2001

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

Jurisdiction Report 48

King George County

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

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

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

Route	Length	AADT	QA	4Tire	Bus	 2Δvle		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
King George County				P				TTTGII	Z 11 all		rioui				
3	3.68	19000	F	94%	1%	Stafford Cour 2%	1%	3%	0%	F	1800	F	19000	F	2001
				To: From:		48-605]						
3	4.79	17000	F	94%	1%	2%	1%	3%	0%	С	1800	F	17000	F	2001
3	2.58	14000	F	From: 94%	1%	R 206 Arnold 2%	ls Corner 1%	3%	0%	F	1300	F	14000	F	2001
3				To:		R 205 Purkin			—			•			
3	1.56	6600	F	94%	1%	2%	1%	3%	0%	F	580	F	6600	F	2001
_	=			From:		US 301 Offic		-0/]						
(3)	7.18	4900	F	88% To:	1% Wes	3% stmoreland C	2%	5% e	0% T	С	460	F	4900	F	2001
				From:		SR 3 Purkins									
205	1.26	7400	F	95%	1%	3%	1%	1%	0%	F	750	F	7400	F	2001
	0.04			From:	40/	US 301 Edg		40/			400		4000		0004
205)	2.81	4300	F	95%	1%	3%	1%	1%	0%	F	400	F	4300	F	2001
	3.36	3500	F	From: 95%	48- 1%	617 Carruthe 3%	ers Corner 1%	1%	0%	С	320	F	3500	F	2001
205)			•	To:		stmoreland C						•		•	
				From:		SR 3 Arnolds									
206	2.18	8800	F	96%	1%	1%	1%	1%	0%	F	1000	F	8800	F	2001
206	4.26	8800	F	From: 96%	1%	48-610 1%	1%	1%	0%	С	1000	F	8800	F	2001
206)	7.20			To:		SR 218 Bert		170	7		1000			•	2001
206	2.19	10000	F	96%	1%	1%	1%	1%	0%	F	1300	F	10000	F	2001
\subseteq				To: From:		SR 218 Ov	wens]						
206	0.62	10000	F	96%	1%	1%	1%	1%	0%	F	1200	F	10000	F	2001
	1 70	44000		From:		S 301 East o		10/			1200		11000		2001
206	1.79	11000	F	96% To:	1%	1% 48-604	1% 1	1%	¬ 0%	F	1200	F	11000	F	2001
				From:	S	Stafford Cour	nty Line								
218	5.93	2400	F	96%	1%	2%	0%	1%	0%	F	290	F	2400	F	2001
	4.05	0400		From:	40/	48-696		40/]		000		0400		0004
218)	1.05	2100	F	96%	1%	2%	0%	1%	0%	С	260	F	2100	F	2001
218)	6.81	1900	F	From: 96%	1%	48-609 Cash 2%	Corner 0%	1%	0%	F	260	F	1900	F	2001
210)				To:		SR 206 Bert			7						
218)(206)	2.19	10000	F	96%	1%	1%	1%	1%	0%	F	1300	F	10000	F	2001
				To: From:		SR 206 OW]						
218	0.28	1000	F	95%	1%	2%	1%	1%	0%	F	110	F	1000	F	2001
242	6.02	4500	F	From: 95%	US 1%	8 301 South o 2%	of Owens 1%	1%	0%	С	480	F	4500	F	2001
218)	0.02	4500	Г	To:		R 205 East of		1 /0		C	400	'	4300	1	2001
~~~				From:	C	Caroline Cou	nty Line								
301	3.05	10000	F	88%	1%	2%	1%	9%	0%	F	900	F	10000	F	2001
~~~	2.05	11000		From:	10/	48-623		00/	00/		020		11000		2004
301	2.05	11000	F	88%	1%	2%	1%	9%	0% ¬	F	920	F	11000	F	2001
301	1.91	11000	F	From: 88%	1%	SR 3 Office	e Hall 1%	9%	0%	F	990	F	11000	F	2001
<u></u>				To:		SR 205 Edge	e HillL								
201	5.91	13000	F	From: 88%	1%	SR 205 Edg 2%	ge Hill 1%	9%	0%	F	1800	F	13000	F	2001
301	0.01	10000	•	To:	1 /0	SR 218		J /0	7	•	1000	'	10000	•	2001

					King Ge	orge Mair									
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!	QC	Design	QK	AAWDT	QW	Year
King George County						ZAXIE	3+Axle	Tirali	2Trail		Hour				
~~~				From:		SR 21			<b></b>					_	
(301)	0.56	17000	F	88%	1%	2%	1%	9%	0%	F	1600	F	17000	F	2001
(201)	3.58	16000	F	From: 88%	1%	R 206 East o 2%	of Owens 1%	9%	0%	F	1400	F	16000	F	2001
[301]	0.00	10000	•	To:		Maryland St		070		•	1100		10000		2001
				From:		SR 21	8								
600	1.68	580	R								NA		NA		03/12/2001
				To: From:		48-65	8		]						
600	1.04	200	R	To:		Stafford Cou	ntr: Lina		_		NA		NA		03/12/200
				From:	٥	48-63			<u> </u>						
601)	1.30	260	R	<u> </u>		46-03	1		_		NA		NA		04/02/200
				To:		48-68	6								
$\bigcirc$				From:	S	Stafford Cou	nty Line								
602	0.80	290	R	To:		48-60	2		_		NA		NA		03/14/200
				From:		SR 3			1						
603	1.16	900	R			SK 3			_		NA		NA		03/14/2001
000				To		48-60	2		٦						
603)	1.27	560	R	From:		10 00					NA		NA		03/14/2001
				To:		48-102	21		7—						
603	0.63	360	R	10.11.					<del></del>		NA		NA		03/14/2001
				To: From:		SR 218 V	West								
(603) Y Intersection Leg	0.04	NA									NA		NA		
<u> </u>				From:		SR 218	East		]						
603	0.15	90	R						_		NA		NA		03/14/2001
	0.70			From:		48-60	5		_		NΙΔ		NΙΔ		02/14/2004
603	0.79	90	R						_		NA		NA		03/14/2001
(602)	0.80	40	R	From:		0.79 MN 4	8-605				NA		NA		03/14/2001
603	0.00			To:		Dead E	ind		1		14/ (		10/		00/14/200
				From:		48-61	4								
(604)	0.23	400	F	96%	2%	2%	0%	0%	0%	С	47	F	400	F	2001
