

**2005**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**91**

Sussex County  
Town of Jarratt  
Town of Stony Creek  
Town of Wakefield  
Town of Waverly

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

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, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; 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; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, 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 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".

Also available are 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 reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## Publication Notes

### Parallel Roads

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

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

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

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

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

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

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

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

**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,

# Route Shield Legend

## Route Systems

- North  
 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
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

- Bus  
 Bus - Business Route
-  Bypass - Bypass Route
-  Truck - Truck Route
- ALT  
 ALT - Alternate Route
-  Wve - Wve 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  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Sussex Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
31	Town of Wakefield (Maint: 91)	0.44	3300	F	94%	1%	1%	0%	4%	0%	C	0.101	F	0.547	3400	F
31	Sussex County	3.22	3300	N	94%	1%	1%	0%	4%	0%	N	0.101	N	0.547	3400	N
35	Sussex County	7.48	2100	F	72%	1%	1%	1%	23%	0%	C	0.085	F	0.565	2100	F
35	Sussex County	5.81	1600	F	73%	2%	1%	1%	22%	0%	C	0.084	F	0.511	1600	F
35	Sussex County	4.46	2100	F	73%	2%	1%	1%	22%	0%	F	0.076	F	0.605	2100	F
40	Sussex County	4.37	2300	F	86%	1%	1%	3%	8%	0%	C	0.088	F	0.558	2300	F
40	Sussex County	1.04	2400	F	88%	1%	2%	1%	7%	0%	F	0.084	F	0.659	2500	F
40	Sussex County	0.08	3500	F	88%	1%	2%	1%	7%	0%	C	0.08	F	0.516	3500	F
40	Sussex County	6.72	2100	F	85%	2%	1%	1%	11%	0%	C	0.096	F	0.557	2100	F
40	Sussex County	6.53	1600	F	81%	3%	2%	1%	13%	0%	C	0.100	F	0.686	1600	F
40	Sussex County	5.99	2100	F	82%	2%	1%	2%	13%	0%	C	0.097	F	0.536	2200	F
40	Town of Waverly (Maint: 91)	0.76	2100	N	82%	2%	1%	2%	13%	0%	N	0.097	N	0.536	2200	N
40	Town of Waverly (Maint: 91)	1.15	4000	F	89%	1%	1%	1%	7%	0%	C	0.086	F	0.52	4100	F
40	Town of Waverly (Maint: 91)	1.25	3300	F	94%	1%	1%	1%	3%	0%	C	0.103	F	0.566	3300	F
40	Sussex County	1.86	3300	N	94%	1%	1%	1%	3%	0%	N	0.103	N	0.566	3300	N
Bus 40	Sussex County	0.37	260	F	92%	1%	4%	2%	1%	0%	C	0.126	F	0.758	270	F
Bus 40	Town of Stony Creek (Maint: 91)	0.74	260	N	92%	1%	4%	2%	1%	0%	N	0.126	N	0.758	270	N

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Sussex Operational Area

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							2Axle	3+Axle	1Trail	2Trail						
Bus 40 301	From: US 301 Stony Creek															
	Town of Stony Creek (Maint: 91)	0.22	2600	N	89%	1%	2%	4%	3%	0%	N	0.084	N	0.648	2700 N	
Bus 40 301	To: SCL Stony Creek															
	Sussex County	0.02	2600	F	89%	1%	2%	4%	3%	0%	C	0.084	F	0.648	2700 F	
North 95	From: Greenville County Line															
	Sussex County	0.16	16000	F	78%	1%	1%	1%	19%	0%	F	0.069	F		14000 F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	F	80%	1%	1%	1%	18%	0%	F	NA		25000 F		
North 95	To: US 301															
	Sussex County	2.95	16000	F	78%	1%	1%	1%	19%	0%	F	0.065	F		14000 F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	F	80%	1%	1%	1%	17%	0%	F	0.065	F	0.513	28000 F	
North 95	From: 91-631 Jarratt															
	Sussex County	4.04	17000	F	78%	1%	1%	1%	19%	0%	F	0.066	F		14000 F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	F	80%	1%	1%	1%	17%	0%	F	0.063	F	0.507	31000 F	
North 95	To: 91-645															
	Sussex County	6.63	18000	F	78%	1%	1%	1%	19%	0%	F	0.065	F		15000 F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	F	80%	1%	1%	1%	17%	0%	F	0.064	F	0.501	30000 F	
North 95	From: SR 40 Stony Creek															
	Sussex County	0.22	17000	F	82%	1%	1%	0%	15%	0%	F	0.067	F		15000 F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	F	83%	1%	1%	0%	15%	0%	F	0.064	F	0.515	33000 F	
North 95	To: SCL Stony Creek															
	Town of Stony Creek (Maint: 91)	0.09	17000	F	82%	1%	1%	0%	15%	0%	F	0.067	F		15000 F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	F	83%	1%	1%	0%	15%	0%	F	NA		33000 F		
North 95	From: NCL Stony Creek															
	Sussex County	2.14	17000	F	82%	1%	1%	0%	15%	0%	F	0.067	F		15000 F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	F	83%	1%	1%	0%	15%	0%	F	NA		33000 F		
North 95	From: 91-602															
	Sussex County	1.37	17000	F	82%	1%	1%	0%	16%	0%	C	0.141	B		17000 F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	F	82%	1%	1%	0%	16%	0%	F	0.079	B		30000 F	
South 95	From: Prince George County Line															
	From: Greenville County Line															
	Sussex County	0.58	11000	F	83%	1%	1%	1%	15%	0%	F	0.071	F		11000 F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	F	80%	1%	1%	1%	18%	0%	F	NA		25000 F		
	To: US 301															



