

2001

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

Jurisdiction Report

74

Prince George County  
City of Hopewell

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

**QA: Quality of AADT:**

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

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

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

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

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

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

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

**QC: Quality of Classification Data:**

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

**Design Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period.

**QK: Quality of the Design Hour estimate:**

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

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

**QW: Quality of AAWDT:**

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

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

## Route Shield Legend

### Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

### Special Routes



Bus - Business Route  
Bypas - Bypass Route  
Truck - Truck Route



ALT - Alternate Route  
Wye - Wye Route connector



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



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

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

| Route                       | Length | AADT  | QA | 4Tire | Bus                                 | -----Truck----- |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |  |
|-----------------------------|--------|-------|----|-------|-------------------------------------|-----------------|--------|--------|--------|----|-------------|----|-------|----|------|--|
|                             |        |       |    |       |                                     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |  |
| <b>Prince George County</b> |        |       |    |       |                                     |                 |        |        |        |    |             |    |       |    |      |  |
| (10)                        | 0.42   | 18000 | G  | 94%   | 0%                                  | 2%              | 1%     | 3%     | 0%     | F  | 1700        | G  | 20000 | G  | 2001 |  |
|                             |        |       |    | From: | Chesterfield County Line            |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | WCL Hopewell                        |                 |        |        |        |    |             |    |       |    |      |  |
| <b>City of Hopewell</b>     |        |       |    |       |                                     |                 |        |        |        |    |             |    |       |    |      |  |
| (10) Randolph Rd            | 0.12   | 21000 | G  | 94%   | 0%                                  | 2%              | 1%     | 3%     | 0%     | F  | NA          |    | 23000 | G  | 2001 |  |
|                             |        |       |    | From: | WCL Hopewell                        |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | North 6th Ave                       |                 |        |        |        |    |             |    |       |    |      |  |
| (10) Randolph Rd            | 0.40   | 12000 | G  | 94%   | 0%                                  | 2%              | 1%     | 3%     | 0%     | F  | NA          |    | 13000 | G  | 2001 |  |
|                             |        |       |    | From: | North 6th Ave                       |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | Main St                             |                 |        |        |        |    |             |    |       |    |      |  |
| (10) Randolph Rd            | 0.74   | 12000 | G  | 94%   | 0%                                  | 2%              | 1%     | 3%     | 0%     | F  | NA          |    | 13000 | G  | 2001 |  |
|                             |        |       |    | From: | Main St                             |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | Winston Churchill Dr                |                 |        |        |        |    |             |    |       |    |      |  |
| (10) Randolph Rd            | 1.26   | 11000 | G  | 94%   | 0%                                  | 2%              | 1%     | 3%     | 0%     | F  | NA          |    | 12000 | G  | 2001 |  |
|                             |        |       |    | From: | Winston Churchill Dr                |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | ECL Hopewell                        |                 |        |        |        |    |             |    |       |    |      |  |
| <b>Prince George County</b> |        |       |    |       |                                     |                 |        |        |        |    |             |    |       |    |      |  |
| (10)                        | 1.17   | 9800  | G  | 94%   | 0%                                  | 2%              | 1%     | 3%     | 0%     | F  | 910         | G  | 11000 | G  | 2001 |  |
|                             |        |       |    | From: | ECL Hopewell                        |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | W SR 156                            |                 |        |        |        |    |             |    |       |    |      |  |
| (10)                        | 0.73   | 11000 | G  | 92%   | 0%                                  | 2%              | 1%     | 5%     | 0%     | F  | 930         | G  | 11000 | G  | 2001 |  |
|                             |        |       |    | From: | W SR 156                            |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | E SR 156                            |                 |        |        |        |    |             |    |       |    |      |  |
| (10)                        | 2.71   | 4800  | G  | 92%   | 0%                                  | 2%              | 1%     | 5%     | 0%     | F  | 420         | G  | 4800  | G  | 2001 |  |
|                             |        |       |    | From: | E SR 156                            |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | 74-641                              |                 |        |        |        |    |             |    |       |    |      |  |
| (10)                        | 2.07   | 3400  | G  | 92%   | 0%                                  | 2%              | 1%     | 5%     | 0%     | F  | 310         | G  | 3400  | G  | 2001 |  |
|                             |        |       |    | From: | 74-641                              |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | 74-609 Garysville                   |                 |        |        |        |    |             |    |       |    |      |  |
| (10)                        | 5.93   | 2800  | G  | 90%   | 1%                                  | 2%              | 1%     | 7%     | 0%     | F  | 270         | G  | 2800  | G  | 2001 |  |
|                             |        |       |    | From: | 74-609 Garysville                   |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | 74-1201                             |                 |        |        |        |    |             |    |       |    |      |  |
| (10)                        | 2.00   | 2300  | G  | 90%   | 1%                                  | 2%              | 1%     | 7%     | 0%     | F  | 210         | G  | 2300  | G  | 2001 |  |
|                             |        |       |    | From: | 74-1201                             |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | Surry County Line                   |                 |        |        |        |    |             |    |       |    |      |  |
| <b>Prince George County</b> |        |       |    |       |                                     |                 |        |        |        |    |             |    |       |    |      |  |
| (35)                        | 4.05   | 2300  | G  | 84%   | 0%                                  | 3%              | 1%     | 12%    | 0%     | F  | 180         | G  | 2300  | G  | 2001 |  |
|                             |        |       |    | From: | Surry County Line                   |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | SR 156                              |                 |        |        |        |    |             |    |       |    |      |  |
| (35)                        | 0.08   | 4700  | G  | 84%   | 0%                                  | 2%              | 1%     | 12%    | 0%     | F  | 380         | G  | 4700  | G  | 2001 |  |
|                             |        |       |    | From: | SR 156                              |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | I-95                                |                 |        |        |        |    |             |    |       |    |      |  |
| (35)                        | 0.19   | 2300  | G  | 84%   | 0%                                  | 2%              | 1%     | 12%    | 0%     | F  | 180         | G  | 2300  | G  | 2001 |  |
|                             |        |       |    | From: | I-95                                |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | US 301                              |                 |        |        |        |    |             |    |       |    |      |  |
| (35)                        | 0.45   | NA    |    |       |                                     |                 |        |        |        |    | NA          |    | NA    |    |      |  |
|                             |        |       |    | From: | US 301                              |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | 74-605                              |                 |        |        |        |    |             |    |       |    |      |  |
| (36) Oaklawn Blvd           | 0.76   | 14000 | G  | 96%   | 0%                                  | 1%              | 0%     | 2%     | 0%     | F  | 1300        | G  | 14000 | G  | 2001 |  |
|                             |        |       |    | From: | ECL Petersburg                      |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | Hill Dr, Ft Lee Main Gate           |                 |        |        |        |    |             |    |       |    |      |  |
| (36) Oaklawn Blvd           | 1.45   | 16000 | F  | 96%   | 0%                                  | 1%              | 0%     | 2%     | 0%     | F  | 1700        | F  | 16000 | F  | 2001 |  |
|                             |        |       |    | From: | Hill Dr, Ft Lee Main Gate           |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | WCL Hopewell                        |                 |        |        |        |    |             |    |       |    |      |  |
| <b>City of Hopewell</b>     |        |       |    |       |                                     |                 |        |        |        |    |             |    |       |    |      |  |
| (36) Oaklawn Blvd           | 0.52   | 33000 | G  | 96%   | 0%                                  | 1%              | 0%     | 2%     | 0%     | F  | NA          |    | 34000 | G  | 2001 |  |
|                             |        |       |    | From: | WCL Hopewell                        |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | 74-630 Jefferson Park Rd            |                 |        |        |        |    |             |    |       |    |      |  |
| (36) Oaklawn Blvd           | 0.65   | 26000 | G  | 96%   | 0%                                  | 1%              | 0%     | 2%     | 0%     | F  | NA          |    | 27000 | G  | 2001 |  |
|                             |        |       |    | From: | 74-630 Jefferson Park Rd            |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | SR 36 Par                           |                 |        |        |        |    |             |    |       |    |      |  |
| (36) Oaklawn Blvd           | 0.43   | 9900  | G  | 96%   | 0%                                  | 1%              | 0%     | 2%     | 0%     | F  | NA          |    | 10000 | G  | 2001 |  |
|                             |        |       |    | From: | SR 36 Par                           |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | SR 36 Par, Woodlawn St, Kenwood Ave |                 |        |        |        |    |             |    |       |    |      |  |
| (36) Winston Churchill Dr   | 0.60   | 20000 | G  | 96%   | 0%                                  | 1%              | 0%     | 2%     | 0%     | F  | NA          |    | 21000 | G  | 2001 |  |
|                             |        |       |    | From: | SR 36 Par, Woodlawn St, Kenwood Ave |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | Miles Ave                           |                 |        |        |        |    |             |    |       |    |      |  |
| (36) Winston Churchill Dr   | 0.39   | 21000 | G  | 96%   | 0%                                  | 1%              | 0%     | 2%     | 0%     | F  | NA          |    | 22000 | G  | 2001 |  |
|                             |        |       |    | From: | Miles Ave                           |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | SR 156 High Ave                     |                 |        |        |        |    |             |    |       |    |      |  |

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

| Route                       | Length | AADT  | QA | 4Tire                             | Bus   | -----Truck----- |        |        |        | QC | Design Hour | QK   | AAWDT | QW    | Year  |       |
|-----------------------------|--------|-------|----|-----------------------------------|-------|-----------------|--------|--------|--------|----|-------------|------|-------|-------|-------|-------|
|                             |        |       |    |                                   |       | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |      |       |       |       |       |
| <b>City of Honewell</b>     |        |       |    |                                   |       |                 |        |        |        |    |             |      |       |       |       |       |
| 36 Winston Churchill Dr     | 0.25   | 10000 | G  | From: SR 156 High Ave             | 96%   | 0%              | 1%     | 0%     | 2%     | 0% | F           | NA   | 11000 | G     | 2001  |       |
|                             |        |       |    | To: SR 156; Arlington Rd          |       |                 |        |        |        |    |             |      |       |       |       |       |
| 36 Arlington Rd             | 0.12   | 1700  | G  | From: SR 156 Winston Churchill Dr | 96%   | 0%              | 1%     | 0%     | 2%     | 0% | F           | NA   | 1800  | G     | 2001  |       |
|                             |        |       |    | To: 15th Ave                      |       |                 |        |        |        |    |             |      |       |       |       |       |
| 36 15th Ave                 | 0.77   | 4900  | G  | From: Arlington Rd                | 97%   | 0%              | 1%     | 0%     | 1%     | 0% | C           | NA   | 5200  | G     | 2001  |       |
|                             |        |       |    | To: City Point Rd                 |       |                 |        |        |        |    |             |      |       |       |       |       |
| 36 15th Ave                 | 0.22   | 2600  | G  | From: Broadway St                 | 97%   | 0%              | 1%     | 0%     | 1%     | 0% | F           | NA   | 2700  | G     | 2001  |       |
|                             |        |       |    | To: 15th Ave                      |       |                 |        |        |        |    |             |      |       |       |       |       |
| 36 Broadway St              | 0.44   | 8500  | G  | From: 6th Ave                     | 97%   | 0%              | 1%     | 0%     | 1%     | 0% | F           | NA   | 8900  | G     | 2001  |       |
|                             |        |       |    | To: Broadway St                   |       |                 |        |        |        |    |             |      |       |       |       |       |
| 36 6th Ave                  | 0.31   | 10000 | G  | From: SR 10 Randolph Rd           | 97%   | 0%              | 1%     | 0%     | 1%     | 0% | F           | NA   | 11000 | G     | 2001  |       |
|                             |        |       |    | To: SR 36 Oaklawn Blvd            |       |                 |        |        |        |    |             |      |       |       |       |       |
| 36 Woodlawn St              | 0.61   | 12000 | G  | From: SR 36 Oaklawn Blvd          | 97%   | 0%              | 1%     | 0%     | 2%     | 0% | C           | NA   | 13000 | G     | 2001  |       |
|                             |        |       |    | Combined Traffic:                 | 22000 | G               | 96%    | 0%     | 1%     | 0% | 2%          | 0%   | F     | NA    | 23000 | G     |
| 36 Woodlawn St              | 0.35   | 9700  | G  | From: Surry Ave                   | 96%   | 0%              | 1%     | 0%     | 2%     | 0% | C           | NA   | 10000 | G     | 2001  |       |
|                             |        |       |    | Combined Traffic:                 | 20000 | G               | 96%    | 0%     | 1%     | 0% | 2%          | 0%   | F     | NA    | 20000 | G     |
| <b>Prince George County</b> |        |       |    |                                   |       |                 |        |        |        |    |             |      |       |       |       |       |
| North 95                    | 2.41   | 16000 | G  | From: Sussex County Line          | 71%   | 1%              | 1%     | 0%     | 25%    | 1% | F           | 1200 | G     | 16000 | G     | 2001  |
|                             |        |       |    | Combined Traffic:                 | 28000 | G               | 70%    | 1%     | 2%     | 0% | 26%         | 1%   | F     | 2000  | G     | 28000 |
| North 95                    | 3.73   | 15000 | G  | From: 74-623 Carson               | 80%   | 1%              | 2%     | 0%     | 17%    | 0% | F           | 1100 | G     | 13000 | G     | 2001  |
|                             |        |       |    | Combined Traffic:                 | 30000 | G               | 80%    | 1%     | 2%     | 0% | 17%         | 0%   | F     | 1900  | G     | 27000 |
| North 95                    | 5.54   | 19000 | A  | From: US 301, SR 35, SR 156       | 80%   | 1%              | 2%     | 0%     | 17%    | 0% | A           | 2500 | A     | 17000 | A     | 2001  |
|                             |        |       |    | Combined Traffic:                 | 38000 | A               | 80%    | 1%     | 2%     | 0% | 17%         | 0%   | C     | 5000  | A     | 33000 |
| North 95                    | 0.11   | 18000 | G  | From: US 301                      | 80%   | 1%              | 2%     | 0%     | 17%    | 0% | F           | 1400 | G     | 16000 | G     | 2001  |
|                             |        |       |    | Combined Traffic:                 | 37000 | G               | 80%    | 1%     | 2%     | 0% | 17%         | 0%   | F     | 2600  | G     | 33000 |
| North 95                    | 0.96   | 12000 | G  | From: I-295                       | 80%   | 1%              | 2%     | 0%     | 17%    | 0% | F           | 860  | G     | 11000 | G     | 2001  |
|                             |        |       |    | Combined Traffic:                 | 24000 | G               | 80%    | 1%     | 2%     | 0% | 17%         | 0%   | F     | 1600  | G     | 21000 |
| <b>City of Petersburg</b>   |        |       |    |                                   |       |                 |        |        |        |    |             |      |       |       |       |       |
| North 95                    | 1.15   | 14000 | G  | From: Rives Rd                    | 80%   | 1%              | 2%     | 0%     | 17%    | 0% | F           | 970  | G     | 12000 | G     | 2001  |
|                             |        |       |    | Combined Traffic:                 | 28000 | G               | 80%    | 1%     | 2%     | 0% | 17%         | 0%   | F     | 1900  | G     | 26000 |
| North 95                    | 2.79   | 17000 | G  | From: Wagner Rd                   | 80%   | 1%              | 2%     | 0%     | 17%    | 0% | F           | 1400 | G     | 15000 | G     | 2001  |
|                             |        |       |    | Combined Traffic:                 | 37000 | G               | 80%    | 1%     | 2%     | 0% | 17%         | 0%   | F     | 2600  | G     | 33000 |
| North 95                    | 0.24   | 17000 | M  | From: US 460 West St              | 80%   | 1%              | 2%     | 0%     | 17%    | 0% | F           | NA   | NA    | NA    | 2001  |       |
|                             |        |       |    | Combined Traffic:                 | 41000 | M               | 80%    | 1%     | 2%     | 0% | 17%         | 0%   | F     | NA    | NA    | NA    |
| To: I-85 SB                 |        |       |    |                                   |       |                 |        |        |        |    |             |      |       |       |       |       |



