### 2001

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

Jurisdiction Report 90

> Surry County Town of Claremont Town of Dendron Town of Surry

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

### **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

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

### **Special Routes**

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

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

					Surry	/ Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	20vlo	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Surry County									∠ I I all		nour				
10 Colonial Trail	5.45	1500	G	90%	1%	2%	1%	7%	0%	F	140	G	1500	G	2001
(10)	7.90	2100	Α	92%	0%	SR 40 Sprin 2%	g Grove 1%	5%	0%	Α	230	Α	2100	Α	2001
Onlawid Trail	0.47	4000		From:		31 South O					440		4000		0004
(10) Colonial Trail	0.47	4800	G	92% To:	0%	2% SCL St	1% ırry	5%	0%	F	410	G	4800	G	2001
Town of Surry				From:		207.2									
10 Colonial Trail	0.57	4800	N	92%	0%	SCL St 2%	1%	5%	0% 	N	410	N	4800	N	2001
10 Colonial Trail	0.72	3500	G	From: 92%	0%	N SR : 2% ECL St	1%	5%	 0% 	F	300	G	3500	G	2001
Surry County						ECL St	шу								
<u> </u>	6.02	3500	N	92%	0%	ECL St 2%	ırry 1%	5%	0%	N	300	N	3500	N	2001
10 Colonial Trail	0.02	3300	14	To:		0-617 Baco		J /0	7	IN	500	1 1	5500	111	2001
(10) Colonial Trail	3.14	3800	G	92%	0%	2%	1%	5%	0%	F	320	G	3700	G	2001
				To: From:		of Wight C									
31 Rolfe Hwy	1.93	1800	G	94%	1%	Sussex Cour 2%	nty Line 1%	3%	0%	F	160	G	1800	G	2001
,				To:		WCL De	ndron								
Town of Dendron				From:		WCL De	n du on		1						
(31) Rolfe Hwy	0.70	1800	N	94%	1%	2%	1%	3%	0%	N	160	N	1800	Ν	2001
Dalfa Harri	0.00			From:	40/	90-64		00/			040		0000		0004
Rolfe Hwy	0.89	2300	G	94% To:	1%	2% NCL Der	1% ndron	3%	0%	F	210	G	2200	G	2001
Surry County															
31 Rolfe Hwy	7.47	2300	N	94%	1%	NCL Der	ndron 1%	3%	<b>」</b> 0%	N	210	N	2200	N	2001
Rolfe Hwy	7.47	2300	IN	94 /0	1 /0	S SR		J /0	¬	IN	210	IN	2200	IN	2001
(31) (10) Colonial Trail	0.47	4800	G	92%	0%	2%	1%	5%	0%	F	410	G	4800	G	2001
				To:		CL Su	rry								
Town of Surry				From:		CL Su	rrv		1						
31 To Colonial Trail	0.57	4800	N	92%	0%	2%	1%	5%	0%	N	410	N	4800	N	2001
(31) Rolfe Hwy	0.41	1800	G	From: 96%	1%	N SR 2%	10 0%	1%	0%	F	160	G	1800	G	2001
Rolfe Hwy	0.41	1000	G	90 /0 To:	1 /0	SCL St		1 /0	<b></b>	ı	100	<u> </u>	1800	G	2001
Surry County															
(31) Rolfe Hwy	4.00	1800	N	96%	1%	NCL St	urry 0%	1%	0%	N	160	N	1800	N	2001
SI) Hono Hwy	7.00	.000	.,4			Ferry; Jame				. 4	100	11	1000	. •	2001
				From:		Sussex Cou									
(40) Martin Luther King H	5.97	1100	G	87%	1%	3%	3%	6%	0%	F	90	G	1100	G	2001
(40) Martin Luther King H	3.04	910	G	From: 87%	1%	90-61 <b>3</b> %	3%	6%	0%	F	70	G	900	G	2001
40	,	<del>.</del>		To:		SR 10 Sprin				-					
$\overline{}$				From:		90-60	)2								11/00/5===
600	1.20	220	R	To:	Prin	ce George (	County I inc	<u>,                                      </u>	7		NA		NA		11/26/2000
				From:		ce George (			+						
601)	0.40	220	R		. 1111			<u> </u>	<b>-</b>		NA		NA		11/26/2000
				To:	_	90-602 W	VEST								