				To:		SR 20			<u> </u>						
605	0.75	290	R	From:		Dead E	end				NA		NA		03/22/2001
605)	0.73	230	IX.	To:		CD 2			_		IVA		IVA		00/22/200
605	1.20	920	R	From:		SR 3	1				NA		NA		03/22/2001
605)				To		48-66	5								
605)	2.20	600	R	From:		40-00	<u> </u>				NA		NA		03/22/2001
				To		SR 21	8								
605)	0.20	50	R	From:					_		NA		NA		03/14/2001
				To:		48-60	3								
	0.50	46		From:		Dead E	end				NIA		NIA		05/00/000
606	0.50	46	R						_		NA		NA		05/02/2001
600	0.11	80	R	From:	(	0.50 ME De	ead End		_		NA		NA		05/02/2001
606	0.11	30	11	To:		SR 3; 48	-677		7		INA		IN/A		30/02/2001
				From:		US 301; 4									
607)	0.90	770	F	82%	2%	4%	2%	10%	0%	F	80	F	760	F	2001
				To: From:		48-63			]—						
607	3.04	690	F	82%	2%	4%	2%	10%	0%	С	70	F	690	F	2001
				To:		48-61	0								

Route	Length	AADT	QA	4Tire	Bus	 2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
King George County				From:		48-610			1						
607)	2.75	1100	F	74% To:	1%	4% SR 3	5%	16%	0% 	С	100	F	1100	F	2001
608)	2.38	240	R	From:		48-694					NA		NA		05/02/2001
				To: From:		48-609 NO 48-609 SO									
608	0.79	70	R	To:					 		NA		NA		05/02/2001
				From:		Dead Er	nd								
609	0.32	1900	F	95%	2%	SR 3 2%	1%	1%	0%	С	170	F	1900	F	2001
609	0.53	2300	F	From: 95%	2%	48-677 <b>2</b> %	1%	1%	0%	F	210	F	2300	F	2001
609	1.31	1200	F	From: 95%	2%	48-608 SO 2%	1%	1%	0%	F	110	F	1200	F	2001
609	0.53	1100	F	From: 95%	2%	48-649 <b>2</b> %	1%	1%	0%	F	100	F	1100	F	2001
				To:		SR 218									
610)	1.63	350	R	From:		48-607	1		_  _		NA		NA		04/02/2001
610	1.30	620	F	From: 96%	1%	48-631 <b>2</b> %	0%	0%	0%	F	80	F	620	F	2001
610	0.08	1500	F	From: 96%	2%	48-678 2%	0%	0%	0%	F	180	F	1500	F	2001
				From:		SR 3 WE SR 3 EA									
610	1.80	1400	F	96%	2%	2%	0%	0%	0%	С	130	F	1400	F	2001
610)	0.50	1600	R	From:		SR 206	5		_		NA		NA		04/30/2001
610	2.21	260	R	From:		48-121	0				NA		NA		04/30/2001
				To:		SR 218	3								
				From:		SR 205									
611)	0.47	550	F	95%	1%	2%	1%	1%	0%	F	80	F	550	F	2001
	2.24	870		From:	1%	US 30:	1%	1%	0%	С	100	F	870	F	2001
611)	2.24	670	F	95% To:	1 70	SR 206		1 70	7	C	100	Г	670	Г	2001
				From:		48-610	)								
612)	0.20	90	R						_		NA		NA		04/09/2001
				To:		Dead E									
613)	0.05	60	R	From:		SR 218	3				NA		NA		04/30/2001
<u>(613)</u>	0.80	70	R	From:		0.06 ME SI	R 218		]		NA		NA		1998
019				To:		Dead Er	nd								
				From:		Dead Er									
614)	0.93	570	F	98%	1%	1% SR 200	0%	0%	0%	F	60	F	570	F	2001
614)	1.16	2000	F	98%	1%	1%	0%	0%	0%	С	190	F	2000	F	2001
614)	0.55	1700	F	From: 98%	1%	US 30:	0%	0%	0%	F	180	F	1700	F	2001
614)	0.85	890	F	From: 98%	1%	48-635 1%	0%	0%	0%	F	110	F	890	F	2001
				To:		48-624									

Route	Length	AADT	QA	4Tire	Bus	2Axle	I ru 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
King George County				From:		SR 218	2		1						
615)	1.50	20	R	<u> </u>		5K 210	,		_		NA		NA		04/04/2001
				To:		Dead Er	nd								
	1.06	200	-	From:		US 301					NIA		NIA		04/04/2004
616	1.86	280	R	To:		SR 218 SO	UTH		7		NA		NA		04/04/2001
				From:		SR 218 NO									
616)	0.80	150	R	To:		Dead Er	.d		7		NA		NA		04/04/2001
				From:		SR 205									
617)	3.35	140	R	<u> </u>		5K 200	,		_		NA		NA		04/04/200
				To:		US 301									
$\bigcirc$	0.00			From:		SR 218	3								0.4/0.4/0.00
618)	0.62	120	R	To:		Dead Er	nd.		7		NA		NA		04/04/200
				From:		SR 205			+						
619	0.60	460	R			510 200	,		_		NA		NA		04/04/2001
				To: From:		SR 218 SO									
619	2.00	250	R	rioni.		SR 218 NO	KIH				NA		NA		04/04/2001
019				To:		Dead Er	nd								
$\widehat{}$				From:		48-629	)								
620	2.15	49	R	To:		SD 205			7		NA		NA		04/04/2001
				From:		SR 205 48-629			+						
621)	1.60	370	R			46-029			_		NA		NA		04/04/200
				To:		SR 205	5								
$\bigcirc$			_	From:		48-679	)								0.1/0.0/0.00
622	2.00	70	R	To:		SR 205			7		NA		NA		04/09/2001
				From:		US 301			1						
623	1.00	890	F	90%	1%	4%	1%	3%	0%	С	90	F	890	F	2001
				To: From:		48-650	)								
623)	1.70	710	F	90%	1%	5%	1%	3%	0%	F	80	F	710	F	2001
				To:		48-647									
624)	0.33	1200	F	95%	1%	SR 206; SR 3%	0%	0%	0%	С	140	F	1200	F	2001
024			•	To:		48-711			¬						
624)	1.47	1000	F	95%	1%	3%	0%	0%	0%	F	150	F	1000	F	2001
				To: From:		48-614			<del>_</del>						
624)	1.10	870	R	rioni.					_		NA		NA		03/12/2001
				To: From:		48-685			]——						