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

| Route                                   | Length | AADT  | QA | 4Tire | Bus | Truck |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|---|--------|-------|----|-------|-----|-------|--------|--------|--------|----|-------------|----|-------|----|------|
|   |        |       |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b>             |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| South<br>95                             | 2.91   | 12000 | G  | 69%   | 1%  | 2%    | 1%     | 27%    | 1%     | F  | 810         | G  | 12000 | G  | 2001 |
| Combined Traffic:                       |        | 28000 | G  | 70%   | 1%  | 2%    | 0%     | 26%    | 1%     | F  | 2000        | G  | 28000 | G  | 2001 |
| From: Sussex County Line                |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| South<br>95                             | 3.42   | 15000 | G  | 80%   | 1%  | 2%    | 0%     | 16%    | 0%     | F  | 850         | G  | 14000 | G  | 2001 |
| Combined Traffic:                       |        | 30000 | G  | 80%   | 1%  | 2%    | 0%     | 17%    | 0%     | F  | 1900        | G  | 27000 | G  | 2001 |
| To: 74-623 Carson                       |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| South<br>95                             | 5.45   | 19000 | A  | 80%   | 1%  | 2%    | 0%     | 16%    | 0%     | C  | 2500        | A  | 16000 | A  | 2001 |
| Combined Traffic:                       |        | 38000 | A  | 80%   | 1%  | 2%    | 0%     | 17%    | 0%     | C  | 5000        | A  | 33000 | A  | 2001 |
| To: US 301, SR 35, SR 156               |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| South<br>95                             | 0.58   | 19000 | G  | 80%   | 1%  | 2%    | 0%     | 16%    | 0%     | F  | 1200        | G  | 17000 | G  | 2001 |
| Combined Traffic:                       |        | 37000 | G  | 80%   | 1%  | 2%    | 0%     | 17%    | 0%     | F  | 2600        | G  | 33000 | G  | 2001 |
| To: US 301                              |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| South<br>95                             | 0.42   | 12000 | G  | 80%   | 1%  | 2%    | 0%     | 16%    | 0%     | F  | 760         | G  | 11000 | G  | 2001 |
| Combined Traffic:                       |        | 24000 | G  | 80%   | 1%  | 2%    | 0%     | 17%    | 0%     | F  | 1600        | G  | 21000 | G  | 2001 |
| To: I-295                               |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| To: SCL Petersburg                      |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| <b>City of Petersburg</b>               |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| South<br>95                             | 0.34   | 12000 | G  | 80%   | 1%  | 2%    | 0%     | 16%    | 0%     | F  | 760         | G  | 11000 | G  | 2001 |
| Combined Traffic:                       |        | 24000 | G  | 80%   | 1%  | 2%    | 0%     | 17%    | 0%     | F  | 1600        | G  | 21000 | G  | 2001 |
| To: SCL Petersburg                      |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| South<br>95                             | 1.22   | 15000 | G  | 80%   | 1%  | 2%    | 0%     | 16%    | 0%     | F  | 920         | G  | 13000 | G  | 2001 |
| Combined Traffic:                       |        | 28000 | G  | 80%   | 1%  | 2%    | 0%     | 17%    | 0%     | F  | 1900        | G  | 26000 | G  | 2001 |
| To: Rives Rd                            |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| South<br>95                             | 2.29   | 20000 | G  | 80%   | 1%  | 2%    | 0%     | 16%    | 0%     | F  | 1200        | G  | 18000 | G  | 2001 |
| Combined Traffic:                       |        | 37000 | G  | 80%   | 1%  | 2%    | 0%     | 17%    | 0%     | F  | 2600        | G  | 33000 | G  | 2001 |
| To: Wagner Rd                           |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| South<br>95                             | 0.53   | NA    |    | 80%   | 1%  | 2%    | 0%     | 16%    | 0%     | F  | NA          |    | NA    |    | 2001 |
| Combined Traffic:                       |        | NA    |    | 80%   | 1%  | 2%    | 0%     | 17%    | 0%     | F  | NA          |    | NA    |    | 2001 |
| To: US 460; US 301 Crater Rd; County Rd |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| To: I-85                                |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| <b>Prince George County</b>             |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| 106 Courthouse Rd                       | 2.39   | 7400  | G  | 95%   | 0%  | 1%    | 1%     | 3%     | 0%     | F  | 750         | G  | 7700  | G  | 2001 |
| To: ECL Petersburg                      |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| 106 Courthouse Rd                       | 0.42   | 8600  | G  | 95%   | 0%  | 1%    | 1%     | 3%     | 0%     | F  | 860         | G  | 8900  | G  | 2001 |
| To: 74-634 Allin Rd                     |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| 106 Courthouse Rd                       | 0.44   | 8100  | G  | 95%   | 0%  | 1%    | 1%     | 3%     | 0%     | F  | 760         | G  | 8400  | G  | 2001 |
| To: 74-1510                             |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| 106 Courthouse Rd                       | 1.50   | 5400  | G  | 95%   | 0%  | 1%    | 1%     | 3%     | 0%     | F  | 530         | G  | 5600  | G  | 2001 |
| To: 74-616 Laurel Spring Rd             |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| 106 Bypass 156                          | 1.09   | 4900  | G  | 82%   | 0%  | 2%    | 1%     | 14%    | 0%     | F  | 520         | G  | 5100  | G  | 2001 |
| To: BYP SR 156 Ruffin Rd                |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| 106 Bypass 156                          | 3.47   | 3600  | G  | 82%   | 0%  | 2%    | 1%     | 14%    | 0%     | F  | 330         | G  | 3800  | G  | 2001 |
| To: 74-609                              |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| 106 10                                  | 0.73   | 11000 | G  | 92%   | 0%  | 2%    | 1%     | 5%     | 0%     | F  | 930         | G  | 11000 | G  | 2001 |
| To: RT 156 BUS & RT 10                  |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| 106 156                                 | 2.69   | 4200  | G  | 83%   | 0%  | 3%    | 2%     | 12%    | 0%     | F  | 420         | G  | 4200  | G  | 2001 |
| To: RT 10 & RT 156                      |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |
| To: Charles City County Line            |        |       |    |       |     |       |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT  | QA | 4Tire | Bus                        | -----Truck----- |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |  |
|-----------------------------|--------|-------|----|-------|----------------------------|-----------------|--------|--------|--------|----|-------------|----|-------|----|------|--|
|                             |        |       |    |       |                            | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |  |
| <b>Prince George County</b> |        |       |    |       |                            |                 |        |        |        |    |             |    |       |    |      |  |
| (144)                       | 2.58   | 27000 | A  | 98%   | 0%                         | 1%              | 1%     | 1%     | 0%     | A  | 2700        | A  | 27000 | A  | 2001 |  |
|                             |        |       |    | From: | SR 36                      |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | Chesterfield County Line   |                 |        |        |        |    |             |    |       |    |      |  |
| (156)                       | 0.17   | 2100  | G  | 92%   | 0%                         | 3%              | 1%     | 4%     | 0%     | F  | 180         | G  | 2100  | G  | 2001 |  |
|                             |        |       |    | From: | SR 35                      |                 |        |        |        |    |             |    |       |    |      |  |
| (156)                       | 4.09   | 1400  | G  | 92%   | 0%                         | 3%              | 1%     | 4%     | 0%     | F  | 130         | G  | 1400  | G  | 2001 |  |
|                             |        |       |    | From: | US 301                     |                 |        |        |        |    |             |    |       |    |      |  |
| (156)                       | 3.07   | 1600  | G  | 92%   | 0%                         | 3%              | 1%     | 4%     | 0%     | F  | 140         | G  | 1600  | G  | 2001 |  |
|                             |        |       |    | From: | 74-626                     |                 |        |        |        |    |             |    |       |    |      |  |
| (156)                       | 5.73   | 3700  | G  | 88%   | 1%                         | 3%              | 1%     | 8%     | 0%     | F  | 300         | G  | 3700  | G  | 2001 |  |
|                             |        |       |    | From: | US 460 West of Disputanta  |                 |        |        |        |    |             |    |       |    |      |  |
| (156)                       | 0.62   | 6500  | G  | 95%   | 0%                         | 2%              | 1%     | 1%     | 0%     | F  | 640         | G  | 6800  | G  | 2001 |  |
|                             |        |       |    | From: | SR 106-156 By Pass         |                 |        |        |        |    |             |    |       |    |      |  |
| (156)                       | 2.51   | 7200  | G  | 95%   | 0%                         | 2%              | 1%     | 1%     | 0%     | F  | 720         | G  | 7500  | G  | 2001 |  |
|                             |        |       |    | From: | 74-674                     |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | 74-674                     |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | SCL Hopewell               |                 |        |        |        |    |             |    |       |    |      |  |
| <b>City of Hopewell</b>     |        |       |    |       |                            |                 |        |        |        |    |             |    |       |    |      |  |
| (156) Arlington Rd          | 0.56   | 10000 | G  | 95%   | 0%                         | 2%              | 1%     | 1%     | 0%     | F  | NA          |    | 11000 | G  | 2001 |  |
|                             |        |       |    | From: | SCL Hopewell               |                 |        |        |        |    |             |    |       |    |      |  |
| (156) High Ave              | 0.38   | 7000  | G  | 95%   | 1%                         | 2%              | 1%     | 1%     | 0%     | C  | NA          |    | 7300  | G  | 2001 |  |
|                             |        |       |    | From: | Berry Street               |                 |        |        |        |    |             |    |       |    |      |  |
| (156) (36) Winston Churc    | 0.25   | 10000 | G  | 96%   | 0%                         | 1%              | 0%     | 2%     | 0%     | F  | NA          |    | 11000 | G  | 2001 |  |
|                             |        |       |    | From: | Winston Churchill Rd       |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | S RT 36                    |                 |        |        |        |    |             |    |       |    |      |  |
| (156) Winston Churchill Rd  | 0.55   | 17000 | G  | 98%   | 0%                         | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 17000 | G  | 2001 |  |
|                             |        |       |    | From: | N RT 36                    |                 |        |        |        |    |             |    |       |    |      |  |
| (156) Winston Churchill Dr  | 0.80   | 8500  | G  | 98%   | 0%                         | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 8500  | G  | 2001 |  |
|                             |        |       |    | From: | Arlington Rd               |                 |        |        |        |    |             |    |       |    |      |  |
| (156) (10) Randolph Rd      | 1.26   | 11000 | G  | 94%   | 0%                         | 2%              | 1%     | 3%     | 0%     | F  | NA          |    | 12000 | G  | 2001 |  |
|                             |        |       |    | From: | South 6Th Ave              |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | Randolph Rd                |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | S RT 10                    |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | ECL Hopewell               |                 |        |        |        |    |             |    |       |    |      |  |
| <b>Prince George County</b> |        |       |    |       |                            |                 |        |        |        |    |             |    |       |    |      |  |
| (156) (10)                  | 1.17   | 9800  | G  | 94%   | 0%                         | 2%              | 1%     | 3%     | 0%     | F  | 910         | G  | 11000 | G  | 2001 |  |
|                             |        |       |    | From: | ECL Hopewell               |                 |        |        |        |    |             |    |       |    |      |  |
| (156) (10)                  | 0.73   | 11000 | G  | 92%   | 0%                         | 2%              | 1%     | 5%     | 0%     | F  | 930         | G  | 11000 | G  | 2001 |  |
|                             |        |       |    | From: | W SR 156                   |                 |        |        |        |    |             |    |       |    |      |  |
| (156)                       | 2.69   | 4200  | G  | 83%   | 0%                         | 3%              | 2%     | 12%    | 0%     | F  | 420         | G  | 4200  | G  | 2001 |  |
|                             |        |       |    | From: | N SR 10                    |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | Charles City County Line   |                 |        |        |        |    |             |    |       |    |      |  |
| Bypas (156)                 | 1.09   | 4900  | G  | 82%   | 0%                         | 2%              | 1%     | 14%    | 0%     | F  | 520         | G  | 5100  | G  | 2001 |  |
|                             |        |       |    | From: | SR 106 & 156               |                 |        |        |        |    |             |    |       |    |      |  |
| Bypas (156)                 | 3.47   | 3600  | G  | 82%   | 0%                         | 2%              | 1%     | 14%    | 0%     | F  | 330         | G  | 3800  | G  | 2001 |  |
|                             |        |       |    | From: | 74-609                     |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | SR 10-156 East of Hopewell |                 |        |        |        |    |             |    |       |    |      |  |
| <b>City of Hopewell</b>     |        |       |    |       |                            |                 |        |        |        |    |             |    |       |    |      |  |
| East (295)                  | 3.30   | 18000 | G  | 72%   | 1%                         | 2%              | 1%     | 25%    | 0%     | F  | 1100        | G  | 16000 | G  | 2001 |  |
|                             |        |       |    | From: | NCL Hopewell               |                 |        |        |        |    |             |    |       |    |      |  |
| Combined Traffic:           |        | 32000 | G  | 72%   | 1%                         | 2%              | 1%     | 25%    | 0%     | F  | 2300        | G  | 30000 | G  | 2001 |  |
|                             |        |       |    | To:   | SCL Hopewell               |                 |        |        |        |    |             |    |       |    |      |  |
| <b>Prince George County</b> |        |       |    |       |                            |                 |        |        |        |    |             |    |       |    |      |  |
| East (295)                  | 0.15   | 18000 | G  | 72%   | 1%                         | 2%              | 1%     | 25%    | 0%     | F  | 1100        | G  | 16000 | G  | 2001 |  |
|                             |        |       |    | From: | SCL Hopewell               |                 |        |        |        |    |             |    |       |    |      |  |
| Combined Traffic:           |        | 32000 | G  | 72%   | 1%                         | 2%              | 1%     | 25%    | 0%     | F  | 2300        | G  | 30000 | G  | 2001 |  |
|                             |        |       |    | To:   | SR 36                      |                 |        |        |        |    |             |    |       |    |      |  |

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| Route                       | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |       |    |       |     |                 |        |        |        |    |             |    |       |    |      |
| East<br>295                 | 6.39   | 11000 | G  | 72%   | 1%  | 2%              | 1%     | 25%    | 0%     | F  | 890         | G  | 11000 | G  | 2001 |
| Combined Traffic:           |        | 22000 | G  | 72%   | 1%  | 2%              | 1%     | 25%    | 0%     | F  | 1500        | G  | 21000 | G  | 2001 |
| East<br>295                 | 3.03   | 8500  | A  | 72%   | 1%  | 2%              | 1%     | 25%    | 0%     | A  | 1200        | A  | 7800  | A  | 2001 |
| Combined Traffic:           |        | 17000 | A  | 72%   | 1%  | 2%              | 1%     | 25%    | 0%     | A  | 2300        | A  | 16000 | A  | 2001 |
| <b>City of Hopewell</b>     |        |       |    |       |     |                 |        |        |        |    |             |    |       |    |      |
| West<br>295                 | 3.30   | 14000 | G  | 72%   | 1%  | 2%              | 1%     | 25%    | 0%     | F  | 1200        | G  | 14000 | G  | 2001 |
| Combined Traffic:           |        | 32000 | G  | 72%   | 1%  | 2%              | 1%     | 25%    | 0%     | F  | 2300        | G  | 30000 | G  | 2001 |
| <b>Prince George County</b> |        |       |    |       |     |                 |        |        |        |    |             |    |       |    |      |
| West<br>295                 | 0.61   | 14000 | G  | 72%   | 1%  | 2%              | 1%     | 25%    | 0%     | F  | 1200        | G  | 14000 | G  | 2001 |
| Combined Traffic:           |        | 32000 | G  | 72%   | 1%  | 2%              | 1%     | 25%    | 0%     | F  | 2300        | G  | 30000 | G  | 2001 |
| West<br>295                 | 6.77   | 11000 | G  | 72%   | 1%  | 2%              | 1%     | 25%    | 0%     | F  | 650         | G  | 10000 | G  | 2001 |
| Combined Traffic:           |        | 22000 | G  | 72%   | 1%  | 2%              | 1%     | 25%    | 0%     | F  | 1500        | G  | 21000 | G  | 2001 |
| West<br>295                 | 2.32   | 8900  | A  | 72%   | 1%  | 2%              | 1%     | 25%    | 0%     | A  | 1100        | A  | 8500  | A  | 2001 |
| Combined Traffic:           |        | 17000 | A  | 72%   | 1%  | 2%              | 1%     | 25%    | 0%     | A  | 2300        | A  | 16000 | A  | 2001 |
| 301 Crater Rd               | 2.69   | 760   | G  | 91%   | 0%  | 3%              | 1%     | 4%     | 0%     | F  | 80          | G  | 760   | G  | 2001 |
| 301 Crater Rd               | 3.86   | 1100  | G  | 91%   | 0%  | 3%              | 1%     | 4%     | 0%     | F  | 90          | G  | 1100  | G  | 2001 |
| 301 35                      | 0.19   | 2300  | G  | 84%   | 0%  | 2%              | 1%     | 12%    | 0%     | F  | 180         | G  | 2300  | G  | 2001 |
| 301 35                      | 0.08   | 4700  | G  | 84%   | 0%  | 2%              | 1%     | 12%    | 0%     | F  | 380         | G  | 4700  | G  | 2001 |
| 301 156                     | 0.17   | 2100  | G  | 92%   | 0%  | 3%              | 1%     | 4%     | 0%     | F  | 180         | G  | 2100  | G  | 2001 |
| 301 Crater Rd               | 4.24   | 1800  | G  | 96%   | 0%  | 2%              | 1%     | 1%     | 0%     | F  | 180         | G  | 1900  | G  | 2001 |
| 301 Crater Rd               | 2.25   | 4500  | G  | 96%   | 0%  | 1%              | 2%     | 1%     | 0%     | F  | 390         | G  | 4600  | G  | 2001 |
| 460 County Dr               | 0.40   | 13000 | G  | 87%   | 1%  | 2%              | 1%     | 9%     | 0%     | F  | 1000        | G  | 13000 | G  | 2001 |
| 460 County Dr               | 3.81   | 13000 | G  | 80%   | 1%  | 2%              | 2%     | 16%    | 0%     | F  | 960         | G  | 13000 | G  | 2001 |
| 460 County Dr               | 6.20   | 12000 | G  | 80%   | 1%  | 2%              | 2%     | 16%    | 0%     | F  | 940         | G  | 12000 | G  | 2001 |
| 342 FR                      | 0.66   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA    |    |      |
| 600                         | 1.77   | 220   | R  |       |     |                 |        |        |        |    | NA          |    | NA    |    | 1993 |

