

2001

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

Jurisdiction Report

47

James City County
City of Williamsburg

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

Design Hour: The estimate of the traffic volume for the 30th 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
James City Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
James City County															
(5) John Tyler Memorial	4.35	3300	F	94%	0%	3%	1%	2%	0%	F	260	F	3300	F	2001
				From: Charles City County Line, Chickahominy Bridge											
				To: 47-614 Legacy Drive											
(5) John Tyler Memorial	2.03	12000	F	94%	0%	3%	1%	2%	0%	F	960	F	12000	F	2001
				From: 47-615 Ironbound Rd											
(5) John Tyler Memorial	1.50	13000	F	94%	0%	3%	1%	2%	0%	C	1200	F	13000	F	2001
				To: 47-652 Stanley Dr											
(5) John Tyler Memorial	0.29	18000	F	94%	0%	3%	1%	2%	0%	F	1500	F	19000	F	2001
				From: SR 199, 46-616, WCL Williamsburg											
(5) (199)	0.22	23000	F	94%	0%	2%	1%	3%	0%	F	2300	F	24000	F	2001
				To: WCL Williamsburg											
City of Williamsburg															
(5) (199)	0.24	23000	F	94%	0%	2%	1%	3%	0%	F	2300	F	24000	F	2001
				From: WCL Williamsburg											
				To: SR 31, SR 199											
(5) Jamestown Rd	0.27	9800	F	97%	0%	1%	0%	1%	0%	F	920	F	10000	F	2001
				From: 137-7073 John Tyler Memorial Hwy											
(5) Jamestown Rd	1.50	11000	F	97%	0%	1%	0%	1%	0%	C	1000	F	11000	F	2001
				To: 137-7075 Boundary St											
(5) Boundary St	0.07	11000	F	97%	0%	1%	1%	1%	0%	F	920	F	11000	F	2001
				From: Jamestown Rd											
				To: Francis St											
(5) Francis St	0.09	8100	F	97%	0%	1%	0%	1%	0%	F	720	F	8400	F	2001
				From: Boundary St											
				To: SR 132 Henry St											
(5) Henry St	0.38	6000	F	97%	0%	1%	1%	1%	0%	F	570	F	6200	F	2001
				From: Francis St											
				To: SR 162 Lafayette St											
(5) Lafayette St	0.33	12000	F	96%	1%	2%	1%	0%	0%	F	1100	F	12000	F	2001
				From: SR 132 Henry St											
				To: Capital Landing Rd											
(5) Lafayette St	0.73	9900	F	96%	1%	2%	1%	0%	0%	C	920	F	10000	F	2001
				From: 47-614 Legacy Drive											
(5) (60) Page Street	0.25	19000	F	97%	1%	2%	0%	1%	0%	C	1600	F	20000	F	2001
				From: US 60 Page St											
(5) (60) Page Street	0.31	20000	F	97%	1%	2%	0%	0%	0%	F	1600	F	20000	F	2001
				From: SECOND ST											
(5) Capitol Landing Rd	0.62	7900	F	96%	1%	2%	0%	1%	0%	C	780	F	8100	F	2001
				From: US 60 Page St											
				To: SR 143 Merrimac St											
James City County															
(30) Old Stage Rd	2.12	7500	F	91%	1%	3%	2%	4%	0%	F	680	F	7500	F	2001
				From: New Kent County Line											
(30) Old Stage Rd	1.72	7100	F	91%	1%	3%	2%	4%	0%	C	580	F	7100	F	2001
				From: I-64											
(30) Rochambeau Dr	3.41	3900	F	95%	0%	1%	1%	2%	0%	C	380	F	3900	F	2001
				From: US 60 Andersons Corner											
				To: I-64; 47-607 Croaker Rd											
(31)	2.10	8800	F	97%	0%	1%	0%	1%	0%	F	780	F	8700	F	2001
				From: Jamestown Ferry; Town of Surry Corporate Limits											
(31)	2.30	10000	F	97%	0%	1%	0%	1%	0%	C	930	F	10000	F	2001
				From: 47-681											
				To: WCL Williamsburg											
City of Williamsburg															
(31) Jamestown Road	0.06	21000	F	97%	0%	1%	0%	1%	0%	F	2100	F	21000	F	2001
				From: James City County Line											
				To: SR 199											

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
James City County															
From: 	New Kent County Line														
	5.05	4800	F	94%	0%	3%	1%	1%	0%	F	460	F	4800	F	2001
To: 	SR 30 North of Toano														
	3.12	13000	F	94%	0%	3%	1%	1%	0%	F	1100	F	13000	F	2001
To: 	47-607														
	2.85	18000	F	94%	0%	3%	1%	1%	0%	C	1500	F	18000	F	2001
To: 	47-614														
 Richmond Rd	2.39	18000	F	94%	0%	3%	1%	1%	0%	F	1600	F	19000	F	2001
To: 	WCL Williamsburg														
City of Williamsburg															
From: 	WCL Williamsburg														
 Richmond Rd	1.37	21000	F	94%	0%	3%	1%	1%	0%	F	1800	F	22000	F	2001
To: 	Ironbound Rd														
 Richmond Rd	0.30	30000	F	96%	1%	2%	1%	1%	0%	C	2400	F	31000	F	2001
To: 	By-pass Rd														
 By-pass Rd	0.11	26000	F	97%	0%	1%	1%	1%	0%	C	2100	F	28000	F	2001
To: 	NCL Williamsburg														
 Bypass Rd	0.50	18000	F	96%	1%	2%	1%	1%	0%	C	1600	F	19000	F	2001
To: 	Parkway Dr														
 Bypass Rd	0.16	17000	F	96%	1%	2%	1%	1%	0%	F	1500	F	18000	F	2001
To: 	Page Street														
 Page Street	0.31	20000	F	97%	1%	2%	0%	0%	0%	F	1600	F	20000	F	2001
To: 	Second Street														
 Page Street	0.25	19000	F	97%	1%	2%	0%	1%	0%	C	1600	F	20000	F	2001
To: 	Page Street														
 York Street	0.60	16000	F	95%	1%	2%	1%	1%	0%	C	1400	F	17000	F	2001
To: 	ECL Williamsburg														
James City County															
From: 	ECL Williamsburg														
	1.34	17000	F	90%	1%	2%	3%	4%	0%	F	1500	F	18000	F	2001
To: 	York County Line; SR 199														
 Pocahontas Trail	0.04	15000	G	94%	1%	2%	1%	3%	0%	F	2200	G	15000	G	2001
To: 	York County Line														
	3.10	11000	F	94%	1%	2%	1%	3%	0%	C	1000	F	11000	F	2001
To: 	James City County Line														
From: 	New Kent County Line														
 East Combined Traffic:	2.45	20000	F	93%	0%	2%	1%	4%	0%	F	1700	F	20000	F	2001
		41000	F	94%	0%	2%	1%	4%	0%	F	3500	F	42000	F	2001
To: 	SR 30														
 East Combined Traffic:	4.28	22000	F	96%	0%	1%	0%	2%	0%	F	1700	F	22000	F	2001
		41000	F	95%	0%	2%	1%	2%	0%	F	3500	F	42000	F	2001
To: 	47-607														
 East Combined Traffic:	1.97	25000	F	96%	0%	1%	0%	2%	0%	F	1800	F	25000	F	2001
		50000	F	95%	0%	2%	1%	3%	0%	F	3800	F	50000	F	2001
To: 	York County Line														
 East Combined Traffic:	2.04	36000	F	96%	0%	1%	0%	2%	0%	F	3100	F	36000	F	2001
		75000	F	95%	0%	2%	1%	3%	0%	F	6500	F	76000	F	2001
To: 	SR 143 Jefferson Ave														
 East Combined Traffic:	0.30	37000	F	96%	0%	1%	0%	2%	0%	F	3200	F	37000	F	2001
		73000	F	95%	0%	2%	1%	3%	0%	F	6400	F	74000	F	2001
To: 	WCL Newport News														

Virginia Department of Transportation
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2001
Annual Average Daily Traffic Volume Estimates By Section of Route
James City Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
James City County																
West 64						From: New Kent County Line										
	2.89	21000	F	94%	0%	2%	1%	3%	0%	F	1900	F	21000	F	2001	
	Combined Traffic:	41000	F	94%	0%	2%	1%	4%	0%	F	3500	F	42000	F	2001	
West 64						To: SR 30										
	4.35	20000	F	94%	0%	2%	1%	3%	0%	F	1800	F	20000	F	2001	
	Combined Traffic:	41000	F	95%	0%	2%	1%	2%	0%	F	3500	F	42000	F	2001	
West 64						To: 47-607										
	1.44	25000	F	94%	0%	2%	1%	3%	0%	F	2000	F	26000	F	2001	
	Combined Traffic:	50000	F	95%	0%	2%	1%	3%	0%	F	3800	F	50000	F	2001	
West 64						To: York County Line										
	2.38	39000	F	94%	0%	2%	1%	3%	0%	F	3400	F	40000	F	2001	
	Combined Traffic:	75000	F	95%	0%	2%	1%	3%	0%	F	6500	F	76000	F	2001	
						To: WCL Newport News										
City of Williamsburg																
132	S. Henry St	1.77	3600	F	96%	0%	2%	1%	1%	0%	C	320	F	3700	F	2001
						To: Francis St										
132	5 Henry St	0.38	6000	F	97%	0%	1%	1%	1%	0%	F	570	F	6200	F	2001
						To: FRANCIS ST										
132	N. Henry St	0.44	7500	F	96%	1%	2%	0%	0%	0%	C	740	F	7700	F	2001
						To: Lafayette St										
132	N. Henry St	0.16	12000	F	96%	1%	2%	0%	0%	0%	F	1200	F	12000	F	2001
						To: SR 132 Y										
						To: York County Line										
Wye 132		0.29	7200	F	97%	1%	2%	0%	1%	0%	C	760	F	7400	F	2001
						From: Colonial Parkway										
						To: SR 132										
James City County																
143		2.44	12000	F	95%	0%	3%	1%	1%	0%	F	1600	F	13000	F	2001
						From: NCL Newport News										
143		1.12	18000	F	95%	0%	3%	1%	1%	0%	F	2000	F	19000	F	2001
						From: York County Line										
						To: York County Line										
City of Williamsburg																
143	Merrimac Trail	0.90	6000	F	93%	1%	3%	3%	1%	0%	C	540	F	6200	F	2001
						From: ECL Williamsburg										
143	Merrimac Trail	0.37	8500	F	96%	0%	1%	1%	1%	0%	C	820	F	8800	F	2001
						From: Capital Landing Rd										
						To: York County Line										
James City County																
199		2.48	11000	F	94%	0%	2%	1%	3%	0%	F	1300	F	12000	F	2001
						From: US 60										
199		1.83	20000	F	96%	0%	1%	1%	1%	0%	C	1800	F	20000	F	2001
						From: 47-612 Longhill Rd										
199		1.45	15000	F	94%	0%	2%	1%	3%	0%	F	1500	F	15000	F	2001
						From: SR 321 Monticello Ave										
199		0.22	23000	F	94%	0%	2%	1%	3%	0%	F	2300	F	24000	F	2001
						From: SR 5, 47-616, 137-7073 John Tyler Mem Hwy										
						To: WCL Williamsburg										
City of Williamsburg																
199		0.24	23000	F	94%	0%	2%	1%	3%	0%	F	2300	F	24000	F	2001
						From: WCL Williamsburg										
						To: SR 5; SR 31 Jamestown Rd										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
City of Williamsburg																
(199)	0.07	24000	F	94%	0%	2%	1%	3%	0%	F	2600	F	26000	F	2001	
				From:	SR 5; SR 31 Jamestown Rd											
				To:	James City County Line											
James City County																
(199)	0.07	24000	N	94%	0%	2%	1%	3%	0%	N	2600	N	26000	N	2001	
				From:	ECL Williamsburg											
				To:	WCL Williamsburg											
City of Williamsburg																
(199)	0.09	24000	N	94%	0%	2%	1%	3%	0%	N	2600	N	26000	N	2001	
				From:	James City County Line											
				To:	ECL Williamsburg											
James City County																
(199)	0.11	24000	F	94%	0%	2%	1%	3%	0%	F	2600	F	26000	F	2001	
				From:	ECL Williamsburg											
				To:	47-700 Brookwood Dr											
(199)	1.44	23000	F	96%	0%	1%	1%	1%	0%	C	2500	F	25000	F	2001	
				From:	47-700 Brookwood Dr											
				To:	SR 132 Henry St, Colonial Parkway											
(199)	1.11	24000	F	94%	0%	2%	1%	3%	0%	F	2700	F	25000	F	2001	
				From:	SR 132 Henry St, Colonial Parkway											
				To:	Mounts Bay Rd, Quarterpath Rd											
(199)	1.19	22000	F	94%	0%	2%	1%	3%	0%	F	2300	F	23000	F	2001	
				From:	Mounts Bay Rd, Quarterpath Rd											
				To:	York County Line, US 60 Pocahontas Trail											
(359)	0.27	2200	F	97%	1%	1%	0%	0%	0%	C	270	F	2300	F	2001	
				From:	Colonial Pkwy											
				To:	SR 31											
(600) Six Mount Zion Rd	0.73	180	R								NA		NA		1999	
				From:	47-746 Old Stage Rd											
(600) Six Mount Zion Rd	1.25	70	R								NA		NA		1999	
				From:	47-608 Mount Laurel Rd											
(600) Six Mount Zion Rd	0.90	70	N								NA		NA		1999	
				From:	47-606 Ware Creek Rd											
				To:	New Kent County Line											
(601) Barnes Rd	1.38	660	R								NA		NA		1999	
				From:	Dead End											
				To:	47-603 North											
(601) Barnes Rd	1.10	270	R								NA		NA		1999	
				From:	47-603 South											
(601) Barnes Rd	1.80	340	R								NA		NA		1999	
				From:	US 60											
(601) Barnes Rd	0.60	1100	R								NA		NA		1999	
				From:	47-622											
(601) Barnes Rd	0.83	530	R								NA		NA		1999	
				From:	SR 30 South											
				To:	SR 30 North											
				To:	New Kent County Line											
(602)	1.85	6900	R								NA		NA		1999	
				From:	York County Line											
				To:	47-609											
(602)	0.23	1000	R								NA		NA		1999	
				From:	47-1628											
(602)	0.13	940	R								NA		NA		1999	
				From:	47-1629											
				To:	47-610											
(603)	3.77	780	F	94%	0%	4%	0%	2%	0%	C	70	F	780	F	2001	
				From:	47-610											
				To:	US 60 East											
(603)	0.35	620	R								NA		NA		1999	
				From:	US 60 West											
				To:	47-622											