					Surry Maintena									
Route	Length	AADT	QA	4Tire	Rus	Trucl 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Surry County				From:										
601)	3.80	70	R	From:	90-602 EA	AST		1		NA		NA		11/26/200
				To:	90-607	7		<b> </b>						
601)	1.80	240	R	-				- 1		NA		NA		11/26/200
				To: From:	SR 40 SOU SR 40 NO									
601)	3.53	30	R	_				- -		NA		NA		11/26/200
				To: From:	90-614			1						
602	1.80	150	R	rioni.	Sussex Coun	ty Line		j		NA		NA		11/26/200
002)				To:	90-601 EA	AST		1						
602	4.70	260	R	From:	,,,,,,,			1		NA		NA		11/26/200
				To: From:	90-608	3		}						
602	3.10	100	R	To:	00.611	1		1		NA		NA		11/26/200
				From:	90-611 Sussex Coun			l						
603)	0.70	30	R	<u> </u>	Sussex Coun	ty Ellic		1		NA		NA		11/26/200
				To: From:	90-614 Sc	outh		<del> </del>						
603	0.30	40	R							NA		NA		11/26/200
				To: From:	90-614 No	orth		]						
603	1.50	20	R	To:	90-615	5		1		NA		NA		11/26/200
				From:	SOUTHAMPT									
604)	3.00	100	R					_		NA		NA		11/26/200
				To: From:	90-617 EA 90-617 W									
604)	3.14	150	R		70 017 W			1		NA		NA		11/26/200
				To: From:	SR 31 SOU SR 31 NOI									
604)	0.07	710	G	91%	1% 4%	1%	2%	0%	С	60	G	710	G	2001
				To:	Sussex Coun	ty Line								
	2.35	150	R	From:	90-618	3				NA		NA		11/26/200
605	2.55	150	K	To:	90-622	2		1		INA		INA		11/20/200
				From:	90-601									
606)	0.80	90	R	To:				1		NA		NA		11/26/200
				From:	Dead Er			1						
607)	5.73	140	R		90-601	L		j		NA		NA		11/26/200
				To:	90-611									
$\bigcirc$	2.40	040	_	From:	90-602	2				NIA		NIA		44/00/00/
608)	3.40	210	R	To:	SR 40			1		NA		NA		11/26/200
				From:	90-610									
609)	0.80	90	R					_		NA		NA		12/05/200
				To: From:	90-626	5		}						
609)	3.14	190	R	To:	ECL Clarer	mont		1		NA		NA		12/05/200
Cown of Claremont					ECE CIAICI	III/III		<u> </u>						
				From:	ECL Clare	mont								1010-:
609	0.92	190	R							NA		NA		12/05/200
<u> </u>	0.07	120	R	To: From:	90-120	9		<u> </u>		NA		NA		12/05/200
609	0.07	120	_ ĸ	To	00.150	0		<u>.                                    </u>		INA		INA		12/03/200
609	0.07	160	R	From:	90-120	ð		,	_	NA		NA	_	12/05/200
				To:	90-613	,		1						

Route	Length	AADT	QA	4Tire	Bus		Tr			QC	Design	OK	AAWDT	OW	Year
Town of Claremont	Longth	7421	<b>Q</b> A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	700001	QII	real
609	0.07	60	R	From:		90-61	3				NA		NA		12/05/2000
				To: From:		90-121	2								
609	0.18	48	R	To:		90-120	)3				NA		NA		12/05/2000
Surry County															
(610)	2.20	330	R	From:		90-64	6				NA		NA		12/05/2000
				To: From:		90-60	9								
610	5.00	300	R	To:		90-618 SC	штн		7		NA		NA		12/05/2000
	2.04	200		From:		90-618 NO					NIA		NIA		40/05/0000
610	2.94	220	R	To:		Dead E	nd		1		NA		NA		12/05/2000
	0.44			From:		90-61	6								1.1/00/0000
611)	2.41	100	R	To:		00.61	2		_		NA		NA		11/26/2000
<b>(611)</b>	3.40	130	R	From:		90-61	2				NA		NA		11/26/2000
				From:		SR 40			]—						
611) Salisbury Rd	2.33	410	G	86%	1%	3%	1%	9%	0%	F	40	G	400	G	2001
611) Salisbury Rd	0.77	400	G	From: 87%	1%	90-60 <b>3</b> %	7 1%	8%	0%	С	40	G	400	G	2001
				To:		SR 10									
(612)	2.40	60	R	From:		90-60	7				NA		NA		11/26/2000
012				To: From:		SR 40 W			1						
612	2.10	300	R	Piolii.		SR 40 E	AST				NA		NA		11/26/2000
				To: From:		90-61	5								
612	2.23	60	R	To:		90-61	1		_		NA		NA		11/26/2000
				From:		SR 10									
(613) Cabin Point Rd	4.12	620	G	95%	1%	2%	0%	2%	0%	С	70	G	610	G	2001
				To:		SCL Clare	emont								
Town of Claremont				From:		SCL Clare	emont								
613 Cabin Point Rd	0.43	620	N	95%	1%	2%	0%	2%	0%	N	70	N	610	Ν	2001
613) Spring Grove Rd	0.72	900	G	From: 94%	1%	90-64 <b>2</b> %	6 1%	2%	0%	С	90	G	890	G	2001
613) Spring Grove Rd	0.72	300		To	170	90-120		270	¬						2001
(613) Mancha Ave	0.11	360	G	94%	1%	2%	1%	2%	0%	F	49	G	350	G	2001
$\bigcirc$	0.70	400		To: From:		90-60	9		]——		NIA				40/05/0000
613	0.70	190	R	To:		90-121	2		1		NA		NA		12/05/2000
Surry County				n [					1						
614)	1.20	60	R	From:		90-615 W	EST		_		NA		NA		11/28/2000
				To: From:		90-60	1								
614)	1.20	40	R	To:		00 602 90	ПТП		7		NA		NA		11/28/2000
				From:		90-603 SC 90-603 NC									
614)	1.58	30	R	To:		90-615 E	AST		_		NA		NA		11/28/2000
				From:		90-615 E 90-615 N			_						
614)	1.95	80	R	To:		90-63	0		_		NA		NA		11/28/2000
						90-63	U								