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							2Axle	3+Axle	1Trail	2Trail						
South 95	From: [ ] Sussex County		US 301 3.04	14000	F	83%	1%	1%	1%	15%	0%	F	0.069	F	14000	F
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:	31000	F	80%	1%	1%	1%	17%	0%	F	0.065	F	28000	F
South 95	From: [ ] Sussex County		91-631 Jarratt 3.92	16000	F	83%	1%	1%	1%	15%	0%	F	0.066	F	16000	F
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:	33000	F	80%	1%	1%	1%	17%	0%	F	0.063	F	31000	F
South 95	From: [ ] Sussex County		91-645 6.54	15000	F	83%	1%	1%	1%	15%	0%	F	0.068	F	15000	F
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:	33000	F	80%	1%	1%	1%	17%	0%	F	0.064	F	30000	F
South 95	From: [ ] Sussex County		SR 40 Stony Creek 2.52	20000	F	83%	1%	1%	1%	15%	0%	F	0.068	F	17000	F
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:	38000	F	83%	1%	1%	0%	15%	0%	F	0.064	F	33000	F
South 95	From: [ ] Sussex County		91-602 0.97	13000	F	83%	1%	1%	1%	15%	0%	F	0.073	F	13000	F
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:	31000	F	82%	1%	1%	0%	16%	0%	F	NA		30000	F
			To: [ ] Prince George County Line													
139	From: [ ] Town of Jarratt (Maint: 40)		40-610 CL Jarratt 0.76	1300	F	91%	0%	1%	1%	6%	0%	F	0.097	F	1300	F
			To: [ ] Sussex County Line													
139	From: [ ] Town of Jarratt (Maint: 91)		Greenville County Line 0.23	2700	F	91%	0%	1%	1%	6%	0%	C	0.104	F	2800	F
			To: [ ] 91-646													
139	From: [ ] Town of Jarratt (Maint: 91)		0.49	2200	F	91%	0%	1%	1%	6%	0%	F	0.082	F	2300	F
			To: [ ] US 301 Jarratt													
			From: [ ] Greenville County Line													
301	From: [ ] Sussex County		3.69	3700	F	96%	0%	1%	1%	2%	0%	F	0.112	F	3800	F
			To: [ ] SR 139 Jarratt													
301	From: [ ] Sussex County		4.00	1000	F	93%	3%	2%	1%	1%	0%	C	0.128	F	1100	F
			To: [ ] 91-645													
301	From: [ ] Sussex County		3.93	870	F	93%	3%	2%	1%	1%	0%	F	0.112	F	890	F
			To: [ ] 91-734													
301	From: [ ] Sussex County		2.77	1100	F	93%	3%	2%	1%	1%	0%	F	0.091	F	1200	F
			To: [ ] SR 40													
301 Bus 40	From: [ ] Sussex County		0.02	2600	F	89%	1%	2%	4%	3%	0%	C	0.084	F	2700	F
			To: [ ] SCL Stony Creek													
301 Bus 40	From: [ ] Town of Stony Creek (Maint: 91)		0.22	2600	N	89%	1%	2%	4%	3%	0%	N	0.084	N	2700	N
			To: [ ] BUS SR 40													

Virginia Department of Transportation  
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 Sussex Operational Area

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							2Axle	3+Axle	1Trail	2Trail						
301	From: BUS SR 40															
	Sussex County	3.52	1900	F	88%	1%	2%	3%	6%	0%	F	0.092	F	0.568	1900	F
	To: Prince George County Line															
460	From: Prince George County Line															
	Sussex County	6.24	13000	F	89%	0%	1%	1%	9%	0%	F	0.074	F	0.527	12000	F
	To: WCL Waverly															
460	Town of Waverly (Maint: 91)	0.66	13000	N	89%	0%	1%	1%	9%	0%	N	0.074	N	0.527	12000	N
	To: SR 40															
460	Town of Waverly (Maint: 91)	0.72	9800	N	89%	0%	1%	1%	9%	0%	N	0.126	N	0.552	9200	N
	To: ECL Waverly															
460	Sussex County	6.28	9800	N	89%	0%	1%	1%	9%	0%	N	0.126	N	0.552	9200	N
	To: WCL Wakefield															
460	Town of Wakefield (Maint: 91)	1.06	9800	N	89%	0%	1%	1%	9%	0%	N	0.126	N	0.552	9200	N
	To: ECL Wakefield															
460	Sussex County	1.80	9800	A	89%	0%	1%	1%	9%	0%	C	0.126	A	0.552	9200	A
	To: Southampton County Line															

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
F311	1.99	NA														
F313	1.93	NA														
F314	0.09	NA														
F315	5.17	NA														
F317	0.39	NA														
F321	1.31	NA														
<b>Town of Jarratt</b>																
610 <sub>40</sub>	0.29	1900	N	97%	2%	1%	0%	1%	0%	N	0.111	N	0.522	1900	N	2005
630 <sub>40</sub>	0.23	820	F	96%	2%	1%	0%	1%	0%	F	0.101	F	0.581	840	F	2005
1101 <sub>40</sub>	0.13	130	R								NA			NA		06/16/2005
1101 <sub>40</sub>	0.09	110	R								NA			NA		06/16/2005
1101 <sub>40</sub>	0.38	160	R								NA			NA		06/16/2005
1101 <sub>40</sub>	0.02	220	R								NA			NA		06/16/2005
1101 <sub>40</sub>	0.03	390	R								NA			NA		06/16/2005
1101 <sub>40</sub>	0.05	290	R								NA			NA		06/16/2005
1101 <sub>40</sub>	0.13	250	R								NA			NA		06/16/2005
1102 <sub>40</sub>	0.25	80	R								NA			NA		06/16/2005
1103 <sub>40</sub>	0.14	100	R								NA			NA		06/16/2005
1103 <sub>40</sub>	0.15	180	R								NA			NA		06/16/2005
1103 <sub>40</sub>	0.03	240	R								NA			NA		06/16/2005
1104 <sub>40</sub>	0.12	150	R								NA			NA		06/07/2005
1104 <sub>40</sub>	0.17	50	R								NA			NA		06/06/2005

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Jarratt</b>																
1105 40	0.15	80	R			From: 40-1111					NA			NA		06/07/2005
						To: 40-1101										
1106 40	0.07	80	R			From: Dead End					NA			NA		06/07/2005
						To: 40-1111										
1106 40	0.15	190	R			From: 40-1111					NA			NA		06/07/2005
						To: 40-1101										
1107 40	0.25	220	R			From: 40-1101					NA			NA		06/16/2005
						To: Dead End										
1108 40	0.17	40	R			From: Dead End					NA			NA		06/16/2005
						To: 40-1109 NORTH										
1108 40	0.07	7	R			From: 40-1109 SOUTH					NA			NA		06/16/2005
						To: 40-1109 SOUTH										
1108 40	0.04	170	R			From: 40-1101					NA			NA		06/16/2005
						To: 40-1108										
1109 40	0.09	20	R			From: SR 139					NA			NA		06/16/2005
						To: 40-1108										
1110 40	0.64	170	R			From: 40-1106					NA			NA		06/16/2005
						To: Sussex County Line										
1111 40	0.05	90	R			From: 40-1105					NA			NA		06/16/2005
						To: 40-1103										
1111 40	0.05	180	R			From: 40-1113					NA			NA		06/16/2005
						To: 40-1104										
1112 40	0.07	30	R			From: 40-1110					NA			NA		06/16/2005
						To: 40-1110										
1112 40	0.10	40	R			From: 40-630					NA			NA		06/16/2005
						To: 40-1110										
1113 40	0.15	150	R			From: 40-1110					NA			NA		06/16/2005
						To: 40-1112										
1113 40	0.18	40	R			From: 40-630					NA			NA		06/16/2005
						To: 40-1116										
1114 40	0.23	100	R			From: Dead End					NA			NA		06/16/2005
						To: 40-1110										
1115 40	0.12	20	R			From: 40-1116					NA			NA		06/16/2005
						To: 40-1116										
1116 40	0.06	47	R			From: SR 139					NA			NA		06/16/2005
						To: 40-1114										
1116 40	0.12	10	R			From: 40-1115					NA			NA		06/16/2005
						To: 40-1115										
1117 40	0.24	10	R			From: Sussex County Line					NA			NA		06/16/2005
						To: Dead End										

