

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates**

Jurisdiction Report

74

Prince George County
City of Hopewell

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management’s 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.

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 Mobility Management 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



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
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
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Prince George Maintenance Area

| Route | Length | AADT | QA | Year |
|---|--------|-------|----|------|
| Prince George County | | | | |
| From: Chesterfield County Line | | | | |
| 10 | 0.42 | 18000 | G | 2003 |
| To: WCL Hopewell | | | | |
| City of Hopewell | | | | |
| From: WCL Hopewell | | | | |
| 10 Randolph Rd | 0.12 | 18000 | G | 2003 |
| To: North 6th Ave | | | | |
| From: North 6th Ave | | | | |
| 10 Randolph Rd | 0.40 | 11000 | G | 2003 |
| To: Main St | | | | |
| From: Main St | | | | |
| 10 Randolph Rd | 0.74 | 11000 | G | 2003 |
| To: Winston Churchill Dr | | | | |
| From: Winston Churchill Dr | | | | |
| 10 Randolph Rd | 1.26 | 9500 | G | 2003 |
| To: ECL Hopewell | | | | |
| Prince George County | | | | |
| From: ECL Hopewell | | | | |
| 10 | 1.17 | 9600 | G | 2003 |
| To: W SR 156 | | | | |
| From: W SR 156 | | | | |
| 10 | 0.73 | 11000 | G | 2003 |
| To: E SR 156 | | | | |
| From: E SR 156 | | | | |
| 10 | 2.71 | 5100 | G | 2003 |
| To: 74-641 | | | | |
| From: 74-641 | | | | |
| 10 | 2.07 | 3600 | G | 2003 |
| To: 74-609 Garysville | | | | |
| From: 74-609 Garysville | | | | |
| 10 | 5.93 | 2900 | G | 2003 |
| To: 74-1201 | | | | |
| From: 74-1201 | | | | |
| 10 | 2.00 | 2400 | G | 2003 |
| To: Surry County Line | | | | |
| From: Surry County Line | | | | |
| 35 | 4.05 | 2400 | G | 2003 |
| To: I-95 | | | | |
| From: I-95 | | | | |
| 35 | 0.72 | 950 | G | 2003 |
| To: 74-605 | | | | |
| From: 74-605 | | | | |
| 36 | 0.76 | 16000 | G | 2003 |
| To: ECL Petersburg | | | | |
| From: ECL Petersburg | | | | |
| 36 | 1.45 | 16000 | A | 2003 |
| To: Hill Dr; Ft Lee Main Gate | | | | |
| From: Hill Dr; Ft Lee Main Gate | | | | |
| 36 | 1.45 | 16000 | A | 2003 |
| To: WCL Hopewell | | | | |
| From: WCL Hopewell | | | | |
| City of Hopewell | | | | |
| From: WCL Hopewell | | | | |
| 36 | 0.52 | 27000 | G | 2003 |
| To: 74-630 Jefferson Park Rd | | | | |
| From: 74-630 Jefferson Park Rd | | | | |
| 36 | 0.65 | 27000 | G | 2003 |
| To: SR 36 Par | | | | |
| From: SR 36 Par | | | | |
| 36 | 0.43 | 9900 | G | 2003 |
| To: Combined Traffic: | | 23000 | G | |
| From: SR 36 Par, Woodlawn St; Kenwood Ave | | | | |
| 36 | 0.60 | 20000 | G | 2003 |
| To: Winston Churchill Dr | | | | |
| From: Winston Churchill Dr | | | | |
| 36 | 0.39 | 13000 | G | 2003 |
| To: Miles Ave | | | | |
| From: Miles Ave | | | | |
| 36 | 0.25 | 12000 | G | 2003 |
| To: SR 156 High Ave | | | | |
| From: SR 156 High Ave | | | | |
| 36 | 0.25 | 12000 | G | 2003 |
| To: SR 156; Arlington Rd | | | | |
| From: SR 156; Arlington Rd | | | | |
| 36 | 0.12 | 2000 | G | 2003 |
| To: SR 156 Winston Churchill Dr | | | | |
| From: SR 156 Winston Churchill Dr | | | | |
| 36 | 0.12 | 2000 | G | 2003 |
| To: Arlington Rd | | | | |
| From: Arlington Rd | | | | |
| 36 | 0.12 | 2000 | G | 2003 |
| To: 15th Ave | | | | |
| From: 15th Ave | | | | |