					Surr	y Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Surry County	J					2Axle	3+Axle	1 Frail	2Trail		Hour				
(615) Carsley Rd	7.20	420	G	92%	3%	SR 3	1%	2%	0%	С	40	G	410	-	2001
(615) Carsiey Ru	1.20	420		92% To:	3%	3% SR 40		∠ 70	U 70	U	40	G	410	G	200 I
<u> </u>				From:		90-61	5								
616)	3.22	350	R								NA		NA		11/28/2000
	1.08	390	R	From:		90-630 E	AST				NA		NA		11/28/2000
616	1.00	390	K	To		90-61	0				INA		INA		11/20/2000
616)	1.34	910	R	From:		90-01	0				NA		NA		11/28/2000
				To: From:		SR 3	1		]						
616	2.00	250	R	To:		00 (00 00	N. P. P. P.		_		NA		NA		11/28/2000
				From:		90-622 SC 90-622 NC	ORTH ORTH								
616)	2.10	240	R	_					_		NA		NA		11/28/2000
				To: From:		90-626 W									
616) Golden Hill Rd	3.00	380	G	94%	1%	2%	1%	3%	0%	С	40	G	380	G	2001
				To: From:		SR 10	)		]——						
616	0.55	180	R	To:		90-63	2		_		NA		NA		11/28/2000
				From:		Sussex Cou									
(617) White Marsh Rd	1.57	490	G	90%	1%	6%	1%	2%	0%	F	60	G	480	G	2001
				To: From:		90-62			_						
617) White Marsh Rd	6.41	290	G	90%	1%	6%	1%	2%	0%	С	30	G	280	G	2001
<u> </u>	4.40	= 40		From:	40/	90-622 W		00/	]				5.10		
617) White Marsh Rd	1.12	540	G	90%	1%	6%	1%	2%	0%	F	50	G	540	G	2001
617) White Marsh Rd	2.73	470	G	From: 90%	1%	90-622 E 6%	AST 1%	2%	0%	F	49	G	460	G	2001
617) White maren re	2.70	470		To:	. , ,	90-62			¬	•			100		
(617)	5.57	380	R	From:		90-02	0				NA		NA		11/28/2000
				To: From:		SR 10	)								
617 Bacons Castle Terrac	1.35	1100	G	78%	4%	15%	1%	2%	0%	С	140	G	1100	G	2001
				To: From:		90-65									
(618)	2.00	45	R			90-62	1		_		NA		NA		11/28/2000
				To: From:		90-617 W									
(618)	3.08	200	R	From:		90-617 E	AST				NA		NA		11/28/2000
(010)				To:		SR 3	1								
(618)	1.80	490	R	From:		5103	•		<u>—</u> !		NA		NA		11/28/2000
				To: From:		90-61	6		]						
618)	4.00	470	R								NA		NA		11/28/2000
·	0.00	400		From:		SR 10	)		]		NIA		NIA.		44/00/0000
618)	2.30	180	R						_		NA		NA		11/28/2000
(618)	0.38	470	R	From:		90-626 SC	DUTH				NA		NA		11/28/2000
010	2.50			To:		90-626 NO	)RTH								23,2330
(618)	2.00	180	R	From:		70-020 INC	/+X 111		_		NA		NA		11/28/2000
				To:		90-61	0		<u> </u>						
	0.24	0	В	From:		Dead E	nd				NIA		NIA		11/20/2000
619	0.34	9	R	To:		90-61	8		1		NA		NA		11/28/2000
				From:		90-62									
620	1.18	250	R	_					_		NA		NA		11/28/2000
				To:		SR 3	1								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Surry County				From:	C				1		11001				
621)	1.00	80	R		Soul	thampton C	ounty Line				NA		NA		11/28/200
	4.40			To: From:		90-61	8								11/00/000
621)	1.40	80	R	To:		90-61	7		1		NA		NA		11/28/200
				From:	Isle	of Wight C			l						
622	1.32	110	R	<u> </u>	1510				<u>-</u> 1		NA		NA		11/28/200
622)	0.56	170	R	From:		90-62	3				NA		NA		11/28/200
				To: From:		90-617 E									
622 Runnymeade Rd	0.84	430	G	94%	1%	90-617 W 4%	0%	0%	0%	F	60	G	430	G	2001
Runnymeade Rd	1.53	330	G	From: 94%	1%	90-60 <b>4</b> %	5 <b>0</b> %	0%	0%	F	40	G	330	G	2001
				To: From:		90-616 SC	OUTH		<b>—</b>						
622 Runnymeade Rd	2.48	320	G	94% To:	1%	4% SR 31	0%	0%	 0% 	С	40	G	320	G	2001
				From:	Isle	of Wight C			l						
623)	1.00	90	R								NA		NA		11/28/200
				To:		90-62	2								
	0.50	200		From:		90-61	7				NIA		NIA		44/00/00
624)	2.50	200	R	To:	Sout	thampton C	ounty Line		<u> </u>		NA		NA		11/28/200
				From:		of Wight C									
625	1.62	100	R	<u>L</u>	1310	or wight C	ounty Eme		!		NA		NA		11/28/20
				To:		90-61	7								
626	1.57	250	R	From:	Isle	of Wight C	ounty Line				NA		NA		11/26/20
				To		90-61	7		<b></b>						
626	3.29	150	R	From:		70-01	,		<b>_</b> _		NA		NA		11/26/200
Pagebland Dd	2.46	400		From:		90-616 E	AST				NIA		NΙΔ		11/26/200
626 Beachland Rd	3.46	400	R	To:		SCL Su	rrv		1		NA		NA		11/20/200
Cown of Surry						BCE Bu	<u>y</u>		<u> </u>						
				From:		SCL Su	rry								
626) Beachland Rd	0.35	400	R						_		NA		NA		11/26/20
				To: From:		SR 10 SO SR 10 NO									
626) Lebanon Rd	0.42	440	R								NA		NA		11/26/20
				To:		NCL Su	ırry								
Surry County				From:		NCL C.			ı						
626) Lebanon Rd	1.40	440	R			NCL Su	шу				NA		NA		11/26/20
020				To:		90-62	0								
626) Lebanon Rd	0.93	460	R	From:		90-02	0				NA		NA		11/26/200
920)				To:		90-618 NO									
	3.97	280	R	From:		90-618 SC	OUTH				NA		NA		11/26/20
626	3.91	200	K						_		INA		INA		11/20/20
626	0.70	270	R	From:		90-61	U				NA		NA		11/26/200
626	0.70	210	11	To:		00.5	0		_		14/7		IN/A		11/20/200
626	2.80	180	R	From:		90-60	9				NA		NA		11/26/20
626	2.00	100		To:		90-64	6				14/1		11/1		, 20, 200
				From:	Isle	of Wight C									
627	3.10	250	R								NA		NA		11/26/200
				To:		SR 10	)								