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 Sussex Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Jarratt</b>																
(1118) 40	0.11	8	R								NA		NA		06/16/2005	
<b>Sussex County</b>																
(600)	1.20	90	R								NA		NA		02/14/2002	
(601)	0.80	80	R								NA		NA		02/14/2002	
(602)	0.25	10	R								NA		NA		02/05/2002	
(602)	0.60	130	F	76%	2%	1%	13%	8%	0%	F	0.101	F	0.622	130	F	2005
(602)	0.60	650	F	76%	2%	1%	13%	8%	0%	C	0.093	F	0.532	660	F	2005
(602)	0.39	480	F	76%	1%	2%	4%	17%	0%	F	0.096	F	0.597	500	F	2005
(602)	1.55	420	F	76%	1%	2%	4%	17%	0%	F	0.098	F	0.56	430	F	2005
(602)	2.41	310	F	76%	1%	2%	4%	17%	0%	C	0.098	F	0.552	310	F	2005
(602)	0.53	270	F	76%	1%	2%	4%	17%	0%	F	0.106	F	0.558	280	F	2005
(602)	3.42	200	F	76%	1%	2%	4%	17%	0%	F	0.121	F	0.530	210	F	2005
(602)	6.10	290	R								NA		NA		02/14/2002	
(602)	3.20	990	R								NA		NA		02/14/2002	
(602)	0.30	1300	R								NA		NA		02/14/2002	
(602)	1.10	250	R								NA		NA		02/14/2002	
(602)	0.90	150	R								NA		NA		02/14/2002	
<b>Town of Wakefield</b>																
(603)	0.32	820	F	96%	2%	1%	0%	0%	0%	C	0.113	F	0.702	840	F	2005
(603)	0.30	200	F	96%	2%	1%	0%	0%	0%	F	0.131	F	0.654	200	F	2005
<b>Sussex County</b>																
(603)	0.81	200	N	96%	2%	1%	0%	0%	0%	N	0.131	N	0.654	200	N	2005
(603)	1.90	300	R								NA		NA		02/14/2002	
(603)	1.10	90	R								NA		NA		02/14/2002	
(603)	0.70	170	R								NA		NA		02/14/2002	

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						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
(603)	1.20	70	R								NA		NA			06/23/2005
(604)	3.30	30	R								NA		NA			06/23/2005
(604)	2.90	30	R								NA		NA			06/23/2005
(604)	1.60	130	R								NA		NA			02/25/2002
(604)	4.01	540	F	94%	1%	1%	2%	3%	0%	C	0.115	F	0.597	550	F	2005
(605)	1.70	60	R								NA		NA			02/25/2002
(606)	1.80	50	R								NA		NA			06/23/2005
(606)	1.80	80	R								NA		NA			02/25/2002
(606)	7.39	310	R								NA		NA			02/25/2002
(606)	0.90	590	R								NA		NA			02/25/2002
(606)	0.40	930	F	96%	1%	1%	2%	0%	0%	C	0.109	F	0.66	960	F	2005
(606)	0.60	700	F	96%	1%	1%	2%	0%	0%	C	0.117	F	0.5	710	F	2005
<b>Town of Waverly</b>																
(606)	0.60	300	F	96%	1%	1%	2%	0%	0%	F	0.112	F	0.556	310	F	2005
<b>Sussex County</b>																
(606)	0.56	300	N	96%	1%	1%	2%	0%	0%	N	0.112	N	0.556	310	N	2005
(606)	0.82	170	F	96%	1%	1%	2%	0%	0%	F	0.144	F	0.52	180	F	2005
(607)	3.40	160	R								NA		NA			06/23/2005
(608)	3.00	80	R								NA		NA			07/07/2005
(608)	1.85	70	R								NA		NA			07/07/2005
(608)	1.80	20	R								NA		NA			07/07/2005
(609)	0.50	230	R								NA		NA			02/06/2002
(609)	0.70	300	R								NA		NA			02/06/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
609	2.70	390	R													02/06/2002
609	1.40	370	R													02/06/2002
609	3.30	130	R													02/06/2002
609	1.85	90	R													02/06/2002
609	2.25	10	R													07/07/2005
610	3.13	170	R													02/06/2002
610	3.10	410	R													02/06/2002
611	1.30	360	R													02/06/2002
611	2.90	170	R													02/06/2002
611	1.50	48	R													07/07/2005
612	1.50	190	R													02/06/2002
612	4.20	320	R													02/06/2002
613	5.45	110	R													02/25/2002
613	2.20	110	F	98%	0%	1%	0%	0%	0%	C	0.147	F	0.625	110	F	2005
613	3.97	140	R													02/02/2002
614	1.40	80	R													02/25/2002
614	0.80	230	R													02/25/2002
614	3.10	100	R													02/25/2002
<b>Town of Waverly</b>																
615	0.28	300	R													02/25/2002
<b>Sussex County</b>																
615	1.89	300	R													02/25/2002
615	1.00	170	R													02/25/2002

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
(615)	1.60	260	R													02/25/2002
(615)	1.99	140	R													02/25/2002
(616)	2.80	70	R													02/25/2002
(616)	1.80	20	R													07/07/2005
(617)	0.87	750	F	94%	0%	2%	1%	3%	0%	C	0.111	F	0.519	770	F	2005
(618)	0.85	220	R													02/05/2002
(618)	1.30	130	F	100%	0%	0%	0%	0%	0%	C	0.128	F	0.529	130	F	2005
(619)	3.30	260	F	89%	2%	3%	1%	5%	0%	C	0.107	F	0.677	260	F	2005
(619)	0.50	380	F	89%	2%	3%	1%	5%	0%	F	0.099	F	0.714	390	F	2005
(620)	3.30	180	R													02/14/2002
(620)	1.15	410	F	89%	3%	3%	0%	5%	0%	C	0.14	F	0.69	420	F	2005
<b>Town of Wakefield</b>																
(620)	0.14	410	N	89%	3%	3%	0%	5%	0%	N	0.14	N	0.69	420	N	2005
<b>Sussex County</b>																
(621)	1.58	30	R													09/01/2005
(621)	2.58	70	R													09/01/2005
(621)	3.20	180	R													02/25/2002
(622)	1.90	70	R													02/25/2002
(622)	2.51	200	R													02/25/2002
(622)	4.00	120	R													02/25/2002
(622)	1.60	130	R													09/01/2005
(623)	0.70	190	F	89%	4%	3%	2%	2%	0%	C	0.131	F	0.577	200	F	2005



