

2001

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

Jurisdiction Report

90

Surry County  
Town of Claremont  
Town of Dendron  
Town of Surry

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

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

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

**QA: Quality of AADT:**

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

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

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

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

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

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

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

**QC: Quality of Classification Data:**

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

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

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

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

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





**QW: Quality of AAWDT:**

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








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

## Route Shield Legend

### Route Systems

-  Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Secondary Route

### Special Routes

-  Bus - Business Route
-  Bypass - 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  
Surry Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Surry County</b>															
(10) Colonial Trail	5.45	1500	G	90%	1%	2%	1%	7%	0%	F	140	G	1500	G	2001
				From:	Prince George County Line										
				To:	SR 40 Spring Grove										
(10) Colonial Trail	7.90	2100	A	92%	0%	2%	1%	5%	0%	A	230	A	2100	A	2001
				From:	SR 31 South Of Surry C H										
				To:	SCL Surry										
(10) Colonial Trail	0.47	4800	G	92%	0%	2%	1%	5%	0%	F	410	G	4800	G	2001
<b>Town of Surry</b>															
(10) Colonial Trail	0.57	4800	N	92%	0%	2%	1%	5%	0%	N	410	N	4800	N	2001
				From:	SCL Surry										
				To:	N SR 31										
(10) Colonial Trail	0.72	3500	G	92%	0%	2%	1%	5%	0%	F	300	G	3500	G	2001
				From:	ECL Surry										
<b>Surry County</b>															
(10) Colonial Trail	6.02	3500	N	92%	0%	2%	1%	5%	0%	N	300	N	3500	N	2001
				From:	ECL Surry										
				To:	90-617 Bacons Castle										
(10) Colonial Trail	3.14	3800	G	92%	0%	2%	1%	5%	0%	F	320	G	3700	G	2001
				From:	Isle of Wight County Line										
				To:	Sussex County Line										
(31) Rolfe Hwy	1.93	1800	G	94%	1%	2%	1%	3%	0%	F	160	G	1800	G	2001
				From:	WCL Dendron										
<b>Town of Dendron</b>															
(31) Rolfe Hwy	0.70	1800	N	94%	1%	2%	1%	3%	0%	N	160	N	1800	N	2001
				From:	WCL Dendron										
				To:	90-643										
(31) Rolfe Hwy	0.89	2300	G	94%	1%	2%	1%	3%	0%	F	210	G	2200	G	2001
				From:	NCL Dendron										
<b>Surry County</b>															
(31) Rolfe Hwy	7.47	2300	N	94%	1%	2%	1%	3%	0%	N	210	N	2200	N	2001
				From:	NCL Dendron										
				To:	S SR 10										
(31) (10) Colonial Trail	0.47	4800	G	92%	0%	2%	1%	5%	0%	F	410	G	4800	G	2001
				From:	CL Surry										
<b>Town of Surry</b>															
(31) (10) Colonial Trail	0.57	4800	N	92%	0%	2%	1%	5%	0%	N	410	N	4800	N	2001
				From:	CL Surry										
				To:	N SR 10										
(31) Rolfe Hwy	0.41	1800	G	96%	1%	2%	0%	1%	0%	F	160	G	1800	G	2001
				From:	SCL Surry										
<b>Surry County</b>															
(31) Rolfe Hwy	4.00	1800	N	96%	1%	2%	0%	1%	0%	N	160	N	1800	N	2001
				From:	NCL Surry										
				To:	Jamestown Ferry; James City County Line										
(40) Martin Luther King H	5.97	1100	G	87%	1%	3%	3%	6%	0%	F	90	G	1100	G	2001
				From:	Sussex County Line										
				To:	90-611										
(40) Martin Luther King H	3.04	910	G	87%	1%	3%	3%	6%	0%	F	70	G	900	G	2001
				From:	SR 10 Spring Grove										
				To:	90-602										
(600)	1.20	220	R								NA		NA		11/26/2000
				From:	Prince George County Line										
				To:	Prince George County Line										
(601)	0.40	220	R								NA		NA		11/26/2000
				From:	Prince George County Line										
				To:	90-602 WEST										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Surry County</b>															
601	3.80	70	R			From: 90-602 EAST					NA		NA		11/26/2000
601	1.80	240	R			From: 90-607					NA		NA		11/26/2000
601	3.53	30	R			From: SR 40 SOUTH SR 40 NORTH					NA		NA		11/26/2000
602	1.80	150	R			From: Sussex County Line					NA		NA		11/26/2000
602	4.70	260	R			From: 90-601 EAST					NA		NA		11/26/2000
602	3.10	100	R			From: 90-608					NA		NA		11/26/2000
603	0.70	30	R			From: Sussex County Line					NA		NA		11/26/2000
603	0.30	40	R			From: 90-614 South					NA		NA		11/26/2000
603	1.50	20	R			From: 90-614 North					NA		NA		11/26/2000
604	3.00	100	R			From: SOUTHAMPTON CO					NA		NA		11/26/2000
604	3.14	150	R			From: 90-617 EAST 90-617 WEST					NA		NA		11/26/2000
604	0.07	710	G	91%	1%	4%	1%	2%	0%	C	60	G	710	G	2001
605	2.35	150	R			From: 90-618					NA		NA		11/26/2000
606	0.80	90	R			From: 90-601					NA		NA		11/26/2000
607	5.73	140	R			From: 90-601					NA		NA		11/26/2000
608	3.40	210	R			From: 90-602					NA		NA		11/26/2000
609	0.80	90	R			From: 90-610					NA		NA		12/05/2000
609	3.14	190	R			From: 90-626					NA		NA		12/05/2000
<b>Town of Claremont</b>															
609	0.92	190	R			From: ECL Claremont					NA		NA		12/05/2000
609	0.07	120	R			From: 90-1209					NA		NA		12/05/2000
609	0.07	160	R			From: 90-1208					NA		NA		12/05/2000
609						To: 90-613									