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|-----------------------------|--------|------|----|-------|-----|---------------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle                           | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                                 |        |        |        |    |             |    |       |    |      |
| (601)                       | 0.80   | 90   | R  |       |     | From: US 460; 74-624            |        |        |        |    | NA          |    | NA    |    | 1993 |
| (601)                       | 3.06   | 130  | R  |       |     | From: 74-613                    |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: Surry County Line           |        |        |        |    |             |    |       |    |      |
| (602)                       | 0.43   | 100  | R  |       |     | From: 74-653                    |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: Dead End                    |        |        |        |    |             |    |       |    |      |
| (603)                       | 1.29   | 1300 | R  |       |     | From: ECL Petersburg            |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: SR 106                      |        |        |        |    |             |    |       |    |      |
| (604)                       | 2.34   | 380  | G  | 94%   | 0%  | 3%                              | 1%     | 1%     | 0%     | F  | 40          | G  | 380   | G  | 2001 |
| (604)                       | 0.16   | 1100 | G  | 94%   | 0%  | 3%                              | 1%     | 1%     | 0%     | C  | 110         | G  | 1100  | G  | 2001 |
|                             |        |      |    |       |     | From: Dinwiddie County Line     |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 26-703 DIN CL SOUTH         |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: US 301; 74-623              |        |        |        |    |             |    |       |    |      |
| (605)                       | 1.40   | 470  | R  |       |     | From: Dinwiddie County Line     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-621                      |        |        |        |    |             |    |       |    |      |
| (605)                       | 0.20   | 670  | R  |       |     | From: 74-621                    |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: SR 35; 74-622               |        |        |        |    |             |    |       |    |      |
| (605)                       | 0.81   | 170  | R  |       |     | From: SR 35; 74-622             |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: SERVICE ROAD I-95           |        |        |        |    |             |    |       |    |      |
| (606)                       | 0.50   | 280  | R  |       |     | From: Dinwiddie County Line     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-622                      |        |        |        |    |             |    |       |    |      |
| (607)                       | 2.35   | 170  | R  |       |     | From: Dinwiddie County Line     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: FR-122                      |        |        |        |    |             |    |       |    |      |
| (607)                       | 0.35   | 1300 | R  |       |     | From: FR-122                    |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-608                      |        |        |        |    |             |    |       |    |      |
| (608)                       | 2.55   | 680  | R  |       |     | From: US 301                    |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-622                      |        |        |        |    |             |    |       |    |      |
| (608)                       | 0.81   | 1000 | G  | 96%   | 0%  | 2%                              | 1%     | 1%     | 0%     | C  | 100         | G  | 1100  | G  | 2001 |
|                             |        |      |    |       |     | To: Dinwiddie County Line       |        |        |        |    |             |    |       |    |      |
| <b>Dinwiddie County</b>     |        |      |    |       |     |                                 |        |        |        |    |             |    |       |    |      |
| (608)                       | 0.31   | 1000 | N  | 96%   | 0%  | 2%                              | 1%     | 1%     | 0%     | N  | 100         | N  | 1100  | N  | 2001 |
|                             |        |      |    |       |     | From: Prince George County Line |        |        |        |    |             |    |       |    |      |
| (608)                       | 1.00   | 1300 | G  | 98%   | 0%  | 1%                              | 0%     | 1%     | 0%     | C  | 140         | G  | 1300  | G  | 2001 |
|                             |        |      |    |       |     | From: SR 345; 26-677            |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: SCL PETERSBURG              |        |        |        |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                                 |        |        |        |    |             |    |       |    |      |
| (609)                       | 1.34   | 2200 | G  | 93%   | 2%  | 2%                              | 1%     | 2%     | 0%     | C  | 220         | G  | 2200  | G  | 2001 |
|                             |        |      |    |       |     | From: SR 156 BYPASS             |        |        |        |    |             |    |       |    |      |
| (609)                       | 2.57   | 1600 | G  | 93%   | 2%  | 2%                              | 1%     | 2%     | 0%     | F  | 140         | G  | 1600  | G  | 2001 |
|                             |        |      |    |       |     | To: 74-636                      |        |        |        |    |             |    |       |    |      |
| (609)                       | 1.86   | 870  | G  | 93%   | 2%  | 2%                              | 1%     | 2%     | 0%     | F  | 80          | G  | 870   | G  | 2001 |
|                             |        |      |    |       |     | To: 74-635                      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: SR 10                       |        |        |        |    |             |    |       |    |      |
| (610)                       | 2.00   | 170  | R  |       |     | From: SR 10                     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-611                      |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | -----Truck-----          |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|--------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle                    | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                          |        |        |        |    |             |    |       |    |      |
| 611                         | 0.48   | 40   | R  |       |     | From: Dead End           |        |        |        |    | NA          |    | NA    |    | 1999 |
| 611                         | 2.00   | 100  | R  |       |     | From: 74-625             |        |        |        |    | NA          |    | NA    |    | 1993 |
| 611                         | 1.70   | 110  | R  |       |     | From: 74-612             |        |        |        |    | NA          |    | NA    |    | 1993 |
| 611                         | 2.92   | 110  | R  |       |     | From: 74-658             |        |        |        |    | NA          |    | NA    |    | 1993 |
| 611                         | 2.10   | 160  | G  | 87%   | 0%  | 7%                       | 1%     | 5%     | 0%     | C  | 20          | G  | 160   | G  | 2001 |
| 611                         | 3.27   | 130  | R  |       |     | From: 74-610             |        |        |        |    | NA          |    | NA    |    | 1993 |
| 612                         | 0.90   | 120  | R  |       |     | From: 74-611             |        |        |        |    | NA          |    | NA    |    | 1993 |
| 613                         | 1.50   | 120  | R  |       |     | From: Sussex County Line |        |        |        |    | NA          |    | NA    |    | 1993 |
| 613                         | 1.80   | 310  | R  |       |     | From: 74-601             |        |        |        |    | NA          |    | NA    |    | 1993 |
| 614                         | 1.90   | 210  | R  |       |     | From: SR 10 WEST         |        |        |        |    | NA          |    | NA    |    | 1993 |
| 614                         | 3.20   | 70   | R  |       |     | From: 74-615             |        |        |        |    | NA          |    | NA    |    | 1993 |
| 615                         | 0.40   | 10   | R  |       |     | From: 74-614             |        |        |        |    | NA          |    | NA    |    | 1999 |
| 616                         | 1.96   | 2600 | G  | 96%   | 2%  | 1%                       | 0%     | 1%     | 0%     | C  | 290         | G  | 2700  | G  | 2001 |
| 616                         | 2.50   | 1200 | G  |       |     | From: SR 156 NORTH       |        |        |        |    | 120         | G  | 1200  | G  | 2001 |
| 616                         | 4.13   | 720  | G  |       |     | From: 74-618             |        |        |        |    | 70          | G  | 720   | G  | 2001 |
| 616                         | 3.77   | 380  | G  |       |     | From: 74-625             |        |        |        |    | 40          | G  | 380   | G  | 2001 |
| 617                         | 0.90   | 60   | R  |       |     | From: 74-618             |        |        |        |    | NA          |    | NA    |    | 1999 |
| 618                         | 2.37   | 300  | R  |       |     | From: 74-627             |        |        |        |    | NA          |    | NA    |    | 1993 |
| 618                         | 0.10   | 300  | R  |       |     | From: 74-630 WEST        |        |        |        |    | NA          |    | NA    |    | 1993 |
| 618                         | 1.20   | 200  | R  |       |     | From: 74-630 EAST        |        |        |        |    | NA          |    | NA    |    | 1993 |
| 618                         | 2.76   | 80   | R  |       |     | From: US 460             |        |        |        |    | NA          |    | NA    |    | 1993 |
| 618                         | 2.76   | 80   | R  |       |     | From: 74-629             |        |        |        |    | NA          |    | NA    |    | 1993 |
| 618                         | 0.94   | 200  | R  |       |     | From: 74-632             |        |        |        |    | NA          |    | NA    |    | 1993 |
| 618                         | 0.94   | 200  | R  |       |     | From: 74-635             |        |        |        |    | NA          |    | NA    |    | 1993 |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck   |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|---|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle   | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |   |        |        |        |    |             |    |       |    |      |
| 618                         | 0.50   | 260  | R  |       |     | From: 74-635<br>To: 74-616                      |        |        |        |    | NA          |    | NA    |    | 1993 |
| 619                         | 2.10   | 100  | R  |       |     | From: 74-625<br>To: 74-627                      |        |        |        |    | NA          |    | NA    |    | 1993 |
| 620                         | 1.00   | 90   | R  |       |     | From: 74-638<br>To: 1.00 ME 74-638              |        |        |        |    | NA          |    | NA    |    | 1999 |
| 620                         | 1.90   | 80   | R  |       |     | From: 74-627<br>To: 74-627                      |        |        |        |    | NA          |    | NA    |    | 1993 |
| 621                         | 2.28   | 210  | R  |       |     | From: 74-604<br>To: 74-605                      |        |        |        |    | NA          |    | NA    |    | 1993 |
| 622                         | 1.50   | 430  | R  |       |     | From: SR 35; 74-605<br>To: 74-606               |        |        |        |    | NA          |    | NA    |    | 1993 |
| 622                         | 0.30   | 320  | R  |       |     | From: 74-607 EAST<br>To: 74-607 WEST            |        |        |        |    | NA          |    | NA    |    | 1993 |
| 622                         | 2.70   | 380  | R  |       |     | From: 74-608<br>To: 74-608                      |        |        |        |    | NA          |    | NA    |    | 1993 |
| 623                         | 0.30   | 280  | G  |       |     | From: Sussex County Line<br>To: 74-667          |        |        |        |    | 30          | G  | 290   | G  | 2001 |
| 623                         | 2.42   | 380  | G  |       |     | From: 74-670<br>To: US 301; 74-604              |        |        |        |    | 47          | G  | 380   | G  | 2001 |
| 623                         | 0.55   | 1100 | G  | 91%   | 1%  | 3%  | 2%     | 4%     | 0%     | C  | 120         | G  | 1100  | G  | 2001 |
| 624                         | 1.00   | 70   | R  |       |     | From: Sussex County Line<br>To: US 460; 74-601  |        |        |        |    | NA          |    | NA    |    | 1999 |
| 625                         | 0.96   | 720  | G  |       |     | From: Sussex County Line<br>To: 74-619          |        |        |        |    | 80          | G  | 720   | G  | 2001 |
| 625                         | 2.68   | 860  | G  |       |     | From: 74-630<br>To: US 460 EAST<br>US 460 WEST  |        |        |        |    | 100         | G  | 860   | G  | 2001 |
| 625                         | 0.09   | 1200 | G  |       |     | From: 74-613<br>To: 74-611                      |        |        |        |    | 100         | G  | 1200  | G  | 2001 |
| 625                         | 0.51   | 670  | G  | 92%   | 2%  | 1%  | 0%     | 4%     | 0%     | C  | 70          | G  | 680   | G  | 2001 |
| 625                         | 4.17   | 230  | G  | 92%   | 2%  | 1%  | 0%     | 4%     | 0%     | F  | 20          | G  | 230   | G  | 2001 |
| 625                         | 1.48   | 220  | G  | 92%   | 2%  | 1%  | 0%     | 4%     | 0%     | F  | 20          | G  | 220   | G  | 2001 |
| 625                         | 2.98   | 310  | G  | 92%   | 2%  | 1%  | 0%     | 4%     | 0%     | F  | 30          | G  | 310   | G  | 2001 |
| 626                         | 3.00   | 360  | R  |       |     | From: 47-627<br>To: SR 156                      |        |        |        |    | NA          |    | NA    |    | 1993 |
| 626                         | 1.60   | 720  | G  |       |     | From: 1.6 M FRM SR 156<br>To: 1.60 M FRM SR 156 |        |        |        |    | 60          | G  | 720   | G  | 2001 |
| 626                         | 1.00   | 870  | G  |       |     | From: 74-649<br>To: 74-649                      |        |        |        |    | 90          | G  | 910   | G  | 2001 |

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| Route                       | Length | AADT | QA | 4Tire | Bus                | -----Truck----- |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|--------------------|-----------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |                    | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |                    |                 |        |        |        |    |             |    |       |    |      |
| 626                         | 0.80   | 2700 | G  | 98%   | 0%                 | 1%              | 0%     | 1%     | 0%     | C  | 260         | G  | 2800  | G  | 2001 |
|                             |        |      |    | From: | 74-649             |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | US 301             |                 |        |        |        |    |             |    |       |    |      |
| 627                         | 2.43   | 260  | G  |       |                    |                 |        |        |        |    | 30          | G  | 260   | G  | 2001 |
|                             |        |      |    | From: | Sussex County Line |                 |        |        |        |    |             |    |       |    |      |
| 627                         | 1.15   | 340  | G  |       |                    |                 |        |        |        |    | 40          | G  | 340   | G  | 2001 |
|                             |        |      |    | From: | 74-662             |                 |        |        |        |    |             |    |       |    |      |
| 627                         | 4.30   | 490  | G  | 96%   | 1%                 | 3%              | 0%     | 1%     | 0%     | C  | 50          | G  | 490   | G  | 2001 |
|                             |        |      |    | From: | 74-619             |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-630             |                 |        |        |        |    |             |    |       |    |      |
| 628                         | 1.36   | 180  | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1995 |
|                             |        |      |    | From: | 74-608             |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 1.36 M FRM 74- 608 |                 |        |        |        |    |             |    |       |    |      |
| 628                         | 0.80   | 180  | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    | From: | 1.36 M FRM 74-608  |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-629             |                 |        |        |        |    |             |    |       |    |      |
| 629                         | 2.28   | 840  | G  | 95%   | 0%                 | 1%              | 0%     | 4%     | 0%     | F  | 110         | G  | 880   | G  | 2001 |
|                             |        |      |    | From: | CL Petersburg      |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | US 301 Gap Termin  |                 |        |        |        |    |             |    |       |    |      |
| 629                         | 1.55   | 3800 | G  | 95%   | 0%                 | 1%              | 0%     | 4%     | 0%     | C  | 360         | G  | 3900  | G  | 2001 |
|                             |        |      |    | From: | CL Petersburg      |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-630 WEST        |                 |        |        |        |    |             |    |       |    |      |
| 629                         | 0.04   | 4300 | G  | 95%   | 0%                 | 1%              | 0%     | 4%     | 0%     | F  | 400         | G  | 4500  | G  | 2001 |
|                             |        |      |    | From: | 74-630 WEST        |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-630 EAST        |                 |        |        |        |    |             |    |       |    |      |
| 629                         | 0.11   | 2000 | G  | 95%   | 0%                 | 1%              | 0%     | 4%     | 0%     | F  | 180         | G  | 2000  | G  | 2001 |
|                             |        |      |    | From: | 74-630 WEST        |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | US 460             |                 |        |        |        |    |             |    |       |    |      |
| 629                         | 2.82   | 1000 | G  | 95%   | 0%                 | 1%              | 0%     | 4%     | 0%     | F  | 100         | G  | 1000  | G  | 2001 |
|                             |        |      |    | From: | US 460             |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | SR 156             |                 |        |        |        |    |             |    |       |    |      |
| 629                         | 1.15   | 540  | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1995 |
|                             |        |      |    | From: | SR 156             |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-635             |                 |        |        |        |    |             |    |       |    |      |
| 629                         | 2.92   | 170  | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    | From: | 74-635             |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-618             |                 |        |        |        |    |             |    |       |    |      |
| 630                         | 0.21   | 300  | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    | From: | 74-625             |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-618 EAST        |                 |        |        |        |    |             |    |       |    |      |
| 630                         | 0.04   | 530  | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    | From: | 74-618 EAST        |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-618 WEST        |                 |        |        |        |    |             |    |       |    |      |
| 630                         | 2.78   | 190  | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    | From: | 74-618 WEST        |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-627             |                 |        |        |        |    |             |    |       |    |      |
| 630                         | 0.70   | 1300 | G  |       |                    |                 |        |        |        |    | 160         | G  | 1300  | G  | 2001 |
|                             |        |      |    | From: | 74-627             |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | SR 156             |                 |        |        |        |    |             |    |       |    |      |
| 630                         | 2.10   | 1500 | G  |       |                    |                 |        |        |        |    | 110         | G  | 1500  | G  | 2001 |
|                             |        |      |    | From: | SR 156             |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-649             |                 |        |        |        |    |             |    |       |    |      |
| 630                         | 0.90   | 3300 | G  |       |                    |                 |        |        |        |    | 310         | G  | 3400  | G  | 2001 |
|                             |        |      |    | From: | 74-649             |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-629 SOUTH       |                 |        |        |        |    |             |    |       |    |      |
| 630                         | 0.08   | 2600 | G  |       |                    |                 |        |        |        |    | 240         | G  | 2700  | G  | 2001 |
|                             |        |      |    | From: | 74-629 SOUTH       |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-629 NORTH       |                 |        |        |        |    |             |    |       |    |      |
| 630                         | 2.11   | 1300 | G  |       |                    |                 |        |        |        |    | 130         | G  | 1300  | G  | 2001 |
|                             |        |      |    | From: | US 460             |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | SR 106             |                 |        |        |        |    |             |    |       |    |      |
| 630                         | 1.03   | 2900 | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1995 |
|                             |        |      |    | From: | SR 106             |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-634             |                 |        |        |        |    |             |    |       |    |      |
| 630                         | 1.51   | 6900 | G  | 98%   | 0%                 | 1%              | 1%     | 0%     | 0%     | C  | 720         | G  | 7200  | G  | 2001 |
|                             |        |      |    | From: | 74-634             |                 |        |        |        |    |             |    |       |    |      |
|                             |        |      |    | To:   | 74-646             |                 |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT  | QA | 4Tire | Bus                | -----Truck----- |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |  |
|-----------------------------|--------|-------|----|-------|--------------------|-----------------|--------|--------|--------|----|-------------|----|-------|----|------|--|
|                             |        |       |    |       |                    | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |  |
| <b>Prince George County</b> |        |       |    |       |                    |                 |        |        |        |    |             |    |       |    |      |  |
| 630                         | 1.27   | 10000 | G  | 98%   | 0%                 | 1%              | 1%     | 0%     | 0%     | F  | 1100        | G  | 11000 | G  | 2001 |  |
|                             |        |       |    | From: | 74-646             |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | SCL HOPEWELL       |                 |        |        |        |    |             |    |       |    |      |  |
| 631                         | 0.44   | 160   | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |  |
|                             |        |       |    | From: | 74-604             |                 |        |        |        |    |             |    |       |    |      |  |
| 631                         | 0.35   | 200   | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |  |
|                             |        |       |    | From: | 74-675             |                 |        |        |        |    |             |    |       |    |      |  |
| 631                         | 1.83   | 140   | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |  |
|                             |        |       |    | From: | 74-671             |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | 74-638             |                 |        |        |        |    |             |    |       |    |      |  |
| 632                         | 0.17   | 100   | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |  |
|                             |        |       |    | From: | 74-618             |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | Dead End           |                 |        |        |        |    |             |    |       |    |      |  |
| 634                         | 0.51   | 3800  | G  | 96%   | 0%                 | 1%              | 1%     | 2%     | 0%     | C  | 400         | G  | 4000  | G  | 2001 |  |
|                             |        |       |    | From: | 74-630             |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | SR 106             |                 |        |        |        |    |             |    |       |    |      |  |
| 635                         | 2.35   | 150   | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |  |
|                             |        |       |    | From: | 74-629             |                 |        |        |        |    |             |    |       |    |      |  |
| 635                         | 3.75   | 240   | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |  |
|                             |        |       |    | From: | 74-695             |                 |        |        |        |    |             |    |       |    |      |  |
| 635                         | 1.10   | 570   | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |  |
|                             |        |       |    | From: | 74-665             |                 |        |        |        |    |             |    |       |    |      |  |
| 635                         | 2.20   | 470   | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |  |
|                             |        |       |    | From: | 74-609             |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | SR 10              |                 |        |        |        |    |             |    |       |    |      |  |
| 636                         | 2.10   | 230   | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |  |
|                             |        |       |    | From: | 74-635             |                 |        |        |        |    |             |    |       |    |      |  |
| 636                         | 0.80   | 760   | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |  |
|                             |        |       |    | From: | 74-686             |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | 74-609             |                 |        |        |        |    |             |    |       |    |      |  |
| 637                         | 0.70   | 160   | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1999 |  |
|                             |        |       |    | From: | Sussex County Line |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | SR 35              |                 |        |        |        |    |             |    |       |    |      |  |
| 638                         | 0.88   | 220   | G  |       |                    |                 |        |        |        |    | 46          | G  | 220   | G  | 2001 |  |
|                             |        |       |    | From: | Sussex County Line |                 |        |        |        |    |             |    |       |    |      |  |
| 638                         | 2.60   | 520   | G  |       |                    |                 |        |        |        |    | 60          | G  | 520   | G  | 2001 |  |
|                             |        |       |    | From: | 74-650             |                 |        |        |        |    |             |    |       |    |      |  |
| 638                         | 2.50   | 330   | G  | 96%   | 0%                 | 1%              | 2%     | 1%     | 0%     | C  | 30          | G  | 330   | G  | 2001 |  |
|                             |        |       |    | From: | SR 35              |                 |        |        |        |    |             |    |       |    |      |  |
| 638                         | 0.27   | 1600  | G  | 96%   | 0%                 | 1%              | 2%     | 1%     | 0%     | F  | 160         | G  | 1600  | G  | 2001 |  |
|                             |        |       |    | From: | 74-662             |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | SR 156             |                 |        |        |        |    |             |    |       |    |      |  |
| 639                         | 2.00   | 170   | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |  |
|                             |        |       |    | From: | SR 10              |                 |        |        |        |    |             |    |       |    |      |  |
| 639                         | 1.66   | 120   | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |  |
|                             |        |       |    | From: | 74-640             |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | Dead End           |                 |        |        |        |    |             |    |       |    |      |  |
| 640                         | 1.00   | 20    | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1999 |  |
|                             |        |       |    | From: | 74-639             |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | Dead End           |                 |        |        |        |    |             |    |       |    |      |  |
| 641                         | 1.36   | 1100  | R  |       |                    |                 |        |        |        |    | NA          |    | NA    |    | 1993 |  |
|                             |        |       |    | From: | SR 156             |                 |        |        |        |    |             |    |       |    |      |  |
|                             |        |       |    | To:   | 74-646 EAST        |                 |        |        |        |    |             |    |       |    |      |  |