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						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
624	1.70	20	R			From: 91-602					NA			NA		07/14/2005
						To: Prince George County Line										
625	3.00	280	R			From: SR 35					NA			NA		02/26/2002
625	0.10	490	F	95%	1%	From: 91-655				F	0.121	F	0.881	500	F	2005
625	5.70	440	F	95%	1%	From: 91-626				C	0.143	F	0.724	450	F	2005
						To: Prince George County Line										
626	5.65	510	F	97%	0%	From: SR 40				F	0.098	F	0.686	520	F	2005
626	4.90	130	F	97%	0%	From: SR 35 WEST				C	0.14	F	0.65	130	F	2005
626	5.79	170	R			From: SR 35 EAST										
626	5.79	170	R			From: 91-625								NA		02/26/2002
						To: 91-602										
627	2.21	100	F	91%	4%	From: SR 35				C	0.168	F	0.556	100	F	2005
						To: Prince George County Line										
628	4.52	520	F	96%	0%	From: Southampton County Line				F	0.116	F	0.585	530	F	2005
						To: SCL Wakefield										
<b>Town of Wakefield</b>																
628	0.53	520	N	96%	0%	From: SCL Wakefield				N	0.116	N	0.585	530	N	2005
628	0.57	2000	F	96%	0%	From: 91-620				C	0.116	F	0.558	2100	F	2005
						To: US 460										
<b>Sussex County</b>																
629	0.10	90	R			From: SR 31					NA			NA		07/14/2005
						To: Surry County Line										
630	1.20	450	F	93%	2%	From: Greenville County Line				F	0.102	F	0.587	460	F	2005
630	2.49	280	F	93%	2%	From: 91-656				C	0.128	F	0.629	290	F	2005
630	0.90	320	F	93%	2%	From: 91-687				F	0.118	F	0.644	320	F	2005
630	2.20	260	R			From: 91-681								NA		02/06/2002
						To: Dinwiddie County Line										
631	4.53	240	F	93%	2%	From: US 301				C	0.119	F	0.654	240	F	2005
631	6.65	80	F	93%	2%	From: 91-645 North				F	0.162	F	0.833	80	F	2005
631	7.98	110	R			From: 91-645 SOUTH								NA		02/25/2002
631	1.60	280	R			From: 91-735 WEST								NA		02/25/2002
						From: 91-735 EAST										
631	1.60	280	R			From: 91-607								NA		02/25/2002
						To: SR 35										
632	0.90	40	R			From: 91-631								NA		02/11/2002
						To: 91-660										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
632	0.85	50	R													07/14/2005
632	0.35	70	R													07/14/2005
632	2.90	90	R													02/11/2002
632	2.20	100	R													02/11/2002
632	2.40	20	R													02/11/2002
632	1.00	10	R													02/11/2002
633	0.95	30	R													09/01/2005
634	1.00	500	F	97%	2%	1%	0%	0%	F	0.102	F	0.537	510	F		2005
634	4.30	250	F	97%	2%	1%	0%	0%	C	0.104	F	0.654	260	F		2005
634	4.83	90	F	97%	2%	1%	0%	0%	F	0.154	F	0.536	100	F		2005
634	2.86	150	R													02/25/2002
635	3.35	30	R													07/21/2005
635	0.30	160	R													02/06/2002
635	1.27	170	R													02/06/2002
635	3.11	190	R													02/06/2002
635	2.40	230	R													02/06/2002
636	2.40	80	R													07/21/2005
636	1.00	60	R													07/21/2005
636	2.50	70	R													07/21/2005
637	3.80	150	R													02/11/2002
637	5.29	60	R													02/11/2002
638	1.50	60	F	88%	0%	6%	0%	7%	C	0.189	F	0.5	60	F		2005