624	1.20	790	R								NA		NA		03/12/2001
	1.00	400		To: From:		48-639	)		}		NIA		NIA		00/40/0004
624)	1.00	180	R	To:		Dead Er	nd		7		NA		NA		03/12/2001
				From:		US 301; 48									
625)	2.67	310	F	96%	0%	2%	2%	1%	0%	F	30	F	310	F	2001
				To: From:		48-650			]						
625	3.40	190	F	96%	0%	2%	2%	1%	0%	С	20	F	190	F	2001
				To: From:		SR 3									00/05/55
625	1.43	70	R	To:		48-628 EA	CT		7		NA		NA		03/22/2001
				From:		48-628 WI									
625)	1.35	30	R						_		NA		NA		03/22/2001
<u> </u>				To:		48-647	•								

Route	Length	AADT	QA	4Tire	Bus	 2Axle	Tro	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
King George County				From:		48-64		-	-		-				
625	1.60	30	R	<u> </u>		40-04	• /		_		NA		NA		03/22/2001
				To:		48-62	9								
				From:		Dead F	End								
626	0.50	40	R	To:		49.73	7		_		NA		NA		03/22/2001
				From:		48-62			+						
627	1.39	20	R	rioiii.		Dead E	end		_		NA		NA		03/22/2001
627)	1.00			To:		1 40 M D I D	15.1		-		147 (		10.		00/22/2001
627)	0.15	40	R	From:	-	1.40 MN De	ead End				NA		NA		03/22/2001
627)				To:		48-62	6								
627)	0.90	110	R	From:		46-02	.0				NA		NA		03/22/2001
627)				To		48-68	1								
627)	0.25	60	R	From:		46-06	1				NA		NA		03/22/2001
021)				To		SR 3	1								
627)	2.67	90	R	From:		SIC	,		_		NA		NA		03/22/2001
021)				To:		48-62	.8								
				From:		SR 3	3		]						
628	1.20	390	F	95%	1%	2%	0%	1%	0%	F	45	F	390	F	2001
				To: From:		48-625 E	AST		<b>]</b> ——						
628	1.30	440	F	95%	1%	2%	0%	1%	0%	С	60	F	440	F	2001
				To:	Wes	tmoreland (	County Lin	e							
$\bigcirc$	0.00		_	From:	201	SR 3		00/		_	400	-	000	-	2004
629	0.22	980	F	95%	2%	3%	0%	0%	0%	F	120	F	980	F	2001
				From:		48-71								_	
629	1.69	660	F	95%	2%	3%	0%	0%	0%	С	80	F	660	F	2001
	2.22			From:	00/	48-666 W		00/					<b>500</b>		2004
629	0.66	500	F	95%	2%	3%	0%	0%	0%	F	60	F	500	F	2001
				From:		48-62			<u> </u>					_	
629	0.70	380	F	94%	3%	2%	0%	0%	0%	С	40	F	380	F	2001
	4.04			From:	00/	48-62		00/			40		0.40		0004
629	1.31	340	F	94% To:	3%	2% tmoreland (	0%	0%	0%	F	40	F	340	F	2001
				From:	Wes				1						
630	0.25	60	R			Dead E	ena		_		NA		NA		04/04/2001
030)				To:		48-61	6		1						
				From:		Dead F	End								
(631)	1.00	50	R								NA		NA		04/02/2001
				To: From:		48-60	17		1						
631)	1.48	240	F	94%	3%	1%	1%	0%	0%	F	30	F	240	F	2001
				To: From:		48-66	9		1						
631)	0.66	350	F	94%	3%	1%	1%	0%	0%	С	48	F	350	F	2001
				To: From:		48-60	1		<b>—</b>						
631)	1.38	260	F	94%	3%	2%	1%	0%	0%	F	40	F	260	F	2001
				To:		48-61	0								
				From:		SR 206; S	R 218								001/11/5==:
632)	0.90	120	R	To:		GD CC	16		_		NA		NA		03/14/2001
						SR 20									
623)	0.55	50	R	From:		US 30	)1				NA		NA		04/04/2004
633	0.55	90	ĸ						_		INA		INA		04/04/2001
	0.14	50	R	From:		48-61	7				NA		NA		04/04/2001
633	U. 14	90	ĸ	To:		Dead E	End		7		INA		INA		04/04/200 I
						Deau L	u								

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	ΟW	Year
	Lengui	AADI	Q,A	41110	Dus	2Axle 3	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QVV	real
King George County				From:		Dead End	d								
634)	0.32	140	R	To:		LIC 201			7		NA		NA		03/14/200
				From:		US 301 48-614			1						
635)	0.37	120	R	<u> </u>		40-014			_		NA		NA		03/12/200
				To: From:	(	0.38 ME 48-	-614		]——						
635	0.08	20	R						_		NA		NA		03/12/200
				To: From:		Dead End			1						
636)	0.07	40	R	r toni.		Dead En	d		_		NA		NA		1998
000				To		48-640			7						
636)	0.09	110	R	From:					_		NA		NA		1998
				To: From:		48-604			]——						
636	0.17	220	R	т		an 406 40			_		NA		NA		04/04/200
				To:	,	SR 206; 48-									
627	0.64	80	R	From:		Dead End	d				NA		NA		05/02/200
637)	0.04	00	11	To:		SR 3			7		14/1		107.		00/02/200
				From:		SR 3									
638)	0.20	130	R						_		NA		NA		04/09/200
				To:		Dead En									
600	0.90	380	R	From:		48-624					NA		NA		03/12/200
639	0.50	300	IX.	To:		Dead End	d		7		INA		IVA		03/12/200
				From:		48-614									
640	0.10	70	R						_		NA		NA		1998
				To:		48-636									
	0.00	50		From:		SR 218					NIA		NIA		05/00/000
641)	0.80	50	R	To:		Dead End	d		٦		NA		NA		05/02/200
				From:		SR 218			1						
642	0.70	240	R			SK 210			_		NA		NA		05/02/200
				To		48-682			1						
(642)	0.10	20	R	From:					<b>_</b>		NA		NA		05/02/200
				To:		Dead End	d								
$\bigcirc$	4.00		_	From:		Dead End	d								0.4/0.0/0.00