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Surry Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Claremont</b>																
(609)	0.07	60	R			From: 90-613					NA		NA		12/05/2000	
(609)	0.18	48	R			From: 90-1212					NA		NA		12/05/2000	
						To: 90-1203										
<b>Surry County</b>																
(610)	2.20	330	R			From: 90-646					NA		NA		12/05/2000	
(610)	5.00	300	R			From: 90-609					NA		NA		12/05/2000	
(610)	2.94	220	R			From: 90-618 SOUTH 90-618 NORTH					NA		NA		12/05/2000	
						To: Dead End										
(611)	2.41	100	R			From: 90-616					NA		NA		11/26/2000	
(611)	3.40	130	R			From: 90-612					NA		NA		11/26/2000	
(611)	Salisbury Rd	2.33	410	G	86%	1%	3%	1%	9%	0%	F	40	G	400	G	2001
(611)	Salisbury Rd	0.77	400	G	87%	1%	3%	1%	8%	0%	C	40	G	400	G	2001
						From: SR 40										
						From: 90-607										
						To: SR 10										
(612)	2.40	60	R			From: 90-607					NA		NA		11/26/2000	
(612)	2.10	300	R			From: SR 40 WEST SR 40 EAST					NA		NA		11/26/2000	
(612)	2.23	60	R			From: 90-615					NA		NA		11/26/2000	
						To: 90-611										
(613)	Cabin Point Rd	4.12	620	G	95%	1%	2%	0%	2%	0%	C	70	G	610	G	2001
						From: SR 10										
						To: SCL Claremont										
<b>Town of Claremont</b>																
(613)	Cabin Point Rd	0.43	620	N	95%	1%	2%	0%	2%	0%	N	70	N	610	N	2001
						From: SCL Claremont										
(613)	Spring Grove Rd	0.72	900	G	94%	1%	2%	1%	2%	0%	C	90	G	890	G	2001
						From: 90-646										
(613)	Mancha Ave	0.11	360	G	94%	1%	2%	1%	2%	0%	F	49	G	350	G	2001
						From: 90-1203										
(613)		0.70	190	R								NA		NA		12/05/2000
						From: 90-609										
						To: 90-1212										
<b>Surry County</b>																
(614)		1.20	60	R								NA		NA		11/28/2000
						From: 90-615 WEST										
(614)		1.20	40	R								NA		NA		11/28/2000
						From: 90-601										
(614)		1.58	30	R								NA		NA		11/28/2000
						From: 90-603 SOUTH 90-603 NORTH										
(614)		1.95	80	R								NA		NA		11/28/2000
						From: 90-615 EAST 90-615 MID										
						To: 90-630										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Surry County</b>																
(615) Carsley Rd	7.20	420	G	92%	3%	3%	1%	2%	0%	C	40	G	410	G	2001	
				From:	SR 31											
				To:	SR 40											
(616)	3.22	350	R								NA		NA		11/28/2000	
				From:	90-615											
(616)	1.08	390	R								NA		NA		11/28/2000	
				From:	90-630 EAST											
(616)	1.34	910	R								NA		NA		11/28/2000	
				From:	90-618											
(616)	2.00	250	R								NA		NA		11/28/2000	
				From:	SR 31											
(616)	2.10	240	R								NA		NA		11/28/2000	
				From:	90-622 SOUTH											
				To:	90-622 NORTH											
(616)	3.00	380	G	94%	1%	2%	1%	3%	0%	C	40	G	380	G	2001	
				From:	90-626 WEST											
				To:	90-626 SOUTH											
(616)	0.55	180	R								NA		NA		11/28/2000	
				From:	SR 10											
				To:	90-633											
(617) White Marsh Rd	1.57	490	G	90%	1%	6%	1%	2%	0%	F	60	G	480	G	2001	
				From:	Sussex County Line											
				To:	90-629											
(617) White Marsh Rd	6.41	290	G	90%	1%	6%	1%	2%	0%	C	30	G	280	G	2001	
				From:	90-622 WEST											