					Surr	y Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	20vle	3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Surry County								TITAL	ZIIGII		rioui				
627)	0.68	120	R	From:		SR 1			_		NA		NA		11/26/2000
627)	0.32	90	R	From:		0.68 MW					NA		NA		11/26/2000
627)	0.20	70	R	From:		1.00 MW			_ <del></del>		NA		NA		11/26/2000
				From:	Iele		County Line								
628	1.80	360	R	To:	1310			,	<b>-</b> -		NA		NA		11/26/2000
628)	0.10	280	R	From:		90-6			 ¬		NA		NA		11/26/2000
				From:		Sussex Cou									
629	1.90	170	R	To:	'	90-6			<u>-</u> 1		NA		NA		11/26/2000
				From:		SR 3	31								
630	1.43	80	R	To		90-6	14		- 		NA		NA		11/26/2000
630	1.71	150	R	From:		90-616 I			_ _		NA		NA		11/26/2000
(630)	2.90	140	R	From:		90-616 V					NA		NA		11/26/2000
				To:		90-6	18								
(631)	1.31	130	R	From:		90-62					NA		NA		11/26/2000
				To:		Dead l									
632	1.59	230	R	From:		90-6 SR 1			_ ¬		NA		NA		11/26/2000
				From:		SR 1			<u> </u>						
633)	1.80	430	R	T					<b>-</b> -,		NA		NA		11/26/2000
633)	0.20	550	G	95%	1%	90-634 V 3%	1%	1%	0%	С	70	G	550	G	2001
633	1.46	150	R	From:		90-634 I	EAST				NA		NA		11/26/2000
				To: From:		90-78	83		<b>—</b>						
633	0.06	180	R	To		00.6	50				NA		NA		11/26/2000
633)	0.07	160	R	From:		90-65					NA		NA		11/26/2000
				From:	00.4	Dead 1	LOCATION	т							
634)	0.74	140	R		90-0			N	_ _		NA		NA		11/28/2000
634)	0.70	340	R	From:		0.74 ME			_		NA		NA		11/28/2000
				To: From:		SR 10 NO MID SI									
634) Alliance Rd	1.37	720	G	92%	1%	4% 90-63	1%	2%	0%	С	80	G	720	G	2001
634) Alliance Rd	1.07	260	G	92%	1%	4%	2%	2%	0%	F	30	G	260	G	2001
634) Alliance Rd	0.85	560	G	From: 92%	1%	90-63 <b>4%</b>	1%	2%	0%	F	70	G	550	G	2001
(634) Alliance Rd	1.35	520	G	From: 92%	1%	90-65 <b>4</b> %	57 1%	2%	0%	F	60	G	510	G	2001
				To:		90-633 I	EAST								