| Route | Length | AADT | QA | Year |
|---------------------------------------|--------|-------|----|------|
| City of Hopewell | | | | |
| From: Arlington Rd | | | | |
| 36 | 0.77 | 6400 | G | 2003 |
| To: 15th Avenue | | | | |
| From: 15th Avenue | | | | |
| 36 | 0.22 | 2700 | G | 2003 |
| To: City Point Rd | | | | |
| From: City Point Rd | | | | |
| 36 | 0.44 | 8200 | G | 2003 |
| To: Broadway St | | | | |
| From: Broadway St | | | | |
| 36 | 0.31 | 11000 | G | 2003 |
| To: 15th Ave | | | | |
| From: 15th Ave | | | | |
| 36 | 0.31 | 11000 | G | 2003 |
| To: 6th Ave | | | | |
| From: 6th Ave | | | | |
| 36 | 0.31 | 11000 | G | 2003 |
| To: Broadway St | | | | |
| From: Broadway St | | | | |
| 36 | 0.61 | 13000 | G | 2003 |
| To: SR 10 Randolph Rd | | | | |
| From: SR 10 Randolph Rd | | | | |
| 36 | 0.61 | 13000 | G | 2003 |
| To: SR 36 Oaklawn Blvd | | | | |
| From: SR 36 Oaklawn Blvd | | | | |
| 36 | 0.61 | 13000 | G | 2003 |
| To: Woodlawn St | | | | |
| From: Woodlawn St | | | | |
| 36 | 0.61 | 13000 | G | 2003 |
| To: SR 36 Oaklawn Blvd | | | | |
| From: SR 36 Oaklawn Blvd | | | | |
| 36 | 0.35 | 9600 | G | 2003 |
| To: Woodlawn St | | | | |
| From: Woodlawn St | | | | |
| 36 | 0.35 | 9600 | G | 2003 |
| To: SR 36 Oaklawn Blvd; Kenwood Ave | | | | |
| From: SR 36 Oaklawn Blvd; Kenwood Ave | | | | |
| Prince George County | | | | |
| From: Sussex County Line | | | | |
| North | 2.41 | 14000 | G | 2003 |
| 95 | 2.41 | 14000 | G | 2003 |
| To: Combined Traffic: | | 29000 | G | |
| From: 74-623 Carson | | | | |
| North | 3.73 | 15000 | G | 2003 |
| 95 | 3.73 | 15000 | G | 2003 |
| To: Combined Traffic: | | 35000 | G | |
| From: US 301, SR 35, SR 156 | | | | |
| North | 4.54 | 20000 | A | 2003 |
| 95 | 4.54 | 20000 | A | 2003 |
| To: Combined Traffic: | | 40000 | A | |
| From: US 301 | | | | |
| North | 1.11 | 16000 | G | 2003 |
| 95 | 1.11 | 16000 | G | 2003 |
| To: Combined Traffic: | | 41000 | G | |
| From: I-295 | | | | |
| North | 0.96 | 12000 | G | 2003 |
| 95 | 0.96 | 12000 | G | 2003 |
| To: Combined Traffic: | | 28000 | G | |
| From: Rives Rd | | | | |
| City of Petersburg | | | | |
| From: Rives Rd | | | | |
| North | 1.15 | 13000 | G | 2003 |
| 95 | 1.15 | 13000 | G | 2003 |
| To: Combined Traffic: | | 30000 | G | |
| From: Wagner Rd | | | | |
| North | 2.79 | 20000 | G | 2003 |
| 95 | 2.79 | 20000 | G | 2003 |
| To: Combined Traffic: | | 43000 | G | |
| From: US 460 West St | | | | |
| North | 0.50 | 20000 | N | 2003 |
| 95 | 0.50 | 20000 | N | 2003 |
| To: Combined Traffic: | | 43000 | N | |
| From: I-85 | | | | |
| Prince George County | | | | |
| From: Sussex County Line | | | | |
| South | 2.91 | 16000 | G | 2003 |
| 95 | 2.91 | 16000 | G | 2003 |
| To: Combined Traffic: | | 29000 | G | |
| From: 74-623 Carson | | | | |
| South | 3.42 | 20000 | G | 2003 |
| 95 | 3.42 | 20000 | G | 2003 |
| To: Combined Traffic: | | 35000 | G | |
| From: US 301, SR 35, SR 156 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
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 Prince George Maintenance Area