(617) White Marsh Rd	1.12	540	G	90%	1%	6%	1%	2%	0%	F	50	G	540	G	2001	
				From:	90-622 EAST											
(617) White Marsh Rd	2.73	470	G	90%	1%	6%	1%	2%	0%	F	49	G	460	G	2001	
				From:	90-626											
(617)	5.57	380	R								NA		NA		11/28/2000	
				From:	SR 10											
(617) Bacons Castle Terrac	1.35	1100	G	78%	4%	15%	1%	2%	0%	C	140	G	1100	G	2001	
				From:	90-650											
				To:	90-621											
(618)	2.00	45	R								NA		NA		11/28/2000	
				From:	90-617 WEST											
				To:	90-617 EAST											
(618)	3.08	200	R								NA		NA		11/28/2000	
				From:	SR 31											
(618)	1.80	490	R								NA		NA		11/28/2000	
				From:	90-616											
(618)	4.00	470	R								NA		NA		11/28/2000	
				From:	SR 10											
(618)	2.30	180	R								NA		NA		11/28/2000	
				From:	90-626 SOUTH											
(618)	0.38	470	R								NA		NA		11/28/2000	
				From:	90-626 NORTH											
(618)	2.00	180	R								NA		NA		11/28/2000	
				From:	90-610											
(619)	0.34	9	R								NA		NA		11/28/2000	
				From:	Dead End											
				To:	90-618											
(620)	1.18	250	R								NA		NA		11/28/2000	
				From:	90-626											
				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						
<b>Surry County</b>															
(621)	1.00	80	R			From: Southampton County Line					NA		NA		11/28/2000
(621)	1.40	80	R			From: 90-618					NA		NA		11/28/2000
						To: 90-617									
(622)	1.32	110	R			From: Isle of Wight County Line					NA		NA		11/28/2000
(622)	0.56	170	R			From: 90-623					NA		NA		11/28/2000
(622)	0.84	430	G	94%	1%	From: 90-617 EAST 90-617 WEST				F	60	G	430	G	2001
(622)	1.53	330	G	94%	1%	From: 90-605				F	40	G	330	G	2001
(622)	2.48	320	G	94%	1%	From: 90-616 SOUTH				C	40	G	320	G	2001
						To: SR 31									
(623)	1.00	90	R			From: Isle of Wight County Line					NA		NA		11/28/2000
						To: 90-622									
(624)	2.50	200	R			From: 90-617					NA		NA		11/28/2000
						To: Southampton County Line									
(625)	1.62	100	R			From: Isle of Wight County Line					NA		NA		11/28/2000
						To: 90-617									
(626)	1.57	250	R			From: Isle of Wight County Line					NA		NA		11/26/2000
(626)	3.29	150	R			From: 90-617					NA		NA		11/26/2000
(626)	3.46	400	R			From: 90-616 EAST					NA		NA		11/26/2000
						To: SCL Surry									
<b>Town of Surry</b>															
(626)	0.35	400	R			From: SCL Surry					NA		NA		11/26/2000
						To: SR 10 SOUTH SR 10 NORTH									
(626)	0.42	440	R			From: SR 10 SOUTH SR 10 NORTH					NA		NA		11/26/2000
						To: NCL Surry									
<b>Surry County</b>															
(626)	1.40	440	R			From: NCL Surry					NA		NA		11/26/2000
(626)	0.93	460	R			From: 90-620					NA		NA		11/26/2000
(626)	3.97	280	R			From: 90-618 NORTH 90-618 SOUTH					NA		NA		11/26/2000
(626)	0.70	270	R			From: 90-610					NA		NA		11/26/2000
(626)	2.80	180	R			From: 90-609					NA		NA		11/26/2000
						To: 90-646									
(627)	3.10	250	R			From: Isle of Wight County Line					NA		NA		11/26/2000
						To: SR 10									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Surry County</b>															
(627)	0.68	120	R								NA		NA		11/26/2000
(627)	0.32	90	R								NA		NA		11/26/2000