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

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
James City County															
603	0.35	620	R			From: 47-622 To: New Kent County Line					NA		NA		1999
605	1.00	120	R			From: 47-607 To: Dead End					NA		NA		1999
606	2.10	610	R			From: 47-600 To: 47-608					NA		NA		1999
606	1.30	660	R			From: 47-607 SOUTH To: 47-607 NORTH					NA		NA		1999
606	2.91	500	R			From: 47-646 To: 47-646					NA		NA		1999
606	1.22	540	R			From: 47-735 WEST To: 47-642 WEST					NA		NA		1999
606	0.08	400	R			From: 47-642 WEST To: 47-693					NA		NA		1999
606	0.07	280	R			From: 47-693 To: 47-642 EAST					NA		NA		1999
606	0.24	120	R			From: 47-642 EAST To: 47-735; 47-749					NA		NA		1999
607	0.51	8000	F	95%	0%	3%	1%	2%	0%	C	720	F	8000	F	2001
607	0.38	7700	F	95%	0%	3%	1%	2%	0%	F	720	F	7700	F	2001
607	0.09	6500	F	93%	0%	4%	1%	2%	0%	C	550	F	6500	F	2001
607	0.73	3400	F	93%	0%	4%	1%	2%	0%	F	310	F	3400	F	2001
607	1.92	1100	F	93%	0%	4%	1%	2%	0%	F	100	F	1100	F	2001
607	1.85	320	R			From: 47-605 To: Dead End					NA		NA		1999
608	2.32	48	R			From: 47-600 To: 47-606					NA		NA		1999
609	0.23	130	R			From: FR-136 To: 47-1605					NA		NA		1999
609	0.11	1000	R			From: 47-1605 To: 47-602					NA		NA		1999
609	0.27	330	R			From: 47-602 To: 47-607 SOUTH 47-607 NORTH					NA		NA		1999
609	0.30	370	R			From: 47-607 SOUTH 47-607 NORTH To: 47-606					NA		NA		1999
610	0.60	140	R			From: Dead End To: 47-715					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(610)	1.11	300	R			From: 47-715					NA		NA		1999
(610)	3.10	2500	F	95%	0%	3%	1%	1%	0%	C	240	F	2500	F	2001
						To: US 60									
(611)	0.20	220	R			From: 47-633					NA		NA		1999
(611)	0.10	160	R			From: 47-764					NA		NA		1999
(611)	3.79	1300	R			From: 0.10 ME 47-764					NA		NA		1999
(611)	1.20	1300	R			From: 47-632					NA		NA		1999
						To: 47-614									
(612)	1.41	5400	F	96%	0%	2%	1%	1%	0%	F	440	F	5400	F	2001
(612)	1.96	15000	F	96%	0%	2%	1%	1%	0%	C	1300	F	15000	F	2001
						From: 0.30 M FRM 47-1570									
(612)	0.19	14000	R			From: 47-615					NA		NA		1994
(612)	0.27	9100	R			From: SR 322					NA		NA		1994
						To: WCL Williamsburg									
(613) Brick Bat Road	2.58	330	R			From: SR 5					NA		NA		1999
						To: 47-614 SOUTH									
(613) News Road	2.20	3600	F	95%	0%	1%	2%	1%	0%	F	310	F	3600	F	2001
						From: 47-1480									
(613)	0.64	6100	F	95%	0%	1%	2%	1%	0%	C	550	F	6100	F	2001
						To: 47-1470; 47-1480									
(614) Greensprings Rd	1.99	3500	F	94%	0%	2%	2%	1%	0%	F	300	F	3500	F	2001
						From: FR-665									
(614) Centerville Rd	3.70	5400	F	94%	0%	2%	2%	1%	0%	F	470	F	5400	F	2001
						From: SR 5 WEST									
(614) Centerville Rd	2.97	7500	F			From: SR 5 EAST					650	F	7500	F	2001
						To: 47-633 Jolly Pond Rd									
(614) Centerville Rd	1.30	6300	F	94%	0%	2%	2%	1%	0%	C	580	F	6600	F	2001
						From: 47-1500 Adams Hunt Dr									
						To: US 60 Richmond Rd									
(615) Ironbound Rd	0.45	1100	R			From: SR 31 Jamestown Rd					NA		NA		10/10/2001
						To: 47-681									
(615) Ironbound Rd	0.67	7100	F	97%	0%	2%	0%	1%	0%	F	630	F	7400	F	2001
						From: SR 5; John Tyler Memorial Hwy									
(615) Ironbound Rd	1.45	12000	F	97%	0%	2%	0%	1%	0%	F	990	F	12000	F	2001
						From: SR 5; John Tyler Memorial Hwy									
(615) Ironbound Rd	0.41	990	F	97%	0%	2%	0%	1%	0%	F	100	F	1000	F	2001
						From: 47-742 News Rd									
(615) Ironbound Rd	0.59	1600	F	97%	0%	2%	0%	1%	0%	F	160	F	1600	F	2001
						From: Dead End near SR 199									
(615) Ironbound Rd	0.13	6900	F	97%	0%	2%	0%	1%	0%	F	670	F	7200	F	2001
						From: 47-616 Strawberry Plains Rd									
						To: 47-616; Strawberry Plains Rd									
						From: SR 321; Monticello Ave									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(615) Ironbound Rd	0.76	8200	F	97%	0%	2%	0%	1%	0%	C	720	F	8600	F	2001
				From:	SR 321; Monticello Ave										
				To:	WCL Williamsburg; Gap Terminus										
(615) Longhill Connector R	0.59	5000	F	97%	0%	2%	0%	1%	0%	F	440	F	5200	F	2001
				From:	SR 322 SOUTH; Gap Terminus										
(615) Longhill Connector R	0.25	6100	F	97%	0%	2%	0%	1%	0%	F	570	F	6400	F	2001
				From:	SR 322 NORTH										
				To:	47-612										
(616)	1.12	5700	F	97%	0%	2%	0%	1%	0%	C	540	F	6000	F	2001
				From:	SR 5										
				To:	47-615										
(617)	1.40	150	R								NA		NA		10/24/2001
				From:	Dead End										
				To:	47-618										
(617) Lake Powell Rd	1.16	1400	F	91%	1%	4%	3%	2%	0%	C	150	F	1400	F	2001
				From:	47-700										
(617)	0.24	560	R								NA		NA		10/24/2001
				From:	Dead End										
				To:	47-682										
(618)	0.22	100	R								NA		NA		10/24/2001
				From:	47-671 at Lake Powell										
				To:	Dead End at Lake Powell										
(618)	1.28	80	R								NA		NA		10/24/2001
				From:	47-617										
				To:	Dead End										
(620)	0.45	70	R								NA		NA		1999
				From:	US 60										
				To:	47-622										
(621)	1.00	230	R								NA		NA		1999
				From:	New Kent County Line										
				To:	New Kent County Line										
(622)	1.30	700	R								NA		NA		1999
				From:	47-621										
(622)	1.48	90	R								NA		NA		1999
				From:	47-1040										
(622)	0.77	470	R								NA		NA		1999
				From:	47-601										
				To:	Dead End										
(623)	0.09	90	R								NA		NA		10/24/2001
				From:	99-641 York County Line										
				To:	47-650										
(624)	0.10	110	R								NA		NA		10/24/2001
				From:	99-641 York County Line										
				To:	47-694										
(627)	0.05	30	R								NA		NA		10/24/2001
				From:	Dead End										
				To:	47-615										
(629)	1.30	640	R								NA		NA		10/24/2001
				From:	SR 5										
				To:	47-636										
(630)	0.05	250	R								NA		NA		1999
				From:	0.05 MW 47-636										
(630)	0.35	30	R								NA		NA		1999
				From:	47-761										

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						2Axle	3+Axle	1Trail	2Trail							
James City County																
(631)	3.85	270	R			From: 47-610					NA		NA		1999	
(631)	2.10	1400	F	96%	1%	To: 47-632					C	140	F	1400	F	2001
						To: US 60										
(632)	1.49	530	R			From: 47-611					NA		NA		1999	
						To: 47-631										
(633)	5.40	380	R			From: Dead End					NA		NA		1999	
						To: 47-614										
(634)	0.90	130	R			From: SR 30					NA		NA		1999	
						To: Dead End										
(635)	0.23	40	R			From: 47-631					NA		NA		1999	
						To: Cul-de-Sac										
(636)	0.14	150	R			From: US 60					NA		NA		1999	
						To: 47-676										
(638)	0.20	610	R			From: Dead End					NA		NA		1999	
(638)	0.20	720	R			To: 47-615					NA		NA		10/10/2001	
						To: Dead End										
(639)	0.60	240	R			From: SR 60					NA		NA		1999	
						To: 47-746										
(639)	0.06	140	R			From: 47-765					NA		NA		1999	
						To: Cul-de-Sac										
(640)	0.31	660	R			From: Cul-de-Sac					NA		NA		1999	
						To: 47-615										
(641)	0.27	140	R			From: 47-661					NA		NA		10/05/2001	
						To: 47-669										
(642)	0.25	50	R			From: 47-606 WEST					NA		NA		1999	
						To: 47-606 EAST										
(642)	0.17	47	R			From: 47-693					NA		NA		1999	
						To: Dead End										
(643)	0.10	70	R			From: 47-644					NA		NA		10/05/2001	
						To: 99-641 York County Line										
(644)	0.09	70	R			From: Dead End					NA		NA		10/05/2001	
						To: 47-643										
(644)	0.07	140	R			From: 99-641 York County Line					NA		NA		10/05/2001	

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						2Axle	3+Axle	1Trail	2Trail							
James City County																
(645)	0.14	380	R								NA		NA		10/05/2001	
				From:	US 60											
				To:	York County Line; 99-603											
(646) Newman Rd	0.50	1100	F	95%	0%	4%	0%	0%	0%	C	120	F	1100	F	2001	
				From:	York County Line											
(646)	1.01	1100	F	95%	0%	4%	0%	0%	0%	F	150	F	1100	F	2001	
				From:	47-768 North Cove Rd											
				To:	47-606											
(647)	0.46	90	R								NA		NA		1999	
				From:	47-676											
				To:	47-676											
(648)	0.35	560	R								NA		NA		10/24/2001	
				From:	US 60											
				To:	47-654 EAST											
(648)	0.20	110	R								NA		NA		10/05/2001	
				From:	47-654 WEST											
				To:	47-655											
(648)	0.06	300	R								NA		NA		1994	
				From:	47-692											
				To:	47-692											
(649)	0.74	430	R								NA		NA		1999	
				From:	Dead End											
				To:	US 60											
(650)	0.27	110	R								NA		NA		10/05/2001	
				From:	47-669											
				To:	47-624											
(650)	0.15	60	R								NA		NA		10/05/2001	
				From:	47-669											
				To:	47-669											
(651)	0.28	60	R								NA		NA		10/05/2001	
				From:	SR 143											
				To:	SR 143											
(652) Stanley Dr	0.05	80	R								NA		NA		10/10/2001	
				From:	47-1476											
				To:	47-722											
(652) Stanley Dr	0.45	230	R								NA		NA		10/10/2001	
				From:	47-722											
				To:	47-713 Hermitage Rd											
(652) Stanley Dr	0.11	910	R								NA		NA		10/10/2001	
				From:	47-713 Hermitage Rd											
				To:	SR 5											
(653)	0.10	120	R								NA		NA		10/10/2001	
				From:	47-689											
				To:	47-688											
(653)	0.07	230	R								NA		NA		10/10/2001	
				From:	47-688											
				To:	47-687											
(653)	0.13	440	R								NA		NA		10/10/2001	
				From:	47-687											
				To:	SR 5											
(654)	0.28	470	R								NA		NA		10/24/2001	
				From:	US 60											
				To:	47-648 SOUTH											
(654)	0.04	460	R								NA		NA		10/24/2001	
				From:	47-648 SOUTH											
				To:	47-648 NORTH											
(654)	0.05	480	R								NA		NA		10/24/2001	
				From:	47-648 NORTH											
				To:	47-692											
(655)	0.32	250	R								NA		NA		1994	
				From:	US 60											
				To:	47-648											

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(656)	0.09	660	R			From: 47-675 EAST					NA		NA		1994
(656)	0.15	420	R			From: US 60 EAST					NA		NA		10/24/2001
(656)	0.48	350	R			From: 47-667					NA		NA		10/24/2001
(656)	0.07	390	R			From: US 60 WEST					NA		NA		1994
(656)	0.05	410	R			From: 47-675 WEST					NA		NA		1994
(656)	0.16	420	R			From: 47-660					NA		NA		1994
(656)	0.04	310	R			From: 47-663					NA		NA		1994
(657)	1.30	200	R			From: Dead End					NA		NA		1999
(658)	0.91	8600	F	97%	0%	1%	1%	1%	0%	C	820	F	9000	F	2001
(658)	0.27	9400	F	97%	0%	1%	1%	1%	0%	F	920	F	9800	F	2001
(658)	0.18	9400	F	97%	0%	1%	1%	1%	0%	F	900	F	9800	F	2001
(659)	1.25	20	R			From: Dead End					NA		NA		1999
(660)	0.04	330	R			From: 47-631					NA		NA		1994
(661)	0.22	290	R			From: 47-656					NA		NA		1994
(661)	0.04	460	R			From: Cul-de-Sac					NA		NA		1994
(661)	0.09	480	R			From: 47-669					NA		NA		10/05/2001
(661)	0.10	710	R			From: 47-641					NA		NA		10/05/2001
(662)	0.09	60	R			From: 47-662 SOUTH					NA		NA		10/05/2001
(662)	0.12	810	R			From: 47-662 NORTH					NA		NA		10/05/2001
(663)	0.08	170	R			From: SR 143					NA		NA		1994
(665)	0.15	60	R			From: 47-656					NA		NA		1994
(666)	0.04	50	R			From: 47-655					NA		NA		1994
(665)	0.15	60	R			From: Dead End					NA		NA		1999
(666)	0.04	50	R			From: 47-631					NA		NA		1999
(666)	0.04	50	R			From: Cul-de-Sac					NA		NA		10/10/2001
(666)	0.04	50	R			From: 47-697					NA		NA		10/10/2001