				Surry	Maintena	ance Are	ea							
Lenath	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
					2Axle	3+Axle	1Trail	2Trail		Hour				
			From:		90-633 W	EST								
1.20	590	G	92%	1%	4%	1%	2%	0%	F	70	G	580	G	2001
1 20	70	Р	From:		SR 10					ΝΔ		NΔ		11/28/2000
1.20	70	K	To:		Dead E	nd		7		INA		INA		11/20/2000
			From:											
1.30	440	R	<u> </u>							NA		NA		11/28/2000
			To: From:		90-637 SO	UTH								
0.80	910	R								NA		NA		11/28/200
			To: From:		90-637 NO	RTH								
0.40	330	R						_		NA		NA		11/28/200
0.00	050	_	From:		90-634	1				NIA		NΙΔ		11/20/2004
0.09	850	ĸ	To:		90-636 SO	IITH		1		INA		NA		11/28/200
			From:											
1.40	730	R								NA		NA		11/28/2000
			To: From:		90-652	2								
0.04	420	R								NA		NA		11/28/2000
			To: From:		90-656	Ó								
0.06	320	R	To		GD 21			_		NA		NA		11/28/2000
1 34	170	R	From:		SR 10					NΑ		NΑ		11/28/2000
1.04	170	• • • • • • • • • • • • • • • • • • • •	To:		Dead E	nd		1		1471		147 (		11/20/2000
			From:	Sı	ussex Coun	ty Line								
0.60	70	R								NA		NA		11/28/2000
			To:	South	hampton Co	ounty Line								
			From:		90-618	3								4.4.00.000
1.05	40	R	To:		Dead E	ad		1		NA		NA		11/28/2000
								1						
0.22	20	R			Dead El	iu				NA		NA		11/28/2000
			To:		SR 31									
			From:		Dead E	nd								
0.68	40	R	_					_		NA		NA		11/28/2000
			10:		WCL Clare	mont		J						
			From:		WCL Clare	emont		I						
0.45	40	R			VV OL CIAIC					NA		NA		11/28/2000
			To:		90-120	6								
			_											
በ 1ዩ	460	D	From:		SR 31					NΔ		NΔ		11/28/2000
0.10	400	K	To:	ľ	NCL DENI	ORON				INA		INA		11/20/2000
			·					•						
	_		From:	ľ	NCL DENI	ORON						• • •		
2.00	80	R	To:		00.61	1		_		NA		NA		11/28/2000
n an	30	R	r tom.		SR 31			_		NΔ		NΔ		11/29/2000
0.30	30	13	To:		90-622	2		7		INC		INA		11/23/2000
			From:											
0.82	280	R						_		NA		NA		11/28/2000
			To:	1	NCL DENI	ORON								
	1.20 1.20 1.30 0.80 0.40 0.89 1.40 0.06 1.34 0.60 1.05 0.22 0.68 0.45 0.18	1.20 590  1.20 70  1.30 440  0.80 910  0.40 330  0.89 850  1.40 730  0.04 420  0.06 320  1.34 170  0.60 70  1.05 40  0.22 20  0.68 40  0.45 40  0.18 460  2.00 80  0.90 30	1.20 590 G 1.20 70 R 1.30 440 R 0.80 910 R 0.40 330 R 0.89 850 R 1.40 730 R 0.04 420 R 0.06 320 R 1.34 170 R 0.60 70 R 1.05 40 R 0.22 20 R 0.68 40 R 0.45 40 R 0.45 40 R 0.45 40 R 2.00 80 R	1.20 590 G 92% To:  1.20 70 R To:  1.30 440 R  0.80 910 R  0.40 330 R  1.40 730 R  0.04 420 R  0.06 320 R  1.34 170 R  1.34 170 R  1.05 40 R  1.05 40 R  0.68 40 R  0.68 40 R  0.68 40 R  1.6  0.70  0.70  0.89  0	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4 Tire   Bus   Tire   2Axle   3+Axle	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   2Trail   2   2   2   2   3   4   4   6   7   2   2   6   3   4   4   6   7   2   6   3   4   4   6   7   2   6   6   4   4   6   7   2   6   6   6   6   6   6   6   6   6	Length   AADT   QA   4Tire   Bus   Truck   2Zrail   2Trail   2Tr	Length   AADT   QA   4Tire   Bus   2Axide 34Axide 1Trail   2Trail   QC   Design   Hour	Length   AADT   QA   4Tire   Bus     Sand   Shark   Strail   Str	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus