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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |       |        |        |        |    |             |    |       |    |      |
| 641                         | 0.04   | 810  | G  | 95%   | 3%  | 1%    | 0%     | 1%     | 0%     | C  | 70          | G  | 820   | G  | 2001 |
| 641                         | 1.40   | 910  | G  | 95%   | 3%  | 1%    | 0%     | 1%     | 0%     | F  | 80          | G  | 910   | G  | 2001 |
| 641                         | 3.00   | 170  | R  |       |     |       |        |        |        |    | NA          |    | NA    |    | 1993 |
| 642                         | 0.53   | 2700 | R  |       |     |       |        |        |        |    | NA          |    | NA    |    | 1993 |
| 642                         | 0.07   | 680  | R  |       |     |       |        |        |        |    | NA          |    | NA    |    | 1999 |
| 642                         | 0.06   | 610  | R  |       |     |       |        |        |        |    | NA          |    | NA    |    | 1999 |
| 642                         | 0.12   | 540  | R  |       |     |       |        |        |        |    | NA          |    | NA    |    | 1999 |
| 642                         | 0.07   | 500  | R  |       |     |       |        |        |        |    | NA          |    | NA    |    | 1999 |
| 642                         | 0.07   | 430  | R  |       |     |       |        |        |        |    | NA          |    | NA    |    | 1999 |
| 642                         | 0.08   | 250  | R  |       |     |       |        |        |        |    | NA          |    | NA    |    | 1999 |
| 643                         | 0.09   | 20   | R  |       |     |       |        |        |        |    | NA          |    | NA    |    | 1999 |
| 644                         | 0.80   | 60   | R  |       |     |       |        |        |        |    | NA          |    | NA    |    | 1993 |
| 645                         | 0.78   | 4500 | G  | 98%   | 0%  | 1%    | 0%     | 1%     | 0%     | F  | 460         | G  | 4600  | G  | 2001 |
| 645                         | 1.19   | 1600 | G  | 98%   | 0%  | 1%    | 0%     | 1%     | 0%     | F  | 180         | G  | 1700  | G  | 2001 |
| 645                         | 1.11   | 5300 | G  | 98%   | 0%  | 1%    | 0%     | 1%     | 0%     | C  | 520         | G  | 5500  | G  | 2001 |
| 645                         | 2.15   | 4800 | G  | 98%   | 0%  | 1%    | 0%     | 1%     | 0%     | F  | 470         | G  | 5000  | G  | 2001 |
| 645                         | 0.19   | 4100 | G  | 98%   | 0%  | 1%    | 0%     | 1%     | 0%     | F  | 400         | G  | 4300  | G  | 2001 |
| 646                         | 2.17   | 5600 | G  | 97%   | 0%  | 1%    | 0%     | 1%     | 0%     | C  | 610         | G  | 5900  | G  | 2001 |
| 646                         | 2.72   | 1800 | G  | 97%   | 0%  | 1%    | 0%     | 1%     | 0%     | F  | 180         | G  | 1800  | G  | 2001 |
| 646                         | 0.81   | 760  | G  | 97%   | 1%  | 1%    | 0%     | 1%     | 0%     | C  | 70          | G  | 760   | G  | 2001 |
| 646                         | 0.79   | 500  | G  | 97%   | 1%  | 1%    | 0%     | 1%     | 0%     | F  | 40          | G  | 500   | G  | 2001 |
| 646                         | 2.40   | 270  | R  |       |     |       |        |        |        |    | NA          |    | NA    |    | 1993 |