(627)	0.20	70	R								NA		NA		11/26/2000
(628)	1.80	360	R								NA		NA		11/26/2000
(628)	0.10	280	R								NA		NA		11/26/2000
(629)	1.90	170	R								NA		NA		11/26/2000
(630)	1.43	80	R								NA		NA		11/26/2000
(630)	1.71	150	R								NA		NA		11/26/2000
(630)	2.90	140	R								NA		NA		11/26/2000
(631)	1.31	130	R								NA		NA		11/26/2000
(632)	1.59	230	R								NA		NA		11/26/2000
(633)	1.80	430	R								NA		NA		11/26/2000
(633)	0.20	550	G	95%	1%	3%	1%	1%	0%	C	70	G	550	G	2001
(633)	1.46	150	R								NA		NA		11/26/2000
(633)	0.06	180	R								NA		NA		11/26/2000
(633)	0.07	160	R								NA		NA		11/26/2000
(634)	0.74	140	R								NA		NA		11/28/2000
(634)	0.70	340	R								NA		NA		11/28/2000
(634) Alliance Rd	1.37	720	G	92%	1%	4%	1%	2%	0%	C	80	G	720	G	2001
(634) Alliance Rd	1.07	260	G	92%	1%	4%	2%	2%	0%	F	30	G	260	G	2001
(634) Alliance Rd	0.85	560	G	92%	1%	4%	1%	2%	0%	F	70	G	550	G	2001
(634) Alliance Rd	1.35	520	G	92%	1%	4%	1%	2%	0%	F	60	G	510	G	2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Surry County</b>																
(634) Alliance Rd	1.20	590	G	92%	1%	4%	1%	2%	0%	F	70	G	580	G	2001	
				From:	90-633 WEST											
				To:	SR 10 EAST											
(635)	1.20	70	R								NA		NA		11/28/2000	
				From:	SR 10											
				To:	Dead End											
(636)	1.30	440	R								NA		NA		11/28/2000	
				From:	90-634											
(636)	0.80	910	R								NA		NA		11/28/2000	
				From:	90-637 SOUTH											
(636)	0.40	330	R								NA		NA		11/28/2000	
				From:	90-637 NORTH											
				To:	Dead End											
(637)	0.89	850	R								NA		NA		11/28/2000	
				From:	90-634											
				To:	90-636 SOUTH											
(637)	1.40	730	R								NA		NA		11/28/2000	
				From:	90-636 NORTH											
				To:	90-652											
(637)	0.04	420	R								NA		NA		11/28/2000	
				From:	90-652											
				To:	90-656											
(637)	0.06	320	R								NA		NA		11/28/2000	
				From:	90-656											
				To:	SR 31											
(638)	1.34	170	R								NA		NA		11/28/2000	
				From:	SR 10											
				To:	Dead End											
(639)	0.60	70	R								NA		NA		11/28/2000	
				From:	Sussex County Line											
				To:	Southampton County Line											
(640)	1.05	40	R								NA		NA		11/28/2000	
				From:	90-618											
				To:	Dead End											
(641)	0.22	20	R								NA		NA		11/28/2000	
				From:	Dead End											
				To:	SR 31											
(642)	0.68	40	R								NA		NA		11/28/2000	
				From:	Dead End											
				To:	WCL Claremont											
<b>Town of Claremont</b>																
(642)	0.45	40	R								NA		NA		11/28/2000	
				From:	WCL Claremont											
				To:	90-1206											
<b>Town of Dendron</b>																
(643)	0.18	460	R								NA		NA		11/28/2000	
				From:	SR 31											
				To:	NCL DENDRON											
<b>Surry County</b>																
(643)	2.00	80	R								NA		NA		11/28/2000	
				From:	NCL DENDRON											
				To:	90-614											
(644)	0.90	30	R								NA		NA		11/29/2000	
				From:	SR 31											
				To:	90-622											
(645)	0.82	280	R								NA		NA		11/28/2000	
				From:	90-615											
				To:	NCL DENDRON											