					Su	rry Maintena	ance Are	ea							
Route	Length	AADT	QA	4Tir	e Bus	3	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Surry County				From:					1						
646)	0.25	700	R	Troin.		SR 10	1		_		NA		NA		11/28/2000
(646) Spring Grove Ave	3.49	510	R	To: From:		90-610	)				NA		NA		12/06/2000
040 17 3 1 1 1				To:		SCL Clare	mont								
Town of Claremont				From:		SCL Clare	emont		1						
(646) Spring Grove Ave	0.20	510	R	<u> </u>					<b>-</b> 		NA		NA		12/06/2000
				To:		90-613	3								
Surry County				From:		SR 40	)								
647	2.20	220	R	To:		Dead E	nd		<b>-</b>		NA		NA		12/06/2000
				From:		90-618									
648)	2.22	160	R	ļ					<del></del> 		NA		NA		12/06/2000
				To: From:		SR 31									
(649)	0.45	220	R	Piolii.		Dead E	nd				NA		NA		12/06/2000
				To:		SR 31	ı								
	1.20	470	- п	From:		Dead E	nd				NA		NA		12/06/2000
(650)	1.20	170	R	To		CD 1/			_		INA		INA		12/00/2000
(650) Hog Island Rd	1.40	530	G	From: 88%	5 1%		3%	7%	0%	С	110	G	520	G	2001
(650) Hog Island Rd	4.75	1900	G	From:	5 1%	90-617	<del>7</del> 3%	7%	0%	F	430	G	1900	G	2001
030) 1103 10111111111				To:		Dead E		. ,,							
$\bigcirc$	0.25		_	From:		Dead E	nd				NIA		NIA		40/00/2000
(651)	0.35	80	R	To:		90-626	6		1		NA		NA		12/06/2000
				From:		90-637	7								
652	0.13	60	R	To:		Dead E	1		_		NA		NA		12/06/2000
				From:		90-610									
653	0.60	90	R						<u>-</u>		NA		NA		12/06/2000
				To:		Dead E									
(654)	1.20	30	R	From:		90-613	3				NA		NA		12/06/2000
-				To:		Dead E	nd								
	0.60	90	R	From:		90-617	7				NA		NA		12/06/2000
(655)	0.00	90	K	To:		Dead E	nd				INA		INA		12/00/2000
				From:		90-637	7								
656	0.04	460	R	To:		SR 31			_		NA		NA		12/06/2000
				From:		90-634									
(657)	0.24	30	R	_					<u>-</u>		NA		NA		12/06/2000
				Tor		Dead E									
(658)	0.02	40	R	From:		LINE I	ی		_		NA		NA		12/06/2000
				To:		LINE A									
658	0.02	49	R	From:		LINE A NO	)RTH				NA		NA		12/06/2000
				To:		LINE I	E		7						
658)	0.09	40	R	From:					_		NA		NA		12/06/2000
				To:		LINE A SC	UTH								