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(666)	0.09	150	R			From: 47-697					NA		NA		10/10/2001
(666)	0.07	190	R			To: 47-722					NA		NA		10/10/2001
(666)	0.18	330	R			From: 47-720					NA		NA		10/10/2001
(666)	0.23	530	R			To: 0.18 ME 47-720					NA		NA		10/10/2001
						From: SR 5									
(667)	0.30	540	R			To: Dead End					NA		NA		10/05/2001
						From: 47-656									
(668)	0.21	160	R			To: 47-669					NA		NA		10/05/2001
						From: 99-641; 99-668 York County Line									
(669) Gilbert Adams Rd	0.10	840	R			To: SR 143 Merrimac Trail					NA		NA		10/05/2001
						From: 47-661 Jackson Dr					NA		NA		10/05/2001
(669) Gilbert Adams Rd	0.09	670	R			To: 47-641 Tyler Dr					NA		NA		10/05/2001
						From: 47-668 Madison Rd					NA		NA		10/05/2001
(669) Gilbert Adams Rd	0.02	560	R			To: 47-650 SOUTH					NA		NA		10/05/2001
						From: 47-650 NORTH					NA		NA		10/05/2001
(669)	0.11	480	R			To: 99-641 York County Line					NA		NA		10/05/2001
						From: SR 31; 47-682					NA		NA		10/11/2001
(670)	0.10	100	R			To: 47-671 WEST					NA		NA		10/11/2001
						From: 47-671 EAST					NA		NA		10/11/2001
(671)	0.11	140	R			To: 47-682					NA		NA		10/11/2001
						From: 47-670 WEST					NA		NA		10/11/2001
(671)	0.15	120	R			To: 47-670 EAST					NA		NA		10/11/2001
						From: 47-618					NA		NA		10/11/2001
(672)	0.06	860	R			To: 47-615					NA		NA		10/10/2001
						From: 47-763					NA		NA		10/10/2001
(672)	0.24	1300	R			To: 47-740					NA		NA		10/10/2001
						From: 47-741					NA		NA		10/10/2001
(672)	0.06	400	R			To: Cul-de-Sac					NA		NA		10/10/2001
						From: Dead End					NA		NA		1999
(673)	0.03	60	R			To: 47-1011					NA		NA		1999
						From: 47-1010					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
James City County																
(673)	0.55	190	R								NA	NA			1999	
				From:	47-1010											
				To:	47-715											
(674)	0.31	100	R								NA	NA			1999	
				From:	Dead End											
				To:	47-746											
(675)	0.10	90	R								NA	NA			10/24/2001	
				From:	US 60											
				To:	SOUTH LEG											
(675)	0.13	80	R								NA	NA			10/24/2001	
				From:	47-656											
				To:	N LEG 47-675											
(675)	0.10	100	R								NA	NA			10/24/2001	
				From:	47-656 NORTH											
				To:	Dead End											
(676)	0.03	110	R								NA	NA			1999	
				From:	47-684											
				To:	47-647											
(676)	0.06	610	R								NA	NA			1999	
				From:	47-690											
				To:	47-647											
(676)	0.07	680	R								NA	NA			1999	
				From:	47-684											
				To:	US 60											
(676)	0.06	1000	R								NA	NA			1999	
				From:	47-636											
				To:	SR 143											
(677)	0.07	2300	R								NA	NA			10/05/2001	
				From:	York County Line											
				To:	Cul-de-Sac											
(678)	0.36	250	R								NA	NA			10/05/2001	
				From:	47-614											
				To:	US 60											
(679)	0.16	90	R								NA	NA			1999	
				From:	47-622											
				To:	47-614											
(680)	0.47	2900	R								NA	NA			1999	
				From:	SR 31 SOUTH											
				To:	SR 31 NORTH											
(680)	0.11	60	R								NA	NA			10/10/2001	
				From:	Dead End											
				To:	SR 31											
(681)	0.35	120	R								NA	NA			10/10/2001	
(681)	Sandy Bay Rd	0.27	5500	F	97%	0%	2%	0%	1%	0%	C	530	F	5700	F	2001
				From:	47-615											
				To:	Dead End											
(682)	0.93	780	R								NA	NA			10/10/2001	
				From:	47-1457											
				To:	SR 31											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
James City County															
684	0.05	400	R			From: 47-676					NA	NA			1999
684	0.28	60	R			From: 47-685					NA	NA			1999
						To: 47-676									
685	0.17	280	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-684									
686	0.13	270	R			From: SR 143					NA	NA			10/05/2001
						To: 99-677 York County Line									
687	0.02	230	R			From: 47-722 SOUTH					NA	NA			10/10/2001
687	0.06	100	R			From: 47-722 NORTH					NA	NA			10/10/2001
687	0.09	110	R			From: 47-720					NA	NA			10/10/2001
687	0.10	110	R			From: 47-689					NA	NA			10/10/2001
687	0.18	610	R			From: 47-688					NA	NA			10/10/2001
						To: 47-653									
688	0.12	30	R			From: 47-653					NA	NA			10/10/2001
						To: 47-687									
689	0.12	60	R			From: 47-653					NA	NA			10/10/2001
						To: 47-687									
690	0.10	220	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-676									
691	0.09	20	R			From: SR 5					NA	NA			10/10/2001
						To: 47-666									
692	0.40	310	R			From: 47-648					NA	NA			1994
						To: 47-654									
693	0.15	180	R			From: 47-606					NA	NA			1999
						To: 47-642									
694	0.18	30	R			From: 47-695					NA	NA			10/11/2001
						To: 47-627									
694	0.08	90	R			From: 47-695					NA	NA			10/11/2001
694	0.05	270	R			From: 47-695					NA	NA			10/11/2001
						To: SR 31									
695	0.27	120	R			From: 47-694					NA	NA			10/11/2001
						To: 47-694									
696	2.10	80	R			From: 47-606					NA	NA			1999
						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						
James City County															
(697)	0.08	100	R			From: 47-666					NA		NA		10/11/2001
						To: Cul-de-Sac									
(698)	0.04	40	R			From: Dead End					NA		NA		10/11/2001
						To: 47-617									
(699)	0.50	80	R			From: Dead End					NA		NA		1999
						To: US 60									
(700) Brookwood Dr	0.13	1400	F			From: Dead End					130	F	1400	F	2001
						To: 47-617									
(700) Brookwood Drive	0.08	8400	F			From: 47-617					900	F	8800	F	2001
						To: SR 199									
(701)	0.05	80	R			From: 47-703					NA		NA		10/10/2001
						To: Cul-de-Sac									
(702)	0.02	40	R			From: Dead End					NA		NA		10/10/2001
						To: 47-703									
(702)	0.15	200	R			From: 47-703					NA		NA		10/10/2001
						To: 47-617									
(703)	0.06	130	R			From: 47-702					NA		NA		10/10/2001
						To: 47-704									
(703)	0.10	950	R			From: 47-704					NA		NA		10/11/2001
						To: 47-701									
(703)	0.05	1000	R			From: 47-701					NA		NA		10/11/2001
						To: 47-700									
(704)	0.07	100	R			From: Dead End					NA		NA		10/11/2001
						To: 47-710									
(704)	0.27	360	R			From: 47-710					NA		NA		10/11/2001
						To: 47-703									
(705)	0.29	210	R			From: New Kent County Line					NA		NA		1999
						To: 47-601									
(706)	0.15	140	R			From: 47-706					NA		NA		10/11/2001
						To: 47-719 SOUTH									
(706)	0.21	80	R			From: 47-719 SOUTH					NA		NA		10/11/2001
						To: 47-719 NORTH									
(706)	0.08	230	R			From: 47-719 NORTH					NA		NA		10/11/2001
						To: 47-706 NORTH									
(706)	0.15	190	R			From: 47-706 NORTH					NA		NA		10/11/2001
						To: 47-707									
(706)	0.09	680	R			From: 47-707					NA		NA		10/11/2001
						To: SR 31									
(707)	0.11	120	R			From: Dead End					NA		NA		10/24/2001
						To: 47-706									
(708)	0.13	270	R			From: Cul-de-Sac					NA		NA		10/24/2001
						To: 99-677 York County Line									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
709	0.22	200	R								NA		NA		10/24/2001
710	0.17	130	R								NA		NA		10/24/2001
710	0.06	30	R								NA		NA		10/24/2001
712	0.10	370	R								NA		NA		10/05/2001
712	0.10	210	R								NA		NA		10/05/2001
712	0.23	150	R								NA		NA		10/05/2001
713	0.06	150	R								NA		NA		10/05/2001
713	0.09	60	R								NA		NA		10/05/2001
714	0.06	60	R								NA		NA		10/05/2001
715	0.28	90	R								NA		NA		1999
715	0.65	460	R								NA		NA		1999
715	0.33	1300	R								NA		NA		1999
715	0.95	1600	R								NA		NA		1999
716	0.14	200	R								NA		NA		1999
716	0.07	60	R								NA		NA		1999
716	0.06	100	R								NA		NA		1999
716	0.30	260	R								NA		NA		1999
716	0.27	230	R								NA		NA		1999
717	0.20	130	R								NA		NA		10/10/2001
717	0.12	240	R								NA		NA		10/10/2001
717	0.04	60	R								NA		NA		10/10/2001
718	0.09	130	R								NA		NA		10/10/2001