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
639	0.10	210	R													08/04/2005
640	4.94	220	R													02/11/2002
640	4.78	100	R													02/11/2002
640	2.00	40	R													08/04/2005
641	2.50	20	R													08/04/2005
641	2.10	70	R													02/11/2002
642	0.25	460	R													02/11/2002
642	1.70	380	R													02/11/2002
642	5.06	160	R													02/11/2002
642	3.18	210	R													02/11/2002
642	1.35	160	R													02/11/2002
643	3.80	60	R													02/11/2002
643	1.70	100	R													08/04/2005
644	5.14	130	R													02/11/2002
644	1.12	100	R													02/11/2002
645	1.00	46	R													02/11/2002
645	5.19	70	F	93%	4%	1%	1%	1%	0%	C	0.182	F	0.6	70	F	2005
645	2.57	170	R													02/11/2002
646	0.20	45	R													02/11/2002
646	1.96	600	R													02/11/2002
646	0.32	1200	R													02/11/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Jarratt</b>																
(646)	0.24	1400	R								NA		NA			02/11/2002
(646)	0.25	370	F	98%	1%	1%	0%	0%	C	0.105	F	0.675	380	F		2005
(646)	0.65	480	R								NA		NA			02/11/2002
<b>Sussex County</b>																
(646)	0.29	360	F	97%	1%	1%	1%	0%	C	0.116	F	0.575	370	F		2005
(646)	3.13	230	R								NA		NA			02/11/2002
(646)	1.25	30	R								NA		NA			08/11/2005
<b>Town of Wakefield</b>																
(647)	0.04	470	R								NA		NA			02/14/2002
(647)	0.10	750	R								NA		NA			02/14/2002
(647)	0.06	630	R								NA		NA			02/14/2002
(647)	0.10	610	R								NA		NA			02/14/2002
(647)	0.01	640	R								NA		NA			02/14/2002
(647)	0.07	320	R								NA		NA			02/14/2002
(647)	0.05	260	R								NA		NA			02/14/2002
<b>Sussex County</b>																
(647)	0.05	130	R								NA		NA			02/14/2002
(648)	2.09	60	R								NA		NA			02/05/2002
(648)	0.41	40	R								NA		NA			08/11/2005
(648)	1.00	60	R								NA		NA			02/05/2002
(648)	2.68	120	R								NA		NA			02/05/2002
(648)	0.64	70	R								NA		NA			02/05/2002
(649)	6.10	180	R								NA		NA			02/04/2002
(649)	0.40	180	R								NA		NA			02/04/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
(649)	2.90	70	R			From: 91-648 SOUTH					NA			NA		02/04/2002
						To: 91-657										
(650)	1.20	90	R			From: Dead End					NA			NA		02/11/2002
						To: 91-634										
(651) Lobbs Shop Rd	1.62	350	F	95%	2%	1%	0%	1%	0%	C	0.115	F	0.564	360	F	2005
						From: 91-626										
						To: WCL Waverly										
<b>Town of Waverly</b>																
(651)	0.28	350	N	95%	2%	1%	0%	1%	0%	N	0.115	N	0.564	360	N	2005
						From: WCL Waverly										
						To: SR 40										
<b>Sussex County</b>																
(652)	0.07	48	R			From: US 460 EAST					NA			NA		02/14/2002
						To: 0.07 MN US 460										
(652)	0.61	70	R			From: ECL Wakefield					NA			NA		08/11/2005
						To: ECL Wakefield										
<b>Town of Wakefield</b>																
(652)	0.11	100	R			From: ECL Wakefield					NA			NA		02/14/2002
						To: US 460 WEST										
<b>Town of Waverly</b>																
(653)	0.94	530	F	95%	3%	1%	1%	0%	0%	C	0.111	F	0.541	540	F	2005
						From: 91-606										
						To: 91-654										
(653)	0.26	750	F	95%	3%	1%	1%	0%	0%	F	0.110	F	0.503	770	F	2005
						From: SR 40 WEST										
						To: SR 40 EAST										
(653) Hunter St	0.09	430	F	96%	1%	1%	1%	1%	0%	C	0.119	F	0.8	440	F	2005
						From: US 460 NORTH										
						To: US 460 SOUTH										
(653) Hunter St	0.21	150	F	97%	1%	1%	1%	0%	0%	C	0.121	F	0.833	150	F	2005
						From: 91-1002										
						To: NCL Waverly										
(653)	0.46	240	N	97%	1%	1%	1%	0%	0%	N	0.136	N	0.524	240	N	2005
<b>Sussex County</b>																
(653)	1.25	240	F	97%	1%	1%	1%	0%	0%	F	0.136	F	0.524	240	F	2005
						From: NCL Waverly										
						To: 91-613										
(654) Coppahaunk Rd	2.08	90	F	98%	1%	1%	0%	0%	0%	F	0.124	F	0.615	100	F	2005
						From: 91-655										
						To: SCL Waverly										
<b>Town of Waverly</b>																
(654)	0.49	310	F	98%	1%	1%	0%	0%	0%	F	0.121	F	0.667	310	F	2005
						From: SCL Waverly										
						To: 91-1014										
(654) Coppahaunk Rd	0.40	500	F	98%	1%	1%	0%	0%	0%	C	0.122	F	0.524	520	F	2005
						From: 91-653										
						To: 91-653										
<b>Sussex County</b>																
(655)	2.20	190	F	92%	1%	1%	2%	5%	0%	C	0.141	F	0.731	200	F	2005
						From: 91-625										
						To: SR 40										
(655)	1.60	90	R			From: SR 40					NA			NA		02/25/2002
						To: 91-654 Coppahaunk Rd										
(655)	1.57	40	R			From: 91-654 Coppahaunk Rd					NA			NA		09/01/2005
						To: 91-606										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
(656)	3.80	180	R			91-619					NA			NA		02/04/2002
						91-630										
(657)	3.60	180	F	97%	1%	0%	2%	0%	0%	C	0.108	F	0.667	180	F	2005
						SCL Stony Creek										
<b>Town of Stony Creek</b>																
(657)	0.21	180	N	97%	1%	0%	2%	0%	0%	N	0.108	N	0.667	180	N	2005
						SR 40 BUS WEST										
						SR 40 BUS EAST										
(657)	0.17	1000	F	96%	1%	1%	1%	1%	0%	F	0.127	F	0.565	1000	F	2005
						91-658										
(657)	0.24	430	F	96%	1%	1%	1%	1%	0%	C	0.109	F	0.565	440	F	2005
						91-670										
(657)	0.40	320	F	96%	1%	1%	1%	1%	0%	F	0.114	F	0.567	320	F	2005
						NCL Stony Creek										
<b>Sussex County</b>																
(657)	0.06	210	G	96%	1%	1%	1%	1%	0%	F	0.114	N	0.567	210	G	2005
						NCL Stony Creek										
(657)	1.14	80	R			91-618					NA			NA		08/18/2005
						91-602										
(658)	1.36	30	R			SR 40 WEST					NA			NA		08/18/2005
						SR 40 EAST										
(658)	0.09	480	R								NA			NA		02/06/2002
						WCL Stony Creek										
<b>Town of Stony Creek</b>																
(658)	0.07	670	R			WCL Stony Creek					NA			NA		02/06/2002
						Bus SR 40										
(658)	0.08	180	R			SR 40 Bus					NA			NA		02/06/2002
						91-703										
(658)	0.15	130	R								NA			NA		02/06/2002
						91-702										
(658)	0.15	360	R								NA			NA		02/06/2002
						91-657										
(658)	0.05	610	R								NA			NA		02/06/2002
						91-1203										
(658)	0.06	520	R								NA			NA		02/06/2002
						91-668										
(658)	0.11	430	R								NA			NA		02/06/2002
						91-1201										
(658)	0.18	600	R								NA			NA		02/06/2002
						91-1204										
(658)	0.03	550	R								NA			NA		02/06/2002
						ECL Stony Creek										
<b>Sussex County</b>																
(658)	0.10	550	R			ECL Stony Creek					NA			NA		02/06/2002
						US 301										
(659)	0.19	50	R			Dead End					NA			NA		02/06/2002
						FR-313										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
(659)	1.00	70	R			From: FR-313					NA			NA		02/06/2002
						To: SR 40										
(660)	1.35	60	R			From: 91-635					NA			NA		02/11/2002
						To: 91-735 NORTH										
(660)	3.50	40	R			From: 91-632					NA			NA		02/11/2002
						To: SR 40										
(661)	2.00	190	R			From: Dead End					NA			NA		02/11/2002
						To: 91-640										
(662)	2.97	130	R			From: 91-641					NA			NA		02/11/2002
						To: 91-681										
(663)	0.30	30	R			From: 91-674					NA			NA		08/18/2005
						To: Dead End										
(663)	0.20	20	R			From: Dead End					NA			NA		08/18/2005
						To: 91-620										
(664)	0.82	250	R			From: 91-619					NA			NA		02/14/2002
						To: Dinwiddie County Line										
(665)	0.80	160	R			From: SR 35					NA			NA		02/04/2002
						To: 91-634										
(666)	0.04	10	R			From: US 301					NA			NA		02/14/2002
						To: 91-736										
<b>Town of Stony Creek</b>																
(668)	0.07	200	R			From: SR 40 Bus					NA			NA		02/05/2002
						To: 91-669 SOUTH										
(668)	0.01	40	R			From: 91-669 NORTH					NA			NA		02/05/2002
						To: 91-658										
(668)	0.08	90	R			From: Dead End					NA			NA		02/05/2002
						To: SR 40 Bus										
(669)	0.30	60	R			From: 91-1201					NA			NA		02/05/2002
						To: 91-668 SOUTH										
(669)	0.10	110	R			From: 91-668 NORTH					NA			NA		02/05/2002
						To: 91-1203										
(669)	0.06	40	R			From: 91-657					NA			NA		02/05/2002
						To: ECL Stony Creek										
(670)	0.40	150	R			From: ECL Stony Creek					NA			NA		02/05/2002
						To: 91-1214										
<b>Sussex County</b>																
(670)	0.08	150	R			From: 91-1214					NA			NA		02/05/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
(670)	3.75	180	R								NA		NA			02/05/2002
<b>Town of Wakefield</b>																
(671)	0.25	200	R								NA		NA			02/14/2002
(672)	0.16	90	R								NA		NA			02/14/2002
(673)	0.10	260	R								NA		NA			02/14/2002
(673)	0.13	90	R								NA		NA			02/14/2002
<b>Sussex County</b>																
(674)	0.40	40	R								NA		NA			08/18/2005
(675)	1.50	10	R								NA		NA			07/14/2005
<b>Town of Wakefield</b>																
(676)	0.20	500	R								NA		NA			02/14/2002
<b>Sussex County</b>																
(677)	0.06	230	R								NA		NA			02/12/2002
(677)	0.14	530	R								NA		NA			02/12/2002
(678)	0.10	610	R								NA		NA			02/19/2002
<b>Town of Wakefield</b>																
(678)	0.17	490	R								NA		NA			02/14/2002
(679)	0.36	300	R								NA		NA			02/12/2002
<b>Sussex County</b>																
(679)	0.10	290	R								NA		NA			02/12/2002
<b>Town of Wakefield</b>																
(680)	0.12	340	R								NA		NA			02/12/2002
(680)	0.12	410	R								NA		NA			02/12/2002
<b>Sussex County</b>																
(681)	5.10	130	F	97%	2%	0%	0%	0%	0%	F	0.146	F	0.525	130	F	2005
(681)	2.60	280	F	97%	2%	0%	0%	0%	0%	C	0.106	F	0.75	290	F	2005