643)	1.80	30	R	To:		48-625					NA		NA		04/02/200
				From:		SR 206			1						
644)	0.30	200	R			SR 206			_		NA		NA		1998
644)				To:		48-1206									
644)	0.10	130	R	From:		40-1200			_		NA		NA		1998
0.17				To: From:	0	.10 ME 48-	1206		<b></b>						
644) 644)	0.30	140	R	From:							NA		NA		04/09/200
				To:		Dead End	d								
				From		Dead End	d								
(645)	1.05	120	R						_		NA		NA		04/02/200
<u> </u>				From:	0.51	48-647		0.5.1	<u></u>						
(645) (645)	0.03	610	F	89% To:	2%	4%	2%	3%	0%	С	70	F	610	F	2001
				From:		SR 3			1						
646	0.40	160	R			Dead En	u		_		NA		NA		1998
070	3.10		••	To:		48-670			7						
		_						_					_	_	

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tr 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
King George County				From:	48-6									
647)	0.12	550	F	88%	1% 4%	2%	4%	0%	С	70	F	550	F	2001
	0.20	220		To: From:	48-6	23				NIA		NIA		04/02/2004
647)	0.30	330	R	To:	SR	2		_		NA		NA		04/02/2001
647)	1.61	130	R	From:	SK	3				NA		NA		04/09/2001
				To: From:	1.61 MI	E SR 3								
647)	0.97	48	R	To:	48-6	525		7		NA		NA		04/09/2001
				From:	Dead									
648	0.60	100	R					_		NA		NA		05/02/2001
	0.61	350	R	From:	0.60 MN I	Dead End				NA		NA		05/02/2001
648	0.01	330		To:	48-6	09				INA		IVA		03/02/2001
				From:	48-6	09								
649	0.75	40	R	To:	Dead	End		_		NA		NA		05/02/2001
				From:	48-6									
650	1.10	460	R	To:	10.6			_		NA		NA		04/02/2001
				From:	48-6 SR 218									
(651)	0.72	30	R					<b>_</b>		NA		NA		03/12/2001
				To:	SR 218									
652	0.58	120	R	From:	US 3	301				NA		NA		03/12/2001
032)				To:	Dead	End								
$\bigcirc$	4.00	20		From:	Dead	End				NIA		NIA		0.4/0.0/0.004
653	1.00	80	R	To:	48-6	586		7		NA		NA		04/02/2001
				From:	48-6	500								
654)	1.65	240	R	To:	Dead	End		_		NA		NA		03/12/2001
				From:	48-6									
(655)	0.63	60	R	<u> </u>		<u></u>				NA		NA		03/14/2001
				From:	0.63 ME	48-632								
655	0.57	20	R	To:	Dead	End		ī		NA		NA		03/14/2001
				From:	SR 2									
656	0.32	180	R	To:	D 1	Г. 1		_		NA		NA		04/30/2001
				From:	Dead Dead			1						
(657)	0.75	150	R					_		NA		NA		04/02/2001
				To:	SR									
658	0.07	90	R	From:	48-6	,00				NA		NA		03/12/2001
				To: From:	0.07 ME	48-600								
(658)	0.46	60	R							NA		NA		03/12/2001
				To: From:	Dead SR 2			<u> </u>						
(659)	0.65	150	R	_	SK 2	.00		<b>_</b>		NA		NA		04/09/2001
				To:	Dead									
(660)	0.25	40	R	From:	Dead	End				NA		NA		04/02/2001
(000)	5.25		• • •	To:	48-6	507								

					Truck			Design	014	214
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT	QW Year
King George County				From:	SR 3					
(661)	0.20	110	R	<u> </u>	SK 3			NA	NA	04/09/2001
				To:	48-629					
	0.60	460	Б	From:	48-706			NA	NA	04/09/2001
662	0.60	160	R	To:	Dead End	$\neg$		INA	INA	04/09/2001
				From:	SR 206 WEST					
(663)	0.30	100	R			<b>_</b>		NA	NA	03/14/2001
				To:	SR 206 EAST					
	1.00	240	R	From:	Dead End			NA	NA	05/02/2001
664)	1.00	240	ĸ	To:	48-694	_		INA	INA	05/02/200
				From:	SR 3					
665)	1.35	1100	R					NA	NA	03/14/2001
				To: From:	1.35 MS SR 3					
665	0.18	750	R			_		NA	NA	03/14/2001
				To:	48-605					
666	0.43	20	R	From:	48-629 WEST			NA	NA	04/04/2001
(000)	0.40	20		To:	48-629 EAST	7		14/1	10.0	04/04/2001
				From:	US 301					
667	0.90	260	R			_		NA	NA	04/04/2001
				To:	Dead End					
600	0.10	150	R	From:	48-614			NA	NA	1998
668	0.10	130	IX.	To:	SR 206; 48-636	7		INA	INA	1990
				From:	48-631					
669	0.40	110	R			_		NA	NA	04/04/2001
				To:	Dead End					
6-0	0.17	760	R	From:	48-671			NA	NA	1998
670	0.17	700	IX.	To:	48-614	7		INA	INA	1990
				From:	Dead End					
(671)	0.03	30	R			<u></u>		NA	NA	04/04/2001
<u> </u>				To: From:	48-672					
(671)	0.08	160	R					NA	NA	1998
<u> </u>				From:	48-670					
671)	0.07	310	R					NA	NA	1998
	0.11	50	R	From:	48-674			NA	NA	1998
671)	0.11	50	ĸ	To:	Dead End	_		INA	INA	1990
				From:	48-673					
(672)	0.08	110	R			<b>_</b>		NA	NA	1998
				To:	48-671					
	0.12	60		From:	Dead End			NIA	NIA	1000
673	0.13	60	R	To:	48-672			NA	NA	1998
				From:	48-675					
674)	0.07	120	R			_		NA	NA	1998
				To: From:	48-703	]				
674)	0.07	250	R			_		NA	NA	1998
				To:	48-671					
(675)	0.10	60	R	From:	48-715			NA	NA	1998
675	0.10	00	IX.	To:	48-674	7		T N/-X	INC	1990
				_						

					King George Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