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(719)	0.06	90	R			From: 47-706					NA	NA			10/10/2001
						To: 47-706									
(720)	0.19	60	R			From: 47-666					NA	NA			10/10/2001
						To: 47-687									
(721)	0.28	140	R			From: 47-614					NA	NA			1999
						To: Cul-de-Sac									
(722)	0.17	670	R			From: 47-666					NA	NA			10/10/2001
						To: 47-687 EAST									
						From: 47-687 WEST									
(722)	0.07	170	R			To: 47-652					NA	NA			10/05/2001
(723)	0.30	210	R			From: Dead End					NA	NA			1999
						To: US 60									
(724)	0.13	60	R			From: 47-709					NA	NA			10/05/2001
						To: 47-725									
(724)	0.07	180	R			From: 47-725					NA	NA			10/05/2001
						To: 47-617									
(725)	0.14	60	R			From: 47-1330					NA	NA			10/05/2001
						To: 47-724									
(726)	0.03	80	R			From: 47-1401					NA	NA			10/05/2001
						To: 47-734									
(726)	0.33	130	R			From: 47-734					NA	NA			10/05/2001
						To: 47-727									
(727)	0.01	110	R			From: Dead End					NA	NA			10/11/2001
						To: 47-732									
(727)	0.05	300	R			From: 47-732					NA	NA			10/11/2001
						To: 47-718									
(727)	0.14	380	R			From: 47-718					NA	NA			10/11/2001
						To: 47-717									
(727)	0.02	610	R			From: 47-717					NA	NA			10/11/2001
						To: 0.03 ME 47-717									
(727)	0.16	400	R			From: 0.03 ME 47-717					NA	NA			10/11/2001
						To: 47-734									
(727)	0.08	560	R			From: 47-734					NA	NA			10/11/2001
						To: SR 31									
(728)	0.09	270	R			From: 47-729 SOUTH					NA	NA			10/11/2001
						To: 47-729 NORTH									
(728)	0.07	290	R			From: 47-729 NORTH					NA	NA			10/11/2001
						To: SR 31									
(729)	0.20	90	R			From: 47-728 SOUTH					NA	NA			10/11/2001
						To: 47-728 NORTH									
(730)	0.28	270	R			From: 47-613					NA	NA			1999
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(731)	0.14	140	R			From: 47-732					NA		NA		10/11/2001
						To: 47-717									
(732)	0.05	40	R			From: Dead End					NA		NA		10/11/2001
						To: 47-717									
(732)	0.10	80	R			From: 47-717					NA		NA		10/11/2001
						To: 0.10 MN 47-717									
(732)	0.14	150	R			From: 47-727					NA		NA		10/11/2001
						To: Dead End									
(733)	0.15	80	R			From: 47-629					NA		NA		10/11/2001
						To: 47-726									
(734)	0.27	110	R			From: 47-727					NA		NA		10/11/2001
						To: 47-606 WEST									
(735)	0.50	220	R			From: 47-606 E; 47-749					NA		NA		1999
						To: 47-603									
(736)	0.21	180	R			From: Dead End					NA		NA		1999
						To: 47-716									
(737)	0.95	190	R			From: 47-1014					NA		NA		1999
						To: 47-606; 47-735									
(739)	0.08	46	R			From: Cul-de-Sac					NA		NA		1999
						To: 47-672									
(740)	0.03	170	R			From: 47-762					NA		NA		10/10/2001
						To: 47-741									
(740)	0.12	200	R			From: 47-741					NA		NA		10/10/2001
						To: 47-672									
(741)	0.09	120	R			From: 47-740					NA		NA		10/10/2001
						To: 47-613									
(742) Old News Rd	0.74	870	F			From: 47-615; 47-1380 Ironbound Rd					100	F	870	F	2001
						To: Cul-de-Sac									
(743)	0.07	70	R			From: 99-603 York County Line					NA		NA		10/10/2001
						To: SR 30 WEST; FR-827									
(746)	1.50	850	R			From: SR 30 MID					NA		NA		1999
						To: SR 30 EAST									
(746)	1.30	850	R			From: SR 30 EAST					NA		NA		1999
						To: Cul-de-Sac									
(747)	0.34	1400	R			From: WCL Williamsburg					NA		NA		10/10/2001
						To: Dead End									
(748)	0.15	60	R			From: 99-642 York County Line					NA		NA		10/05/2001
						To: Cul-de-Sac									
(749)	0.26	40	R			From: 47-606; 47-735					NA		NA		1999
						To: 47-606; 47-735									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(750)	0.25	250	R			From: Dead End					NA		NA		10/05/2001
						To: 99-641 York County Line									
(751)	0.40	470	R			From: 47-746					NA		NA		1999
(751)	0.13	130	R			From: 47-1625					NA		NA		1999
						To: Dead End									
(753)	0.13	290	R			From: SR 143					NA		NA		10/05/2001
						To: 99-677 York County Line									
(754)	0.38	700	R			From: US 60					NA		NA		1999
						To: Dead End									
(755)	0.64	1100	R			From: FR-137					NA		NA		1999
						To: SR 30									
(756)	0.42	240	R			From: 47-746					NA		NA		1999
						To: 47-1624									
(757)	0.14	130	R			From: Dead End					NA		NA		10/05/2001
						To: 47-641									
(758)	0.48	300	R			From: Dead End					NA		NA		1999
						To: 47-607									
(759)	0.55	540	R			From: US 60					NA		NA		1999
						To: Dead End									
(760)	0.21	500	R			From: Dead End					NA		NA		1999
(760)	0.07	890	R			From: 47-1640					NA		NA		1999
						To: 47-607									
(761)	0.22	2000	R			From: US 60					NA		NA		1999
(761)	0.04	10	R			From: 47-630					NA		NA		10/05/2001
						To: Dead End									
(762)	0.14	470	R			From: 47-615					NA		NA		10/10/2001
						To: 47-740									
(763)	0.23	140	R			From: 47-615					NA		NA		10/24/2001
						To: 47-672									
(764)	0.31	80	R			From: 47-611					NA		NA		1999
						To: Cul-de-Sac									
(765)	0.04	48	R			From: 47-639					NA		NA		1999
						To: Cul-de-Sac									
(766)	1.03	49	R			From: Dead End					NA		NA		1999
						To: 47-610									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(767)	0.32	200	R			From: Dead End					NA		NA		1999
						To: 47-631									
(768)	0.05	90	R			From: Cul-de-Sac					NA		NA		1999
						To: 47-769									
(768)	0.19	150	R			From: 47-769					NA		NA		1999
						To: 47-646									
(769)	0.21	NA				From: Cul-de-Sac					NA		NA		
						To: 47-768									
(769)	0.11	60	R			From: 47-768					NA		NA		1999
						To: Cul-de-Sac									
(770)	0.06	110	R			From: 47-746					NA		NA		1999
						To: 47-772									
(771)	0.06	50	R			From: 47-746					NA		NA		1999
						To: 47-772									
(772)	0.10	60	R			From: 47-771					NA		NA		1999
						To: 47-770									
(772)	0.10	47	R			From: 47-770					NA		NA		1999
						To: Cul-de-Sac									
(773)	0.04	NA				From: 47-769					NA		NA		
						To: Cul-de-Sac									
(775)	0.13	70	R			From: Cul-de-Sac					NA		NA		1999
						To: 47-631									
(776)	1.35	1400	R			From: 47-614					NA		NA		10/24/2001
						To: SR 5									
(777)	0.14	40	R			From: Dead End					NA		NA		10/24/2001
						To: 47-766									
(780)	0.12	100	R			From: Cul-de-Sac					NA		NA		1994
						To: 47-616									
(785)	0.36	30	R			From: Dead End					NA		NA		1999
						To: 47-646									
(786)	0.07	50	R			From: Cul-de-Sac					NA		NA		10/24/2001
						To: 47-710									
(787)	0.07	60	R			From: 47-704					NA		NA		10/24/2001
						To: Cul-de-Sac									
(790)	0.03	30	R			From: 47-671					NA		NA		10/11/2001
						To: Cul-de-Sac									
(795)	0.32	40	R			From: 47-715					NA		NA		1999
						To: 47-716									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
1001	0.11	110	R			From: 47-1018					NA	NA			1999
1001	0.20	250	R			To: 47-1017					NA	NA			1999
1001	0.20	300	R			From: 47-1015					NA	NA			1999
1001	0.14	440	R			To: 47-1005					NA	NA			1999
1001	0.07	600	R			From: 47-1004					NA	NA			1999
1001	0.65	640	R			To: 0.07 MN 47-1004					NA	NA			1999
1001	0.15	1100	R			From: US 60					NA	NA			1999
						To: Dead End									
1002	0.31	360	R			From: Dead End					NA	NA			1999
1002	0.06	380	R			To: 47-1003					NA	NA			1999
1002	0.10	520	R			From: US 60					NA	NA			1999
						To: Dead End									
1003	0.07	170	R			From: 47-1001					NA	NA			1999
						To: 47-1002									
1004	0.25	210	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1001									
1005	0.19	130	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1001									
1007	0.11	40	R			From: 47-716					NA	NA			1999
						To: Cul-de-Sac									
1008	0.13	60	R			From: Dead End					NA	NA			1999
						To: 47-716									
1009	0.44	150	R			From: 47-715					NA	NA			1999
						To: Dead End									
1010	0.14	30	R			From: 47-673					NA	NA			1999
						To: 47-1012									
1011	0.17	47	R			From: 47-673					NA	NA			1999
						To: 47-1012									
1012	0.09	10	R			From: 47-673					NA	NA			1999
						To: Dead End; Gap Terminus									
1012	0.07	70	R			From: 47-1011					NA	NA			1999
						To: 47-1010									
1012	0.09	60	R			From: 47-1013 Gap Terminus					NA	NA			1999
						To: Cedar Drive									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
1013	0.40	90	R	From: 47-715							NA	NA			1999
				To: River Road											
1014	0.30	300	R	From: 47-716							NA	NA			1999
1014	0.09	450	R	From: 47-737							NA	NA			1999
1014	0.27	320	R	From: 47-1016							NA	NA			1999
				To: 47-715											
1015	0.15	140	R	From: Cul-de-Sac							NA	NA			1999
				To: 47-1001											
1016	0.20	70	R	From: 47-1014							NA	NA			1999
				To: Cul-de-Sac											
1017	0.51	260	R	From: Cul-de-Sac							NA	NA			1999
				To: 47-1001											
1018	0.07	80	R	From: Cul-de-Sac							NA	NA			1999
				To: 47-1001											
1018	0.19	130	R	From: Cul-de-Sac							NA	NA			1999
				To: Cul-de-Sac											
1020	0.07	60	R	From: Cul-de-Sac							NA	NA			1999
				To: 47-1022 SOUTH											
1020	0.05	130	R	From: 47-1022 SOUTH							NA	NA			1999
				To: 47-1023											
1020	0.14	NA		From: 47-1023							NA	NA			
				To: 47-1021											
1020	0.08	160	R	From: 47-1021							NA	NA			1999
				To: 47-1022 NORTH											
1020	0.29	420	R	From: 47-1022 NORTH							NA	NA			1999
				To: US 60											
1021	0.05	90	R	From: 47-1020							NA	NA			1999
				To: 47-1022											
1022	0.05	40	R	From: Cul-de-Sac							NA	NA			1999
				To: 47-1020 SOUTH											
1022	0.15	70	R	From: 47-1020 SOUTH							NA	NA			1999
				To: 47-1021											
1022	0.12	30	R	From: 47-1021							NA	NA			10/02/2001
				To: 47-1020 NORTH											
1023	0.05	45	R	From: Cul-de-Sac							NA	NA			10/02/2001
				To: 47-1020											
1024	0.06	80	R	From: 47-1020							NA	NA			10/02/2001
				To: Cul-de-Sac											
1025	0.36	NA		From: 47-00603(B)/							NA	NA			
				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						
James City County															
(1027)	0.03	740	R			From: 47-631					NA		NA		10/02/2001
(1027)	0.06	90	R			To: 47-1028					NA		NA		10/02/2001
						From: Cul-de-Sac									
(1028)	0.05	110	R			To: Cul-de-Sac					NA		NA		10/02/2001
(1028)	0.09	360	R			From: 47-1029					NA		NA		10/02/2001
(1028)	0.04	90	R			To: 47-1027					NA		NA		10/02/2001
						From: Cul-de-Sac									
(1029)	0.10	180	R			To: 47-1028					NA		NA		10/02/2001
						From: Cul-de-Sac									
(1030)	0.76	480	R			To: 47-1031					NA		NA		10/02/2001
						From: US 60									
(1031)	0.11	90	R			To: Dead End					NA		NA		10/02/2001
(1031)	0.07	100	R			From: 47-1030					NA		NA		10/02/2001
						To: Dead End									
(1032)	0.10	NA				From: 47-00715(B)/					NA		NA		
						To: Dead End/									
(1037)	0.16	490	R			From: 47-649					NA		NA		10/02/2001
(1037)	0.07	330	R			To: 47-1038 WEST					NA		NA		10/02/2001
(1037)	0.13	30	R			From: 47-1038 EAST					NA		NA		10/02/2001
						To: Cul-de-Sac									
(1038)	0.28	110	R			From: 47-1037 WEST					NA		NA		10/02/2001
(1038)	0.11	180	R			To: 47-1039 SOUTH					NA		NA		10/02/2001
(1038)	0.03	350	R			From: 47-1039 NORTH					NA		NA		10/02/2001
						To: 47-1037 EAST									
(1039)	0.26	90	R			From: 47-1038 SOUTH					NA		NA		10/02/2001
						To: 47-1038 NORTH									
(1040)	0.10	360	R			From: 47-1041					NA		NA		10/02/2001
						To: 47-622									
(1041)	0.11	160	R			From: Dead End					NA		NA		10/02/2001
(1041)	0.06	170	R			To: 47-1040					NA		NA		10/02/2001
						From: Cul-de-Sac									
(1100)	0.05	130	R			To: Cul-de-Sac					NA		NA		10/02/2001
						From: 47-1101									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1101)	0.10	260	R			From: 47-1112					NA		NA		10/02/2001
(1101)	0.06	590	R			To: 47-1102					NA		NA		10/02/2001
(1101)	0.15	970	R			From: 47-1110					NA		NA		10/02/2001
(1101)	0.11	1200	R			To: 47-1109					NA		NA		10/02/2001
(1101)	0.50	1400	R			From: 47-1103					NA		NA		10/02/2001
						To: SR 5									
(1102)	0.25	160	R			From: Dead End					NA		NA		10/02/2001
(1102)	0.05	260	R			To: 47-1117					NA		NA		10/02/2001
(1102)	0.26	270	R			From: 47-1101					NA		NA		10/02/2001
(1102)	0.04	250	R			To: 47-1111					NA		NA		10/02/2001
(1102)	0.19	230	R			From: 47-1105 WEST					NA		NA		10/02/2001
(1102)	0.11	260	R			To: 47-1105 EAST					NA		NA		10/02/2001
(1102)	0.28	370	R			From: 47-1106					NA		NA		10/02/2001
(1102)	0.08	540	R			To: 47-1113					NA		NA		10/03/2001
(1102)	0.20	610	R			From: 47-1104 SOUTH					NA		NA		10/03/2001
(1102)	0.18	780	R			To: 47-1114					NA		NA		10/03/2001
(1102)	0.11	1000	R			From: 47-1104 NORTH					NA		NA		10/03/2001
(1102)	0.18	1500	R			To: 47-1103					NA		NA		10/03/2001
						To: 47-614									
(1103)	0.11	420	R			From: 47-1101					NA		NA		10/03/2001
(1103)	0.09	420	R			To: 47-1108					NA		NA		10/03/2001
(1103)	0.48	470	R			From: 47-1107					NA		NA		10/03/2001
						To: 47-1102									
(1104)	0.14	70	R			From: 47-1102					NA		NA		1999
(1104)	0.18	190	R			To: 47-1115					NA		NA		1999
(1104)	0.12	260	R			From: 47-1116					NA		NA		1999
(1104)	0.11	320	R			To: 47-1114					NA		NA		1999
						To: 47-1102									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1105)	0.26	70	R			From: 47-1102					NA	NA			1999
						To: 47-1102									
(1106)	0.07	60	R			From: 47-1102					NA	NA			1999
						To: Cul-de-Sac									
(1107)	0.16	110	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1103									
(1108)	0.06	45	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1103									
(1109)	0.06	50	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1101									
(1110)	0.07	70	R			From: 47-1101					NA	NA			1999
						To: Cul-de-Sac									
(1111)	0.03	20	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1102									
(1112)	0.13	100	R			From: Dead End					NA	NA			1999
						To: 47-1101									
(1113)	0.13	200	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1102									
(1114)	0.09	70	R			From: 47-1102					NA	NA			1999
						To: 47-1115									
(1114)	0.11	110	R			From: 47-1115					NA	NA			1999
						To: 47-1104									
(1115)	0.10	50	R			From: 47-1104					NA	NA			1999
						To: 47-1114									
(1116)	0.09	70	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1104									
(1117)	0.10	90	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1102									
(1118)	0.07	70	R			From: Cul-de-Sac					NA	NA			10/04/2001
						To: 47-1121									
(1119)	0.12	320	R			From: Cul-de-Sac					NA	NA			10/04/2001
						To: 47-1121									
(1120)	0.16	380	R			From: 47-614					NA	NA			10/04/2001
						To: 47-1121									
(1120)	0.05	60	R			From: 47-1121					NA	NA			10/04/2001
						To: Cul-de-Sac									
(1121)	0.43	60	R			From: Cul-de-Sac					NA	NA			10/04/2001
						To: 47-1120									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1121)	0.07	250	R			From: 47-1120					NA	NA			10/04/2001
						To: Cul-de-Sac									
(1122)	0.08	100	R			From: Cul-de-Sac					NA	NA			10/04/2001
						To: 47-1121									
(1123)	0.10	120	R			From: Cul-de-Sac					NA	NA			10/04/2001
						To: 47-1121									
(1124)	0.16	80	R			From: 47-614					NA	NA			1999
						To: Cul-de-Sac									
(1125)	0.33	110	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-613									
(1126)	0.18	250	R			From: 47-614; 47-1102					NA	NA			10/04/2001
						To: Cul-de-Sac									
(1127)	0.13	200	R			From: Cul-de-Sac					NA	NA			10/04/2001
						To: 47-1126									
(1128)	0.19	280	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1130									
(1129)	0.10	130	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1131									
(1130)	0.15	560	R			From: 47-1101					NA	NA			1999
						To: 47-1131									
(1130)	0.06	460	R			From: 47-1128					NA	NA			1999
						To: Cul-de-Sac									
(1130)	0.12	200	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1130									
(1131)	0.12	200	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1130									
(1132)	0.11	110	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1133									
(1132)	0.10	590	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1101									
(1133)	0.12	60	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1132									
(1135)	0.04	180	R			From: 47-1101					NA	NA			1999
						To: 47-1136 SOUTH									
(1135)	0.38	200	R			From: 47-1136 NORTH					NA	NA			1999
						To: 47-1136 NORTH									
(1135)	0.15	640	R			From: SR 5					NA	NA			1999
						To: 47-1135 SOUTH									
(1136)	0.24	200	R			From: 47-1135 SOUTH					NA	NA			1999
						To: 47-1137									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1136)	0.08	120	R			From: 47-1137					NA	NA			1999
						To: 47-1135 NORTH									
(1137)	0.10	140	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1136									
(1138)	0.13	150	R			From: 47-1139					NA	NA			10/03/2001
						To: 47-1135									
(1139)	0.11	130	R			From: Cul-de-Sac					NA	NA			10/03/2001
						To: Cul-de-Sac									
(1140)	0.05	60	R			From: Cul-de-Sac					NA	NA			10/03/2001
						To: 47-1135									
(1141)	0.05	48	R			From: 47-1135					NA	NA			10/03/2001
						To: Cul-de-Sac									
(1150)	0.61	700	R			From: 47-1151					NA	NA			1999
						To: 47-614									
(1151)	0.20	180	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1150									
(1151)	0.09	120	R			From: Cul-de-Sac					NA	NA			1999
						To: Cul-de-Sac									
(1153)	0.53	300	R			From: Cul-de-Sac					NA	NA			10/04/2001
						To: 47-614									
(1160)	0.25	220	R			From: SR 30					NA	NA			1999
						To: 47-1161									
(1161)	0.16	120	R			From: 47-1162					NA	NA			1999
						To: 47-1160									
(1161)	0.22	100	R			From: 47-1160					NA	NA			1999
						To: 47-1163									
(1162)	0.05	90	R			From: Dead End; .05 MW					NA	NA			1999
						To: 47-1161									
(1162)	0.05	70	R			From: 47-1161					NA	NA			1999
						To: Cul-de-Sac; .05 ME									
(1163)	0.18	100	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-601									
(1170)	1.67	NA				From: 47-00614(B)/					NA	NA			
						To: Cul-de-Sac/									
(1171)	0.56	NA				From: 47-00614(B)/					NA	NA			
						To: Cul-de-Sac/									
(1172)	0.04	NA				From: Cul-de-Sac/					NA	NA			
						To: 47-01171(B)/									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1173)	0.14	NA									NA		NA		
						From: Cul-de-Sac/									
						To: 47-01170(B)/									
(1174)	0.07	NA									NA		NA		
						From: Cul-de-Sac/									
						To: 47-01173(B)/									
(1175)	0.21	NA									NA		NA		
						From: Cul-de-Sac/									
						To: Cul-de-Sac/									
(1176)	0.05	NA									NA		NA		
						From: Cul-de-Sac/									
						To: 47-01175(B)/									
(1177)	0.05	NA									NA		NA		
						From: Cul-de-Sac/									
						To: 47-01170(B)/									
(1178)	0.04	NA									NA		NA		
						From: Cul-de-Sac/									
						To: 47-01170(B)/									
(1179)	0.03	NA									NA		NA		
						From: Cul-de-Sac/									
						To: 47-01170(B)/									
(1180)	0.04	NA									NA		NA		
						From: Cul-de-Sac/									
(1201)	0.13	80	R								NA		NA		10/04/2001
						From: Dead End									
						To: 47-1215									
(1201)	0.08	200	R								NA		NA		10/04/2001
						From: 47-1215									
						To: 47-1214									
(1201)	0.20	460	R								NA		NA		10/04/2001
						From: 47-1214									
						To: 47-1211									
(1201)	0.04	1300	R								NA		NA		10/04/2001
						From: 47-1211									
						To: 47-1206									
(1201)	0.03	1700	R								NA		NA		10/04/2001
						From: 47-1206									
						To: 47-1205									
(1201)	0.06	1400	R								NA		NA		10/04/2001
						From: 47-1205									
						To: 47-1204									
(1201)	0.07	1800	R								NA		NA		10/04/2001
						From: 47-1204									
						To: 47-1203									
(1201)	0.03	1800	R								NA		NA		10/04/2001
						From: 47-1203									
						To: 47-1202									
(1201)	0.02	2300	R								NA		NA		10/04/2001
						From: 47-1202									
						To: SR 132; SR 199									
(1202)	0.02	40	R								NA		NA		10/04/2001
						From: Cul-de-Sac									
						To: 47-1201									
(1203)	0.02	30	R								NA		NA		10/04/2001
						From: 47-1201									
						To: Cul-de-Sac									
(1204)	0.06	100	R								NA		NA		10/04/2001
						From: Dead End									
						To: 47-1201									
(1204)	0.09	40	R								NA		NA		10/04/2001
						From: 47-1201									
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1205)	0.09	90	R								NA	NA			10/04/2001
(1206)	0.14	130	R								NA	NA			10/04/2001
(1206)	0.08	210	R								NA	NA			10/04/2001
(1206)	0.07	300	R								NA	NA			10/04/2001
(1206)	0.07	380	R								NA	NA			10/04/2001
(1206)	0.09	500	R								NA	NA			10/04/2001
(1207)	0.09	100	R								NA	NA			10/04/2001
(1208)	0.04	90	R								NA	NA			10/04/2001
(1209)	0.06	60	R								NA	NA			10/04/2001
(1210)	0.06	47	R								NA	NA			10/04/2001
(1211)	0.14	120	R								NA	NA			10/04/2001
(1211)	0.12	600	R								NA	NA			10/04/2001
(1211)	0.13	880	R								NA	NA			10/04/2001
(1212)	0.05	60	R								NA	NA			10/04/2001
(1213)	0.10	570	R								NA	NA			10/04/2001
(1213)	0.12	130	R								NA	NA			10/04/2001
(1214)	0.18	100	R								NA	NA			10/04/2001
(1215)	0.04	40	R								NA	NA			10/04/2001
(1216)	0.22	180	R								NA	NA			10/04/2001
(1216)	0.07	630	R								NA	NA			10/04/2001
(1216)	0.10	700	R								NA	NA			10/04/2001