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| Route                       | Length | AADT | QA | 4Tire | Bus | -----Truck-----                |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|--------------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle                          | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                                |        |        |        |    |             |    |       |    |      |
| 647                         | 0.46   | 360  | R  |       |     | From: 74-1159                  |        |        |        |    | NA          |    | NA    |    | 1999 |
| 647                         | 0.09   | 580  | R  |       |     | To: 74-1200                    |        |        |        |    | NA          |    | NA    |    | 1999 |
| 647                         | 0.44   | 600  | R  |       |     | From: 74-643                   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-646                     |        |        |        |    |             |    |       |    |      |
| 648                         | 0.11   | 70   | R  |       |     | From: Dead End                 |        |        |        |    | NA          |    | NA    |    | 1999 |
| 648                         | 0.11   | 150  | R  |       |     | To: 74-652                     |        |        |        |    | NA          |    | NA    |    | 1999 |
| 648                         | 0.31   | 420  | R  |       |     | From: 74-651                   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: US 301                     |        |        |        |    |             |    |       |    |      |
| 649                         | 0.33   | 1700 | G  | 96%   | 1%  | 2%                             | 1%     | 0%     | 0%     | F  | 190         | G  | 1800  | G  | 2001 |
| 649                         | 0.36   | 1400 | G  | 96%   | 1%  | 2%                             | 1%     | 0%     | 0%     | F  | 150         | G  | 1400  | G  | 2001 |
| 649                         | 0.46   | 1500 | G  | 96%   | 1%  | 2%                             | 1%     | 0%     | 0%     | F  | 160         | G  | 1500  | G  | 2001 |
| 649                         | 0.30   | 1800 | G  | 97%   | 1%  | 2%                             | 1%     | 0%     | 0%     | F  | 200         | G  | 1800  | G  | 2001 |
| 649                         | 0.95   | 2000 | G  | 97%   | 1%  | 2%                             | 1%     | 0%     | 0%     | C  | 220         | G  | 2100  | G  | 2001 |
| 650                         | 3.50   | 80   | R  |       |     | From: 74-623                   |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-638                     |        |        |        |    |             |    |       |    |      |
| 651                         | 0.17   | 140  | R  |       |     | From: Dead End                 |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-648                     |        |        |        |    |             |    |       |    |      |
| 652                         | 0.04   | 20   | R  |       |     | From: Dead End                 |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-648                     |        |        |        |    |             |    |       |    |      |
| 653                         | 6.37   | 100  | R  |       |     | From: 74-611                   |        |        |        |    | NA          |    | NA    |    | 1993 |
| 653                         | 0.80   | 150  | R  |       |     | To: 74-602                     |        |        |        |    | NA          |    | NA    |    | 1993 |
| 655                         | 1.00   | 180  | R  |       |     | From: 74-646                   |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: Dead End                   |        |        |        |    |             |    |       |    |      |
| 656                         | 1.50   | 20   | R  |       |     | From: 74-614                   |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: Dead End                   |        |        |        |    |             |    |       |    |      |
| 657                         | 0.11   | 3000 | R  |       |     | From: Dead End                 |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: US 460                     |        |        |        |    |             |    |       |    |      |
| 658                         | 1.30   | 80   | R  |       |     | From: 74-611                   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-616                     |        |        |        |    |             |    |       |    |      |
| 659                         | 0.89   | 30   | R  |       |     | From: Sussex County Line       |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 0.90 MN Sussex County Line |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | -----Truck-----                  |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|----------------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle                            | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                                  |        |        |        |    |             |    |       |    |      |
| 659                         | 1.01   | 180  | R  |       |     | From: 0.90 MN Sussex County Line |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-619                       |        |        |        |    |             |    |       |    |      |
| 661                         | 0.69   | 570  | R  |       |     | From: Dead End                   |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1031                      |        |        |        |    |             |    |       |    |      |
| 661                         | 0.29   | 570  | R  |       |     | From: 74-1031                    |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1034                      |        |        |        |    |             |    |       |    |      |
| 661                         | 0.10   | 920  | R  |       |     | From: 74-1034                    |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-649                       |        |        |        |    |             |    |       |    |      |
| 662                         | 3.35   | 260  | R  |       |     | From: 74-638                     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-627                       |        |        |        |    |             |    |       |    |      |
| 663                         | 0.07   | 140  | R  |       |     | From: 74-669                     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-616                       |        |        |        |    |             |    |       |    |      |
| 664                         | 0.26   | 110  | R  |       |     | From: 74-646                     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Dead End                     |        |        |        |    |             |    |       |    |      |
| 665                         | 0.87   | 190  | R  |       |     | From: 74-635                     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Dead End                     |        |        |        |    |             |    |       |    |      |
| 666                         | 2.20   | 140  | R  |       |     | From: 74-616                     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-635                       |        |        |        |    |             |    |       |    |      |
| 667                         | 1.53   | 110  | R  |       |     | From: 74-623                     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: US 301                       |        |        |        |    |             |    |       |    |      |
| 668                         | 0.32   | 240  | R  |       |     | From: SR 35                      |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: SR 156 US 301                |        |        |        |    |             |    |       |    |      |
| 669                         | 0.05   | 110  | R  |       |     | From: Dead End                   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-663                       |        |        |        |    |             |    |       |    |      |
| 670                         | 0.23   | 70   | R  |       |     | From: FR-294                     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-676                       |        |        |        |    |             |    |       |    |      |
| 670                         | 0.03   | 130  | R  |       |     | From: 74-676                     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-623                       |        |        |        |    |             |    |       |    |      |
| 671                         | 0.20   | 70   | R  |       |     | From: FR-295                     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-631                       |        |        |        |    |             |    |       |    |      |
| 672                         | 0.17   | 3    | R  |       |     | From: Dead End                   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-667                       |        |        |        |    |             |    |       |    |      |
| 673                         | 0.06   | 320  | R  |       |     | From: 74-604                     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: US 301                       |        |        |        |    |             |    |       |    |      |
| 674                         | 0.91   | 1300 | R  |       |     | From: SR 156 SOUTH               |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: SR 156 NORTH                 |        |        |        |    |             |    |       |    |      |
| 675                         | 0.11   | 250  | R  |       |     | From: 74-631                     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: US 301                       |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire                | Bus | -----Truck----- |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|----------------------|-----|-----------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |                      |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |                      |     |                 |        |        |        |    |             |    |       |    |      |
| (676)                       | 0.21   | 60   | R  | From: 74-670         |     |                 |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    | To: Dead End         |     |                 |        |        |        |    |             |    |       |    |      |
| (684)                       | 0.53   | 1000 | R  | From: Dead End       |     |                 |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    | To: 74-645           |     |                 |        |        |        |    |             |    |       |    |      |
| (685)                       | 0.53   | 190  | R  | From: Dead End       |     |                 |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    | To: 74-645           |     |                 |        |        |        |    |             |    |       |    |      |
| (686)                       | 1.31   | 130  | R  | From: Dead End       |     |                 |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    | To: 74-636           |     |                 |        |        |        |    |             |    |       |    |      |
| (693)                       | 1.45   | 170  | R  | From: 74-641         |     |                 |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    | To: Dead End         |     |                 |        |        |        |    |             |    |       |    |      |
| (694)                       | 0.34   | 480  | R  | From: 74-645         |     |                 |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    | To: 74-697           |     |                 |        |        |        |    |             |    |       |    |      |
| (694)                       | 0.06   | 30   | R  | From: 34-697         |     |                 |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    | To: Dead End         |     |                 |        |        |        |    |             |    |       |    |      |
| (695)                       | 1.40   | 120  | R  | From: 74-618         |     |                 |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    | To: 74-635           |     |                 |        |        |        |    |             |    |       |    |      |
| (696)                       | 0.47   | 120  | R  | From: 74-605         |     |                 |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    | To: FR-122           |     |                 |        |        |        |    |             |    |       |    |      |
| (697)                       | 0.11   | 80   | R  | From: Cul-de-Sac     |     |                 |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    | To: 74-694           |     |                 |        |        |        |    |             |    |       |    |      |
| (698)                       | 0.21   | 220  | R  | From: 74-699         |     |                 |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    | To: 74-694           |     |                 |        |        |        |    |             |    |       |    |      |
| (699)                       | 0.20   | 210  | R  | From: Dead End       |     |                 |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    | To: 74-698           |     |                 |        |        |        |    |             |    |       |    |      |
| (699)                       | 0.03   | 10   | R  | From: 74-698         |     |                 |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    | To: Cul-de-Sac       |     |                 |        |        |        |    |             |    |       |    |      |
| (703)                       | 0.45   | 60   | R  | From: Dead End       |     |                 |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    | To: 74-618           |     |                 |        |        |        |    |             |    |       |    |      |
| (706)                       | 0.04   | 200  | R  | From: 0.04 MS 74-642 |     |                 |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    | To: 74-642           |     |                 |        |        |        |    |             |    |       |    |      |
| (706)                       | 0.30   | 240  | R  | From: 74-642         |     |                 |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    | To: Dead End         |     |                 |        |        |        |    |             |    |       |    |      |
| (707)                       | 0.10   | 230  | R  | From: 74-642         |     |                 |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    | To: 0.10 MN 74-642   |     |                 |        |        |        |    |             |    |       |    |      |
| (707)                       | 0.06   | 300  | R  | From: 74-642         |     |                 |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    | To: 74-1419          |     |                 |        |        |        |    |             |    |       |    |      |
| (707)                       | 0.12   | 20   | R  | From: 74-1419        |     |                 |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    | To: Cul-de-Sac       |     |                 |        |        |        |    |             |    |       |    |      |
| (708)                       | 0.60   | 140  | R  | From: 74-646         |     |                 |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    | To: Dead End         |     |                 |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                       |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|-----------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle                       | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                             |        |        |        |    |             |    |       |    |      |
| 709                         | 0.03   | 330  | R  |       |     | From: SR 106                |        |        |        |    | NA          | NA |       |    | 1999 |
| 709                         | 0.04   | 160  | R  |       |     | From: BEGIN LOOP            |        |        |        |    | NA          | NA |       |    | 1999 |
| 709                         | 0.06   | 410  | R  |       |     | From: 74-712; 74-724        |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: END LOOP                |        |        |        |    |             |    |       |    |      |
| 710                         | 1.58   | 520  | R  |       |     | From: SR 156                |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-609                  |        |        |        |    |             |    |       |    |      |
| 711                         | 0.94   | 540  | R  |       |     | From: US 301                |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: SR 156                  |        |        |        |    |             |    |       |    |      |
| 712                         | 0.08   | 820  | R  |       |     | From: SR 106                |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-709; 74-724          |        |        |        |    |             |    |       |    |      |
| 719                         | 0.23   | 90   | R  |       |     | From: 74-618                |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-625                  |        |        |        |    |             |    |       |    |      |
| 720                         | 0.22   | 130  | R  |       |     | From: US 301                |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1602                 |        |        |        |    |             |    |       |    |      |
| 720                         | 0.18   | 40   | R  |       |     | From: Dead End              |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-630                  |        |        |        |    |             |    |       |    |      |
| 721                         | 0.42   | 470  | R  |       |     | From: 74-630                |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: Dead End                |        |        |        |    |             |    |       |    |      |
| 723                         | 0.16   | 310  | R  |       |     | From: 74-646                |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: SR 156                  |        |        |        |    |             |    |       |    |      |
| 724                         | 0.17   | 660  | R  |       |     | From: SR 106; 74-616        |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-709; 74-712          |        |        |        |    |             |    |       |    |      |
| 725                         | 0.85   | 2700 | R  |       |     | From: SR 36                 |        |        |        |    | NA          | NA |       |    | 1995 |
|                             |        |      |    |       |     | To: 74-645                  |        |        |        |    |             |    |       |    |      |
| 726                         | 0.18   | 150  | R  |       |     | From: Dead End              |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: SR 106                  |        |        |        |    |             |    |       |    |      |
| 770                         | 0.45   | 150  | R  |       |     | From: Dinwiddie County Line |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-622                  |        |        |        |    |             |    |       |    |      |
| 1001                        | 0.09   | 80   | R  |       |     | From: Dead End              |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-649                  |        |        |        |    |             |    |       |    |      |
| 1002                        | 0.09   | 70   | R  |       |     | From: Dead End              |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-649                  |        |        |        |    |             |    |       |    |      |
| 1003                        | 0.08   | 250  | R  |       |     | From: 74-649                |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1005                 |        |        |        |    |             |    |       |    |      |
| 1003                        | 0.16   | 260  | R  |       |     | From: 74-1005               |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1004                 |        |        |        |    |             |    |       |    |      |
| 1004                        | 0.06   | 49   | R  |       |     | From: Dead End              |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1003                 |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | -----Truck-----  |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle            | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                  |        |        |        |    |             |    |       |    |      |
| 1004                        | 0.13   | 210  | R  |       |     | From: 74-1003    |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-649       |        |        |        |    |             |    |       |    |      |
| 1005                        | 0.07   | 330  | R  |       |     | From: 74-626     |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1007      |        |        |        |    |             |    |       |    |      |
| 1005                        | 0.07   | 250  | R  |       |     | From: 74-1007    |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1006      |        |        |        |    |             |    |       |    |      |
| 1005                        | 0.26   | 250  | R  |       |     | From: 74-1006    |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1003      |        |        |        |    |             |    |       |    |      |
| 1006                        | 0.08   | 60   | R  |       |     | From: 74-1005    |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: Cul-de-Sac   |        |        |        |    |             |    |       |    |      |
| 1007                        | 0.04   | 100  | R  |       |     | From: 74-1005    |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: Cul-de-Sac   |        |        |        |    |             |    |       |    |      |
| 1010                        | 0.19   | 530  | R  |       |     | From: 74-649     |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1011      |        |        |        |    |             |    |       |    |      |
| 1010                        | 0.08   | 80   | R  |       |     | From: 74-1011    |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |       |    |      |
| 1011                        | 0.07   | 330  | R  |       |     | From: 74-1010    |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1012      |        |        |        |    |             |    |       |    |      |
| 1011                        | 0.12   | 130  | R  |       |     | From: 74-1012    |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |       |    |      |
| 1012                        | 0.08   | 30   | R  |       |     | From: Cul-de-Sac |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1011      |        |        |        |    |             |    |       |    |      |
| 1012                        | 0.12   | 180  | R  |       |     | From: 74-1011    |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |       |    |      |
| 1014                        | 0.03   | 20   | R  |       |     | From: Dead End   |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1015      |        |        |        |    |             |    |       |    |      |
| 1014                        | 0.07   | 200  | R  |       |     | From: 74-1015    |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-649       |        |        |        |    |             |    |       |    |      |
| 1015                        | 0.07   | 80   | R  |       |     | From: Cul-de-Sac |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1014      |        |        |        |    |             |    |       |    |      |
| 1015                        | 0.09   | 90   | R  |       |     | From: 74-1014    |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac   |        |        |        |    |             |    |       |    |      |
| 1018                        | 0.08   | 160  | R  |       |     | From: 74-1027    |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1020      |        |        |        |    |             |    |       |    |      |
| 1019                        | 0.08   | 200  | R  |       |     | From: 74-1020    |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1027      |        |        |        |    |             |    |       |    |      |
| 1020                        | 0.15   | 130  | R  |       |     | From: Dead End   |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1019      |        |        |        |    |             |    |       |    |      |
| 1020                        | 0.10   | 120  | R  |       |     | From: 74-1019    |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1018      |        |        |        |    |             |    |       |    |      |
| 1021                        | 0.06   | 48   | R  |       |     | From: Dead End   |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1022      |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                 |        |        |        |    |             |    |       |    |      |
| 1021                        | 0.08   | 180  | R  |       |     | From: 74-1022   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: US 301      |        |        |        |    |             |    |       |    |      |
| 1022                        | 0.04   | 30   | R  |       |     | From: Dead End  |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1022                        | 0.25   | 90   | R  |       |     | From: 74-1023   |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1022                        | 0.04   | 10   | R  |       |     | From: 74-1021   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Dead End    |        |        |        |    |             |    |       |    |      |
| 1023                        | 0.08   | 60   | R  |       |     | From: 74-1022   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: US 301      |        |        |        |    |             |    |       |    |      |
| 1024                        | 0.11   | 700  | R  |       |     | From: 74-1025   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: US 301      |        |        |        |    |             |    |       |    |      |
| 1025                        | 0.04   | 10   | R  |       |     | From: Dead End  |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1025                        | 0.09   | 570  | R  |       |     | From: 74-1027   |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1025                        | 0.05   | 770  | R  |       |     | From: 74-1026   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1024     |        |        |        |    |             |    |       |    |      |
| 1026                        | 0.17   | 180  | R  |       |     | From: 74-1028   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1025     |        |        |        |    |             |    |       |    |      |
| 1027                        | 0.19   | 140  | R  |       |     | From: Dead End  |        |        |        |    | NA          |    | NA    |    | 1993 |
| 1027                        | 0.10   | 170  | R  |       |     | From: 74-1019   |        |        |        |    | NA          |    | NA    |    | 1993 |
| 1027                        | 0.12   | 490  | R  |       |     | From: 74-1018   |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1027                        | 0.13   | 540  | R  |       |     | From: 74-1028   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1025     |        |        |        |    |             |    |       |    |      |
| 1028                        | 0.07   | 60   | R  |       |     | From: 74-1027   |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1028                        | 0.05   | 20   | R  |       |     | From: 74-1026   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Dead End    |        |        |        |    |             |    |       |    |      |
| 1030                        | 0.06   | 520  | R  |       |     | From: 74-649    |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1030                        | 0.08   | 230  | R  |       |     | From: 74-1031   |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1030                        | 0.09   | 160  | R  |       |     | From: 74-1032   |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1030                        | 0.06   | 40   | R  |       |     | From: 74-1033   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac  |        |        |        |    |             |    |       |    |      |
| 1031                        | 0.26   | 70   | R  |       |     | From: 74-661    |        |        |        |    | NA          |    | NA    |    | 1986 |
| 1031                        | 0.23   | 40   | R  |       |     | From: 74-1034   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1030     |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck              |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle              | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                    |        |        |        |    |             |    |       |    |      |
| 1032                        | 0.22   | 70   | R  |       |     | From: 74-1034      |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1030        |        |        |        |    |             |    |       |    |      |
| 1033                        | 0.21   | 60   | R  |       |     | From: 74-1034      |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1030        |        |        |        |    |             |    |       |    |      |
| 1034                        | 0.07   | 400  | R  |       |     | From: 74-661       |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1034                        | 0.08   | 250  | R  |       |     | From: 74-1031      |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1034                        | 0.09   | 180  | R  |       |     | From: 74-1032      |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1034                        | 0.14   | 80   | R  |       |     | From: 74-1033      |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |             |    |       |    |      |
| 1035                        | 0.14   | 170  | R  |       |     | From: Cul-de-Sac   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-661         |        |        |        |    |             |    |       |    |      |
| 1037                        | 0.10   | 80   | R  |       |     | From: 74-1035      |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |             |    |       |    |      |
| 1040                        | 0.33   | NA   |    |       |     | From: 74-649       |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |       |    |      |
| 1041                        | 0.07   | NA   |    |       |     | From: 74-1040      |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |             |    |       |    |      |
| 1042                        | 0.09   | NA   |    |       |     | From: 74-1040      |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |             |    |       |    |      |
| 1045                        | 0.77   | NA   |    |       |     | From: 74-00646(B)/ |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac/    |        |        |        |    |             |    |       |    |      |
| 1046                        | 0.54   | NA   |    |       |     | From: 74-01045(B)/ |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-01045(B)/   |        |        |        |    |             |    |       |    |      |
| 1047                        | 0.06   | NA   |    |       |     | From: Cul-de-Sac/  |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-01046(B)/   |        |        |        |    |             |    |       |    |      |
| 1048                        | 0.14   | NA   |    |       |     | From: Cul-de-Sac/  |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac/    |        |        |        |    |             |    |       |    |      |
| 1070                        | 0.80   | NA   |    |       |     | From: 74-00619(B)/ |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Dead End/      |        |        |        |    |             |    |       |    |      |
| 1101                        | 0.19   | 30   | R  |       |     | From: Dead End     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: US 460         |        |        |        |    |             |    |       |    |      |
| 1102                        | 0.35   | 90   | R  |       |     | From: 74-629       |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |       |    |      |
| 1105                        | 0.50   | 120  | R  |       |     | From: 74-641       |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1105                        | 0.05   | 90   | R  |       |     | From: 74-1106      |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1107        |        |        |        |    |             |    |       |    |      |



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| Route                       | Length | AADT | QA | 4Tire | Bus | -----Truck-----      |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|----------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle                | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                      |        |        |        |    |             |    |       |    |      |
| (1105)                      | 0.56   | 200  | R  |       |     | From: 74-1107        |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: SR 156 BYPASS    |        |        |        |    |             |    |       |    |      |
| (1106)                      | 0.18   | 100  | R  |       |     | From: 74-1105        |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |             |    |       |    |      |
| (1107)                      | 0.13   | 10   | R  |       |     | From: 74-1105        |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |             |    |       |    |      |
| (1111)                      | 0.08   | 320  | R  |       |     | From: ECL PETERSBURG |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1113          |        |        |        |    |             |    |       |    |      |
| (1112)                      | 0.27   | 150  | R  |       |     | From: ECL PETERSBURG |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1113          |        |        |        |    |             |    |       |    |      |
| (1113)                      | 0.20   | 80   | R  |       |     | From: NCL PETERSBURG |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1111          |        |        |        |    |             |    |       |    |      |
| (1113)                      | 0.37   | 150  | R  |       |     | From: 74-1112        |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1112          |        |        |        |    |             |    |       |    |      |
| (1113)                      | 0.08   | 220  | R  |       |     | From: 74-603         |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |             |    |       |    |      |
| (1115)                      | 0.05   | 60   | R  |       |     | From: 74-1116        |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: SR 106           |        |        |        |    |             |    |       |    |      |
| (1115)                      | 0.08   | 180  | R  |       |     | From: 74-1115        |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |             |    |       |    |      |
| (1120)                      | 0.29   | 120  | R  |       |     | From: Cul-de-Sac     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-604           |        |        |        |    |             |    |       |    |      |
| (1125)                      | 0.89   | 320  | R  |       |     | From: SR 156 BYPASS  |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1127          |        |        |        |    |             |    |       |    |      |
| (1126)                      | 0.39   | NA   |    |       |     | From: Cul-de-Sac     |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |             |    |       |    |      |
| (1127)                      | 0.18   | NA   |    |       |     | From: 74-1125        |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |             |    |       |    |      |
| (1130)                      | 0.26   | 140  | R  |       |     | From: 74-1131        |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-622           |        |        |        |    |             |    |       |    |      |
| (1131)                      | 0.14   | 40   | R  |       |     | From: Cul-de-Sac     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1130          |        |        |        |    |             |    |       |    |      |
| (1131)                      | 0.08   | 100  | R  |       |     | From: 74-1132        |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1132          |        |        |        |    |             |    |       |    |      |
| (1132)                      | 0.13   | 40   | R  |       |     | From: 74-1131        |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |             |    |       |    |      |
| (1140)                      | 0.37   | 290  | R  |       |     | From: 74-608         |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1141          |        |        |        |    |             |    |       |    |      |

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|-----------------------------|--------|------|----|-------|-----|------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle            | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                  |        |        |        |    |             |    |       |    |      |
| 1140                        | 0.13   | 80   | R  |       |     | From: 74-1141    |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1142      |        |        |        |    |             |    |       |    |      |
| 1141                        | 0.11   | 100  | R  |       |     | From: 74-1140    |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1142      |        |        |        |    |             |    |       |    |      |
| 1142                        | 0.08   | 20   | R  |       |     | From: Dead End   |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1141      |        |        |        |    |             |    |       |    |      |
| 1142                        | 0.08   | 40   | R  |       |     | From: 74-1140    |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1140      |        |        |        |    |             |    |       |    |      |
| 1142                        | 0.02   | 20   | R  |       |     | From: Cul-de-Sac |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1140      |        |        |        |    |             |    |       |    |      |
| 1143                        | 0.18   | 80   | R  |       |     | From: 74-1140    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-608       |        |        |        |    |             |    |       |    |      |
| 1150                        | 0.19   | NA   |    |       |     | From: Cul-de-Sac |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-1158      |        |        |        |    |             |    |       |    |      |
| 1150                        | 0.19   | 450  | R  |       |     | From: 74-1157    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1157      |        |        |        |    |             |    |       |    |      |
| 1150                        | 0.08   | 510  | R  |       |     | From: 74-1156    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1156      |        |        |        |    |             |    |       |    |      |
| 1150                        | 0.08   | 760  | R  |       |     | From: 74-1155    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1155      |        |        |        |    |             |    |       |    |      |
| 1150                        | 0.07   | 1000 | R  |       |     | From: 74-1154    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1154      |        |        |        |    |             |    |       |    |      |
| 1150                        | 0.07   | 1100 | R  |       |     | From: 74-1153    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1153      |        |        |        |    |             |    |       |    |      |
| 1150                        | 0.10   | 1300 | R  |       |     | From: 74-1152    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1152      |        |        |        |    |             |    |       |    |      |
| 1150                        | 0.04   | 1400 | R  |       |     | From: 74-1151    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1151      |        |        |        |    |             |    |       |    |      |
| 1150                        | 0.20   | 1600 | R  |       |     | From: SR 156     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1150      |        |        |        |    |             |    |       |    |      |
| 1151                        | 0.11   | 110  | R  |       |     | From: Cul-de-Sac |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac   |        |        |        |    |             |    |       |    |      |
| 1152                        | 0.05   | 60   | R  |       |     | From: 74-1150    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1150      |        |        |        |    |             |    |       |    |      |
| 1153                        | 0.06   | 80   | R  |       |     | From: Cul-de-Sac |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1150      |        |        |        |    |             |    |       |    |      |
| 1154                        | 0.06   | 70   | R  |       |     | From: Cul-de-Sac |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1150      |        |        |        |    |             |    |       |    |      |
| 1155                        | 0.19   | 140  | R  |       |     | From: Dead End   |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1150      |        |        |        |    |             |    |       |    |      |
| 1156                        | 0.08   | NA   |    |       |     | From: Dead End   |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | -----Truck-----                   |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|-----------------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle                             | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                                   |        |        |        |    |             |    |       |    |      |
| (1157)                      | 0.32   | 170  | R  |       |     | From: Dead End<br>To: 74-1150     |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1158)                      | 0.07   | 46   | R  |       |     | From: Dead End<br>To: 74-1150     |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1170)                      | 0.59   | NA   |    |       |     | From: 74-603 SOUTH<br>To: 74-603  |        |        |        |    | NA          |    | NA    |    |      |
| (1171)                      | 0.15   | NA   |    |       |     | From: 74-1170<br>To: Dead End     |        |        |        |    | NA          |    | NA    |    |      |
| (1172)                      | 0.05   | NA   |    |       |     | From: 74-1170<br>To: Dead End     |        |        |        |    | NA          |    | NA    |    |      |
| (1173)                      | 0.04   | NA   |    |       |     | From: Dead End<br>To: 74-1170     |        |        |        |    | NA          |    | NA    |    |      |
| (1174)                      | 0.04   | NA   |    |       |     | From: Dead End<br>To: 74-1170     |        |        |        |    | NA          |    | NA    |    |      |
| (1175)                      | 0.13   | NA   |    |       |     | From: 74-1170<br>To: Dead End     |        |        |        |    | NA          |    | NA    |    |      |
| (1176)                      | 0.09   | NA   |    |       |     | From: 74-1175<br>To: Dead End     |        |        |        |    | NA          |    | NA    |    |      |
| (1177)                      | 0.03   | NA   |    |       |     | From: Dead End<br>To: 74-1176     |        |        |        |    | NA          |    | NA    |    |      |
| (1178)                      | 0.08   | NA   |    |       |     | From: Dead End<br>To: 74-1175     |        |        |        |    | NA          |    | NA    |    |      |
| (1200)                      | 0.55   | 210  | R  |       |     | From: Dead End<br>To: 74-647      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1201)                      | 0.20   | 380  | G  | 89%   | 1%  | 7%                                | 1%     | 2%     | 0%     | C  | 40          | G  | 380   | G  | 2001 |
| (1205)                      | 0.13   | 270  | R  |       |     | From: 74-630<br>To: Dead End      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1206)                      | 0.23   | 200  | R  |       |     | From: Dead End<br>To: 74-630      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1210)                      | 0.23   | 150  | R  |       |     | From: SR 10<br>To: Dead End       |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1220)                      | 0.43   | 320  | R  |       |     | From: SR 156 SOUTH<br>To: 74-1221 |        |        |        |    | NA          |    | NA    |    | 1993 |
| (1220)                      | 0.66   | 190  | R  |       |     | From: 74-1221<br>To: SR 156 NORTH |        |        |        |    | NA          |    | NA    |    | 1993 |
| (1221)                      | 0.04   | 90   | R  |       |     | From: Dead End<br>To: 74-1220     |        |        |        |    | NA          |    | NA    |    | 1993 |