King George County				From:	48-674					
(675)	0.10	40	R					NA	NA	1998
				To:	Dead End					
$\bigcirc$	0.00		_	From:	SR 3					4000
676	0.30	90	R	To:	Dead End	_		NA	NA	1998
				From:	SR 3; 48-606					
(677)	0.29	620	R	<u> </u>	SK 3, 48-000	_		NA	NA	05/02/20
				To:	48-609					
				From:	SR 3					
678)	0.51	410	R	т	10.510	_		NA	NA	05/09/20
				To:	48-610					
670	0.85	370	R	From:	SR 3 WEST			NA	NA	05/09/20
679	0.00	370	K	To:	SR 3 EAST	1		INA	INA	03/03/20
				From:	48-625					
680	0.32	30	R		10 025			NA	NA	1998
				To:	SR 3					
$\sim$				From:	SR 3					
681)	0.30	130	R	To:	10.625	_		NA	NA	03/22/20
				From:	48-627					
692)	1.00	100	R	r tom.	48-642			NA	NA	05/02/20
682	1.00			To:	Dead End					00/02/20
				From:	48-614					
683	0.17	250	R					NA	NA	1998
				To:	48-691					
683	0.03	130	R	11011.		_		NA	NA	1998
				To:	48-693					
$\bigcirc$	0.05	40	_	From:	SR 205 WEST					4000
684)	0.35	10	R	To:	SR 205 EAST	<b>-</b>		NA	NA	1998
				From:	48-624					
685)	0.13	20	R		40*024			NA	NA	03/12/20
				To:	Dead End					
				From:	SR 3 SOUTH					
(686)	1.21	330	R	. —		_		NA	NA	04/02/20
				To:	SR 3 NORTH					
(m)	1.66	180	R	From:	48-624			NA	NA	03/12/20
687)	1.00	100	K	To:	Dead End			INA	INA	03/12/20
				From:	48-610					
688	0.20	70	R	<u> </u>	10 010	<u> </u>		NA	NA	1998
				To:	Dead End					
				From:	Dead End					
689	0.13	60	R	To	40.614	_		NA	NA	1998
					48-614					
690	0.16	50	R	From: SR 3 NA NA	NA	1998				
090	0.10		.,	To:	Dead End	7		14/1	11/7	1330
				From:	48-683					
691	0.18	80	R			<b>_</b>		NA	NA	1998
				To:	Dead End					
$\bigcirc$	_			From:	Dead End				_	_
692	2.60	1100	R	Ter	10.605	_		NA	NA	04/02/20
				To:	48-607					

Route	Length	AADT	QA	4Tire	Bus 2/	 Axle 3	I ru 5+Axle	cк 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
King George County				From:		48-683									
693)	0.11	70	R	<u> </u>		10 005			_		NA		NA		1998
				To:	Ι	Dead End									
$\bigcirc$	4.00			From:	201	SR 3	221	10/		_		_		_	2224
694)	1.39	670	F	91%	3% 3	3%	2%	1%	0%	С	80	F	670	F	2001
$\overline{}$	0.00	200		From:		48-664			_		NIA		NIA		4000
694) 694)	0.96	360	R	_					_		NA		NA		1993
	1.45	360	R	From:		48-608					NA		NA		1993
694)	1.40	300		To:		SR 218			1		1471		14/1		1000
				From:	Ι	Dead End									
695)	0.55	30	R						_		NA		NA		1998
				To:		SR 218									
	0.75	000	В	From:		SR 218			_		NA		NA		05/02/20/
696	0.75	990	R	. —					_		INA		INA		05/02/200
	0.18	700	R	From:		48-707					NA		NA		1998
(696)	0.10	700	K	т		10.1001			_		INA		INA		1990
606	0.05	280	R	From:		48-1001					NA		NA		1998
(696) (696)	0.00			To		48-1002									
696)	0.04	220	R	From:		46-1002			_		NA		NA		1998
				To:		48-1003			<b></b>						
696	0.09	190	R	From:		40-1003					NA		NA		1998
				To:	4	48-1005									
				From:	US 3	301 SOU	TH								
697	0.28	30	R	To:	IIC 1	301 NOR	TH		-		NA		NA		04/04/200
				From:		Dead End									
698)	2.28	140	R			Dead Ella	1				NA		NA		04/02/20
030)				To:		48-625									
				From:	US 3	301 SOU	TH								
699	0.35	30	R						_		NA		NA		04/04/200
				To: From:		301 NOR									
700	0.20	40	R	Piolii.	1	Dead End					NA		NA		05/02/200
700	0.20			To:		48-648					101		101		00/02/200
				From:	Γ	Dead End									
701	0.38	30	R						_		NA		NA		04/04/200
				To:		48-616									
	0.40	00	_	From:		SR 206					NIA		NIA		4000
702)	0.12	60	R	To:	Г	Dead End	1		1		NA		NA		1998
				From:		48-674									
703)	0.10	46	R			40-074			_		NA		NA		1998
				To:	Γ	Dead End									
$\overline{}$			_	From:	Γ	Dead End									
704)	0.14	610	R	To:		CD 205			_		NA		NA		1998
				From:		SR 205	CT		+						
(705)	0.47	80	R		SR	205 WES	51		_		NA		NA		04/09/200
	J. 11			To:	SR	R 205 EAS	ST								
				From:		205 WES									
706)	0.44	30	R						_		NA		NA		04/09/200
				To:		48-662									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
King George County			1	From:	48-662					
(706)	0.02	220	R			<u>-</u>		NA	NA	04/09/2001
				To: From:	SR 205 EAST					
707	0.05	720	R	TOIL.	48-696			NA	NA	05/02/2001
				To:	48-1001	1				
(707) (707)	0.05	790	R					NA	NA	1998
	0.05			To: From:	48-1002					4000
(707)	0.05	760	R			_		NA	NA	1998
707	0.05	730	R	rom:	48-1003			NA	NA	1998
				To:	48-1004					
707)	0.05	700	R	rioiii.				NA	NA	1998
				To: From:	48-1005	]				
(707)	0.12	660	R			_		NA	NA	1998
707 707	0.04	450	R	To: From:	48-1007	_		NA	NA	1998
(101)				To	48-1008					