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
1217	0.06	60	R								NA	NA			10/05/2001
1218	0.20	160	R								NA	NA			10/05/2001
1218	0.03	220	R								NA	NA			10/05/2001
1218	0.27	210	R								NA	NA			10/05/2001
1219	0.06	50	R								NA	NA			10/05/2001
1301	0.30	690	R								NA	NA			10/25/2001
1301	0.19	60	R								NA	NA			10/25/2001
1302	0.54	320	R								NA	NA			10/25/2001
1302	0.09	160	R								NA	NA			10/25/2001
1303	0.50	80	R								NA	NA			10/25/2001
1304	0.31	NA									NA	NA			
1305	0.45	390	R								NA	NA			10/05/2001
1306	0.15	250	R								NA	NA			1999
1306	0.06	380	R								NA	NA			1999
1306	0.03	1200	R								NA	NA			1999
1307	0.06	90	R								NA	NA			1999
1308	0.06	90	R								NA	NA			1999
1308	0.07	190	R								NA	NA			1999
1309	0.05	80	R								NA	NA			1999
1309	0.05	80	R								NA	NA			1999
1310	0.07	570	R								NA	NA			1999

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1310)	0.18	1600	R								NA	NA			1999
(1310)	0.20	1100	R								NA	NA			1999
(1311)	0.04	800	R								NA	NA			1999
(1311)	0.05	390	R								NA	NA			1999
(1311)	0.06	270	R								NA	NA			1999
(1311)	0.04	200	R								NA	NA			1999
(1311)	0.05	160	R								NA	NA			1999
(1312)	0.07	50	R								NA	NA			1999
(1313)	0.05	70	R								NA	NA			1999
(1313)	0.05	70	R								NA	NA			1999
(1314)	0.07	40	R								NA	NA			1999
(1315)	0.07	70	R								NA	NA			1999
(1316)	0.25	940	R								NA	NA			10/26/2001
(1317)	0.08	80	R								NA	NA			10/26/2001
(1318)	0.04	40	R								NA	NA			10/26/2001
(1319)	0.15	160	R								NA	NA			10/26/2001
(1320)	0.05	60	R								NA	NA			10/26/2001
(1321)	0.05	47	R								NA	NA			10/26/2001
(1322)	0.16	240	R								NA	NA			1999
(1322)	0.08	300	R								NA	NA			1999
(1322)	0.05	670	R								NA	NA			1999

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1323)	0.08	320	R			From: Cul-de-Sac					NA		NA		1999
(1323)	0.07	340	R			To: 47-1324					NA		NA		1999
(1323)	0.06	90	R			From: 47-1322					NA		NA		1999
(1323)						To: Cul-de-Sac									
(1324)	0.09	180	R			From: 47-1323					NA		NA		1999
(1324)						To: Cul-de-Sac									
(1325)	0.06	80	R			From: Cul-de-Sac					NA		NA		1999
(1325)	0.08	80	R			To: 47-1322					NA		NA		1999
(1325)						From: Cul-de-Sac									
(1330)	0.06	80	R			From: 47-1331 WEST					NA		NA		1994
(1330)	0.04	300	R			To: 47-1334					NA		NA		1994
(1330)	0.08	330	R			From: 47-1333					NA		NA		1994
(1330)	0.10	360	R			To: 47-1332					NA		NA		1994
(1330)	0.08	300	R			From: 47-1331 EAST					NA		NA		1994
(1330)	0.07	350	R			To: 47-725					NA		NA		1994
(1330)						From: 47-617									
(1331)	0.07	150	R			From: Cul-de-Sac					NA		NA		1994
(1331)	0.08	160	R			To: 47-1330 WEST					NA		NA		1994
(1331)	0.12	160	R			From: 47-1333					NA		NA		1994
(1331)	0.16	180	R			To: 47-1332					NA		NA		1994
(1331)						From: 47-1330 EAST									
(1332)	0.21	230	R			From: Cul-de-Sac					NA		NA		10/23/2001
(1332)	0.10	360	R			To: 47-1339					NA		NA		10/23/2001
(1332)	0.12	100	R			From: 47-1337					NA		NA		1994
(1332)	0.12	90	R			To: 47-1330					NA		NA		10/23/2001
(1332)						From: 47-1331									
(1333)	0.09	140	R			From: 47-1330					NA		NA		1994
(1333)						To: 47-1331									
(1334)	0.06	100	R			From: Cul-de-Sac					NA		NA		1994
(1334)	0.08	240	R			To: 47-1335					NA		NA		1994
(1334)						From: 47-1330									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1335)	0.05	90	R			From: 47-1336					NA	NA			1994
						To: 47-1334									
(1336)	0.06	90	R			From: Cul-de-Sac; .06 MW					NA	NA			1994
(1336)	0.07	30	R			From: 47-1335					NA	NA			1994
						To: Cul-de-Sac; .07 ME									
(1337)	0.05	80	R			From: Cul-de-Sac					NA	NA			10/23/2001
(1337)	0.12	180	R			From: 47-1338					NA	NA			10/23/2001
(1337)	0.06	110	R			From: 47-1332					NA	NA			10/23/2001
						To: Cul-de-Sac									
(1338)	0.04	70	R			From: Cul-de-Sac					NA	NA			10/23/2001
						To: 47-1337									
(1339)	0.05	130	R			From: Cul-de-Sac					NA	NA			10/23/2001
(1339)	0.17	40	R			From: 47-1332					NA	NA			10/23/2001
						To: Cul-de-Sac									
(1341)	0.21	670	R			From: 47-617					NA	NA			10/23/2001
						To: 47-1342									
(1342)	1.43	650	R			From: Cul-de-Sac					NA	NA			10/23/2001
						To: Cul-de-Sac									
(1343)	0.18	70	R			From: Cul-de-Sac					NA	NA			10/23/2001
						To: 47-1342									
(1344)	0.18	120	R			From: Cul-de-Sac					NA	NA			10/23/2001
						To: 47-1345; 47-1342									
(1345)	0.11	160	R			From: 47-1344; 47-1342					NA	NA			10/23/2001
						To: Dead End									
(1346)	0.14	60	R			From: Cul-de-Sac					NA	NA			10/23/2001
						To: 47-1345									
(1347)	0.11	80	R			From: Cul-de-Sac					NA	NA			10/23/2001
						To: 47-1342									
(1348)	0.05	20	R			From: 47-1347					NA	NA			10/23/2001
						To: Cul-de-Sac									
(1349)	0.11	100	R			From: Cul-de-Sac					NA	NA			10/23/2001
						To: 47-1342									
(1350)	0.27	960	R			From: 47-1351					NA	NA			1999
						To: SR 5									
(1351)	0.19	970	R			From: 47-1365					NA	NA			10/23/2001
						To: 47-1362 West									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1351)	0.06	1600	R			From: 47-1362 West					NA		NA		10/23/2001
(1351)	0.30	1700	R			From: 47-1363					NA		NA		10/23/2001
(1351)	0.34	900	R			From: 47-1362 East					NA		NA		1999
(1351)	0.15	920	R			From: 47-1358					NA		NA		1999
(1351)	0.21	950	R			From: 47-1355; 47-1361					NA		NA		1999
(1351)	0.09	1300	R			From: 47-1352					NA		NA		1999
(1351)	0.37	850	R			From: 47-1350					NA		NA		10/23/2001
(1352)	0.08	210	R			From: 47-1369 EAST									
(1352)	0.06	260	R			From: 47-1357					NA		NA		10/23/2001
(1352)	0.13	240	R			From: 47-1356					NA		NA		10/23/2001
(1352)	0.04	260	R			From: 47-1355					NA		NA		10/23/2001
(1352)	0.05	270	R			From: 47-1354; 47-1353					NA		NA		10/23/2001
(1352)	0.05	270	R			From: 47-1353 NORTH					NA		NA		10/23/2001
(1353)	0.23	110	R			From: 47-1351					NA		NA		10/23/2001
(1353)	0.23	110	R			From: 47-1354; 47-1352 SOUTH					NA		NA		10/23/2001
(1354)	0.09	80	R			From: Cul-de-Sac					NA		NA		1999
(1355)	0.22	110	R			From: 47-1353; 47-1352 S					NA		NA		1999
(1355)	0.22	110	R			From: 47-1352					NA		NA		1999
(1356)	0.05	30	R			From: 47-1351; 47-1361					NA		NA		1999
(1356)	0.15	170	R			From: Cul-de-Sac					NA		NA		1999
(1356)	0.15	170	R			From: 47-1357					NA		NA		1999
(1357)	0.20	45	R			From: 47-1352					NA		NA		1999
(1357)	0.08	60	R			From: 47-1356					NA		NA		1999
(1358)	0.12	150	R			From: Cul-de-Sac					NA		NA		1999
(1358)	0.12	320	R			From: 47-1360					NA		NA		1999
(1358)	0.12	320	R			From: 47-1359					NA		NA		1999
(1359)	0.11	30	R			From: 47-1351					NA		NA		1999
(1359)	0.11	30	R			From: Cul-de-Sac					NA		NA		1999
(1359)	0.11	30	R			From: 47-1358					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1360)	0.19	170	R			From: Cul-de-Sac					NA		NA		1999
(1360)	0.19	60	R			To: 47-1358					NA		NA		1999
(1361)	0.35	220	R			From: 47-1351; 47-1355					NA		NA		10/23/2001
(1362)	0.68	260	R			To: Cul-de-Sac					NA		NA		10/23/2001
(1363)	0.05	200	R			From: 47-1351 WEST					NA		NA		10/23/2001
(1364)	0.27	210	R			To: 47-1351 EAST					NA		NA		10/23/2001
(1365)	0.24	30	R			From: 47-1351					NA		NA		10/23/2001
(1366)	0.07	200	R			To: Dead End					NA		NA		10/23/2001
(1367)	0.15	240	R			From: 47-1351					NA		NA		10/23/2001
(1367)	0.11	210	R			To: Dead End					NA		NA		10/23/2001
(1368)	0.07	60	R			From: Cul-de-Sac					NA		NA		10/23/2001
(1369)	0.18	230	R			To: 47-1364					NA		NA		10/23/2001
(1370)	0.16	90	R			From: 47-1372					NA		NA		10/23/2001
(1371)	0.16	40	R			To: 47-1368					NA		NA		10/23/2001
(1372)	0.20	140	R			From: 47-1351					NA		NA		10/23/2001
(1373)	0.64	390	R			To: Cul-de-Sac					NA		NA		10/23/2001
(1374)	0.07	70	R			From: 47-1369					NA		NA		10/23/2001
(1375)	0.04	80	R			To: Cul-de-Sac					NA		NA		10/23/2001
(1376)	0.07	40	R			From: Cul-de-Sac					NA		NA		10/23/2001
(1377)	0.20	140	R			To: 47-1370					NA		NA		10/23/2001
(1378)	0.20	140	R			From: Cul-de-Sac					NA		NA		10/24/2001
(1379)	0.64	390	R			To: Cul-de-Sac					NA		NA		10/24/2001
(1380)	0.07	70	R			From: 47-1351; 47-1366					NA		NA		10/24/2001
(1381)	0.07	70	R			To: Cul-de-Sac					NA		NA		10/24/2001
(1382)	0.04	80	R			From: 47-1373					NA		NA		10/24/2001
(1383)	0.04	80	R			To: Cul-de-Sac					NA		NA		10/24/2001
(1384)	0.04	80	R			From: Cul-de-Sac					NA		NA		10/24/2001
(1385)	0.04	80	R			To: 47-1373					NA		NA		10/24/2001
(1386)	0.07	40	R			From: Cul-de-Sac					NA		NA		10/24/2001
(1387)	0.07	40	R			To: 47-1373					NA		NA		10/24/2001

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1377)	0.08	47	R			From: Cul-de-Sac					NA		NA		10/24/2001
						To: 47-1373									
(1380)	0.34	410	R			From: 47-613; 47-615					NA		NA		10/26/2001
						To: Cul-de-Sac									
(1381)	0.06	80	R			From: 47-1380					NA		NA		10/26/2001
						To: Cul-de-Sac									
(1382)	0.11	100	R			From: 47-1380					NA		NA		10/26/2001
						To: Cul-de-Sac									
(1383)	0.08	80	R			From: 47-1380					NA		NA		10/26/2001
						To: Cul-de-Sac									
(1384)	0.06	60	R			From: 47-1380; 47-1386					NA		NA		10/26/2001
						To: Cul-de-Sac									
(1385)	0.08	90	R			From: Cul-de-Sac					NA		NA		10/26/2001
						To: 47-1380									
(1386)	0.30	210	R			From: 47-1465					NA		NA		10/26/2001
						To: 47-1380; 47-1384									
(1387)	0.06	60	R			From: Cul-de-Sac					NA		NA		10/26/2001
						To: 47-1386									
(1390)	0.39	180	R			From: 47-615					NA		NA		10/26/2001
						To: Cul-de-Sac									
(1391)	0.03	47	R			From: Cul-de-Sac					NA		NA		10/23/2001
						To: 47-1390									
(1392)	0.03	50	R			From: Cul-de-Sac					NA		NA		10/23/2001
						To: 47-1390									
(1393)	0.03	40	R			From: Cul-de-Sac					NA		NA		10/23/2001
						To: 47-1390									
(1394)	0.04	20	R			From: Cul-de-Sac					NA		NA		10/23/2001
						To: 47-1390									
(1400)	0.10	220	R			From: FR-663					NA		NA		1999
						To: Cul-de-Sac									
(1401)	0.08	620	R			From: 47-1402					NA		NA		10/05/2001
						To: 47-1407									
(1401)	0.07	650	R			From: 47-726					NA		NA		10/05/2001
						To: 47-1408									
(1401)	0.09	730	R			From: 47-1408					NA		NA		10/05/2001
						To: SR 31									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1402)	0.14	120	R			From: Dead End					NA	NA			10/05/2001
(1402)	0.11	260	R			From: 47-1406					NA	NA			10/05/2001
(1402)	0.07	300	R			From: 47-1405					NA	NA			10/05/2001
(1402)	0.07	400	R			From: 47-1404					NA	NA			10/05/2001
(1402)	0.07	460	R			From: 47-1403					NA	NA			10/05/2001
(1403)	0.06	80	R			From: Cul-de-Sac					NA	NA			10/05/2001
(1404)	0.06	45	R			From: Cul-de-Sac					NA	NA			10/05/2001
(1405)	0.05	40	R			From: Cul-de-Sac					NA	NA			10/05/2001
(1406)	0.07	90	R			From: Dead End					NA	NA			10/05/2001
(1407)	0.16	100	R			From: Dead End					NA	NA			10/05/2001
(1407)	0.24	190	R			From: 47-1409					NA	NA			10/05/2001
(1408)	0.23	100	R			From: 47-1410					NA	NA			10/05/2001
(1408)	0.24	190	R			From: 47-1409					NA	NA			10/05/2001
(1409)	0.04	40	R			From: Dead End					NA	NA			10/05/2001
(1409)	0.08	40	R			From: 47-1407					NA	NA			10/05/2001
(1410)	0.11	130	R			From: Dead End					NA	NA			10/05/2001
(1410)	0.08	270	R			From: 47-1408					NA	NA			10/05/2001
(1411)	0.16	90	R			From: 47-1412					NA	NA			1994
(1412)	0.08	80	R			From: SR 31					NA	NA			1994
(1415)	0.06	1300	R			From: SR 31					NA	NA			10/05/2001
(1417)	0.08	100	R			From: Cul-de-Sac					NA	NA			1994