Route	Length	AADT	QA	4Tire	Bus			uck		QC	Design	OK	AAWDT	O\\\\	Year
	Length	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDI	QVV	real
Surry County				From:		LINE	A								
658	0.08	10	R	To		LOODNI	ND TILL		_		NA		NA		12/05/2000
				To: From:		LOOP NO Dead E									
658	0.26	10	R								NA		NA		12/05/2000
				To: From:		END LIN	NE D		1						
658)	0.02	10	R	From:					_		NA		NA		12/05/2000
				From:		BEGIN L	INE E								
658	0.06	8	R	rioni.							NA		NA		12/05/2000
				To: From:		BEGIN LI	INE D		1						
658)	0.04	10	R						<b></b>		NA		NA		12/05/2000
				To: From:		90-63	13								
658	0.04	20	R	rioii.					_		NA		NA		12/05/2000
				To: From:		BEGIN L	INE F		<b>T</b>						
658	0.10	10	R	From:					_		NA		NA		12/05/2000
				To:		Dead E	End								
				From:		Cul-de-	Sac								
659	0.61	100	R						_		NA		NA		11/29/2000
				To:		SR 3	1								
$\bigcirc$	0.00		_	From:		SR 1	0								4.4/00/0000
660	0.30	80	R	To:		D11	7J		7		NA		NA		11/29/2000
				From:		Dead E									
604	0.08	80	R	rioii.		SR 4	0				NA		NA		11/29/2000
661)	0.00	00	IX	To		Dead E	End		1		IVA		11/5		11/25/2000
				From:		Dead F			i i						
(662)	0.63	10	R	<u> </u>		Doug	-				NA		NA		11/29/2000
				To:		90-63	6								
				From:		Dead E	End								
(663)	0.21	20	R								NA		NA		11/29/2000
				To: From:	9	00-663 EAS									
662	0.17	5	R			Dead I	ena				NA		NA		11/29/2000
663	• • • • • • • • • • • • • • • • • • • •	·	••	To:		SR 3	1								0, _ 0 0
				From:		90-63	34								
665	0.58	90	R								NA		NA		11/29/2000
				To		90-78	13		7						
665	0.19	90	R	From:		,,,,			1		NA		NA		11/29/2000
				To:		Dead E	End								
				From:		Cul-de-	Sac								
666	0.12	60	R						_		NA		NA		11/29/2000
				To:		SR 3	1								
				From:		Dead E	End								
670	0.10	730	R	To:		90-62	16		_		NA		NA		11/29/2000
( <del>-</del> 1)	0.18	80	R	From:		SR 4	0				NA		NA		11/29/2000
674)	0.10	80	K	To:		Dead F	End		7		INA		INA		11/23/2000
				From:	Iela	of Wight C			1						
684)	0.35	50	R	<u> </u>	1816	or wight C	Junty LINE	,	_		NA		NA		11/28/2000
				To:		Dead E	End								
				From:		SR 3			ĺ						
700	0.27	40	R			510 5			_		NA		NA		12/05/2000
				To:		SR 3	1								

					Surry	Maintena								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			QC	Design Hour	QK	AAWDT	QW	Year
Surry County				P				 1.2						
(783)	1.40	60	R	From:		90-665		_		NA		NA		11/29/2000
				To:		Dead End	d	1						
Town of Surry				From:		90-626		1						
(1001)	0.11	300	R			70 020		_		NA		NA		11/30/2000
				To: From:		90-1002	,	]						
1001)	0.32	550	R	To:		SR 10		7		NA		NA		11/30/2000
				From:		SR 10		1						
1002	0.14	510	R							NA		NA		11/30/2000
	0.00			From:		90-1001		]		NIA		NIA		44/00/0000
1002	0.23	70	R	To:		Dead End	d	7		NA		NA		11/30/2000
				From:		90-1002								
1003	0.14	110	R							NA		NA		12/01/2000
	0.07	440		From:		90-1004				NIA		NIA		12/01/2000
1003	0.07	140	R	To:		00.1005		_		NA		NA		12/01/2000
(1003)	0.07	250	R	From:		90-1005				NA		NA		12/01/2000
				To:		SR 10		1						
	0.03	10	R	From:		SR 10				NA		NA		12/01/2000
(1004)	0.03	10	ĸ	To:		90-1003		7		INA		INA		12/01/2000
				From:		SR 10								
(1005)	0.04	20	R	To:		90-1003		7		NA		NA		12/01/2000
Surry County						90-1003	<u>'</u>							
	0.44		_	From:		SR 10								4.4.100.100.00
(1010)	0.41	200	R	To:		Cul-de-Sa	nc	7		NA		NA		11/29/2000
Town of Dendron				•										
	0.20	60	R	From:		SR 31				NA		NA		11/30/2000
(1101)	0.20		IX.	To:		90-1107	ı	1		IVA		IVA		11/30/2000
				From:		SR 31								
(1102)	0.20	20	R	To:		90-1107	,	7		NA		NA		11/30/2000
				From:		90-1106								
(1103)	0.10	80	R	_				_		NA		NA		11/28/2000
				To: From:		SR 31								
(1104)	0.15	60	R			Dead End	a			NA		NA		11/28/2000
				To: From:		90-1106		1						
(1104)	0.15	220	R			an at		_		NA		NA		11/28/2000
				To: From:		SR 31 90-1106		+						
(1105)	0.20	160	R			70-1100	'	_		NA		NA		11/28/2000
				To:		SR 31; 90-9								
	0.35	140	R	From:	V	VCL DEND	RON			NA		NA		11/28/2000
(1106)	0.00	177		To		90-1105		¬		1471				0,2000
(1106)	0.50	130	R	From:		70-1103		_		NA		NA		11/28/2000
				To: From:		90-1104								
(1106)	0.17	80	R	To:		90-1103		7		NA		NA		11/28/2000
						90-1103		1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Dendron				From:		ZIIdii		rioui		
(1107)	0.25	100	R	From:	SR 31			NA	NA	11/28/2000
<u> </u>	0.45			To: From:	90-1101	_		NIA	NIA.	44/00/0000
(1107)	0.15	30	R			_		NA	NA	11/28/2000
(1107)	0.50	40	R	From:	90-1102			NA	NA	11/28/2000
(1107)				To:	90-630					
				From:	SR 31					
(1108)	0.03	30	R	To:	Dead End			NA	NA	12/01/2000
Town of Claremont				ı	Dead End					
				From:	SCL Claremont					
(1201)	0.10	30	R					NA	NA	12/05/2000
<u> </u>	2.22			From:	90-1215					10/05/0000
(1201)	0.22	170	R	To:	90-613	_		NA	NA	12/05/2000
				From:	90-613					
(1202)	0.44	160	R	<u> </u>	70-013			NA	NA	12/05/2000
				To:	Dead End					
$\bigcirc$			_	From:	90-1207					
1203	0.46	160	R					NA	NA	12/06/2000
$\overline{\bigcirc}$	0.04	400		To: From:	90-1216			NIA	NIA	42/06/2006
(1203)	0.04	190	R			_		NA	NA	12/06/2000
1203	0.14	210	R	From:	90-609			NA	NA	12/06/2000
	0.14	210	K	To:	90-613	1		INA	INA	12/00/2000
				From:	90-609					
	0.25	70	R					NA	NA	12/05/2000
				To:	Dead End					
(1205)	0.24	450		From:	Dead End			NIA	NIA	42/05/2000
	0.31	150	R	To:	90-613	_		NA	NA	12/05/2000
				From:	Dead End					
1206	0.75	20	R		Doud Lind			NA	NA	12/06/2000
				To:	90-642; 90-1207					
(1207)				From:	90-642; 90-1206					
	0.30	60	R	To:	90-1203	_		NA	NA	12/06/2000
				From:	90-613					
(1208)	0.10	70	R	<u> </u>	70-013			NA	NA	12/05/2000
				To:	90-609					
(1209)				From:	90-613					
	0.10	40	R	To:	00.600	_		NA	NA	12/05/2000
				From:	90-609					
(1210)	0.09	40	R		Dead End			NA	NA	12/05/2000
				To:	90-1214	<b></b>				
(1210)	0.08	70	R	From:	/V-121 <del>4</del>	_		NA	NA	12/05/2000
$\bigcup_{i=1}^{n}$				To:	90-613					
1211)				From:	Dead End					
	0.10	70	R					NA	NA	12/05/2000
	2.17	4.5		To: From:	0.10 ME Dead End			N/ A		40/05/0000
1211	0.17	40	R	To:	00 1214			NA	NA	12/05/2000
					90-1214					