(707)	0.06	380	R	From:	10 1000			NA	NA	1998
			1	To:	48-1009					
707	0.05	370	R					NA	NA	1998
	0.05	200	R	To: From:	48-1010	_		NA	NA	1998
707)	0.05	300	ĸ	To:	48-1011	1		INA	INA	1990
			1	From:	48-1007					
708)	0.04	100	R					NA	NA	1998
	0.05	440		To: From:	48-1008	]		NIA	NA	1000
708)	0.05	110	R	To	40.1000	_		NA	NA	1998
708)	0.05	100	R	From:	48-1009			NA	NA	1998
				To:	48-1010					
708)	0.05	100	R	Tom.				NA	NA	1998
				To: From:	48-1011	]				
708)	0.04	50	R	To:	48-1012	7		NA	NA	1998
			I	From:	SR 3					
709	0.34	130	R	_		_		NA	NA	1998
				To: From:	48-710					
710	0.08	30	R		48-709			NA	NA	1998
<u></u>				To:	48-629					
	0.20	40		From:	Dead End			NA	NA	03/12/2001
711)	0.20	40	R	To:	48-624	7		NA	NA	03/12/2001
				From:	48-614 SOUTH					
712	0.32	70	R	To:	40 (14 NOPTH	_		NA	NA	1998
			1	rom:	48-614 NORTH  Cul-de-Sac	1				
713	0.14	50	R	<u> </u>	Cui-uc-sac	_		NA	NA	03/12/2001
				То:	48-600	<u></u>				
	0.13	40	R	From:	48-663			NA	NA	03/14/2001
714)	0.13	40	ĸ	To:	Dead End	1		INA	INA	03/ 14/200 I

Route	Length	ΑΔΠΤ	QA		Truck		QC	Design	QK AAWDT	QW Year
King George County	Longui	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ΨA	71110	2Axle 3+Axle 1Trail	2Trail	Q.O	Hour	Ser. 1010001	ω ι cαι
			_	From:	48-675					0.1/0.1/0.00
715	0.05	40	R	To:	Dead End	7		NA	NA	04/04/2001
				From:	48-719	1				
717	0.25	49	R	<u> </u>	40-717	_		NA	NA	04/04/2001
				To:	SR 205					
				From:	48-719					
718)	0.39	70	R	т	gp 40.	<b>-</b>		NA	NA	04/04/2001
				To: From:	SR 205					
719	0.27	40	R	Floin.	48-717	_		NA	NA	04/04/2001
(7.19)	v. <u>_</u> .		•••	To:	Cul-de-Sac	7				0 0 200
				From:	48-629					
724	0.18	160	R			_		NA	NA	1998
				To:	48-725					
	0.20	00		From:	Dead End	J		NIA	NIA	4000
725)	0.30	90	R	To:	48-724	7		NA	NA	1998
				From:	US 301	<u> </u>				
1000	0.39	70	R		03 301			NA	NA	03/12/2001
				To:	Dead End					
				From:	48-707					
(1001)	0.15	40	R	. —		_		NA	NA	1998
				To:	48-696					
	0.15	80	R	From:	48-707			NA	NA	1998
1002	0.13	00	1	To:	48-696	1		INA	INA	1990
				From:	48-707					
1003	0.15	40	R			_		NA	NA	1998
				To:	48-696					
				From:	48-707					
1004	0.15	70	R	To:	48-696	7		NA	NA	1998
				From:	48-707	1				
(1005)	0.15	200	R		40-707			NA	NA	1998
(1000)				To:	48-696					
				From:	48-707					
(1007)	0.11	100	R	_		_		NA	NA	1998
				To:	48-708	<u> </u>				
(100)	0.11	50	R	From:	48-707	_		NA	NA	1998
1008	0.11	50	1	To:	48-708	7		INA	IVA	1000
				From:	48-707	Ī				
1009	0.11	40	R	<u> </u>		_		NA	NA	1998
				То:	48-708					
$\bigcirc$	0.44	40	_	From:	48-707			NIA	. NA	4000
1010	0.11	46	R	To:	48-708	7		NA	NA	1998
				From:	Dead End	1				
(1011)	0.15	90	R	<u> </u>	Dead Flid	_		NA	NA	1998
				To:	48-708					
				From:	Dead End					
1012	0.04	30	R	т.		_		NA	NA	1998
				To:	48-708	<u> </u>				
	0.19	45	R	From:	Cul-de-Sac			NA	NA	1998
1013	0.18	40	ĸ	To:	SR 218	7		INA	INA	1990
					51.210					

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT	QW Year
	Longin	77751	<b>Q</b> A	71110	2Axle 3+Axle 1Trail	2Trail	QU	Hour	QIC /VIVIDI	QVV TCUI
King George County				From:	Cul-de-Sac					
(1014)	0.42	20	R	To:	CD 210	_		NA	NA	1998
				From:	SR 218					
1015)	0.10	30	R		48-603			NA	NA	03/14/200
(1019)				To:	Dead End					
				From:	48-1027					
1020	0.34	240	R					NA	NA	05/03/200
	0.40	050		To: From:	48-1023			NIA	NIA	05/02/200
(1020)	0.12	250	R					NA	NA	05/03/200
1020	0.22	280	R	From:	0.12 ME 48-1023			NA	NA	1998
(1020)	0.22	200		To:	48-603					1000
_				From:	48-603					
(1021)	0.14	190	R					NA	NA	1998
				To: From:	48-1022					
(1021)	0.23	190	R	To:	Dead End	7		NA	NA	1998
				From:	Cul-de-Sac	1				
(1022)	0.05	30	R		Cui-de-Sac			NA	NA	1998
				To:	48-1021					
$\sim$				From:	48-1024					
1023	0.12	80	R	To:	48-1020	7		NA	NA	05/03/200
				From:	Cul-de-Sac					
(1024)	0.15	80	R		Cur-uc-sac			NA	NA	05/03/200
				To: From:	48-1023	<b>—</b>				
1024	0.19	80	R	From:				NA	NA	05/03/200
				To:	48-1025					
$\bigcirc$	0.74	E70	R	From:	48-1024			NA	NA	09/01/199
(1025)	0.74	570	ĸ	To:	48-1020			INA	INA	09/01/199
				From:	48-1024					
1026	0.18	100	R					NA	NA	09/01/199
				To:	48-1020					
	0.28	120	R	From:	Cul-de-Sac			NA	NA	05/03/200
(1027)	0.20	120	K	To:	48-1020	7		INA	INA	03/03/200
				From:	SR 206					
(1030)	0.29	200	R					NA	NA	04/09/200
				To:	Cul-de-Sac					
	0.29	100	R	From:	48-1030			NA	NA	04/09/200