| Route | Length | AADT | QA | Year | |
|-----------------------------|--|-------|-------|------|------|
| Prince George County | | | | | |
| South 95 | From US 301, SR 35, SR 156 | 5.45 | 20000 | A | 2003 |
| | Combined Traffic: | 40000 | A | | |
| South 95 | From US 301 | 0.58 | 25000 | G | 2003 |
| | Combined Traffic: | 41000 | G | | |
| South 95 | From I-295 | 0.42 | 16000 | G | 2003 |
| | Combined Traffic: | 28000 | G | | |
| | To SCL Petersburg | | | | |
| City of Petersburg | | | | | |
| South 95 | From SCL Petersburg | 0.34 | 16000 | G | 2003 |
| | Combined Traffic: | 28000 | G | | |
| South 95 | From Rives Rd | 1.22 | 17000 | G | 2003 |
| | Combined Traffic: | 30000 | G | | |
| South 95 | From Wagner Rd | 2.29 | 23000 | G | 2003 |
| | Combined Traffic: | 43000 | G | | |
| South 95 | From US 460; US 301 Crater Rd; County Rd | 0.53 | 23000 | N | 2003 |
| | Combined Traffic: | 43000 | N | | |
| | To I-85 | | | | |
| Prince George County | | | | | |
| 106 | From ECL Petersburg | 2.39 | 8300 | G | 2003 |
| 106 | From Courthouse Rd | 0.42 | 9800 | G | 2003 |
| 106 | From Courthouse Rd | 0.44 | 9300 | G | 2003 |
| 106 | From Courthouse Rd | 1.50 | 5900 | G | 2003 |
| 106 | From Courthouse Rd | 1.09 | 5600 | G | 2003 |
| 106 | From Courthouse Rd | 3.47 | 3600 | G | 2003 |
| 106 | From RT 156 BUS & RT 10 | 0.73 | 11000 | G | 2003 |
| 106 | From RT 10 & RT 156 | 2.69 | 4100 | G | 2003 |
| 144 | From SR 36 | 2.58 | 29000 | A | 2003 |
| 156 | From SR 35 | 0.17 | 1900 | G | 2003 |
| 156 | From US 301 | 4.09 | 1700 | G | 2003 |
| 156 | From 74-626 | 3.07 | 2300 | G | 2003 |
| | To US 460 West of Disputanta | | | | |

| Route | Length | AADT | QA | Year | |
|-----------------------------|--------------------------------|-------|-------|------|------|
| Prince George County | | | | | |
| 156 | From US 460 West of Disputanta | 5.73 | 4600 | G | 2003 |
| 156 | From SR 106-156 By Pass | 0.62 | 6500 | G | 2003 |
| 156 | From 74-674 | 2.51 | 7100 | G | 2003 |
| | To SCL Hopewell | | | | |
| City of Hopewell | | | | | |
| 156 | From SCL Hopewell | 0.56 | 9600 | G | 2003 |
| 156 | From High Ave | 0.38 | 6600 | G | 2003 |
| 156 | From Winston Churchill Dr | 0.25 | 12000 | G | 2003 |
| 156 | From Winston Churchill Rd | 0.55 | 17000 | G | 2003 |
| 156 | From Winston Churchill Dr | 0.80 | 8300 | G | 2003 |
| 156 | From Randolph Rd | 1.26 | 9500 | G | 2003 |
| Prince George County | | | | | |
| 156 | From ECL Hopewell | 1.17 | 9600 | G | 2003 |
| 156 | From W SR 156 | 0.73 | 11000 | G | 2003 |
| 156 | From N SR 10 | 2.69 | 4100 | G | 2003 |
| Bypass | From SR 106 & 156 | 1.09 | 5600 | G | 2003 |
| Bypass | From 74-609 | 3.47 | 3600 | G | 2003 |
| City of Hopewell | | | | | |
| East 295 | From NCL Hopewell | 3.30 | 17000 | F | 2003 |
| | Combined Traffic: | 35000 | F | | |
| | To SCL Hopewell | | | | |
| Prince George County | | | | | |
| East 295 | From SCL Hopewell | 0.15 | 17000 | F | 2003 |
| | Combined Traffic: | 35000 | F | | |
| | To SR 36 | | | | |
| East 295 | From SR 36 | 6.39 | 11000 | G | 2003 |
| | Combined Traffic: | 20000 | G | | |
| | To US 460 | | | | |