					Guily Ivia	annenance	-iica							
Devite			~:	4	Truck				- 00	Design	011	A A14/DT	0111	
Route	Length	AADT	QA	4Tire	Bus 2/	Axle 3+Ax	le 1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Town of Claremont														
$\bigcirc$	0.00	00	_	From:		90-1214				NIA				40/05/000
(1211)	0.08	80	R	To:		90-613		_		NA		NA		12/05/200
				From:										
	0.35	70	R	From:		90-609				NA		NA		12/06/200
(1212)	0.33	70	ĸ	To:	Т	Dead End		$\neg$		INA		INA	12/00/20	
				From:				_						
	0.11	70	R		0.11	MW 90-613				NA		NA		12/05/200
(1213)	0.11	,,	1					_		INA		14/3		12/03/200
$\overline{}$	0.20	47	R	From:		90-613				NA		NA		12/05/200
1213	0.20	47	ĸ	To:	T	Dead End		$\neg$		INA		INA		12/03/200
				From:				1						
	0.05	20	R	rioni.		90-1210				NA		NA		12/05/200
1214	0.03	20	ĸ	To:		90-1211		$\neg$		INA	147	11/7		.2.00,200
				From:		90-1201								
1215	0.36	49	R	<u> </u>		90-1201				NA		NA	12/05	12/05/200
				To:	I	Dead End								
(1216)				From:		90-1203								
	0.25	80	R			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA	NA	NA		12/05/2000
				To:	I	Dead End								
				From:		90-1204								
(1217)	0.30	40	R	<u></u>						NA		NA		12/05/200
				To:	I	Dead End								
_				From:		90-1202								
(1220)	0.03	46	R							NA		NA		12/05/200
				To:	I	Dead End								
Town of Dendron														
	0.15	NI A		From:		SR 31				NA		NA		
9401)	0.15	NA		To:	I D JAC	CKSON SCHO	OI	$\neg$		INA		INA		
2 6				I	L.F. JAC	ASON SCH	OL							
Surry County				From:	SURR	RY HIGH SCI	ſ							
9404)	0.21	160	R	<u> </u>	SOR					NA		NA		12/06/200
				To:		90-618								