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|-----------------------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle                  | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                        |        |        |        |    |             |    |       |    |      |
| (1222)                      | 0.11   | NA   |    |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-1220; 74-1223   |        |        |        |    |             |    |       |    |      |
| (1223)                      | 0.08   | NA   |    |       |     | From: 74-1220; 74-1222 |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac         |        |        |        |    |             |    |       |    |      |
| (1224)                      | 0.08   | NA   |    |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-1220            |        |        |        |    |             |    |       |    |      |
| (1230)                      | 0.21   | NA   |    |       |     | From: 74-721           |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-1231            |        |        |        |    |             |    |       |    |      |
| (1231)                      | 0.22   | NA   |    |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac         |        |        |        |    |             |    |       |    |      |
| (1301)                      | 0.08   | 790  | R  |       |     | From: SR 156           |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1303            |        |        |        |    |             |    |       |    |      |
| (1301)                      | 0.07   | 400  | R  |       |     | From: 74-1303          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1305            |        |        |        |    |             |    |       |    |      |
| (1301)                      | 0.05   | 320  | R  |       |     | From: 74-1305          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1302            |        |        |        |    |             |    |       |    |      |
| (1302)                      | 0.07   | 50   | R  |       |     | From: Dead End         |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1301            |        |        |        |    |             |    |       |    |      |
| (1302)                      | 0.07   | 230  | R  |       |     | From: 74-1301          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1306            |        |        |        |    |             |    |       |    |      |
| (1302)                      | 0.06   | 170  | R  |       |     | From: 74-1306          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1308            |        |        |        |    |             |    |       |    |      |
| (1302)                      | 0.08   | 120  | R  |       |     | From: 74-1308          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1309            |        |        |        |    |             |    |       |    |      |
| (1302)                      | 0.03   | 30   | R  |       |     | From: 74-1309          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Dead End           |        |        |        |    |             |    |       |    |      |
| (1303)                      | 0.06   | 280  | R  |       |     | From: 74-1301          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1306            |        |        |        |    |             |    |       |    |      |
| (1303)                      | 0.06   | 190  | R  |       |     | From: 74-1306          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1308            |        |        |        |    |             |    |       |    |      |
| (1303)                      | 0.08   | 90   | R  |       |     | From: 74-1308          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Dead End           |        |        |        |    |             |    |       |    |      |
| (1304)                      | 0.06   | 20   | R  |       |     | From: 74-1308          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Dead End           |        |        |        |    |             |    |       |    |      |
| (1305)                      | 0.11   | 60   | R  |       |     | From: Dead End         |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1301            |        |        |        |    |             |    |       |    |      |
| (1306)                      | 0.11   | 80   | R  |       |     | From: 74-1303          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1302            |        |        |        |    |             |    |       |    |      |
| (1307)                      | 0.04   | 4    | R  |       |     | From: Dead End         |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1313            |        |        |        |    |             |    |       |    |      |
| (1307)                      | 0.04   | 370  | R  |       |     | From: 74-1313          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1319            |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck            |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle            | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                  |        |        |        |    |             |    |       |    |      |
| 1307                        | 0.10   | 360  | R  |       |     | From: 74-1319    |        |        |        |    | NA          | NA |       |    | 1999 |
| 1307                        | 0.08   | 360  | R  |       |     | To: 74-1315      |        |        |        |    | NA          | NA |       |    | 1999 |
| 1308                        | 0.06   | 90   | R  |       |     | From: 74-1325    |        |        |        |    | NA          | NA |       |    | 1999 |
| 1308                        | 0.05   | 80   | R  |       |     | To: 74-1303      |        |        |        |    | NA          | NA |       |    | 1999 |
| 1308                        | 0.04   | 20   | R  |       |     | From: 74-1304    |        |        |        |    | NA          | NA |       |    | 1999 |
| 1308                        | 0.04   | 20   | R  |       |     | To: 74-1302      |        |        |        |    | NA          | NA |       |    | 1999 |
| 1309                        | 0.04   | 30   | R  |       |     | From: Dead End   |        |        |        |    | NA          | NA |       |    | 1999 |
| 1310                        | 0.05   | 20   | R  |       |     | To: 74-1302      |        |        |        |    | NA          | NA |       |    | 1999 |
| 1311                        | 0.05   | 40   | R  |       |     | From: 74-1325    |        |        |        |    | NA          | NA |       |    | 1999 |
| 1311                        | 0.05   | 40   | R  |       |     | To: Cul-de-Sac   |        |        |        |    | NA          | NA |       |    | 1999 |
| 1312                        | 0.21   | 830  | R  |       |     | From: 74-1324    |        |        |        |    | NA          | NA |       |    | 1999 |
| 1312                        | 0.21   | 830  | R  |       |     | To: 74-1332      |        |        |        |    | NA          | NA |       |    | 1999 |
| 1313                        | 0.10   | 140  | R  |       |     | From: 74-1323    |        |        |        |    | NA          | NA |       |    | 1999 |
| 1313                        | 0.08   | 370  | R  |       |     | To: 74-1322      |        |        |        |    | NA          | NA |       |    | 1999 |
| 1313                        | 0.17   | 270  | R  |       |     | From: 74-1307    |        |        |        |    | NA          | NA |       |    | 1986 |
| 1313                        | 0.05   | 20   | R  |       |     | To: 74-1315      |        |        |        |    | NA          | NA |       |    | 1986 |
| 1314                        | 0.05   | 70   | R  |       |     | From: Dead End   |        |        |        |    | NA          | NA |       |    | 1999 |
| 1314                        | 0.05   | 70   | R  |       |     | To: 74-1324      |        |        |        |    | NA          | NA |       |    | 1999 |
| 1315                        | 0.05   | 170  | R  |       |     | From: Cul-de-Sac |        |        |        |    | NA          | NA |       |    | 1999 |
| 1315                        | 0.05   | 170  | R  |       |     | To: 74-1307      |        |        |        |    | NA          | NA |       |    | 1986 |
| 1316                        | 0.08   | 240  | R  |       |     | From: 74-1313    |        |        |        |    | NA          | NA |       |    | 1999 |
| 1316                        | 0.09   | 180  | R  |       |     | To: 74-1324      |        |        |        |    | NA          | NA |       |    | 1999 |
| 1316                        | 0.06   | 150  | R  |       |     | From: 74-1317    |        |        |        |    | NA          | NA |       |    | 1999 |
| 1316                        | 0.06   | 150  | R  |       |     | To: 74-1331      |        |        |        |    | NA          | NA |       |    | 1999 |
| 1317                        | 0.07   | 110  | R  |       |     | From: 74-1332    |        |        |        |    | NA          | NA |       |    | 1999 |
| 1317                        | 0.07   | 110  | R  |       |     | To: 74-1316      |        |        |        |    | NA          | NA |       |    | 1999 |
| 1318                        | 0.14   | 40   | R  |       |     | From: 74-1342    |        |        |        |    | NA          | NA |       |    | 1999 |
| 1318                        | 0.14   | 200  | R  |       |     | To: 74-1325      |        |        |        |    | NA          | NA |       |    | 1999 |
| 1318                        | 0.14   | 200  | R  |       |     | From: 74-1343    |        |        |        |    | NA          | NA |       |    | 1999 |
| 1318                        | 0.14   | 200  | R  |       |     | To: 74-1342      |        |        |        |    | NA          | NA |       |    | 1999 |

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|-----------------------------|--------|------|----|-------|-----|------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle            | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                  |        |        |        |    |             |    |       |    |      |
| 1319                        | 0.10   | 230  | R  |       |     | From: 74-1323    |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1319                        | 0.02   | 290  | R  |       |     | To: 74-1320      |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1319                        | 0.08   | 130  | R  |       |     | From: 74-1322    |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1319                        |        |      |    |       |     | To: 74-1307      |        |        |        |    |             |    |       |    |      |
| 1320                        | 0.04   | 570  | R  |       |     | From: 74-1319    |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1320                        | 0.07   | 210  | R  |       |     | To: 74-1321      |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1320                        | 0.36   | 220  | R  |       |     | From: BEGIN LOOP |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1320                        |        |      |    |       |     | To: LOOP END     |        |        |        |    |             |    |       |    |      |
| 1321                        | 0.52   | 230  | R  |       |     | From: Dead End   |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1321                        | 0.10   | 170  | R  |       |     | To: 74-1323      |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1321                        |        |      |    |       |     | From: 74-1320    |        |        |        |    |             |    |       |    |      |
| 1322                        | 0.06   | 49   | R  |       |     | From: Dead End   |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1322                        | 0.05   | 240  | R  |       |     | To: 74-1313      |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1322                        |        |      |    |       |     | From: 74-1319    |        |        |        |    |             |    |       |    |      |
| 1323                        | 0.05   | 900  | R  |       |     | From: 74-630     |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1323                        | 0.05   | 610  | R  |       |     | To: 74-1313      |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1323                        | 0.05   | 220  | R  |       |     | From: 74-1319    |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1323                        |        |      |    |       |     | To: 74-1321      |        |        |        |    |             |    |       |    |      |
| 1324                        | 0.08   | 1900 | R  |       |     | From: 74-1325    |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1324                        | 0.06   | 1900 | R  |       |     | To: 74-1311      |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1324                        | 0.06   | 1600 | R  |       |     | From: 74-1312    |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1324                        | 0.06   | 1400 | R  |       |     | To: 74-1314      |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1324                        | 0.09   | 1300 | R  |       |     | From: 74-1316    |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1324                        |        |      |    |       |     | To: 74-1342      |        |        |        |    |             |    |       |    |      |
| 1325                        | 0.37   | 420  | R  |       |     | From: Cul-de-Sac |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1325                        | 0.06   | 480  | R  |       |     | To: 74-1318      |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1325                        | 0.06   | 360  | R  |       |     | From: 74-1324    |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1325                        | 0.18   | 360  | R  |       |     | To: 74-1310      |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1325                        |        |      |    |       |     | From: 74-1307    |        |        |        |    |             |    |       |    |      |
| 1326                        | 0.16   | 1300 | R  |       |     | From: SR 156     |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1326                        |        |      |    |       |     | To: 74-1327      |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck            |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle            | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                  |        |        |        |    |             |    |       |    |      |
| 1326                        | 0.06   | 970  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1327    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1328      |        |        |        |    |             |    |       |    |      |
| 1326                        | 0.08   | 820  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1329    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1330      |        |        |        |    |             |    |       |    |      |
| 1326                        | 0.10   | 440  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1331    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1332      |        |        |        |    |             |    |       |    |      |
| 1326                        | 0.07   | 250  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1333    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1334      |        |        |        |    |             |    |       |    |      |
| 1326                        | 0.17   | 120  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1326    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1336      |        |        |        |    |             |    |       |    |      |
| 1327                        | 0.08   | 90   | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1326    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1336      |        |        |        |    |             |    |       |    |      |
| 1328                        | 0.09   | 120  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1336    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |       |    |      |
| 1328                        | 0.09   | 100  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1326    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1334      |        |        |        |    |             |    |       |    |      |
| 1329                        | 0.06   | 260  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1334    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1335      |        |        |        |    |             |    |       |    |      |
| 1329                        | 0.10   | 190  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1335    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |       |    |      |
| 1329                        | 0.05   | 70   | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1326    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1334      |        |        |        |    |             |    |       |    |      |
| 1330                        | 0.06   | 140  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1334    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1335      |        |        |        |    |             |    |       |    |      |
| 1330                        | 0.05   | 130  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1335    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |       |    |      |
| 1330                        | 0.07   | 60   | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: Cul-de-Sac |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1316      |        |        |        |    |             |    |       |    |      |
| 1331                        | 0.12   | 170  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1312    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1316      |        |        |        |    |             |    |       |    |      |
| 1332                        | 0.15   | 910  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1316    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: OLD IRON RD  |        |        |        |    |             |    |       |    |      |
| 1332                        | 0.07   | 1200 | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1326    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1334      |        |        |        |    |             |    |       |    |      |
| 1333                        | 0.06   | 110  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1334    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |       |    |      |
| 1333                        | 0.07   | 80   | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1329    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1330      |        |        |        |    |             |    |       |    |      |
| 1334                        | 0.10   | 140  | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1330    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1333      |        |        |        |    |             |    |       |    |      |
| 1334                        | 0.07   | 80   | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1333    |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1326      |        |        |        |    |             |    |       |    |      |
| 1334                        | 0.06   | 60   | R  |       |     |                  |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | From: 74-1326    |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                      |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|----------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle                      | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                            |        |        |        |    |             |    |       |    |      |
| 1335                        | 0.10   | 80   | R  |       |     | From: 74-1329              |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1330                |        |        |        |    |             |    |       |    |      |
| 1336                        | 0.07   | 40   | R  |       |     | From: 74-1327              |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1328                |        |        |        |    |             |    |       |    |      |
| 1337                        | 0.31   | 5300 | R  |       |     | From: SR 36 CROSSINGS BLVD |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: Dead End               |        |        |        |    |             |    |       |    |      |
| 1338                        | 0.10   | 60   | R  |       |     | From: Cul-de-Sac           |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1326                |        |        |        |    |             |    |       |    |      |
| 1342                        | 0.06   | 170  | R  |       |     | From: Cul-de-Sac           |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1344                |        |        |        |    |             |    |       |    |      |
| 1342                        | 0.07   | 640  | R  |       |     | From: 74-1343              |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1343                |        |        |        |    |             |    |       |    |      |
| 1342                        | 0.05   | 750  | R  |       |     | From: 74-1318              |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1318                |        |        |        |    |             |    |       |    |      |
| 1342                        | 0.08   | 950  | R  |       |     | From: 74-1324              |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1324                |        |        |        |    |             |    |       |    |      |
| 1342                        | 0.09   | 580  | R  |       |     | From: 74-1317              |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: SCL HOPEWELL           |        |        |        |    |             |    |       |    |      |
| 1343                        | 0.15   | 130  | R  |       |     | From: 74-1342              |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1318                |        |        |        |    |             |    |       |    |      |
| 1344                        | 0.05   | 90   | R  |       |     | From: Dead End             |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1342                |        |        |        |    |             |    |       |    |      |
| 1344                        | 0.06   | 490  | R  |       |     | From: 74-1345 WEST         |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1345 WEST           |        |        |        |    |             |    |       |    |      |
| 1344                        | 0.10   | 390  | R  |       |     | From: 74-1345 EAST         |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1345 EAST           |        |        |        |    |             |    |       |    |      |
| 1345                        | 0.03   | 100  | R  |       |     | From: Cul-de-Sac           |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1346                |        |        |        |    |             |    |       |    |      |
| 1345                        | 0.13   | 250  | R  |       |     | From: 74-1344 EAST         |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: 74-1344 EAST           |        |        |        |    |             |    |       |    |      |
| 1345                        | 0.19   | 140  | R  |       |     | From: 74-1344 WEST         |        |        |        |    | NA          | NA |       |    | 1991 |
|                             |        |      |    |       |     | To: 74-1344 WEST           |        |        |        |    |             |    |       |    |      |
| 1346                        | 0.07   | 120  | R  |       |     | From: 74-1345              |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: Cul-de-Sac             |        |        |        |    |             |    |       |    |      |
| 1350                        | 0.25   | 560  | R  |       |     | From: 74-674               |        |        |        |    | NA          | NA |       |    | 1999 |
|                             |        |      |    |       |     | To: 74-1352                |        |        |        |    |             |    |       |    |      |
| 1350                        | 0.09   | 90   | R  |       |     | From: Cul-de-Sac           |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: Cul-de-Sac             |        |        |        |    |             |    |       |    |      |
| 1351                        | 0.14   | 170  | R  |       |     | From: 74-1350              |        |        |        |    | NA          | NA |       |    | 1993 |
|                             |        |      |    |       |     | To: Cul-de-Sac             |        |        |        |    |             |    |       |    |      |