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

| Route | Length | AADT | QA | Year | |
|-----------------------------|--|-------|-------|------|------------|
| Prince George County | | | | | |
| East 295 | From US 460 | 3.03 | 8700 | A | 2003 |
| | Combined Traffic: | 18000 | A | | |
| | <i>East I-295 is signed as South I-295</i> | | | | |
| | To I-95 | | | | |
| City of Hopewell | | | | | |
| West 295 | From NCL Hopewell | 3.30 | 18000 | F | 2003 |
| | Combined Traffic: | 35000 | F | | |
| | <i>West I-295 is signed as North I-295</i> | | | | |
| | To SCL Hopewell | | | | |
| Prince George County | | | | | |
| West 295 | From SCL Hopewell | 0.61 | 18000 | F | 2003 |
| | Combined Traffic: | 54000 | G | | |
| | <i>West I-295 is signed as North I-295</i> | | | | |
| | To SR 36 | | | | |
| West 295 | From SR 36 | 6.77 | 9000 | G | 2003 |
| | Combined Traffic: | 20000 | G | | |
| | <i>West I-295 is signed as North I-295</i> | | | | |
| | To US 460 | | | | |
| West 295 | From US 460 | 2.32 | 8900 | A | 2003 |
| | Combined Traffic: | 18000 | A | | |
| | <i>West I-295 is signed as North I-295</i> | | | | |
| | To I-95 | | | | |
| 301 | From Crater Rd | 2.69 | 930 | G | 2003 |
| | To 74-604; 74-623 Rowanty Rd | | | | |
| 301 | From Crater Rd | 3.86 | 1400 | G | 2003 |
| | To SR 35 Courtland Rd | | | | |
| 301 35 | From | 0.27 | 950 | G | 2003 |
| | To I-95; SR 156 | | | | |
| | To I-95; SR 35 | | | | |
| 301 156 | From | 0.17 | 1900 | G | 2003 |
| | To SR 156 Prince George Dr | | | | |
| 301 | From Crater Rd | 4.42 | 2200 | G | 2003 |
| | To I-95 | | | | |
| 301 | From Crater Rd | 2.07 | 6600 | G | 2003 |
| | To SCL Petersburg | | | | |
| 460 | From County Dr | 0.40 | 12000 | G | 2003 |
| | To I-295 | | | | |
| 460 | From County Dr | 0.74 | 15000 | N | 2003 |
| | To 74-629 | | | | |
| 460 | From County Dr | 3.07 | 15000 | G | 2003 |
| | To SR 156 Prince George Dr | | | | |
| 460 | From County Dr | 6.20 | 16000 | G | 2003 |
| | To Sussex County Line | | | | |
| 600 | From 74-611 | 1.77 | 260 | R | 08/14/2002 |
| | To Surry County Line | | | | |
| 601 | From US 460; 74-624 | 0.80 | 100 | R | 08/14/2002 |
| | To 74-613 | | | | |