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1417)	0.15	220	R			From: 47-1560					NA		NA		1994
(1417)	0.07	490	R			To: 47-1419					NA		NA		1994
(1417)	0.04	420	R			From: 47-1418					NA		NA		1994
						To: SR 5; 47-1491									
(1418)	0.13	110	R			From: 47-1417					NA		NA		1994
						To: Cul-de-Sac									
(1419)	0.10	140	R			From: 47-1417					NA		NA		1994
						To: Cul-de-Sac									
(1420)	0.13	220	R			From: SR 5					NA		NA		10/24/2001
(1420)	0.05	30	R			From: 47-1421					NA		NA		10/24/2001
						To: Dead End									
(1421)	0.03	160	R			From: 47-1420					NA		NA		10/24/2001
(1421)	0.10	80	R			From: 47-1422					NA		NA		10/24/2001
						To: Dead End									
(1422)	0.19	100	R			From: 47-1421					NA		NA		10/24/2001
						To: Dead End									
(1423)	0.12	350	R			From: 47-682					NA		NA		10/24/2001
(1423)	0.08	300	R			From: 47-1424					NA		NA		10/24/2001
(1423)	0.31	160	R			From: 47-1427					NA		NA		10/24/2001
(1423)	0.14	80	R			From: 47-1428					NA		NA		10/24/2001
						To: Cul-de-Sac									
(1424)	0.04	60	R			From: Cul-de-Sac					NA		NA		10/24/2001
(1424)	0.05	60	R			From: 47-1423					NA		NA		10/24/2001
						To: Cul-de-Sac									
(1425)	0.09	740	R			From: FR-663					NA		NA		1999
						To: Cul-de-Sac									
(1426)	0.31	1500	R			From: 47-1425					NA		NA		1999
						To: Cul-de-Sac									
(1427)	0.05	48	R			From: 47-1423					NA		NA		10/24/2001
						To: Cul-de-Sac									
(1428)	0.26	100	R			From: Cul-de-Sac					NA		NA		10/24/2001
						To: 47-1423									
(1430)	0.41	280	R			From: END LOOP					NA		NA		10/26/2001
						To: BEGIN LOOP									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1430)	0.08	320	R			From: BEGIN LOOP To: 47-615					NA		NA		10/26/2001
(1431)	0.13	60	R			From: Cul-de-Sac To: 47-1433					NA		NA		10/26/2001
(1431)	0.48	150	R			From: 47-1433 To: 99-603					NA		NA		10/26/2001
(1432)	0.05	46	R			From: Cul-de-Sac To: 47-1436					NA		NA		1999
(1433)	0.21	140	R			From: 47-1431 To: 99-603					NA		NA		10/26/2001
(1434)	0.21	220	R			From: Cul-de-Sac To: 47-615					NA		NA		10/24/2001
(1435)	0.38	120	R			From: 47-615 To: Dead End					NA		NA		10/23/2001
(1436)	0.09	190	R			From: 47-1432 To: 47-1437					NA		NA		1999
(1437)	0.13	380	R			From: 47-1438 To: 47-1436					NA		NA		1999
(1437)	0.16	250	R			From: 47-1436 To: Dead End					NA		NA		1999
(1438)	0.13	750	R			From: 47-1437 To: 47-1441					NA		NA		1999
(1438)	0.02	410	R			From: 47-1441 To: 47-1443					NA		NA		1999
(1438)	0.02	890	R			From: 47-1443 To: 0.02 MN 47-1443					NA		NA		1999
(1438)	0.14	570	R			From: 0.02 MN 47-1443 To: 47-1439					NA		NA		1999
(1438)	0.06	1600	R			From: 47-1439 To: SR 5					NA		NA		1999
(1439)	0.38	180	R			From: 47-1440; 47-1441 To: 47-1438					NA		NA		1999
(1439)	0.09	190	R			From: 47-1438 To: 47-1442					NA		NA		1999
(1440)	0.14	70	R			From: 47-1439; 47-1441 To: 47-1444					NA		NA		1999
(1440)	0.11	180	R			From: 47-1444 To: 47-1438					NA		NA		1999
(1441)	0.28	190	R			From: 47-1439; 47-1440 To: 47-1438					NA		NA		1999
(1442)	0.08	180	R			From: Cul-de-Sac To: 47-1443					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1442)	0.13	110	R			From: 47-1443					NA	NA			1999
						To: 47-1439									
(1443)	0.11	120	R			From: 47-1438					NA	NA			1999
						To: 47-1442									
(1444)	0.08	60	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1440									
(1445)	0.10	500	R			From: 99-603; York County Line					NA	NA			1994
						To: 47-1446									
(1445)	0.10	240	R			From: 47-1446					NA	NA			1994
						To: 47-1448									
(1445)	0.06	190	R			From: 47-1448					NA	NA			1994
						To: 47-1449									
(1445)	0.20	NA				From: 47-1449					NA	NA			
						To: 47-1447									
(1446)	0.10	150	R			From: 47-1445					NA	NA			10/26/2001
						To: 99-603; York County Line									
(1447)	0.19	310	R			From: Cul-de-Sac					NA	NA			10/26/2001
						To: 47-1449									
(1447)	0.06	200	R			From: 47-1449					NA	NA			1994
						To: 47-1448									
(1447)	0.07	490	R			From: 47-1448					NA	NA			1994
						To: 99-603; York County Line									
(1448)	0.29	230	R			From: 47-1445					NA	NA			1994
						To: 47-1447									
(1448)	0.07	30	R			From: 47-1447					NA	NA			1994
						To: Cul-de-Sac									
(1449)	0.22	160	R			From: 47-1445					NA	NA			1994
						To: 47-1447									
(1449)	0.04	80	R			From: 47-1447					NA	NA			1994
						To: Cul-de-Sac									
(1450)	0.09	200	R			From: 47-1455					NA	NA			10/24/2001
						To: 47-1453									
(1450)	0.11	330	R			From: 47-1453					NA	NA			10/24/2001
						To: 47-1451									
(1450)	0.16	340	R			From: 47-1451					NA	NA			10/24/2001
						To: 47-682									
(1451)	0.23	110	R			From: 47-1450					NA	NA			10/24/2001
						To: 47-1452									
(1451)	0.09	310	R			From: 47-1452					NA	NA			1994
						To: 47-1460									
(1452)	0.08	140	R			From: 47-1451					NA	NA			10/24/2001
						To: 47-682									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
1453	0.21	230	R			From: 47-1450					NA	NA			10/24/2001
						To: 47-1454									
1454	0.04	30	R			From: Dead End					NA	NA			10/24/2001
						To: 47-1453									
1454	0.04	40	R			From: 47-1453					NA	NA			10/24/2001
						To: Dead End									
1455	0.10	200	R			From: 47-1450					NA	NA			10/24/2001
						To: 47-1456									
1455	0.12	120	R			From: 47-1456					NA	NA			10/24/2001
						To: Cul-de-Sac									
1456	0.09	100	R			From: Cul-de-Sac					NA	NA			10/24/2001
						To: 47-1455									
1457	0.28	310	R			From: 47-682					NA	NA			10/24/2001
						To: Cul-de-Sac									
1458	0.26	250	R			From: Cul-de-Sac					NA	NA			10/24/2001
						To: 47-1457									
1459	0.03	60	R			From: Cul-de-Sac					NA	NA			10/24/2001
						To: 47-1458									
1460	0.21	90	R			From: Cul-de-Sac					NA	NA			1994
						To: 47-1451									
1460	0.11	700	R			From: 47-1451					NA	NA			1994
						To: 47-682									
1460	0.42	480	R			From: 47-682					NA	NA			10/24/2001
						To: 47-1461									
1460	0.18	120	R			From: 47-1461					NA	NA			10/24/2001
						To: Cul-de-Sac									
1461	0.10	60	R			From: 47-1423					NA	NA			10/24/2001
						To: 47-1460									
1465	0.19	140	R			From: 47-615 NORTH					NA	NA			1994
						To: 47-1466 NORTH									
1465	0.08	60	R			From: 47-1466 NORTH					NA	NA			1994
						To: 47-1467									
1465	0.06	190	R			From: 47-1467					NA	NA			1994
						To: 47-1466 SOUTH									
1465	0.07	200	R			From: 47-1466 SOUTH					NA	NA			1994
						To: 47-1469									
1465	0.21	410	R			From: 47-1469					NA	NA			1994
						To: 47-615 SOUTH									
1466	0.23	190	R			From: 47-1465 SOUTH					NA	NA			1994
						To: 47-1468									
1466	0.24	120	R			From: 47-1468					NA	NA			1994
						To: 47-1465 NORTH									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1467)	0.10	150	R			From: 47-1465					NA	NA			1994
						To: Cul-de-Sac									
(1468)	0.11	80	R			From: 47-1466					NA	NA			1994
						To: Cul-de-Sac									
(1469)	0.17	150	R			From: 47-1465					NA	NA			1994
						To: Cul-de-Sac									
(1470)	0.14	2000	R			From: 47-1471					NA	NA			1994
						To: 47-615									
(1472)	0.04	20	R			From: Cul-de-Sac					NA	NA			10/24/2001
						To: 47-1475									
(1473)	0.05	10	R			From: 47-1475					NA	NA			10/24/2001
						To: Cul-de-Sac									
(1474)	0.04	20	R			From: Cul-de-Sac					NA	NA			10/24/2001
						To: 47-1475									
(1475)	0.06	1800	R			From: 47-652					NA	NA			1994
						To: 47-1476 EAST									
(1475)	0.08	320	R			From: 47-1477					NA	NA			10/24/2001
						To: 47-1472									
(1475)	0.11	260	R			From: 47-1472					NA	NA			10/24/2001
						To: 47-1473									
(1475)	0.07	170	R			From: 47-1473					NA	NA			10/24/2001
						To: 47-1474									
(1475)	0.07	130	R			From: 47-1474					NA	NA			10/24/2001
						To: 47-1476 WEST									
(1475)	0.19	90	R			From: 47-1476 WEST					NA	NA			10/24/2001
						To: 47-652									
(1476)	0.32	1900	R			From: 47-652					NA	NA			1994
						To: 47-1475 EAST									
(1476)	0.04	100	R			From: 47-1475 EAST					NA	NA			1994
						To: Cul-de-Sac									
(1477)	0.05	60	R			From: Cul-de-Sac					NA	NA			10/24/2001
						To: 47-1475									
(1478)	0.08	30	R			From: 47-1476					NA	NA			10/24/2001
						To: Cul-de-Sac									
(1480)	0.04	710	R			From: 47-613					NA	NA			1999
						To: 47-1481									
(1480)	0.17	260	R			From: 47-1481					NA	NA			1999
						To: 47-1485									
(1480)	0.29	150	R			From: 47-1485					NA	NA			1999
						To: 47-1487									
(1480)	0.73	420	R			From: 47-1487					NA	NA			1999
						To: 47-1470									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1481)	0.15	120	R			From: Cul-de-Sac					NA		NA		1999
(1481)	0.10	280	R			To: 47-1484					NA		NA		1999
(1481)	0.01	380	R			From: 47-1483					NA		NA		1999
(1481)	0.07	460	R			To: 47-1482					NA		NA		1999
(1481)						From: 47-1480									
(1482)	0.08	70	R			From: Cul-de-Sac					NA		NA		1999
(1482)						To: 47-1481									
(1483)	0.10	100	R			From: Cul-de-Sac					NA		NA		1999
(1483)						To: 47-1481									
(1484)	0.12	110	R			From: Cul-de-Sac					NA		NA		1999
(1484)						To: 47-1481									
(1485)	0.09	100	R			From: 47-1480					NA		NA		1999
(1485)						To: 47-1486									
(1486)	0.05	90	R			From: Cul-de-Sac					NA		NA		1999
(1486)						To: 47-1485									
(1486)	0.10	80	R			From: 47-1487					NA		NA		1999
(1486)						To: 47-1487									
(1487)	0.05	60	R			From: Cul-de-Sac					NA		NA		1999
(1487)						To: 47-1488									
(1487)	0.09	170	R			From: 47-1471					NA		NA		1999
(1487)	0.07	310	R			From: 47-1489					NA		NA		1999
(1487)	0.09	70	R			From: Cul-de-Sac					NA		NA		1999
(1487)						To: 47-1487									
(1488)	0.04	60	R			From: Cul-de-Sac					NA		NA		1999
(1488)						To: Cul-de-Sac									
(1489)	0.08	70	R			From: Cul-de-Sac					NA		NA		1999
(1489)						To: 47-1487									
(1490)	0.25	270	R			From: Cul-de-Sac					NA		NA		1994
(1490)						To: 47-1491									
(1490)	0.04	970	R			From: SR 5; 47-1417					NA		NA		1994
(1490)						To: SR 5; 47-1417									
(1491)	0.19	150	R			From: LOOP END					NA		NA		1994
(1491)						To: 47-1494									
(1491)	0.17	60	R			From: 47-1493					NA		NA		1994
(1491)	0.32	90	R			From: 47-1492					NA		NA		1994
(1491)						To: 47-1492									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1491)	0.17	250	R			From: 47-1492					NA		NA		1994
						To: 47-1490									
(1492)	0.05	20	R			From: Cul-de-Sac					NA		NA		1994
						To: 47-1491									
(1493)	0.04	60	R			From: Cul-de-Sac					NA		NA		1994
						To: 47-1491									
(1494)	0.08	110	R			From: Cul-de-Sac					NA		NA		1994
						To: 47-1491									
(1495)	0.12	160	R			From: 47-1491					NA		NA		10/24/2001
						To: Cul-de-Sac									
(1500)	0.54	410	R			From: Cul-de-Sac					NA		NA		1994
						To: 47-614									
(1501)	0.14	120	R			From: Dead End					NA		NA		1986
						To: LEXINGTON DR									
(1501)	0.39	340	R			From: 47-612					NA		NA		1986
						To: 47-612									
(1502)	0.44	160	R			From: 47-1500 SOUTH					NA		NA		10/25/2001
						To: 47-1500 NORTH									
(1505)	0.09	310	R			From: 47-614					NA		NA		1999
						To: 47-1506									
(1505)	0.27	230	R			From: Dead End					NA		NA		1999
						To: Dead End									
(1506)	0.08	240	R			From: 47-1505					NA		NA		1999
						To: Dead End									
(1507)	0.03	240	R			From: 47-614					NA		NA		1999
						To: 0.03 ME 47-614									
(1507)	0.11	920	R			From: 47-1508					NA		NA		1999
						To: 47-1508									
(1507)	0.05	710	R			From: 47-1532					NA		NA		1999
						To: 47-1532									
(1507)	0.05	320	R			From: 47-1535					NA		NA		1999
						To: 47-1535									
(1507)	0.06	160	R			From: 47-1533					NA		NA		1999
						To: 47-1533									
(1508)	0.18	100	R			From: Cul-de-Sac					NA		NA		1999
						To: 47-1507									
(1510)	0.23	190	R			From: 47-1511					NA		NA		10/24/2001
						To: 47-658									
(1511)	0.25	220	R			From: 47-658					NA		NA		10/24/2001
						To: 47-1510									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1511)	0.23	90	R			From: 47-1510					NA		NA		10/24/2001
(1511)	0.05	280	R			From: 47-1515					NA		NA		10/24/2001
(1511)						To: 47-1514									
(1512)	0.21	140	R			From: 47-1513					NA		NA		10/24/2001
(1512)						To: 47-658									
(1513)	0.05	60	R			From: Cul-de-Sac					NA		NA		10/24/2001
(1513)	0.05	250	R			From: 47-658					NA		NA		10/24/2001
(1513)	0.17	200	R			From: 47-1512					NA		NA		10/24/2001
(1513)						To: Cul-de-Sac									
(1514)	0.42	1100	R			From: Cul-de-Sac					NA		NA		10/24/2001
(1514)	0.10	1200	R			From: 47-1511					NA		NA		10/24/2001
(1514)						To: 47-658									
(1515)	0.07	100	R			From: 47-1511					NA		NA		10/24/2001
(1515)						To: Cul-de-Sac									
(1516)	0.14	100	R			From: Cul-de-Sac					NA		NA		1994
(1516)						To: 47-1521									
(1517)	0.09	680	R			From: 47-1521					NA		NA		1994
(1517)	0.14	530	R			From: 47-1518					NA		NA		1994
(1517)	0.36	1000	R			From: 47-1519					NA		NA		1994
(1517)	0.08	1200	R			From: 47-1551					NA		NA		1994
(1517)	0.08	1200	R			From: 47-1550					NA		NA		1994
(1517)	0.07	2000	R			From: 47-1553					NA		NA		1994
(1517)						To: 47-612; 47-658									
(1518)	0.09	200	R			From: Cul-de-Sac					NA		NA		1994
(1518)						To: 47-1517									
(1519)	0.11	100	R			From: Cul-de-Sac					NA		NA		1994
(1519)						To: 47-1517									
(1520)	0.13	280	R			From: 47-1524					NA		NA		10/25/2001
(1520)	0.05	200	R			From: 47-1538					NA		NA		10/25/2001
(1520)	0.20	450	R			From: 47-1522					NA		NA		10/25/2001
(1520)	0.05	810	R			From: 47-1524; 47-1527					NA		NA		10/25/2001
(1520)						To: 47-1528									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1520)	0.04	930	R			From: 47-1528					NA		NA		10/25/2001
						To: 47-612									
(1521)	0.13	870	R			From: 47-1555					NA		NA		1994
						To: 47-1517									
(1521)	0.07	230	R			From: Dead End					NA		NA		10/25/2001
						To: 47-1523									
(1521)	0.30	560	R			From: 47-1522					NA		NA		10/25/2001
						To: 47-612									
(1521)	0.23	350	R			From: 47-1520					NA		NA		10/25/2001
						To: 47-1521									
(1522)	0.12	190	R			From: Cul-de-Sac					NA		NA		10/25/2001
						To: 47-1521									
(1523)	0.05	60	R			From: Cul-de-Sac					NA		NA		10/25/2001
						To: 47-1521									
(1524)	0.10	120	R			From: MAYFAIR LA					NA		NA		10/25/2001
						To: 0.23 MN MAYFAIR LA									
(1524)	0.23	190	R			From: 47-1520					NA		NA		10/25/2001
						To: 47-1520									
(1524)	0.15	160	R			From: 47-1529					NA		NA		10/25/2001
						To: 47-1520									
(1524)	0.28	130	R			From: 47-1529					NA		NA		10/25/2001
						To: 47-1520; 47-1527									
(1524)	0.10	290	R			From: 47-1524					NA		NA		10/25/2001
						To: 47-1526									
(1525)	0.05	90	R			From: Cul-de-Sac					NA		NA		10/25/2001
						To: 47-1525									
(1525)	0.05	50	R			From: 47-1525					NA		NA		10/25/2001
						To: Cul-de-Sac									
(1526)	0.05	60	R			From: 47-1520; 47-1524					NA		NA		10/25/2001
						To: Cul-de-Sac									
(1527)	0.07	60	R			From: Cul-de-Sac					NA		NA		10/25/2001
						To: 47-1520									
(1528)	0.17	280	R			From: Cul-de-Sac					NA		NA		10/25/2001
						To: 47-1524									
(1529)	0.09	600	R			From: 47-612					NA		NA		10/25/2001
						To: 47-1531									
(1530)	0.35	1200	R			From: 47-1537					NA		NA		10/25/2001
						To: 47-1539									
(1530)	0.12	1100	R			From: 47-1537					NA		NA		10/25/2001
						To: 47-1539									
(1530)	0.26	1200	R			From: 47-1539					NA		NA		10/25/2001
						To: 47-1539									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1530)	0.16	210	R			From: 47-1539					NA	NA			1994
(1530)	0.12	600	R			From: 47-1541					NA	NA			10/25/2001
(1531)	0.15	110	R			To: 47-1542									
(1531)	0.15	110	R			From: 47-1530					NA	NA			10/25/2001
(1531)	0.15	110	R			To: Cul-de-Sac									
(1532)	0.13	140	R			From: 47-1507					NA	NA			1999
(1532)	0.06	260	R			To: 47-1534					NA	NA			1999
(1532)	0.06	260	R			From: 47-1534					NA	NA			1999
(1532)	0.06	260	R			To: 47-1533									
(1533)	0.06	40	R			From: Dead End					NA	NA			1999
(1533)	0.11	160	R			To: 47-1507					NA	NA			1999
(1533)	0.11	160	R			From: 47-1507					NA	NA			1999
(1533)	0.16	250	R			To: 47-1534					NA	NA			1999
(1533)	0.16	250	R			From: 47-1534					NA	NA			1999
(1533)	0.16	250	R			To: 47-1532									
(1533)	0.16	250	R			From: 47-1532									
(1534)	0.10	140	R			To: 47-1533					NA	NA			1999
(1534)	0.10	140	R			From: 47-1533									
(1535)	0.13	170	R			From: 47-1536					NA	NA			1999
(1535)	0.05	130	R			To: 47-1507					NA	NA			1999
(1535)	0.05	130	R			From: 47-1507					NA	NA			1999
(1535)	0.05	130	R			To: Cul-de-Sac									
(1536)	0.04	40	R			From: 47-1535					NA	NA			1999
(1536)	0.04	40	R			To: Cul-de-Sac									
(1537)	0.21	310	R			From: 47-1530					NA	NA			10/25/2001
(1537)	0.21	310	R			To: Cul-de-Sac									
(1538)	0.07	80	R			From: 47-1520					NA	NA			10/25/2001
(1538)	0.07	80	R			To: Cul-de-Sac									
(1539)	0.10	100	R			From: Dead End					NA	NA			10/25/2001
(1539)	0.06	140	R			To: 47-1530					NA	NA			10/25/2001
(1539)	0.06	140	R			From: 47-1530									
(1539)	0.10	120	R			To: 47-1540					NA	NA			10/25/2001
(1539)	0.10	120	R			From: 47-1540									
(1539)	0.10	120	R			To: Cul-de-Sac									
(1540)	0.06	100	R			From: Cul-de-Sac					NA	NA			10/25/2001
(1540)	0.06	100	R			To: 47-1539									
(1541)	0.25	40	R			From: Cul-de-Sac					NA	NA			1994
(1541)	0.25	40	R			To: 47-1530									
(1542)	0.19	380	R			From: Cul-de-Sac					NA	NA			10/25/2001
(1542)	0.19	380	R			To: 47-1530									
(1542)	0.13	NA				From: 47-1530					NA	NA			
(1542)	0.13	NA				To: 47-1546									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1543)	0.17	200	R			From: Cul-de-Sac					NA	NA			10/25/2001
						To: 47-1542									
(1544)	0.07	80	R			From: 47-1543					NA	NA			10/25/2001
						To: Cul-de-Sac									
(1545)	0.12	NA				From: Cul-de-Sac/					NA	NA			
						To: 47-01542(B)/									
(1546)	0.13	NA				From: Cul-de-Sac/					NA	NA			
						To: Cul-de-Sac/									
(1549)	0.12	660	R			From: 47-612					NA	NA			1994
						To: Dead End									
(1550)	0.20	230	R			From: Dead End					NA	NA			1994
						To: 47-1517									
(1550)	0.04	330	R			From: BEGIN LOOP					NA	NA			1994
						To: END LOOP									
(1550)	0.27	160	R			From: 47-1517					NA	NA			1994
						To: 47-1552									
(1551)	0.11	140	R			From: 47-1552					NA	NA			1994
						To: 47-1521									
(1551)	0.16	160	R			From: 47-1521					NA	NA			1994
						To: Cul-de-Sac									
(1552)	0.11	80	R			From: Cul-de-Sac					NA	NA			1994
						To: 47-1551									
(1553)	0.02	50	R			From: 47-1551					NA	NA			1994
						To: 47-1554									
(1553)	0.07	170	R			From: 47-1554					NA	NA			1994
						To: 47-1517									
(1554)	0.06	120	R			From: 47-1517					NA	NA			1994
						To: Cul-de-Sac									
(1555)	0.13	730	R			From: Cul-de-Sac					NA	NA			1994
						To: 47-1521									
(1555)						From: 47-1524									
						To: 47-1417									
(1560)	0.08	120	R			From: 47-1417					NA	NA			1994
						To: Dead End									
(1561)	0.07	NA				From: 47-00613(B)/					NA	NA			
						To: 47-01562(B)/									
(1562)	0.25	NA				From: Cul-de-Sac/					NA	NA			
						To: 47-01565(B)/									
(1563)	0.10	NA				From: Cul-de-Sac/					NA	NA			
						To: 47-01562(B)/									
(1564)	0.11	NA				From: 47-01571(L)/					NA	NA			
						To: 47-01562(B)/									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1565)	0.13	NA				From: Cul-de-Sac/					NA		NA		
						To: 47-01571(R)/									
(1566)	0.11	NA				From: Cul-de-Sac/					NA		NA		
						To: 47-01565(B)/									
(1567)	0.09	NA				From: 47-658					NA		NA		
						To: 47-1569									
(1567)	0.18	NA				From: 47-1721					NA		NA		
						To: 47-1721									
(1568)	0.03	NA				From: Cul-de-Sac					NA		NA		
						To: 47-1567									
(1569)	0.13	NA				From: Cul-de-Sac					NA		NA		
						To: 47-1567									
(1570)	0.26	250	R			From: Dead End					NA		NA	1999	
						To: 47-612									
(1571)	0.11	NA				From: 47-01564(R)/					NA		NA		
						To: 47-01565(L)/									
(1575)	0.38	360	R			From: 47-607					NA		NA	10/25/2001	
						To: Cul-de-Sac									
(1576)	0.41	180	R			From: 47-1575					NA		NA	10/25/2001	
						To: Cul-de-Sac									
(1577)	0.07	60	R			From: Cul-de-Sac					NA		NA	10/25/2001	
						To: 47-1576									
(1580)	0.03	240	R			From: 47-615					NA		NA	1994	
						To: 47-1581									
(1580)	0.12	180	R			From: Cul-de-Sac					NA		NA	1994	
						To: Cul-de-Sac									
(1581)	0.07	160	R			From: 47-1580					NA		NA	1994	
						To: 47-1582									
(1581)	0.12	150	R			From: 47-615					NA		NA	1994	
						To: 47-615									
(1582)	0.05	48	R			From: 47-1581					NA		NA	1994	
						To: Cul-de-Sac									
(1585)	0.12	80	R			From: Cul-de-Sac					NA		NA	10/25/2001	
						To: 47-1587 WEST									
(1585)	0.16	190	R			From: 47-1589					NA		NA	10/25/2001	
						To: 47-1589									
(1585)	0.06	240	R			From: 47-1587 EAST					NA		NA	10/25/2001	
						To: 47-1587 EAST									
(1585)	0.07	790	R			From: 47-1586					NA		NA	10/25/2001	
						To: 47-1586									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1585)	0.11	600	R			From: 47-1586					NA		NA		10/25/2001
						To: 47-615									
(1586)	0.06	40	R			From: 47-1585					NA		NA		10/25/2001
						To: Cul-de-Sac									
(1587)	0.58	310	R			From: 47-1585 WEST					NA		NA		10/25/2001
						To: 47-1585 EAST									
(1588)	0.15	160	R			From: Cul-de-Sac					NA		NA		10/25/2001
						To: 47-1587									
(1589)	0.13	120	R			From: 47-1585					NA		NA		10/25/2001
						To: Cul-de-Sac									
(1590)	0.41	220	R			From: 47-614					NA		NA		10/25/2001
						To: Cul-de-Sac									
(1591)	0.04	60	R			From: 47-1590					NA		NA		10/25/2001
						To: Cul-de-Sac									
(1592)	0.04	230	R			From: 47-1590					NA		NA		1999
						To: 47-1593									
(1592)	0.18	100	R			From: 47-614					NA		NA		1999
						To: Cul-de-Sac									
(1593)	0.14	120	R			From: Cul-de-Sac					NA		NA		1999
						To: 47-1592									
(1594)	0.08	90	R			From: Cul-de-Sac					NA		NA		1999
						To: 47-1595									
(1594)	0.14	200	R			From: 47-1595					NA		NA		1999
						To: 47-1592									
(1595)	0.09	20	R			From: Cul-de-Sac					NA		NA		1999
						To: 47-1594									
(1600)	0.50	100	R			From: 47-1617					NA		NA		1999
						To: Cul-de-Sac									
(1601)	0.35	890	R			From: 47-607					NA		NA		1999
						To: 47-1602									
(1601)	0.15	600	R			From: 47-1602					NA		NA		1999
						To: 47-1603									
(1601)	0.23	440	R			From: 47-1603					NA		NA		1999
						To: 0.01 ME 47-1604									
(1601)	0.11	90	R			From: 0.01 ME 47-1604					NA		NA		1999
						To: 47-1616									
(1601)	0.09	450	R			From: 47-1616					NA		NA		1999
						To: 47-1617									
(1602)	0.10	60	R			From: 47-1601					NA		NA		1999
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1603)	0.23	120	R			From: 47-1601					NA	NA			1999
						To: Cul-de-Sac									
(1604)	0.09	9	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1601									
(1605)	0.17	580	R			From: 47-609					NA	NA			1999
						To: 47-1606									
(1605)	0.13	450	R			From: 47-1606					NA	NA			1999
						To: 47-1607									
(1605)	0.12	330	R			From: 47-1607					NA	NA			1999
						To: 47-1608									
(1605)	0.19	120	R			From: 47-1608					NA	NA			1999
						To: 47-1606									
(1606)	0.64	120	R			From: 47-1605					NA	NA			1999
						To: 47-1605									
(1606)	0.03	100	R			From: 47-1605					NA	NA			1999
						To: Dead End									
(1607)	0.05	70	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1605									
(1608)	0.33	120	R			From: 47-1605					NA	NA			1999
						To: 47-1609									
(1609)	0.08	40	R			From: Dead End					NA	NA			1999
						To: 47-1608									
(1609)	0.05	48	R			From: 47-1608					NA	NA			1999
						To: Dead End									
(1610)	0.10	560	R			From: BEGIN LOOP					NA	NA			1999
						To: 47-1635									
(1610)	0.10	510	R			From: 47-1635					NA	NA			1999
						To: 47-1632									
(1610)	0.05	590	R			From: 47-1632					NA	NA			1999
						To: 47-1633									
(1610)	0.12	920	R			From: 47-1633					NA	NA			1999
						To: 47-1634									
(1610)	0.04	890	R			From: 47-1634					NA	NA			1999
						To: END LOOP									
(1610)	0.10	920	R			From: END LOOP					NA	NA			1999
						To: 47-1619									
(1610)	0.07	220	R			From: 47-1619					NA	NA			1999
						To: 47-1618									
(1610)	0.14	820	R			From: 47-1618					NA	NA			1999
						To: 47-1615									
(1610)	0.05	850	R			From: 47-1615					NA	NA			1999
						To: 47-1614									
(1610)	0.07	920	R			From: 47-1614					NA	NA			1999
						To: 47-1612									
(1610)	0.17	1300	R			From: 47-1612					NA	NA			1999
						To: 47-1611									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
1610	0.05	360	R			From: 47-1611					NA		NA		1999
1610	0.12	630	R			To: 47-1613					NA		NA		1999
						From: US 60									
1611	0.11	890	R			To: 47-1610					NA		NA		1999
						From: US 60									
1612	0.14	110	R			To: 47-1613					NA		NA		1999
						From: 47-1610									
1613	0.04	150	R			To: 47-1615					NA		NA		1999
						From: 47-1614									
1613	0.06	270	R			To: 47-1612					NA		NA		1999
						From: 47-1612									
1613	0.07	400	R			To: 47-1610					NA		NA		1999
						From: 47-1610									
1614	0.13	120	R			To: 47-1613					NA		NA		1999
						From: 47-1610									
1615	0.12	130	R			To: 47-1613					NA		NA		1999
						From: 47-1610									
1616	0.10	40	R			To: 47-1601					NA		NA		1999
						From: Cul-de-Sac									
1617	0.25	200	R			To: Dead End					NA		NA		1999
						From: 47-1601									
1617	0.20	230	R			To: 0.20 ME 47-1601					NA		NA		1999
						From: 47-1600									
1617	0.10	50	R			To: Cul-de-Sac					NA		NA		1999
						From: Cul-de-Sac									
1618	0.03	40	R			To: 47-1619					NA		NA		1999
						From: 47-1619									
1618	0.14	260	R			To: 47-1610					NA		NA		1999
						From: 47-1610									
1619	0.11	170	R			To: 47-1630					NA		NA		1999
						From: 47-1630									
1619	0.04	80	R			To: 47-1631					NA		NA		1999
						From: 47-1631									
1619	0.05	100	R			To: 47-1618					NA		NA		1999
						From: 47-1618									
1619	0.10	80	R			To: Cul-de-Sac					NA		NA		1999
						From: Cul-de-Sac									
1620	0.20	80	R			To: 47-1621					NA		NA		1999
						From: 47-1621									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
1620	0.20	70	R			From: 47-1621					NA	NA			1999
						To: FR-137									
1621	0.04	180	R			From: 47-1620					NA	NA			1999
						To: Cul-de-Sac									
1622	0.18	NA				From: 47-1617					NA	NA			
						To: Cul-de-Sac									
1623	0.13	50	R			From: 47-1617					NA	NA			1999
						To: Cul-de-Sac									
1624	0.14	70	R			From: 47-756					NA	NA			1999
						To: Dead End									
1625	0.17	80	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-751									
1625	0.12	40	R			From: Cul-de-Sac					NA	NA			1999
						To: Cul-de-Sac									
1626	0.05	190	R			From: 47-746					NA	NA			1999
						To: 47-1627									
1626	0.13	140	R			From: 47-1625					NA	NA			1999
						To: Cul-de-Sac									
1627	0.09	20	R			From: 47-1626					NA	NA			1999
						To: 47-602									
1628	0.05	100	R			From: Cul-de-Sac					NA	NA			1999
						To: Cul-de-Sac									
1629	0.11	70	R			From: Dead End; .11 MW 602					NA	NA			1999
						To: 47-602									
1629	0.05	60	R			From: Cul-de-Sac; .05 ME					NA	NA			1999
						To: Cul-de-Sac									
1630	0.03	60	R			From: 47-1619					NA	NA			1999
						To: Cul-de-Sac									
1631	0.04	40	R			From: 47-1619					NA	NA			1999
						To: Cul-de-Sac									
1632	0.03	100	R			From: 47-1610					NA	NA			1999
						To: Cul-de-Sac									
1633	0.04	40	R			From: 47-1610					NA	NA			1999
						To: Cul-de-Sac									
1634	0.05	60	R			From: 47-1610					NA	NA			1999
						To: Cul-de-Sac									
1635	0.05	60	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1610									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1636)	0.57	170	R			From: 47-1637 LOOP BEGIN					NA		NA		1999
						To: US 60									
(1637)	0.89	340	R			From: 47-1636 LOOP BEGIN					NA		NA		10/26/2001
						To: LOOP END									
(1639)	0.17	20	R			From: Cul-de-Sac					NA		NA		1999
						To: 47-1637									
(1640)	0.12	270	R			From: 47-760					NA		NA		1999
						To: 47-1641									
(1640)	0.06	90	R			From: 47-1641					NA		NA		1999
						To: Cul-de-Sac									
(1641)	0.40	490	R			From: 47-1648					NA		NA		1999
						To: 47-1642									
(1641)	0.11	150	R			From: 47-1642					NA		NA		1999
						To: 47-1640									
(1641)	0.28	60	R			From: 47-1640					NA		NA		1999
						To: Cul-de-Sac									
(1642)	0.12	630	R			From: 47-760					NA		NA		1999
						To: 47-1641									
(1642)	0.09	180	R			From: 47-1641					NA		NA		1999
						To: 47-1643									
(1642)	0.12	160	R			From: 47-1643					NA		NA		1999
						To: 47-1645									
(1642)	0.08	300	R			From: 47-1645					NA		NA		1999
						To: 47-1644									
(1643)	0.25	50	R			From: 47-1644					NA		NA		1999
						To: 47-1642									
(1643)	0.10	90	R			From: 47-1642					NA		NA		1999
						To: Dead End									
(1644)	0.12	340	R			From: 47-1680					NA		NA		1999
						To: 47-1649									
(1644)	0.13	410	R			From: 47-1649					NA		NA		1999
						To: 47-1648									
(1644)	0.10	200	R			From: 47-1648					NA		NA		1999
						To: 47-1643									
(1644)	0.12	210	R			From: 47-1643					NA		NA		1999
						To: 47-1642									
(1644)	0.12	170	R			From: 47-1642					NA		NA		1999
						To: 47-1647									
(1645)	0.12	60	R			From: 47-1642					NA		NA		1999
						To: 47-1646									
(1645)	0.08	30	R			From: 47-1646					NA		NA		1999
						To: Cul-de-Sac									
(1646)	0.13	40	R			From: 47-1645					NA		NA		1999
						To: 47-1647									