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						2Axle	3+Axle	1Trail	2Trail						
<b>Surry County</b>															
(646)	0.25	700	R			From: SR 10					NA		NA		11/28/2000
(646) Spring Grove Ave	3.49	510	R			From: 90-610					NA		NA		12/06/2000
						To: SCL Claremont									
<b>Town of Claremont</b>															
(646) Spring Grove Ave	0.20	510	R			From: SCL Claremont					NA		NA		12/06/2000
						To: 90-613									
<b>Surry County</b>															
(647)	2.20	220	R			From: SR 40					NA		NA		12/06/2000
						To: Dead End									
(648)	2.22	160	R			From: 90-618					NA		NA		12/06/2000
						To: SR 31									
(649)	0.45	220	R			From: Dead End					NA		NA		12/06/2000
						To: SR 31									
(650)	1.20	170	R			From: Dead End					NA		NA		12/06/2000
(650) Hog Island Rd	1.40	530	G	88%	1%	2%	3%	7%	0%	C	110	G	520	G	2001
(650) Hog Island Rd	4.75	1900	G	88%	1%	2%	3%	7%	0%	F	430	G	1900	G	2001
						To: Dead End									
(651)	0.35	80	R			From: Dead End					NA		NA		12/06/2000
						To: 90-626									
(652)	0.13	60	R			From: 90-637					NA		NA		12/06/2000
						To: Dead End									
(653)	0.60	90	R			From: 90-616					NA		NA		12/06/2000
						To: Dead End									
(654)	1.20	30	R			From: 90-613					NA		NA		12/06/2000
						To: Dead End									
(655)	0.60	90	R			From: 90-617					NA		NA		12/06/2000
						To: Dead End									
(656)	0.04	460	R			From: 90-637					NA		NA		12/06/2000
						To: SR 31									
(657)	0.24	30	R			From: 90-634					NA		NA		12/06/2000
						To: Dead End									
(658)	0.02	40	R			From: LINE D					NA		NA		12/06/2000
						To: LINE A									
(658)	0.02	49	R			From: LINE A NORTH					NA		NA		12/06/2000
						To: LINE E									
(658)	0.09	40	R			From: LINE E					NA		NA		12/06/2000
						To: LINE A SOUTH									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Surry County</b>															
(658)	0.08	10	R			From: LINE A					NA	NA			12/05/2000
						To: LOOP NORTH									
(658)	0.26	10	R			From: Dead End					NA	NA			12/05/2000
						To: END LINE D									
(658)	0.02	10	R			From: END LINE D					NA	NA			12/05/2000
						To: BEGIN LINE E									
(658)	0.06	8	R			From: BEGIN LINE E					NA	NA			12/05/2000
						To: BEGIN LINE D									
(658)	0.04	10	R			From: BEGIN LINE D					NA	NA			12/05/2000
						To: 90-633									
(658)	0.04	20	R			From: 90-633					NA	NA			12/05/2000
						To: BEGIN LINE F									
(658)	0.10	10	R			From: BEGIN LINE F					NA	NA			12/05/2000
						To: Dead End									
(659)	0.61	100	R			From: Cul-de-Sac					NA	NA			11/29/2000
						To: SR 31									
(660)	0.30	80	R			From: SR 10					NA	NA			11/29/2000
						To: Dead End									
(661)	0.08	80	R			From: SR 40					NA	NA			11/29/2000
						To: Dead End									
(662)	0.63	10	R			From: Dead End					NA	NA			11/29/2000
						To: 90-636									
(663)	0.21	20	R			From: Dead End					NA	NA			11/29/2000
						To: 90-663 EAST LEG									
(663)	0.17	5	R			From: Dead End					NA	NA			11/29/2000
						To: SR 31									
(665)	0.58	90	R			From: 90-634					NA	NA			11/29/2000
						To: 90-783									
(665)	0.19	90	R			From: 90-783					NA	NA			11/29/2000
						To: Dead End									
(666)	0.12	60	R			From: Cul-de-Sac					NA	NA			11/29/2000
						To: SR 31									
(670)	0.10	730	R			From: Dead End					NA	NA			11/29/2000
						To: 90-626									
(674)	0.18	80	R			From: SR 40					NA	NA			11/29/2000
						To: Dead End									
(684)	0.35	50	R			From: Isle of Wight County Line					NA	NA			11/28/2000
						To: Dead End									
(700)	0.27	40	R			From: SR 31					NA	NA			12/05/2000
						To: SR 31									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Surry County</b>															
783	1.40	60	R				90-665				NA		NA		11/29/2000
							Dead End								
<b>Town of Surry</b>															
1001	0.11	300	R				90-626				NA		NA		11/30/2000
							90-1002								
1001	0.32	550	R				SR 10				NA		NA		11/30/2000
							SR 10								
1002	0.14	510	R				90-1001				NA		NA		11/30/2000
							Dead End								
1003	0.14	110	R				90-1002				NA		NA		12/01/2000
							90-1004								
1003	0.07	140	R				90-1005				NA		NA		12/01/2000
							SR 10								
1004	0.03	10	R				SR 10				NA		NA		12/01/2000
							90-1003								
1005	0.04	20	R				SR 10				NA		NA		12/01/2000
							90-1003								
<b>Surry County</b>															
1010	0.41	200	R				SR 10				NA		NA		11/29/2000
							Cul-de-Sac								
<b>Town of Dendron</b>															
1101	0.20	60	R				SR 31				NA		NA		11/30/2000
							90-1107								
1102	0.20	20	R				SR 31				NA		NA		11/30/2000
							90-1107								
1103	0.10	80	R				90-1106				NA		NA		11/28/2000
							SR 31								
1104	0.15	60	R				Dead End				NA		NA		11/28/2000
							90-1106								
1104	0.15	220	R				SR 31				NA		NA		11/28/2000
							90-1106								
1105	0.20	160	R				90-1106				NA		NA		11/28/2000
							SR 31; 90-9401								
1106	0.35	140	R				WCL DENDRON				NA		NA		11/28/2000
							90-1105								
1106	0.50	130	R				90-1104				NA		NA		11/28/2000
							90-1104								
1106	0.17	80	R				90-1103				NA		NA		11/28/2000