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						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
(681)	1.38	290	F	97%	2%	0%	0%	0%	0%	F	0.101	F	0.724	300	F	2005
(681)	1.23	280	R								NA			NA		02/04/2002
<b>Town of Wakefield</b>																
(682)	0.06	380	R								NA			NA		02/12/2002
(682)	0.06	220	R								NA			NA		02/12/2002
(682)	0.05	180	R								NA			NA		02/12/2002
<b>Sussex County</b>																
(683)	0.10	2	R								NA			NA		02/04/2002
(684)	1.10	60	R								NA			NA		02/06/2002
(685)	0.60	30	R								NA			NA		07/21/2005
(686)	0.60	40	R								NA			NA		08/18/2005
(687)	0.20	46	R								NA			NA		02/05/2002
(697)	1.79	40	R								NA			NA		02/06/2002
(698)	2.00	90	R								NA			NA		02/05/2002
(699)	2.20	20	R								NA			NA		07/14/2005
(700)	0.30	70	R								NA			NA		02/25/2002
<b>Town of Wakefield</b>																
(701)	0.03	810	R								NA			NA		02/14/2002
(701)	0.09	800	R								NA			NA		02/14/2002
(701)	0.08	410	R								NA			NA		02/14/2002
(701)	0.05	360	R								NA			NA		02/14/2002
(701)	0.09	870	R								NA			NA		02/14/2002
(701)	0.16	540	R								NA			NA		02/14/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Stony Creek</b>																
702	0.07	250	R			From: SR 40 Bus						NA		NA		02/06/2002
702	0.10	200	R			From: 91-703						NA		NA		02/06/2002
						To: 91-658										
703	0.08	70	R			From: 91-658						NA		NA		02/05/2002
703	0.04	30	R			From: 91-702						NA		NA		02/05/2002
						To: Dead End										
<b>Sussex County</b>																
704	2.50	140	R			From: 91-697						NA		NA		02/06/2002
						To: 91-735										
705	0.27	190	R			From: Dead End						NA		NA		02/12/2002
705	0.07	260	R			From: 91-677						NA		NA		02/12/2002
						To: WCL Wakefield										
<b>Town of Wakefield</b>																
705	0.20	250	R			From: WCL Wakefield						NA		NA		02/12/2002
705	0.22	270	R			From: 91-682						NA		NA		02/12/2002
						To: 91-701										
706	0.12	360	R			From: 91-701						NA		NA		02/14/2002
706	0.17	560	R			From: 91-714						NA		NA		02/14/2002
						To: US 460; 91-603										
<b>Sussex County</b>																
707	0.29	200	R			From: 91-646						NA		NA		02/04/2002
						To: US 301										
708	0.26	160	R			From: 91-646						NA		NA		02/04/2002
						To: US 301										
709	0.21	120	R			From: Dead End						NA		NA		06/21/2005
						To: 91-660										
<b>Town of Wakefield</b>																
710	0.14	50	R			From: 91-714						NA		NA		02/12/2002
						To: 91-603										
711	0.14	200	R			From: 91-647						NA		NA		02/12/2002
						To: Dead End										
712	0.11	80	R			From: Dead End						NA		NA		02/12/2002
						To: 91-647										
<b>Sussex County</b>																
713	0.75	150	R			From: Dead End						NA		NA		02/06/2002
						To: SR 40										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Wakefield</b>																
(714)	0.08	210	R				From: 91-680							NA		02/14/2002
(714)	0.05	160	R				To: 91-706							NA		02/14/2002
(714)	0.19	470	R				To: 91-701							NA		02/14/2002
(714)	0.09	260	R				From: US 460							NA		02/14/2002
							To: NCL Wakefield									
<b>Sussex County</b>																
(714)	0.39	390	R				From: NCL Wakefield							NA		06/21/2005
							To: 91-603									
(715)	1.14	40	R				From: Southampton County Line							NA		06/21/2005
							To: 91-635									
<b>Town of Wakefield</b>																
(716)	0.06	60	R				From: 91-714							NA		02/12/2002
							To: Dead End									
(717)	0.10	90	R				From: 91-647							NA		02/12/2002
							To: Dead End									
<b>Sussex County</b>																
(718)	3.80	10	R				From: 91-735							NA		06/21/2005
							To: 91-632									
<b>Town of Wakefield</b>																
(719)	0.10	130	R				From: Dead End							NA		02/12/2002
							To: SR 31									
(720)	0.08	30	R				From: Dead End							NA		02/14/2002
							To: US 460; 91-652									
<b>Sussex County</b>																
(721)	2.20	280	R				From: 91-644 WEST							NA		06/21/2005
							To: 91-644 EAST									
<b>Town of Wakefield</b>																
(722)	0.20	7	R				From: 91-620							NA		02/12/2002
							To: Dead End									
(723)	0.17	10	R				From: Dead End							NA		02/12/2002
(723)	0.09	20	R				To: 91-730							NA		02/12/2002
							To: 91-628									
<b>Sussex County</b>																
(724)	0.70	100	R				From: SR 35							NA		02/25/2002
							To: Dead End									
<b>Town of Wakefield</b>																
(725)	0.16	100	R				From: Dead End							NA		02/12/2002
							To: 91-647									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
(726)	0.19	1	R											NA		06/21/2005
(727)	0.14	30	R											NA		06/21/2005
(728)	0.33	70	R											NA		02/06/2002
(729)	1.35	50	R											NA		02/14/2002
(729)	0.85	100	R											NA		02/14/2002
<b>Town of Wakefield</b>																
(730)	0.07	10	R											NA		02/12/2002
(731)	0.10	100	R											NA		02/12/2002
(732)	0.10	100	R											NA		02/12/2002
<b>Sussex County</b>																
(733)	0.40	80	R											NA		06/21/2005
(734)	0.17	150	R											NA		02/27/2002
(735)	2.20	370	F	92%	2%	1%	2%	2%	0%	F	0.133	F	0.652	380	F	2005
(735)	0.50	410	F	92%	2%	1%	2%	2%	0%	F	0.118	F	0.520	420	F	2005
(735)	2.08	430	F	92%	2%	1%	2%	2%	0%	C	0.114	F	0.532	440	F	2005
(735)	5.26	840	F	92%	2%	1%	2%	2%	0%	F	0.096	F	0.661	860	F	2005
(735)	0.32	1300	F	92%	2%	1%	2%	2%	0%	F	0.097	F	0.627	1400	F	2005
(736)	0.10	40	R											NA		02/04/2002
(736)	0.08	70	R											NA		02/04/2002
(737)	0.68	100	R											NA		02/14/2002
(738)	0.14	30	R											NA		02/26/2002
(739)	0.17	NA												NA		