| Route | Length | AADT | QA | Year | |
|-----------------------------|----------------------------------|------|------|------|------------|
| Prince George County | | | | | |
| 601 | From 74-613 | 3.06 | 140 | R | 08/14/2002 |
| | To Surry County Line | | | | |
| 602 | From 74-653 | 0.43 | 110 | R | 08/14/2002 |
| | To Dead End | | | | |
| 603 | From ECL Petersburg | 1.29 | 1300 | R | 1993 |
| | To SR 106 | | | | |
| 604 | From Dinwiddie County Line NORTH | 2.34 | 490 | G | 2003 |
| | To 26-703; Din CL SOUTH | | | | |
| 604 | From | 0.16 | 1400 | G | 2003 |
| | To US 301; 74-623 | | | | |
| 605 | From Dinwiddie County Line | 1.40 | 480 | R | 08/16/2002 |
| | To 74-621 | | | | |
| 605 | From | 0.20 | 680 | R | 08/16/2002 |
| | To SR 35; 74-622 | | | | |
| 605 | From | 0.81 | 200 | R | 08/16/2002 |
| | To Service Road I-95 | | | | |
| 606 | From Dinwiddie County Line | 0.50 | 290 | R | 08/16/2002 |
| | To 74-622 | | | | |
| 607 | From Dinwiddie County Line | 2.35 | 290 | R | 08/16/2002 |
| | To FR-122 | | | | |
| 607 | From | 0.35 | 1300 | R | 08/16/2002 |
| | To 74-608 | | | | |
| 608 | From US 301 | 2.55 | 1100 | R | 08/16/2002 |
| | To 74-622 | | | | |
| 608 | From | 0.81 | 1000 | G | 2003 |
| | To Dinwiddie County Line | | | | |
| Dinwiddie County | | | | | |
| 608 | From Prince George County Line | 0.31 | 1000 | N | 2003 |
| | To SR 345; 26-677 | | | | |
| 608 | From | 1.00 | 2000 | G | 2003 |
| | To SCL Petersburg | | | | |
| Prince George County | | | | | |
| 609 | From SR 156 Bypass | 1.34 | 2500 | G | 2003 |
| | To 74-636 | | | | |
| 609 | From | 2.57 | 1500 | G | 2003 |
| | To 74-635 | | | | |
| 609 | From | 1.86 | 1000 | G | 2003 |
| | To SR 10 | | | | |
| 610 | From SR 10 | 2.00 | 190 | R | 08/14/2002 |
| | To 74-611 | | | | |
| 611 | From Dead End | 0.48 | 48 | R | 08/14/2002 |
| | To 74-625 | | | | |
| 611 | From | 2.00 | 140 | R | 08/14/2002 |
| | To 74-612 | | | | |

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 Annual Average Daily Traffic Volume Estimates By Section of Route
 Prince George Maintenance Area

| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-612 | | | | |
| (611) | 1.70 | 160 | R | 08/14/2002 |
| To: 74-658 | | | | |
| (611) | 2.92 | 160 | R | 08/14/2002 |
| To: 74-1201 | | | | |
| (611) | 2.10 | 170 | G | 2003 |
| To: 74-610 | | | | |
| (611) | 3.27 | 170 | R | 08/14/2002 |
| To: Dead End | | | | |
| From: 74-611 | | | | |
| (612) | 0.90 | 150 | R | 08/14/2002 |
| To: 74-616 | | | | |
| From: Sussex County Line | | | | |
| (613) | 1.50 | 140 | R | 08/14/2002 |
| To: 74-601 | | | | |
| (613) | 1.80 | 340 | R | 08/14/2002 |
| To: 74-625 | | | | |
| From: SR 10 WEST | | | | |
| (614) | 1.90 | 260 | R | 08/14/2002 |
| To: 74-615 | | | | |
| (614) | 3.20 | 100 | R | 08/14/2002 |
| To: SR 10 EAST | | | | |
| From: 74-614 | | | | |
| (615) | 0.40 | 10 | R | 08/14/2002 |
| To: Dead End | | | | |
| From: SR 106; 74-724 | | | | |
| (616) | 1.96 | 4100 | G | 2003 |
| To: SR 156 NORTH | | | | |
| From: SR 156 SOUTH | | | | |
| (616) | 2.50 | 1500 | G | 2003 |
| To: 74-618 | | | | |
| (616) | 4.13 | 900 | G | 2003 |
| To: 74-625 | | | | |
| (616) | 3.77 | 410 | G | 2003 |
| To: SR 10 | | | | |
| From: 74-618 | | | | |
| (617) | 0.90 | 60 | R | 08/14/2002 |
| To: Dead End | | | | |
| From: 74-627 | | | | |
| (618) | 2.37 | 340 | R | 08/14/2002 |
| To: 74-630 WEST | | | | |
| From: 74-630 EAST | | | | |
| (618) | 0.10 | 320 | R | 08/14/2002 |
| To: US 460 | | | | |
| (618) | 1.20 | 200 | R | 08/14/2002 |
| To: 74-629 | | | | |
| (618) | 2.76 | 190 | R | 08/14/2002 |
| To: 74-632 | | | | |
| (618) | 0.94 | 210 | R | 08/14/2002 |
| To: 74-635 | | | | |
| (618) | 0.50 | 270 | R | 08/14/2002 |
| To: 74-616 | | | | |
| From: 74-625 | | | | |
| (619) | 2.10 | 100 | R | 1993 |
| To: 74-627 | | | | |

| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-638 | | | | |
| (620) | 1.00 | 90 | R | 1999 |
| To: 1.00 ME 74-638 | | | | |
| (620) | 1.90 | 80 | R | 1993 |
| To: 74-627 | | | | |
| From: 74-604 | | | | |
| (621) | 2.28 | 210 | R | 1993 |
| To: 74-605 | | | | |
| From: SR 35; 74-605 | | | | |
| (622) | 1.50 | 430 | R | 1993 |
| To: 74-606 | | | | |
| (622) | 0.30 | 320 | R | 1993 |
| To: 74-607 EAST | | | | |
| From: 74-607 WEST | | | | |
| (622) | 2.70 | 380 | R | 1993 |
| To: 74-608 | | | | |
| From: Sussex County Line | | | | |
| (623) | 0.30 | 230 | G | 2003 |
| To: 74-667 | | | | |
| (623) | 2.42 | 340 | G | 2003 |
| To: 74-670 | | | | |
| (623) | 0.55 | 700 | G | 2003 |
| To: US 301; 74-604 | | | | |
| From: Sussex County Line | | | | |
| (624) | 1.00 | 100 | R | 08/14/2002 |
| To: US 460; 74-601 | | | | |
| From: Sussex County Line | | | | |
| (625) | 0.96 | 770 | G | 2003 |
| To: 74-619 | | | | |
| (625) | 2.68 | 910 | G | 2003 |
| To: 74-630 | | | | |
| (625) | 0.09 | 1100 | G | 2003 |
| To: US 460 EAST | | | | |
| From: US 460 WEST | | | | |
| (625) | 0.51 | 720 | G | 2003 |
| To: 74-613 | | | | |
| (625) | 4.17 | 320 | G | 2003 |
| To: 74-611 | | | | |
| (625) | 1.48 | 320 | G | 2003 |
| To: 74-616 | | | | |
| (625) | 2.98 | 410 | G | 2003 |
| To: SR 10 | | | | |
| From: 47-627 | | | | |
| (626) | 3.00 | 680 | R | 08/16/2002 |
| To: SR 156 | | | | |
| (626) | 1.60 | 960 | G | 2003 |
| To: 1.60 M FRM SR 156 | | | | |
| (626) | 1.00 | 1100 | G | 2003 |
| To: 74-649 | | | | |
| (626) | 0.80 | 3000 | G | 2003 |
| To: US 301 | | | | |
| From: Sussex County Line | | | | |
| (627) | 2.43 | 420 | G | 2003 |
| To: 74-662 | | | | |
| (627) | 1.15 | 490 | G | 2003 |
| To: 74-619 | | | | |