(1031)	0.29	100	K	To:	48-1032	7		INA	INA	04/09/200
				From:	SR 206					
1032	0.18	680	R					NA	NA	04/09/200
				To: From:	48-1033	]				
(1032)	0.38	240	R	To:	40 1020	_		NA	NA	04/09/200
				From:	48-1039					
(1033)	0.57	340	R		48-1032			NA	NA	04/09/200
1000				To:	Cul-de-Sac					
				From:	48-1033					
1034	0.16	40	R	т				NA	NA	04/09/200
				To:	Dead End					

					King George Mainten							
Route	Length	AADT	QA	4Tire	Rue	Truck Axle 1Trail		QC	Design Hour	QK AAWD	T QW	Year
King George County				From:								
1035	0.33	150	R	From:	48-1033				NA	NA		04/09/2001
(1000)				To:	Cul-de-Sac							
$\sim$				From:	Cul-de-Sac							
1036	0.08	40	R	To:	48-1033				NA	NA		04/09/2001
				From:	48-1032		1					
1039	0.28	70	R		48-1032				NA	NA		04/09/2001
				To:	Cul-de-Sac							
				From:	SR 218							400-
1040	1.51	60	R	To:	48-1041 EAST		1		NA	NA		1995
				From:	48-1040 WEST							
(1041)	0.37	150	R		40-1040 WEST				NA	NA		05/02/2001
				To:	Cul-de-Sac							
	2.12			From:	48-1041							0=10010001
1042	0.18	20	R	To:	48-1040				NA	NA		05/02/2001
				From:	Dead End							
1050	0.50	170	R		Dead End				NA	NA		05/02/2001
				To:	48-694							
				From:	Dead End							
1051	0.24	300	R	To:	48-614		_		NA	NA		04/04/2001
				From:	48-619							
1060	0.40	90	R	<u> </u>	46-029				NA	NA		03/22/2001
				To:	Cul-de-Sac							
				From:	Cul-de-Sac							
1061	0.09	20	R	To:	48-1060		<del></del> i		NA	NA		03/22/2001
				From:								
1062	0.12	20	R		Cul-de-Sac				NA	NA		03/22/2001
1002)				To:	48-1060							
				From:	48-1105							
(1100)	0.16	30	R	To:	40 1100		<del></del>		NA	NA		03/14/2001
				From:	48-1108		1					
(1101)	0.16	2200	R		US 301				NA	NA		1998
				To:	48-1102							
(1101)	0.11	1300	R	From:	40-1102				NA	NA		1998
				To: From:	48-1103							
(1101)	0.12	1000	R	rioin.					NA	NA		1998
				To: From:	48-1105							
(1101)	0.15	390	R		40.4400				NA	NA		03/14/2001
				To:	48-1108							
(1102)	0.06	170	R	From:	48-1104				NA	NA		1998
1102				To:	48-1101				, .			
(1102)	0.07	80	R	From:	40-1101				NA	NA		1998
				To:	Dead End							
				From:	48-1101							
(1103)	0.15	140	R	To:	D 10 1		_		NA	NA		1998
				From:	Dead End							
(1104)	0.06	110	R		Dead End		_		NA	NA		1998
(1104)				To:	48-1102							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
King George County				From:	48-1102					
(1104)	0.06	60	R		10 1102			NA	NA	1998
				To:	Dead End					
$\bigcirc$				From:	Cul-de-Sac					001111000
(1105)	0.08	70	R					NA	NA	03/14/200
	0.07	470	_	From:	48-1109			NIA		00/44/000
(105)	0.07	170	R			_		NA	NA	03/14/200
	0.00	200	_	From:	48-1100	_		NIA	NIA	02/14/200:
(1105)	0.08	260	R			_		NA	NA	03/14/200
	0.15	580	R	From:	48-1107			NA	NA	1998
(1105)	0.15	300	K	. —		_		INA	IVA	1990
	0.07	700	R	From:	48-1106			NA	NA	1998
(1105)	0.07	700	K	To:	48-1101	7		INA	INA	1990
				From:	Cul-de-Sac					
(1106)	0.24	110	R		Cui de Sac			NA	NA	1998
				To:	48-1108					
				From:	48-1105					
(1107)	0.12	60	R			_		NA	NA	1998
				To:	Cul-de-Sac					
	0.40	400	В	From:	Cul-de-Sac			NA	NA	02/14/2004
(1108)	0.40	190	R	_		_		INA	INA	03/14/2001
$\bigcirc$	0.06	50	R	From:	48-1101			NA	NΙΔ	02/14/2001
(1108)	0.00	50	K	To:	Cul-de-Sac	7		INA	NA	03/14/2001
				From:	48-1105					
(1109)	0.13	40	R	<u> </u>	70-1102			NA	NA	03/14/2001
				To:	48-1108					
				From:	SR 218					
1110	0.05	80	R					NA	NA	1998
				To: From:	48-1111					
1110	0.36	40	R			_		NA	NA	1998
				To:	Dead End					
	0.07	20	ъ.	From:	Dead End			NA	NA	1009
(1111)	0.07	20	R	To:	48-1110	7		INA	INA	1998
				From:	Cul-de-Sac					
(1115)	0.20	110	R	<u> </u>	Cur-uc-Suc			NA	NA	1998
				To:	SR 206					
_				From:	48-679					
(1120)	0.62	340	R			_		NA	NA	04/09/2001
				To:	Dead End					
	0.40	00	_	From:	48-1120			NIA	NIA	04/00/2004
(1121)	0.10	30	R	To:	Cul-de-Sac	1		NA	NA	04/09/2001
				From:	48-1120					
(1122)	0.09	60	R		TU-112V	_		NA	NA	04/09/2001
				To:	Cul-de-Sac					
				From:	48-1120		<u> </u>			
(1123)	0.42	160	R			_		NA	NA	04/09/2001
				To:	Cul-de-Sac					
$\bigcirc$	0.40		_	From:	Cul-de-Sac				<b></b>	4000
(1124)	0.13	30	R	To:	40 1120	7		NA	NA	1998
-					48-1120					

Route	Length	AADT	QA	4Tire	Ruc	Truck 3+Axle 1Trail		()('	Design Hour	QK	AAWDT	QW	Year
King George County				From:	48-113	1							
1130)	0.77	330	R						NA		NA		03/12/200
$\bigcirc$				To:	48-639	)							