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						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
(740)	1.09	10	R				From: 91-622							NA		06/21/2005
							To: 91-729									
(741)	0.10	20	R				From: 91-642							NA		06/21/2005
							To: Cul-de-Sac									
<b>Town of Wakefield</b>																
(766)	0.20	410	R				From: 91-701							NA		02/14/2002
							To: 91-603									
<b>Town of Waverly</b>																
(1001)	0.11	1900	R				From: SR 40							NA		03/04/2002
							To: 91-1006									
(1001)	0.17	860	R				From: 91-1009							NA		03/04/2002
							To: 91-1011									
(1001)	0.08	280	R				From: Dead End							NA		03/04/2002
							To: SR 40									
(1002)	0.25	730	R				From: US 460							NA		03/04/2002
							To: 91-653 Hunter St									
(1003)	0.13	700	R				From: 91-606							NA		03/04/2002
							To: 91-1029									
(1003)	0.08	800	R				From: 91-1028							NA		03/04/2002
							To: 91-1016									
(1003)	0.20	1300	R				From: 91-1005							NA		03/04/2002
							To: SR 40									
(1003)	0.15	1500	R				From: SR 40							NA		03/04/2002
							To: SR 40									
(1004)	0.12	830	R				From: 91-1021							NA		03/06/2002
							To: 91-1019									
(1004)	0.15	400	R				From: 91-1023							NA		03/06/2002
							To: 91-653									
(1004)	0.21	200	R				From: 91-1003							NA		03/06/2002
							To: 91-1008									
(1005)	0.13	330	R				From: 91-1001							NA		03/04/2002
							To: 91-1008									
(1006)	0.13	400	R				From: 91-1008							NA		03/04/2002
							To: 91-1001									
(1007)	0.18	370	R				From: 91-1008							NA		03/04/2002
							To: 91-1009									
(1007)	0.05	190	R				From: 91-1011							NA		03/04/2002
							To: 91-1011									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Waverly</b>																
1008	0.13	610	R				SR 40					NA		NA		03/04/2002
1008	0.10	430	R				91-1006					NA		NA		03/04/2002
1008	0.24	180	R				91-1007					NA		NA		03/04/2002
							WCL Waverly									
<b>Sussex County</b>																
1008	0.21	150	R				WCL Waverly					NA		NA		03/04/2002
							Dead End									
<b>Town of Waverly</b>																
1009	0.11	230	R				91-1007					NA		NA		03/04/2002
							91-1001									
1010	0.46	230	R				91-1026					NA		NA		03/04/2002
							SR 40									
1011	0.11	100	R				91-1001					NA		NA		03/04/2002
							91-1007									
1012	0.27	270	R				SR 40					NA		NA		03/04/2002
							91-1013									
1012	0.05	90	R				Dead End					NA		NA		03/04/2002
							SR 40; 91-1018									
1013	0.08	430	R				91-1017					NA		NA		03/04/2002
1013	0.05	330	R				91-1012					NA		NA		03/04/2002
1013	0.05	120	R				91-1031					NA		NA		03/04/2002
							91-654 Coppahaunk Rd									
1014	0.12	250	R				91-1015 NORTH					NA		NA		03/06/2002
1014	0.10	280	R				91-1015 SOUTH					NA		NA		03/06/2002
1014	0.10	290	R				91-653					NA		NA		03/06/2002
							91-1014 WEST									
1015	0.23	70	R				91-1014 EAST					NA		NA		03/05/2002
							Dead End									
1016	0.10	320	R				91-1003					NA		NA		03/04/2002
							91-1013									
1017	0.07	60	R				91-1032					NA		NA		03/04/2002
							91-654 Coppahaunk Rd									
1018	0.25	760	R				SR 40; 91-1013					NA		NA		03/04/2002
							SR 40									
1019	0.10	530	R				91-1027					NA		NA		03/06/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Waverly</b>																
(1019)	0.11	210	R				91-1027				NA			NA		03/06/2002
(1019)	0.21	200	R				91-1020				NA			NA		03/06/2002
(1019)	0.07	190	R				91-1004				NA			NA		03/06/2002
(1019)	0.03	310	R				91-1021				NA			NA		03/06/2002
(1020)	0.04	150	R				91-1019				NA			NA		03/05/2002
(1021)	0.21	180	R				Cul-de-Sac				NA			NA		03/05/2002
(1022)	0.28	250	R				91-1004				NA			NA		03/05/2002
(1022)	0.12	130	R				91-1019				NA			NA		03/05/2002
(1022)	0.43	100	R				91-1019				NA			NA		03/05/2002
(1023)	0.13	150	R				91-1024				NA			NA		03/05/2002
(1023)	0.12	49	R				91-1024				NA			NA		03/05/2002
(1023)	0.06	10	R				91-1025				NA			NA		03/05/2002
(1024)	0.08	30	R				91-1023				NA			NA		03/05/2002
(1024)	0.04	6	R				91-1022				NA			NA		03/05/2002
(1025)	0.03	4	R				Dead End				NA			NA		06/21/2005
(1025)	0.08	40	R				91-1023				NA			NA		03/05/2002
(1026)	0.08	110	R				0.08 MS 91-1010				NA			NA		03/05/2002
(1026)	0.08	70	R				91-1010				NA			NA		03/05/2002
(1027)	0.13	240	R				91-1019				NA			NA		03/04/2002
(1028)	0.20	450	R				Cul-de-Sac				NA			NA		03/04/2002
(1029)	0.16	240	R				91-1030				NA			NA		03/04/2002
(1029)							91-653				NA			NA		03/04/2002
(1029)							91-1030				NA			NA		03/04/2002

