James	City Main									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Williamsburg				From:		M (* 11			1						
7075 Richmond Rd	0.95	12000	F	97% To:	1%	1% Armistea	0%	0%	0%	F	1100	F	13000	F	2001
7075 Francis St	0.91	7500	F	97%	1%	Henry St 1%	South 0%	0%	0%	С	650	F	7700	F	2001
				From:		Waller			1						
C7077 Lafayette St	0.12	9200	F	97% To:	1%	1% Bacon	0%	0%	0%	F	820	F	9500	F	2001
(7077) Lafayette St	0.82	12000	F	97% To:	1%	Bacon 1% Henry	0%	0%	0%	F	1100	F	12000	F	2001
7079 Second St	0.19	16000	F	96%	1%	Page 2%	St 1%	1%	0%	F	1400	F	16000	F	2001
7079 Second St	0.22	17000	F	96% To:	1%	Parkwa 2% York Cour	1%	1%	0%	С	1500	F	18000	F	2001
				From:	.Ia	mes City Co			<u> </u>						
7081 Iron Bound Rd	0.57	7200	F	97%	0%	2%	0%	1%	0%	С	690	F	7500	F	2001
(7081) Iron Bound Rd	0.05	12000	F	97% To:	0%	Longhil 2% Richmon	0%	1%	0%	F	1000	F	12000	F	2001
7082 Longhill Rd	0.63	3700	F	98% To:	0%	Ironbour 1% WCL Willia	nd Rd 0%	0%	0%	С	340	F	3800	F	2001
(7083) Monticello Ave	0.35	13000	F	From:		Compto					1200	F	14000	F	2001
(7086) Penniman Rd	0.49	2200	F	97% To:	1%	Page 2% York Cour	St 0%	0%	0%	С	240	F	2300	F	2001
James City County						Torn Cour	ity Eme								
Mounts Bay Road	0.00	NA		From:		SR 19					NA		NA		
				To:	Entranc	e to James (	City Gov. C	enter							
City of Williamsburg  Colonial Parkway	0.00	5700	F	From:	Ja	mes City Co	ounty Line				550	F	5900	F	2001
Matoaka Court	9.46	1300	F	To: From:	N	York Cour Iount Verno			]		120	F	1300	F	2001
Overhood to Did	0.40			To: From:		Richmond SR 19					202		4500		0001
Quatrpath Rd	9.46	1400	F	To: From:	,	York Williamsbur			1		230	F	1500	F	2001
S. England Street	9.46	2400	F	To:		Francis S			 		230	F	2400	F	2001
York St	0.00	8000	F	From:		Waller	r St				730	F	8300	F	2001
				To:		Lafayet	te St								