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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Dendron</b>															
(1107)	0.25	100	R			From: SR 31					NA		NA		11/28/2000
(1107)	0.15	30	R			From: 90-1101					NA		NA		11/28/2000
(1107)	0.50	40	R			From: 90-1102					NA		NA		11/28/2000
(1108)	0.03	30	R			From: 90-630					NA		NA		11/28/2000
(1108)						From: SR 31					NA		NA		12/01/2000
(1108)						To: Dead End									
<b>Town of Claremont</b>															
(1201)	0.10	30	R			From: SCL Claremont					NA		NA		12/05/2000
(1201)	0.22	170	R			From: 90-1215					NA		NA		12/05/2000
(1202)	0.44	160	R			From: 90-613					NA		NA		12/05/2000
(1203)	0.46	160	R			From: 90-613					NA		NA		12/05/2000
(1203)	0.04	190	R			To: Dead End					NA		NA		12/06/2000
(1203)	0.14	210	R			From: 90-1207					NA		NA		12/06/2000
(1203)						To: 90-1216					NA		NA		12/06/2000
(1203)						From: 90-609					NA		NA		12/06/2000
(1204)	0.25	70	R			To: 90-613					NA		NA		12/06/2000
(1204)						From: 90-609					NA		NA		12/05/2000
(1205)	0.31	150	R			To: Dead End					NA		NA		12/05/2000
(1206)	0.75	20	R			From: Dead End					NA		NA		12/05/2000
(1207)	0.30	60	R			To: 90-613					NA		NA		12/06/2000
(1207)						From: 90-642; 90-1207					NA		NA		12/06/2000
(1208)	0.10	70	R			To: 90-642; 90-1206					NA		NA		12/06/2000
(1209)	0.10	40	R			From: 90-1203					NA		NA		12/06/2000
(1210)	0.09	40	R			To: 90-613					NA		NA		12/05/2000
(1210)	0.08	70	R			From: 90-613					NA		NA		12/05/2000
(1211)	0.10	70	R			To: Dead End					NA		NA		12/05/2000
(1211)	0.17	40	R			From: Dead End					NA		NA		12/05/2000
(1211)						To: 0.10 ME Dead End					NA		NA		12/05/2000
(1211)						From: 90-1214					NA		NA		12/05/2000