$\bigcirc$	0.55	440		From:	Cul-de-S	Sac			NA		NΙΔ		02/12/200
(1131)	0.55	110	R				_		NA		NA		03/12/200
$\bigcirc$	0.02	30	R	From:	48-113	0			NA		NA		03/12/200
(1131)	0.02	30	K	To:	Dead End .02 I	MN 1130	$\neg$		INA		INA		03/12/200
				From:	Cul-de-S								
(1132)	0.45	80	R						NA		NA		1998
				To:	48-113	0							
$\bigcirc$				From:	48-114	.1							0.1/0.1/0.00
1140	0.05	40	R	To:	49.620	0	_		NA		NA	04/04	04/04/200
				From:	48-630		1						
(1141)	0.24	40	R	Tioni.	Cul-de-S	sac			NA		NA		04/04/200
(1141)	V. <u> </u>			To:	48-114	10							0 0 200
				From:	US 30	1							
(1150)	0.48	1500	R						NA		NA		04/04/2001
				To:	48-614	4							
	0.00	440	_	From:	48-61	1			NIA		NIA		4000
1201	80.0	410	R						NA		NA		1998
$\overline{}$	0.35	00		From:	48-1202 NO	ORTH			NA		NΙΔ		1000
(1201)	0.33	80	R	To	48-1202 SC	JUTH	$\neg$		INA		NA		1998
				From:	Dead E								
(1202)	0.10	60	R		Detta Es	ild			NA		NA		1998
				To	48-120								
(1202)	0.17	260	R	From:					NA		NA		1998
				To: From:	48-1201 SC	OUTH	$\neg$ —						
(1202)	0.25	300	R	riom.					NA		NA		1998
				To:	48-1201 NO	ORTH							
$\bigcirc$				From:	48-611 SO	UTH							4000
1203	0.38	40	R	To:	48-611 NO	ND TU	_		NA		NA		1998
				From:	48-011 NO								
(1204)	0.17	60	R		46-120	2			NA		NA		1998
				To:	Cul-de-S	Sac							
				From:	Cul-de-S	Sac							
(1205)	0.24	40	R						NA		NA		1998
$\widehat{}$				From:	48-120	17							
(1205)	0.13	150	R	To:	an		_		NA		NA		1998
				1	SR 200								
4000	0.33	140	R	From:	SR 200	5			NA		NA		1998
(1206)	0.00	140		To:	48-644	4							1000
				From:	48-120	 )5							
(1207)	0.64	110	R						NA		NA		1998
				To:	Cul-de-S	Sac							
$\overline{}$			_	From:	Cul-de-S	Sac							0.4/06/202
(1209)	0.19	50	R	To:	SR 200	6	$\neg$		NA		NA		04/09/2001
	From:						<u> </u>						
(1210)	0.15	110	R	<u> </u>	Cul-de-S	sac			NA		NA		04/30/200
1210		•		To:	48-121	1	$\neg$		•		•		

					king Ge		intenance								
Route	Length	AADT	QA	4Tire	Bus		nT		 2Trail	QC	Design	QK	AAWDT	QW	Year
King George County						∠AXIE	3+Axle	ııraıı	∠ıralı		Hour				
			_	From:		48-12	211								0.1/0.0/0.00
(1210)	0.08	540	R	To:		48-6	10		7		NA		NA		04/30/200
				From:		Dead									
(1211)	0.20	120	R	<u> </u>		Dead	End		_		NA		NA		1998
				To: From:		48-12	210		<b>—</b>						
1211	0.08	120	R						_		NA		NA		1998
				To:		Dead									
	0.10	90	R	From:		Cul-de	-Sac				NA		NA		04/30/200
(1212)	0.10	90	K	To:		48-12	210		7		INA		INA		04/30/200
				From:		SR									
1214	0.10	440	R								NA		NA		1998
				To: From:		48-1215;	48-1216		_						
1214)	0.13	260	R						_		NA		NA		1998
				To:		48-12									
	0.00	00	_	From:		Cul-de	-Sac				NIA		NIA		1000
1215	0.08	90	R	To:		48-1214;	18-1216		7		NA		NA		1998
				From:		48-1214;			<del> </del>						
(1216)	0.09	40	R			40-1214,	+0-1213				NA		NA		1998
				To:		Cul-de	-Sac								
				From:		Dead	End								
(1217)	0.09	110	R								NA		NA		1998
_				To: From:		48-12	214								
(1217)	0.09	70	R	To:		ъ 1	E 1		_		NA		NA		1998
				From:		Dead									
4000	0.48	230	R	Pioni.		Cul-de	-Sac				NA		NA		04/09/200
(1220)	0.40	200		To:		48-6	10		7		IVA		11/-3		04/03/200
				From:		Cul-de	-Sac								
(1223)	0.25	140	R						_		NA		NA		04/09/200
				To:		48-12	220								
	0.10	40	_	From:		48-12	223				NIA		NIA		04/00/2004
1224	0.10	40	R	To:		Cul-de	-Sac		7		NA		NA		04/09/2001
				From:		48-6									
1230	0.39	140	R			10 0	10				NA		NA		04/30/200
				To:		48-1231;	48-1232								
				From:		Cul-de	-Sac								
(1231)	0.08	20	R	To:		10.1000			_		NA		NA		04/20/2001
				From:		48-1230;			_						
(1222)	0.08	40	R	Pioni.		48-1230;	48-1231		_		NA		NA		04/30/2001
(1232)	0.00			To:		Cul-de	-Sac								0 00, 200
				From:		48-6	10			_					
9209	0.14	40	R						_		NA		NA		1998
				To:		48-6									
$\cap$	0.06	40	_	From:		US 3	01				NIA		NIA		1000
9210	0.06	10	R	To:		US 3	.01		1		NA		NA		1998
				From:		SR 2									
9213)	0.15	230	R	<u> </u>		SIX Z			_		NA		NA		1998
				To:		SR 2	06								

Douto	Longth	AADT	ΟΛ	4Tiro	Due		Tru	ıck		QC	Design	OK	AAWDT	OW/	Voor
Route	Length	AADT	ŲA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDI	Qvv	Year
King George County															
				From:		48-67	0								
(9578)	0.07	8	R								NA		NA		1998
				To:		48-61	4								
				From:		SR 20	)6								
(9951)	0.31	40	R								NA		NA		1998
				To:		SR 20	)6								