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|-----------------------------|--------|------|----|-------|-----|-------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle             | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                   |        |        |        |    |             |    |       |    |      |
| 1352                        | 0.10   | 100  | R  |       |     | From: 74-1350     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: Cul-de-Sac    |        |        |        |    |             |    |       |    |      |
| 1360                        | 0.08   | 120  | R  |       |     | From: 74-674      |        |        |        |    | NA          |    | NA    |    | 1993 |
| 1360                        | 0.08   | 1000 | R  |       |     | From: 74-1361     |        |        |        |    | NA          |    | NA    |    | 1993 |
| 1360                        | 0.07   | 370  | R  |       |     | From: 74-1362     |        |        |        |    | NA          |    | NA    |    | 1993 |
| 1360                        | 0.16   | 230  | R  |       |     | From: 74-1363     |        |        |        |    | NA          |    | NA    |    | 1993 |
| 1360                        | 0.08   | 90   | R  |       |     | From: 74-1364     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: Cul-de-Sac    |        |        |        |    |             |    |       |    |      |
| 1361                        | 0.06   | 140  | R  |       |     | From: 74-1360     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: Cul-de-Sac    |        |        |        |    |             |    |       |    |      |
| 1362                        | 0.23   | 690  | R  |       |     | From: 74-1360     |        |        |        |    | NA          |    | NA    |    | 1993 |
| 1362                        | 0.16   | 460  | R  |       |     | From: 74-1365     |        |        |        |    | NA          |    | NA    |    | 1993 |
| 1362                        | 0.10   | 190  | R  |       |     | From: 74-1366     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: Cul-de-Sac    |        |        |        |    |             |    |       |    |      |
| 1363                        | 0.04   | 60   | R  |       |     | From: 74-1360     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: Cul-de-Sac    |        |        |        |    |             |    |       |    |      |
| 1364                        | 0.04   | 40   | R  |       |     | From: Cul-de-Sac  |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1360       |        |        |        |    |             |    |       |    |      |
| 1365                        | 0.06   | 70   | R  |       |     | From: 74-1362     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: Cul-de-Sac    |        |        |        |    |             |    |       |    |      |
| 1366                        | 0.07   | 100  | R  |       |     | From: Cul-de-Sac  |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1362       |        |        |        |    |             |    |       |    |      |
| 1370                        | 1.01   | NA   |    |       |     | From: 74-674      |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac    |        |        |        |    |             |    |       |    |      |
| 1371                        | 0.11   | 40   | R  |       |     | From: 74-1370     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1372       |        |        |        |    |             |    |       |    |      |
| 1372                        | 0.04   | 30   | R  |       |     | From: Cul-de-Sac  |        |        |        |    | NA          |    | NA    |    | 1999 |
| 1372                        | 0.04   | 9    | R  |       |     | From: 74-1371     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac    |        |        |        |    |             |    |       |    |      |
| 1373                        | 0.25   | 50   | R  |       |     | From: Cul-de-Sac  |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1370       |        |        |        |    |             |    |       |    |      |
| 1377                        | 0.15   | NA   |    |       |     | From: Cul-de-Sac/ |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-01380(B)/  |        |        |        |    |             |    |       |    |      |

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|-----------------------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle                  | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                        |        |        |        |    |             |    |       |    |      |
| (1378)                      | 0.10   | NA   |    |       |     | From: 74-01379(B)/     |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-01380(B)/       |        |        |        |    |             |    |       |    |      |
| (1379)                      | 0.19   | NA   |    |       |     | From: 74-01377(B)/     |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac/        |        |        |        |    |             |    |       |    |      |
| (1380)                      | 0.39   | 1200 | R  |       |     | From: 74-1386 SOUTH    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1386 NORTH      |        |        |        |    |             |    |       |    |      |
| (1380)                      | 0.57   | 3100 | R  |       |     | From: 74-646           |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1380            |        |        |        |    |             |    |       |    |      |
| (1381)                      | 0.14   | NA   |    |       |     | From: 74-1380          |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-1383            |        |        |        |    |             |    |       |    |      |
| (1382)                      | 0.23   | NA   |    |       |     | From: 74-1386          |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-1381            |        |        |        |    |             |    |       |    |      |
| (1383)                      | 0.12   | NA   |    |       |     | From: 74-1384          |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-1381            |        |        |        |    |             |    |       |    |      |
| (1384)                      | 0.18   | NA   |    |       |     | From: 74-1382          |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac         |        |        |        |    |             |    |       |    |      |
| (1385)                      | 0.05   | NA   |    |       |     | From: 74-1382          |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac         |        |        |        |    |             |    |       |    |      |
| (1386)                      | 0.14   | NA   |    |       |     | From: 74-1393          |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-1380 NORTH      |        |        |        |    |             |    |       |    |      |
| (1386)                      | 0.61   | 150  | R  |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1386            |        |        |        |    |             |    |       |    |      |
| (1387)                      | 0.09   | NA   |    |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-1386            |        |        |        |    |             |    |       |    |      |
| (1388)                      | 0.08   | NA   |    |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-1386            |        |        |        |    |             |    |       |    |      |
| (1389)                      | 0.12   | NA   |    |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-1386            |        |        |        |    |             |    |       |    |      |
| (1390)                      | 0.18   | 140  | R  |       |     | From: Dead End         |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1380            |        |        |        |    |             |    |       |    |      |
| (1391)                      | 0.05   | 60   | R  |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1380            |        |        |        |    |             |    |       |    |      |
| (1392)                      | 0.12   | NA   |    |       |     | From: 74-1380; 74-1394 |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Dead End           |        |        |        |    |             |    |       |    |      |
| (1393)                      | 0.18   | NA   |    |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: Cul-de-Sac         |        |        |        |    |             |    |       |    |      |
| (1394)                      | 0.12   | NA   |    |       |     | From: Dead End         |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | To: 74-1380; 74-1392   |        |        |        |    |             |    |       |    |      |

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|-----------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle              | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                    |        |        |        |    |             |    |       |    |      |
| 1395                        | 0.26   | NA   |    |       |     |                    |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | From: 74-1380      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1394        |        |        |        |    |             |    |       |    |      |
| 1396                        | 0.05   | NA   |    |       |     |                    |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | From: 74-1395      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |       |    |      |
| 1397                        | 0.05   | NA   |    |       |     |                    |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | From: 74-1395      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |       |    |      |
| 1398                        | 0.04   | NA   |    |       |     |                    |        |        |        |    | NA          |    | NA    |    |      |
|                             |        |      |    |       |     | From: Dead End     |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1395        |        |        |        |    |             |    |       |    |      |
| 1401                        | 0.12   | 40   | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: SR 156       |        |        |        |    |             |    |       |    |      |
| 1401                        | 0.17   | 8    | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1404      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1402        |        |        |        |    |             |    |       |    |      |
| 1402                        | 0.06   | 8    | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1403      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1401        |        |        |        |    |             |    |       |    |      |
| 1403                        | 0.12   | 7    | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1404      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1402        |        |        |        |    |             |    |       |    |      |
| 1404                        | 0.08   | 30   | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1401      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1403        |        |        |        |    |             |    |       |    |      |
| 1405                        | 0.33   | 130  | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-642       |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-642         |        |        |        |    |             |    |       |    |      |
| 1406                        | 0.06   | 1200 | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: SR 10        |        |        |        |    |             |    |       |    |      |
| 1406                        | 0.07   | 1200 | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1414      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1407        |        |        |        |    |             |    |       |    |      |
| 1406                        | 0.12   | 330  | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1409      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1425        |        |        |        |    |             |    |       |    |      |
| 1406                        | 0.15   | 160  | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1406      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1425        |        |        |        |    |             |    |       |    |      |
| 1407                        | 0.07   | 650  | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1408      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1410        |        |        |        |    |             |    |       |    |      |
| 1407                        | 0.08   | 520  | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1407      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1410        |        |        |        |    |             |    |       |    |      |
| 1408                        | 0.12   | 90   | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1407      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1409 WEST   |        |        |        |    |             |    |       |    |      |
| 1408                        | 0.11   | 260  | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1409 WEST |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1409 EAST   |        |        |        |    |             |    |       |    |      |
| 1408                        | 0.04   | 180  | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1409 EAST |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1425        |        |        |        |    |             |    |       |    |      |
| 1408                        | 0.05   | 130  | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1425      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1426        |        |        |        |    |             |    |       |    |      |
| 1409                        | 0.07   | 230  | R  |       |     |                    |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | From: 74-1406      |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | To: 74-1408        |        |        |        |    |             |    |       |    |      |

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|-----------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle              | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                    |        |        |        |    |             |    |       |    |      |
| (1409)                      | 0.08   | 140  | R  |       |     | From: 74-1408      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1409)                      | 0.29   | 90   | R  |       |     | From: 74-1410 WEST |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1409)                      | 0.08   | 130  | R  |       |     | From: 74-1410 EAST |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1408        |        |        |        |    |             |    |       |    |      |
| (1410)                      | 0.03   | 420  | R  |       |     | From: 74-1407      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1410)                      | 0.08   | 150  | R  |       |     | From: 74-1415      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1410)                      | 0.11   | 170  | R  |       |     | From: 74-1409 WEST |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1409 EAST   |        |        |        |    |             |    |       |    |      |
| (1411)                      | 0.26   | 140  | R  |       |     | From: 74-1413      |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-642         |        |        |        |    |             |    |       |    |      |
| (1412)                      | 0.18   | 140  | R  |       |     | From: 74-1413      |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-642         |        |        |        |    |             |    |       |    |      |
| (1413)                      | 0.06   | 910  | R  |       |     | From: 74-642       |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1413)                      | 0.10   | 750  | R  |       |     | From: 74-1422      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1413)                      | 0.06   | 710  | R  |       |     | From: 74-1412      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1413)                      | 0.12   | 670  | R  |       |     | From: 74-1411      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1413)                      | 0.10   | 570  | R  |       |     | From: 74-1419      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1413)                      | 0.02   | 480  | R  |       |     | From: 74-1421      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1413)                      | 0.09   | 440  | R  |       |     | From: 74-1420      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1413)                      | 0.18   | 160  | R  |       |     | From: 74-1423      |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1424        |        |        |        |    |             |    |       |    |      |
| (1414)                      | 0.08   | 70   | R  |       |     | From: 74-1406      |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |       |    |      |
| (1415)                      | 0.12   | 420  | R  |       |     | From: 74-1410      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1415)                      | 0.17   | 210  | R  |       |     | From: 74-1417      |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1415)                      | 0.04   | 20   | R  |       |     | From: 74-1418      |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |       |    |      |
| (1416)                      | 0.17   | 110  | R  |       |     | From: 74-1417      |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1418        |        |        |        |    |             |    |       |    |      |
| (1417)                      | 0.06   | 250  | R  |       |     | From: 74-1415      |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1416        |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | -----Truck-----   |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|-------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle             | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                   |        |        |        |    |             |    |       |    |      |
| (1417)                      | 0.26   | 150  | R  |       |     | From: 74-1416     |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1417)                      | 0.04   | 10   | R  |       |     | From: 74-1418     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Dead End      |        |        |        |    |             |    |       |    |      |
| (1418)                      | 0.10   | 140  | R  |       |     | From: 74-1417     |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1418)                      | 0.07   | 120  | R  |       |     | From: 74-1416     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1415       |        |        |        |    |             |    |       |    |      |
| (1419)                      | 0.11   | 170  | R  |       |     | From: 74-1413     |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1419)                      | 0.25   | 240  | R  |       |     | From: 74-1420     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-707        |        |        |        |    |             |    |       |    |      |
| (1420)                      | 0.08   | 49   | R  |       |     | From: 74-1419     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1413       |        |        |        |    |             |    |       |    |      |
| (1421)                      | 0.05   | 50   | R  |       |     | From: Cul-de-Sac  |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1413       |        |        |        |    |             |    |       |    |      |
| (1422)                      | 0.09   | 110  | R  |       |     | From: Cul-de-Sac  |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1413       |        |        |        |    |             |    |       |    |      |
| (1423)                      | 0.21   | 240  | R  |       |     | From: 74-1413     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1424       |        |        |        |    |             |    |       |    |      |
| (1424)                      | 0.07   | 80   | R  |       |     | From: 74-1423     |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1424)                      | 0.11   | 70   | R  |       |     | From: 74-1413     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac    |        |        |        |    |             |    |       |    |      |
| (1425)                      | 0.08   | 160  | R  |       |     | From: 74-1406     |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1408       |        |        |        |    |             |    |       |    |      |
| (1426)                      | 0.20   | 160  | R  |       |     | From: 74-1408     |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: Dead End      |        |        |        |    |             |    |       |    |      |
| (1430)                      | 0.78   | 260  | R  |       |     | From: 74-646      |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: Cul-de-Sac    |        |        |        |    |             |    |       |    |      |
| (1440)                      | 0.30   | 220  | R  |       |     | From: Cul-de-Sac  |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1440)                      | 0.19   | 370  | R  |       |     | To: 74-1444       |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1440)                      | 0.22   | 640  | R  |       |     | To: 74-1443       |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1440)                      | 0.13   | 550  | R  |       |     | To: 74-1442       |        |        |        |    | NA          |    | NA    |    | 1993 |
| (1440)                      | 0.13   | 650  | R  |       |     | To: 74-1441       |        |        |        |    | NA          |    | NA    |    | 1993 |
| (1441)                      | 0.16   | 140  | R  |       |     | To: SR 156 BYPASS |        |        |        |    |             |    |       |    |      |
|                             |        |      |    |       |     | From: Cul-de-Sac  |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1440       |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                  |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle                  | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                        |        |        |        |    |             |    |       |    |      |
| (1442)                      | 0.10   | 110  | R  |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    | 1993 |
|                             |        |      |    |       |     | To: 74-1440            |        |        |        |    |             |    |       |    |      |
| (1443)                      | 0.04   | 40   | R  |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1444            |        |        |        |    |             |    |       |    |      |
| (1443)                      | 0.26   | 230  | R  |       |     | From: 74-1440          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1440            |        |        |        |    |             |    |       |    |      |
| (1443)                      | 0.09   | 47   | R  |       |     | From: 74-1440          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac         |        |        |        |    |             |    |       |    |      |
| (1444)                      | 0.26   | 70   | R  |       |     | From: 74-1443; 74-1443 |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1440            |        |        |        |    |             |    |       |    |      |
| (1501)                      | 0.10   | 530  | R  |       |     | From: 74-630           |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1504            |        |        |        |    |             |    |       |    |      |
| (1501)                      | 0.02   | 420  | R  |       |     | From: 74-1504          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1502            |        |        |        |    |             |    |       |    |      |
| (1501)                      | 0.07   | 410  | R  |       |     | From: 74-1502          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1506            |        |        |        |    |             |    |       |    |      |
| (1501)                      | 0.06   | 280  | R  |       |     | From: 74-1506          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1505            |        |        |        |    |             |    |       |    |      |
| (1501)                      | 0.30   | 210  | R  |       |     | From: 74-1505          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Dead End           |        |        |        |    |             |    |       |    |      |
| (1502)                      | 0.04   | 30   | R  |       |     | From: Dead End         |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1503            |        |        |        |    |             |    |       |    |      |
| (1502)                      | 0.04   | 70   | R  |       |     | From: 74-1503          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1501            |        |        |        |    |             |    |       |    |      |
| (1503)                      | 0.04   | 40   | R  |       |     | From: Dead End         |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1502            |        |        |        |    |             |    |       |    |      |
| (1504)                      | 0.19   | 110  | R  |       |     | From: 74-1501          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1505            |        |        |        |    |             |    |       |    |      |
| (1504)                      | 0.03   | 20   | R  |       |     | From: 74-1505          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Dead End           |        |        |        |    |             |    |       |    |      |
| (1505)                      | 0.09   | 70   | R  |       |     | From: 74-1501          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1504            |        |        |        |    |             |    |       |    |      |
| (1506)                      | 0.09   | 70   | R  |       |     | From: Dead End         |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1501            |        |        |        |    |             |    |       |    |      |
| (1510)                      | 0.13   | 1100 | R  |       |     | From: SR 106           |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1511; 74-1512   |        |        |        |    |             |    |       |    |      |
| (1511)                      | 0.17   | 360  | R  |       |     | From: 74-1510; 74-1512 |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1513            |        |        |        |    |             |    |       |    |      |
| (1511)                      | 0.13   | 220  | R  |       |     | From: 74-1513          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: 74-1512            |        |        |        |    |             |    |       |    |      |
| (1511)                      | 0.10   | 100  | R  |       |     | From: 74-1512          |        |        |        |    | NA          |    | NA    |    | 1999 |
|                             |        |      |    |       |     | To: Cul-de-Sac         |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | Truck                  |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle                  | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |                        |        |        |        |    |             |    |       |    |      |
| (1512)                      | 0.13   | 440  | R  |       |     | From: 74-1510; 74-1511 |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1512)                      | 0.29   | 270  | R  |       |     | From: 74-1514          |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1512)                      |        |      |    |       |     | To: 74-1511            |        |        |        |    |             |    |       |    |      |
| (1513)                      | 0.04   | 50   | R  |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1513)                      |        |      |    |       |     | To: 74-1511            |        |        |        |    |             |    |       |    |      |
| (1514)                      | 0.09   | 90   | R  |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1514)                      |        |      |    |       |     | To: 74-1512            |        |        |        |    |             |    |       |    |      |
| (1515)                      | 0.11   | 920  | R  |       |     | From: SR 106           |        |        |        |    | NA          |    | NA    |    | 1993 |
| (1515)                      |        |      |    |       |     | To: 74-1516            |        |        |        |    |             |    |       |    |      |
| (1515)                      | 0.06   | 590  | R  |       |     | From: Cul-de-Sac       |        |        |        |    | NA          |    | NA    |    | 1993 |
| (1515)                      |        |      |    |       |     | To: Cul-de-Sac         |        |        |        |    |             |    |       |    |      |
| (1516)                      | 0.03   | 270  | R  |       |     | From: 74-1515          |        |        |        |    | NA          |    | NA    |    | 1993 |
| (1516)                      |        |      |    |       |     | To: Cul-de-Sac         |        |        |        |    |             |    |       |    |      |
| (1601)                      | 0.21   | 160  | R  |       |     | From: 74-1602          |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1601)                      |        |      |    |       |     | To: US 301             |        |        |        |    |             |    |       |    |      |
| (1602)                      | 0.10   | 40   | R  |       |     | From: 74-720           |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1602)                      |        |      |    |       |     | To: 74-1601            |        |        |        |    |             |    |       |    |      |
| (1602)                      | 0.04   | 20   | R  |       |     | From: Dead End         |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1602)                      |        |      |    |       |     | To: Dead End           |        |        |        |    |             |    |       |    |      |
| (1604)                      | 0.38   | 540  | R  |       |     | From: US 301           |        |        |        |    | NA          |    | NA    |    | 1993 |
| (1604)                      |        |      |    |       |     | To: Cul-de-Sac         |        |        |        |    |             |    |       |    |      |
| (1605)                      | 0.16   | 90   | R  |       |     | From: US 301           |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1605)                      |        |      |    |       |     | To: 74-1606            |        |        |        |    |             |    |       |    |      |
| (1605)                      | 0.32   | 100  | R  |       |     | From: US 301           |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1605)                      |        |      |    |       |     | To: US 301             |        |        |        |    |             |    |       |    |      |
| (1606)                      | 0.07   | 30   | R  |       |     | From: 74-608           |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1606)                      |        |      |    |       |     | To: 74-1605            |        |        |        |    |             |    |       |    |      |
| (1701)                      | 0.07   | 530  | R  |       |     | From: Dead End         |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1701)                      |        |      |    |       |     | To: 74-1702            |        |        |        |    |             |    |       |    |      |
| (1701)                      | 0.40   | 720  | R  |       |     | From: 74-630           |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1701)                      |        |      |    |       |     | To: 74-630             |        |        |        |    |             |    |       |    |      |
| (1702)                      | 0.17   | 80   | R  |       |     | From: 74-1701          |        |        |        |    | NA          |    | NA    |    | 1999 |
| (1702)                      |        |      |    |       |     | To: Dead End           |        |        |        |    |             |    |       |    |      |
| (9331)                      | 0.11   | 50   | R  |       |     | From: SR 10            |        |        |        |    | NA          |    | NA    |    | 1999 |
| (9331)                      |        |      |    |       |     | To: SR 10              |        |        |        |    |             |    |       |    |      |
| (9332)                      | 0.33   | 80   | R  |       |     | From: Dead End         |        |        |        |    | NA          |    | NA    |    | 1999 |
| (9332)                      |        |      |    |       |     | To: 74-623             |        |        |        |    |             |    |       |    |      |
| (9334)                      | 0.10   | 150  | R  |       |     | From: Dead End         |        |        |        |    | NA          |    | NA    |    | 1999 |
| (9334)                      |        |      |    |       |     | To: 74-604             |        |        |        |    |             |    |       |    |      |