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Claremont</b>															
(1211)	0.08	80	R			From: 90-1214					NA	NA			12/05/2000
						To: 90-613									
(1212)	0.35	70	R			From: 90-609					NA	NA			12/06/2000
						To: Dead End									
(1213)	0.11	70	R			From: 0.11 MW 90-613					NA	NA			12/05/2000
						To: 90-613									
(1213)	0.20	47	R			From: 90-613					NA	NA			12/05/2000
						To: Dead End									
(1214)	0.05	20	R			From: 90-1210					NA	NA			12/05/2000
						To: 90-1211									
(1215)	0.36	49	R			From: 90-1201					NA	NA			12/05/2000
						To: Dead End									
(1216)	0.25	80	R			From: 90-1203					NA	NA			12/05/2000
						To: Dead End									
(1217)	0.30	40	R			From: 90-1204					NA	NA			12/05/2000
						To: Dead End									
(1220)	0.03	46	R			From: 90-1202					NA	NA			12/05/2000
						To: Dead End									
<b>Town of Dendron</b>															
(9401)	0.15	NA				From: SR 31					NA	NA			
						To: L.P. JACKSON SCHOOL									
<b>Surry County</b>															
(9404)	0.21	160	R			From: SURRY HIGH SCH					NA	NA			12/06/2000
						To: 90-618									