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
1647	0.10	330	R				From: 47-1644				NA		NA		1999
1647	0.57	830	R				To: 47-1646				NA		NA		10/26/2001
							From: 47-607; 47-758								
1648	0.08	140	R				From: 47-1641				NA		NA		1999
1648	0.22	190	R				To: 47-1644				NA		NA		1999
							From: 47-1680								
1649	0.24	NA					From: Cul-de-Sac				NA		NA		
							To: 47-1644								
1650	0.07	560	R				From: 47-1657				NA		NA		1999
1650	0.08	580	R				To: 47-1655				NA		NA		1999
1650	0.07	430	R				From: 47-1654				NA		NA		1999
1650	0.07	300	R				To: 47-1653				NA		NA		1999
1650	0.08	60	R				From: 47-1652				NA		NA		1999
1650	0.04	410	R				To: 47-1651				NA		NA		1999
							From: 47-615; 47-629								
1651	0.06	20	R				From: Cul-de-Sac; .06 MS				NA		NA		1999
1651	0.08	40	R				To: 47-1650				NA		NA		1999
							From: Cul-de-Sac; .08 MN								
1652	0.10	120	R				From: Cul-de-Sac; .10 MS				NA		NA		1999
1652	0.13	100	R				To: 47-1650				NA		NA		1999
							From: Cul-de-Sac; .13 MN								
1653	0.15	50	R				From: Cul-de-Sac; .15 MS				NA		NA		1999
1653	0.10	150	R				To: 47-1650				NA		NA		1999
							From: Cul-de-Sac; .10 MN								
1654	0.07	20	R				From: Cul-de-Sac				NA		NA		1999
1654	0.15	90	R				To: 47-1657				NA		NA		1999
1654	0.08	30	R				From: 47-1650				NA		NA		1999
							To: Cul-de-Sac; .08 MN 165								
1655	0.07	46	R				From: Cul-de-Sac				NA		NA		1999
1655	0.06	140	R				To: 47-1656				NA		NA		1999
							From: 47-1650								