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| Route                       | Length | AADT | QA | 4Tire | Bus | -----Truck-----                              |        |        |        | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|--|--------|--------|--------|----|-------------|----|-------|----|------|
|                             |        |      |    |       |     | 2Axle  | 3+Axle | 1Trail | 2Trail |    |             |    |       |    |      |
| <b>Prince George County</b> |        |      |    |       |     |  |        |        |        |    |             |    |       |    |      |
| (9574)                      | 0.10   | 120  | R  |       |     | From: 74-616<br>To: SR 156                   |        |        |        |    | NA          |    | NA    |    | 1999 |
| (9679)                      | 0.13   | 210  | R  |       |     | From: SR 156<br>To: SR 156                   |        |        |        |    | NA          |    | NA    |    | 1986 |
| <b>City of Hopewell</b>     |        |      |    |       |     |  |        |        |        |    |             |    |       |    |      |
| (1/116) Perrymont St        | 0.34   | 3300 | G  | 95%   | 1%  | 0%   | 3%     | 1%     | 0%     | C  | NA          |    | 3400  | G  | 2001 |
| (2/116) Kippax Dr           | 0.19   | 3300 | G  | 94%   | 1%  | 1%   | 2%     | 2%     | 0%     | C  | NA          |    | 3500  | G  | 2001 |
| (3/116) Old Iron Rd         | 0.42   | 3100 | G  | 97%   | 1%  | 1%   | 1%     | 1%     | 0%     | C  | NA          |    | 3200  | G  | 2001 |
| (4/116) Jackson Farm Rd     | 0.61   | 2200 | G  | 95%   | 0%  | 1%   | 2%     | 2%     | 0%     | C  | NA          |    | 2300  | G  | 2001 |
| (6/116) Barkely St          | 0.13   | NA   |    |       |     | From: 116-9076 Western St<br>To: Woodlawn St |        |        |        |    | NA          |    | NA    |    |      |
| (6/116) Woodlawn St         | 0.39   | 420  | G  | 95%   | 3%  | 0%   | 1%     | 1%     | 0%     | C  | NA          |    | 440   | G  | 2001 |
| (9036/116) Danville St      | 0.03   | 2700 | G  | 97%   | 0%  | 1%   | 1%     | 1%     | 0%     | F  | NA          |    | 2800  | G  | 2001 |
| (9036/116) Miles Ave        | 0.68   | 4000 | G  | 97%   | 0%  | 1%   | 1%     | 1%     | 0%     | C  | NA          |    | 4100  | G  | 2001 |
| (9036/116) Oaklawn Blvd     | 0.18   | 7600 | G  | 97%   | 0%  | 1%   | 1%     | 1%     | 0%     | F  | NA          |    | 7900  | G  | 2001 |
| (9038/116) River Rd         | 1.01   | 4800 | G  | 97%   | 0%  | 1%   | 0%     | 2%     | 0%     | C  | NA          |    | 5000  | G  | 2001 |
| (9040/116) City Point Rd    | 0.75   | 4800 | G  | 98%   | 0%  | 1%   | 0%     | 0%     | 0%     | C  | NA          |    | 5000  | G  | 2001 |
| (9040/116) City Point Rd    | 0.41   | 7500 | G  | 98%   | 0%  | 1%   | 0%     | 0%     | 0%     | F  | NA          |    | 7800  | G  | 2001 |
| (9040/116) City Point Rd    | 0.29   | 7100 | G  | 98%   | 0%  | 1%   | 0%     | 0%     | 0%     | F  | NA          |    | 7400  | G  | 2001 |
| (9040/116) Main St          | 0.13   | 3500 | G  | 91%   | 1%  | 1%   | 2%     | 5%     | 0%     | C  | NA          |    | 3600  | G  | 2001 |
| (9042/116) West Broadway St | 0.55   | 7500 | G  | 97%   | 0%  | 1%   | 1%     | 1%     | 0%     | C  | NA          |    | 7800  | G  | 2001 |
| (9042/116) West Broadway St | 0.13   | 6500 | G  | 97%   | 0%  | 1%   | 1%     | 1%     | 0%     | F  | NA          |    | 6800  | G  | 2001 |
| (9042/116) West Broadway St | 0.36   | 5300 | G  | 96%   | 0%  | 1%   | 3%     | 1%     | 0%     | C  | NA          |    | 5500  | G  | 2001 |
| (9042/116) East Broadway St | 0.63   | 2000 | G  | 95%   | 0%  | 1%   | 2%     | 2%     | 0%     | C  | NA          |    | 2100  | G  | 2001 |



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| Route                       | Length | AADT  | QA | 4Tire | Bus                               | -----Truck----- |        |        |        | QC | Design Hour | QK    | AAWDT | QW   | Year |
|-----------------------------|--------|-------|----|-------|-----------------------------------|-----------------|--------|--------|--------|----|-------------|-------|-------|------|------|
|                             |        |       |    |       |                                   | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |       |      |      |
| <b>City of Honewell</b>     |        |       |    |       |                                   |                 |        |        |        |    |             |       |       |      |      |
| 9043<br>116 Courthouse Rd   | 0.95   | 5800  | G  | 98%   | 0%                                | 1%              | 0%     | 0%     | 0%     | C  | NA          | 6100  | G     | 2001 |      |
|                             |        |       |    | From: | Ashland Ave                       |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | Berry St                          |                 |        |        |        |    |             |       |       |      |      |
| 9043<br>116 Berry St        | 0.29   | 5300  | G  | 96%   | 0%                                | 1%              | 1%     | 2%     | 0%     | C  | NA          | 5500  | G     | 2001 |      |
|                             |        |       |    | From: | Courthouse Rd                     |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | Arlington Rd                      |                 |        |        |        |    |             |       |       |      |      |
| 9043<br>116 Arlington Rd    | 0.12   | 4400  | G  | 96%   | 0%                                | 1%              | 1%     | 2%     | 0%     | F  | NA          | 4600  | G     | 2001 |      |
|                             |        |       |    | From: | High Ave                          |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | Freeman St                        |                 |        |        |        |    |             |       |       |      |      |
| 9043<br>116 Arlington Rd    | 0.38   | 4900  | G  | 95%   | 0%                                | 1%              | 1%     | 2%     | 0%     | C  | NA          | 5100  | G     | 2001 |      |
|                             |        |       |    | From: | Winston Churchill Dr              |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | Winston Churchill Dr              |                 |        |        |        |    |             |       |       |      |      |
| 9045<br>116 High Ave        | 0.09   | 2600  | G  | 95%   | 0%                                | 1%              | 1%     | 3%     | 0%     | C  | NA          | 2700  | G     | 2001 |      |
|                             |        |       |    | From: | Winston Churchill Dr              |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | Oaklawn Blvd                      |                 |        |        |        |    |             |       |       |      |      |
| 9047<br>116 Ashland St      | 0.10   | NA    |    |       |                                   |                 |        |        |        |    | NA          | NA    |       |      |      |
|                             |        |       |    | From: | SR 36 Oaklawn Blvd                |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | SR 36-P Woodlawn St               |                 |        |        |        |    |             |       |       |      |      |
| 9047<br>116 Ashland St      | 0.10   | 7700  | G  |       |                                   |                 |        |        |        |    | NA          | 8000  | G     | 2001 |      |
|                             |        |       |    | From: | 116-6 Cedar Level Rd Western St   |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | 116-6 Woodlawn St                 |                 |        |        |        |    |             |       |       |      |      |
| 9047<br>116 Cedar Level Rd  | 0.04   | 860   | G  |       |                                   |                 |        |        |        |    | NA          | 900   | G     | 2001 |      |
|                             |        |       |    | From: | Western St                        |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | Western St                        |                 |        |        |        |    |             |       |       |      |      |
| 9047<br>116 Ashland St      | 0.07   | 7100  | G  |       |                                   |                 |        |        |        |    | NA          | 7400  | G     | 2001 |      |
|                             |        |       |    | From: | 116-2 Kippax Dr                   |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | 116-2 Kippax Dr                   |                 |        |        |        |    |             |       |       |      |      |
| 9047<br>116 Cedar Level Rd  | 0.89   | 7500  | G  | 98%   | 0%                                | 1%              | 0%     | 0%     | 0%     | C  | NA          | 7800  | G     | 2001 |      |
|                             |        |       |    | From: | 116-4 Jackson Farm Rd             |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | 116-4; Cedar Level Rd             |                 |        |        |        |    |             |       |       |      |      |
| 9047<br>116 Jackson Farm Rd | 0.27   | 6900  | G  | 98%   | 0%                                | 1%              | 0%     | 0%     | 0%     | C  | NA          | 7200  | G     | 2001 |      |
|                             |        |       |    | From: | S Mesa Dr                         |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | Jackson Farm Rd                   |                 |        |        |        |    |             |       |       |      |      |
| 9047<br>116 S Mesa Dr       | 0.46   | 6400  | G  | 98%   | 0%                                | 1%              | 1%     | 0%     | 0%     | C  | NA          | 6700  | G     | 2001 |      |
|                             |        |       |    | From: | 116-9038 River Rd                 |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | 116-9038 River Rd                 |                 |        |        |        |    |             |       |       |      |      |
| 9047<br>116 N Mesa Dr       | 0.23   | 11000 | G  | 98%   | 0%                                | 1%              | 0%     | 0%     | 0%     | C  | NA          | 12000 | G     | 2001 |      |
|                             |        |       |    | From: | 166-9040 City Point Rd            |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | 166-9040 City Point Rd            |                 |        |        |        |    |             |       |       |      |      |
| 9047<br>116 N Mesa Dr       | 0.20   | 6300  | G  | 98%   | 0%                                | 1%              | 0%     | 0%     | 0%     | F  | NA          | 6600  | G     | 2001 |      |
|                             |        |       |    | From: | 116-9042 Broadway St              |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | 116-9042 Broadway St              |                 |        |        |        |    |             |       |       |      |      |
| 9049<br>116 South 6Th Ave   | 0.52   | 9500  | G  | 95%   | 0%                                | 1%              | 2%     | 1%     | 0%     | C  | NA          | 9900  | G     | 2001 |      |
|                             |        |       |    | From: | Winston Churchill Dr              |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | City Point Rd                     |                 |        |        |        |    |             |       |       |      |      |
| 9049<br>116 North 6Th Ave   | 0.15   | 8700  | G  | 96%   | 0%                                | 2%              | 1%     | 1%     | 0%     | C  | NA          | 9100  | G     | 2001 |      |
|                             |        |       |    | From: | City Point Rd                     |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | West Broadway St                  |                 |        |        |        |    |             |       |       |      |      |
| 9051<br>116 North 21St Ave  | 0.53   | 3700  | G  | 96%   | 0%                                | 1%              | 1%     | 2%     | 0%     | C  | NA          | 3800  | G     | 2001 |      |
|                             |        |       |    | From: | West Broadway St                  |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | Riverside Ave                     |                 |        |        |        |    |             |       |       |      |      |
| 9051<br>116 Riverside Ave   | 0.32   | 3800  | G  | 96%   | 0%                                | 1%              | 1%     | 2%     | 0%     | C  | NA          | 4000  | G     | 2001 |      |
|                             |        |       |    | From: | North 21St Ave                    |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | Randolph Rd                       |                 |        |        |        |    |             |       |       |      |      |
| 9074<br>116 City Point Rd   | 0.14   | 4800  | G  | 90%   | 1%                                | 2%              | 4%     | 4%     | 0%     | C  | NA          | 5000  | G     | 2001 |      |
|                             |        |       |    | From: | Main St                           |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | Randolph Rd                       |                 |        |        |        |    |             |       |       |      |      |
| 9076<br>116 Cousins Ave     | 0.17   | 4100  | G  | 98%   | 0%                                | 1%              | 0%     | 0%     | 0%     | F  | NA          | 4300  | G     | 2001 |      |
|                             |        |       |    | From: | SR 36 Oaklawn Blvd                |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | Western St                        |                 |        |        |        |    |             |       |       |      |      |
| 9076<br>116 Western St      | 0.50   | 3900  | G  | 98%   | 0%                                | 1%              | 0%     | 0%     | 0%     | C  | NA          | 4100  | G     | 2001 |      |
|                             |        |       |    | From: | Cousins Ave                       |                 |        |        |        |    |             |       |       |      |      |
|                             |        |       |    | To:   | 116-6 Barkey St; 116-5 Western St |                 |        |        |        |    |             |       |       |      |      |

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| Route                   | Length | AADT | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | Design Hour | QK   | AAWDT | QW   | Year |
|-------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|------|-------|------|------|
|                         |        |      |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |      |       |      |      |
| <b>City of Hopewell</b> |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Arlington Rd            | 6.46   | 3900 | G  |       |     |                 |        |        |        |    | NA          | 4100 | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Atlantic St             | 6.46   | 790  | G  |       |     |                 |        |        |        |    | NA          | 820  | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Barkley St              | 6.46   | 40   | G  |       |     |                 |        |        |        |    | NA          | 45   | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Broadway St             | 6.46   | 3400 | G  |       |     |                 |        |        |        |    | NA          | 3500 | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Cloverdale Ave          | 6.46   | 160  | G  |       |     |                 |        |        |        |    | NA          | 160  | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Courthouse Rd           | 6.46   | 470  | G  |       |     |                 |        |        |        |    | NA          | 490  | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Davidson Ave            | 6.46   | 240  | G  |       |     |                 |        |        |        |    | NA          | 240  | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Day St                  | 6.46   | 130  | G  |       |     |                 |        |        |        |    | NA          | 130  | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Granby St               | 6.46   | 480  | G  |       |     |                 |        |        |        |    | NA          | 500  | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Jackson St              | 6.46   | 500  | G  |       |     |                 |        |        |        |    | NA          | 530  | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Marion Ave              | 6.46   | 640  | G  |       |     |                 |        |        |        |    | NA          | 660  | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Miles Ave               | 6.46   | 4100 | G  |       |     |                 |        |        |        |    | NA          | 4300 | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Prince George Ave       | 6.46   | 310  | G  |       |     |                 |        |        |        |    | NA          | 320  | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| South 15th Ave          | 0.00   | 8600 | G  |       |     |                 |        |        |        |    | NA          | 9000 | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Stewart Ave             | 6.46   | 290  | G  |       |     |                 |        |        |        |    | NA          | 300  | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |
| Sunnyside Ave           | 6.46   | 160  | G  |       |     |                 |        |        |        |    | NA          | 170  | G     | 2001 |      |
|                         |        |      |    |       |     |                 |        |        |        |    |             |      |       |      |      |