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Waverly</b>																
1029	0.21	570	R			From: 91-1030					NA		NA			03/04/2002
						To: 91-1003										
1030	0.10	110	R			From: Cul-de-Sac					NA		NA			03/04/2002
						To: 91-1028										
1030	0.11	280	R			From: 91-1028					NA		NA			03/04/2002
						To: 91-1029										
1030	0.09	410	R			From: 91-1029					NA		NA			03/04/2002
						To: Dead End										
						From: Dead End										
1031	0.06	40	R			To: Dead End					NA		NA			03/04/2002
						From: 91-1013										
1032	0.05	20	R			To: 91-1017					NA		NA			03/04/2002
						From: 91-1017										
1032	0.02	5	R			To: Dead End					NA		NA			03/04/2002
						From: 91-1008										
1034	0.02	170	R			To: Dead End					NA		NA			02/27/2002
						From: Dead End										
1035	0.04	340	R			To: 91-653					NA		NA			03/04/2002
						From: Dead End										
1036	0.07	40	R			To: 91-1029					NA		NA			06/21/2005
						From: Dead End										
1037	0.11	200	R			To: 91-1038					NA		NA			03/06/2002
						From: 91-1038										
1037	0.08	540	R			To: 91-653					NA		NA			03/06/2002
						From: 91-1037										
1038	0.22	150	R			To: 91-606					NA		NA			03/06/2002
						From: 91-1037										
1039	0.09	60	R			To: Cul-de-Sac					NA		NA			02/27/2002
						From: Cul-de-Sac										
1040	0.07	40	R			To: 91-1038					NA		NA			02/27/2002
						From: Dead End										
1041	0.28	60	R			To: 91-1014					NA		NA			02/27/2002
						From: Greenville County Line										
<b>Town of Jarratt</b>																
1101	0.17	370	R			To: SR 139					NA		NA			02/04/2002
						From: SR 139										
1101	0.10	180	R			To: Dead End					NA		NA			02/04/2002
						From: Greenville County Line										
<b>Sussex County</b>																
1102	0.08	560	R			To: 91-1113					NA		NA			02/02/2002
						From: 91-1113										
1102	0.02	620	R			To: 91-646					NA		NA			02/04/2002
						From: 91-646										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
(1102)	0.30	890	R											NA		02/04/2002
<b>Town of Jarratt</b>																
(1103)	0.10	650	R											NA		02/04/2002
(1103)	0.02	810	R											NA		02/04/2002
<b>Sussex County</b>																
(1104)	0.27	110	R											NA		02/04/2002
<b>Town of Jarratt</b>																
(1105)	0.10	20	R											NA		02/04/2002
(1105)	0.05	60	R											NA		02/04/2002
<b>Sussex County</b>																
(1106)	0.18	40	R											NA		06/22/2005
(1107)	0.02	60	R											NA		06/22/2005
<b>Town of Jarratt</b>																
(1108)	0.05	40	R											NA		02/04/2002
(1110)	0.23	110	R											NA		02/04/2002
<b>Sussex County</b>																
(1113)	0.25	90	R											NA		02/04/2002
<b>Town of Jarratt</b>																
(1115)	0.07	60	R											NA		06/22/2005
(1117)	0.05	110	R											NA		06/22/2005
(1120)	0.18	790	F	99%	0%	1%	0%	0%	0%	C	0.097	F	0.5	810	F	2005
<b>Town of Stony Creek</b>																
(1201)	0.05	40	R											NA		02/05/2002
<b>Sussex County</b>																
(1202)	0.09	260	R											NA		02/05/2002
<b>Town of Stony Creek</b>																
(1203)	0.08	130	R											NA		02/05/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Stony Creek</b>																
1203	0.10	150	R			From: 91-669					NA		NA			02/05/2002
						To: 91-658										
1204	0.07	60	R			From: SR 40 Bus					NA		NA			02/05/2002
						To: 91-1205										
1204	0.04	60	R			From: 91-1205					NA		NA			02/05/2002
						To: 91-658										
1205	0.15	40	R			From: SR 40 Bus					NA		NA			02/05/2002
						To: 91-1204										
<b>Sussex County</b>																
1210	0.08	20	R			From: Dead End					NA		NA			02/05/2002
						To: Gap Terminus										
1210	0.05	10	R			From: Dead End					NA		NA			02/05/2002
						To: T Intersection										
1210	0.02	30	R			From: T Intersection					NA		NA			02/05/2002
						To: 91-602										
<b>Town of Stony Creek</b>																
1212	0.12	2	R			From: 91-657					NA		NA			02/05/2002
						To: Dead End										
<b>Sussex County</b>																
1213	0.18	110	R			From: 91-657					NA		NA			02/05/2002
						To: Dead End										
1214	0.11	270	R			From: 91-670					NA		NA			02/05/2002
						To: US 301										
<b>Town of Waverly</b>																
9403	0.07	20	R			From: Waverly School					NA		NA			03/04/2002
						To: SR 40; 91-1018										
<b>Sussex County</b>																
9871	0.07	390	R			From: Central School; SR 40					NA		NA			03/04/2002
						To: 0.07 ME SR 40										
9871	0.21	380	R			From: 0.07 ME SR 40					NA		NA			03/04/2002
						To: 0.28 ME SR 40										
9871	0.09	250	R			From: 0.28 ME SR 40					NA		NA			03/04/2002
						To: 0.37 ME SR 40										
9871	0.07	310	R			From: 0.37 ME SR 40					NA		NA			03/04/2002
						To: SR 40										
9872	0.10	220	R			From: Chambliss Elem School					NA		NA			02/14/2002
						To: 0.10 ME 91-678										
9872	0.03	250	R			From: 0.10 ME 91-678					NA		NA			02/14/2002
						To: 91-678										
<b>Town of Waverly</b>																
9873	0.01	190	R			From: Jackson Elem School					NA		NA			03/04/2002
						To: 0.01 ME 91-1006										
9873	0.11	300	R			From: 0.01 ME 91-1006					NA		NA			03/04/2002
						To: 91-1006										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Sussex County</b>																
(9874)	0.05	220	R			From: Jefferson Elem School					NA			NA		03/05/2002
(9874)	0.11	200	R			From: 0.05 ME 91-1102					NA			NA		03/05/2002
						To: 91-1102										
<b>Town of Stony Creek</b>																
(9875)	0.05	150	R			From: 91-1204					NA			NA		06/22/2005
						To: Dead End										
<b>Sussex County</b>																
(9876)	0.07	40	R			From: Stony Creek High School					NA			NA		1995
						To: US 301										
I-95 Northbound		NA				From: 91-602					NA			NA		
						To: Prince George County Line										