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						2Axle	3+Axle	1Trail	2Trail						
James City County															
(1656)	0.05	70	R			From: 47-1655					NA	NA			1999
						To: Cul-de-Sac									
(1657)	0.11	80	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1650									
(1657)	0.10	40	R			From: 47-1650					NA	NA			1999
						To: 47-1654									
(1660)	0.02	490	R			From: 47-615					NA	NA			10/25/2001
						To: 47-1661									
(1661)	0.09	60	R			From: Cul-de-Sac					NA	NA			10/25/2001
						To: 47-1660									
(1661)	0.13	450	R			From: 47-1660					NA	NA			10/25/2001
						To: 47-1662									
(1661)	0.17	350	R			From: 47-1662					NA	NA			10/25/2001
						To: Cul-de-Sac									
(1662)	0.05	220	R			From: 47-1661					NA	NA			10/25/2001
						To: 47-1663									
(1662)	0.07	120	R			From: 47-1663					NA	NA			10/25/2001
						To: Cul-de-Sac									
(1663)	0.06	90	R			From: 47-1662					NA	NA			10/25/2001
						To: Cul-de-Sac									
(1670)	0.49	170	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-606									
(1677)	0.77	NA				From: Cul-de-Sac					NA	NA			
						To: 47-746									
(1678)	0.08	NA				From: 47-1677					NA	NA			
						To: Cul-de-Sac									
(1679)	0.16	NA				From: Cul-de-Sac					NA	NA			
						To: 47-1677									
(1680)	0.09	120	R			From: Cul-de-Sac					NA	NA			1999
						To: 47-1644									
(1680)	0.08	120	R			From: 47-1644					NA	NA			1999
						To: 47-1648									
(1688)	0.17	200	R			From: Cul-de-Sac					NA	NA			10/25/2001
						To: SR 31									
(1689)	0.08	60	R			From: 47-1688					NA	NA			10/25/2001
						To: 47-1688									
(1690)	0.03	280	R			From: 47-615					NA	NA			1994
						To: 47-1691									
(1691)	0.38	400	R			From: SR 31					NA	NA			1994
						To: 47-1690									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
James City County																
(1692)	0.14	60	R			From: 47-1691					NA		NA		10/25/2001	
						To: Cul-de-Sac										
(1693)	0.09	80	R			From: 47-1691					NA		NA		10/25/2001	
						To: Cul-de-Sac										
(1694)	0.09	90	R			From: 47-1691					NA		NA		10/25/2001	
(1694)	0.06	40	R			From: 47-1695					NA		NA		10/25/2001	
(1694)	0.08	30	R			From: 47-1697					NA		NA		10/25/2001	
						To: Cul-de-Sac										
(1695)	0.11	160	R			From: 47-1694					NA		NA		10/25/2001	
						To: 47-1496										
(1696)	0.05	70	R			From: Cul-de-Sac					NA		NA		10/25/2001	
						To: 47-1695										
(1697)	0.11	30	R			From: 47-1694					NA		NA		10/25/2001	
						To: Cul-de-Sac										
(1710)	0.37	NA				From: 47-00614(B)/					NA		NA			
						To: 47-01711(R)/										
(1711)	0.19	NA				From: 47-01714(L)/					NA		NA			
						To: 47-01710(L)/										
(1712)	0.07	NA				From: Cul-de-Sac/					NA		NA			
						To: 47-01711(B)/										
(1713)	0.07	NA				From: Cul-de-Sac/					NA		NA			
						To: 47-01711(B)/										
(1714)	0.07	NA				From: Cul-de-Sac/					NA		NA			
						To: 47-01711(L)/										
(1720)	0.12	NA				From: Cul-de-Sac/					NA		NA			
						To: 47-01567(B)/										
(1721)	0.12	NA				From: Cul-de-Sac/					NA		NA			
						To: 47-01567(R)/										
(9632)	0.12	300	R			From: 47-703					NA		NA		10/25/2001	
						To: RAWLS BYRD ELEM SCH										
(9634)	0.17	370	R			From: US 60					NA		NA		1999	
						To: NORGE ELEM SCH										
(9649)	0.46	4000	R			From: 47-612					NA		NA		10/25/2001	
						To: LAFAYETTE HS										
City of Williamsburg																
(7075) (137)	Richmond Rd	0.37	21000	F	97%	1%	1%	0%	0%	0%	F	1900	F	22000	F	2001
						From: Bypass Rd										
						To: Monticello Ave										

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						2Axle	3+Axle	1Trail	2Trail							
City of Williamsburg																
(7075/137) Richmond Rd	0.95	12000	F	97%	1%	1%	0%	0%	0%	F	1100	F	13000	F	2001	
				From:	Monticello Ave											
				To:	Armistead Ave											
(7075/137) Francis St	0.91	7500	F	97%	1%	1%	0%	0%	0%	C	650	F	7700	F	2001	
				From:	Henry St South											
				To:	Waller St											
(7077/137) Lafayette St	0.12	9200	F	97%	1%	1%	0%	0%	0%	F	820	F	9500	F	2001	
				From:	Richmond Rd											
				To:	Bacon Ave											
(7077/137) Lafayette St	0.82	12000	F	97%	1%	1%	0%	0%	0%	F	1100	F	12000	F	2001	
				From:	Bacon St											
				To:	Henry St											
(7079/137) Second St	0.19	16000	F	96%	1%	2%	1%	1%	0%	F	1400	F	16000	F	2001	
				From:	Page St											
				To:	Parkway Dr											
(7079/137) Second St	0.22	17000	F	96%	1%	2%	1%	1%	0%	C	1500	F	18000	F	2001	
				From:	York County Line											
				To:	York County Line											
(7081/137) Iron Bound Rd	0.57	7200	F	97%	0%	2%	0%	1%	0%	C	690	F	7500	F	2001	
				From:	James City County Line											
				To:	Longhill Rd											
(7081/137) Iron Bound Rd	0.05	12000	F	97%	0%	2%	0%	1%	0%	F	1000	F	12000	F	2001	
				From:	Longhill Rd											
				To:	Richmond Rd											
(7082/137) Longhill Rd	0.63	3700	F	98%	0%	1%	0%	0%	0%	C	340	F	3800	F	2001	
				From:	Ironbound Rd											
				To:	WCL Williamsburg											
(7083/137) Monticello Ave	0.35	13000	F								1200	F	14000	F	2001	
				From:	Compton Dr											
				To:	Richmond Rd											
(7086/137) Penniman Rd	0.49	2200	F	97%	1%	2%	0%	0%	0%	C	240	F	2300	F	2001	
				From:	Page St											
				To:	York County Line											
James City County																
Mounts Bay Road	0.00	NA									NA		NA			
				From:	SR 199											
				To:	Entrance to James City Gov. Center											
City of Williamsburg																
Colonial Parkway	0.00	5700	F								550	F	5900	F	2001	
				From:	James City County Line											
				To:	York County Line											
Matoaka Court	9.46	1300	F								120	F	1300	F	2001	
				From:	Mount Vernon Avenue											
				To:	Richmond Road											
Quatrpath Rd	9.46	1400	F								230	F	1500	F	2001	
				From:	SR 199											
				To:	York St											
S. England Street	9.46	2400	F								230	F	2400	F	2001	
				From:	Williamsburg Avenue											
				To:	Francis Street											
York St	0.00	8000	F								730	F	8300	F	2001	
				From:	Waller St											
				To:	Lafayette St											