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| Route | Length | AADT | QA | Year |
|------------------------------|--------|-------|----|------------|
| Prince George County | | | | |
| From: 74-619 | | | | |
| (627) To: 74-630 | 4.30 | 580 | G | 2003 |
| From: 74-608 | | | | |
| (628) To: 1.36 M FRM 74- 608 | 1.36 | 240 | R | 09/24/2002 |
| From: 1.36 M FRM 74-608 | | | | |
| (628) To: 74-629 | 0.80 | 250 | R | 09/24/2002 |
| From: SCL Petersburg | | | | |
| (629) To: US 301; Gap Termin | 2.28 | 1100 | G | 2003 |
| From: ECL Petersburg | | | | |
| (629) To: 74-630 WEST | 1.55 | 4600 | G | 2003 |
| From: 74-630 WEST | | | | |
| (629) To: 74-630 EAST | 0.04 | 5100 | G | 2003 |
| From: 74-630 WEST | | | | |
| (629) To: US 460 | 0.11 | 2500 | G | 2003 |
| From: US 460 | | | | |
| (629) To: SR 156 | 2.82 | 1200 | G | 2003 |
| From: SR 156 | | | | |
| (629) To: 74-635 | 1.15 | 750 | R | 08/14/2002 |
| From: 74-635 | | | | |
| (629) To: 74-618 | 2.92 | 250 | R | 08/14/2002 |
| From: 74-618 | | | | |
| (630) To: 74-625 | 0.21 | 530 | R | 08/16/2002 |
| From: 74-625 | | | | |
| (630) To: 74-618 EAST | 0.04 | 800 | R | 08/16/2002 |
| From: 74-618 EAST | | | | |
| (630) To: 74-618 WEST | 2.78 | 320 | R | 08/16/2002 |
| From: 74-618 WEST | | | | |
| (630) To: 74-627 | 0.70 | 1500 | G | 2003 |
| From: 74-627 | | | | |
| (630) To: SR 156 | 2.10 | 1700 | G | 2003 |
| From: SR 156 | | | | |
| (630) To: 74-649 | 0.90 | 3500 | G | 2003 |
| From: 74-649 | | | | |
| (630) To: 74-629 SOUTH | | | | |
| From: 74-629 NORTH | | | | |
| (630) To: US 460 | 0.08 | 3000 | G | 2003 |
| From: US 460 | | | | |
| (630) To: SR 106 | 2.11 | 1600 | G | 2003 |
| From: SR 106 | | | | |
| (630) To: 74-634 | 1.03 | 3000 | R | 08/16/2002 |
| From: 74-634 | | | | |
| (630) To: 74-646 | 1.51 | 8500 | G | 2003 |
| From: 74-646 | | | | |
| (630) To: SCL Hopewell | 1.27 | 13000 | G | 2003 |
| From: SCL Hopewell | | | | |
| (631) To: 74-604 | 0.44 | 170 | R | 08/16/2002 |
| From: 74-604 | | | | |
| (631) To: 74-675 | 0.35 | 210 | R | 08/16/2002 |
| From: 74-675 | | | | |
| (631) To: 74-671 | | | | |

| Route | Length | AADT | QA | Year |
|------------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-671 | | | | |
| (631) To: 74-638 | 1.83 | 150 | R | 08/16/2002 |
| From: 74-618 | | | | |
| (632) To: Dead End | 0.17 | 110 | R | 08/16/2002 |
| From: 74-630 | | | | |
| (634) To: SR 106 | 0.51 | 4600 | G | 2003 |
| From: 74-629 | | | | |
| (635) To: 74-695 | 2.35 | 190 | R | 08/14/2002 |
| From: 74-695 | | | | |
| (635) To: 74-665 | 3.75 | 270 | R | 08/14/2002 |
| From: 74-665 | | | | |
| (635) To: 74-609 | 1.10 | 610 | R | 08/14/2002 |
| From: 74-609 | | | | |
| (635) To: SR 10 | 2.20 | 520 | R | 08/14/2002 |
| From: SR 10 | | | | |
| (636) To: 74-635 | 2.10 | 250 | R | 08/14/2002 |
| From: 74-635 | | | | |
| (636) To: 74-686 | 0.80 | 780 | R | 08/14/2002 |
| From: 74-686 | | | | |
| (636) To: 74-609 | | | | |
| From: Sussex County Line | | | | |
| (637) To: SR 35 | 0.70 | 180 | R | 08/16/2002 |
| From: SR 35 | | | | |
| (638) To: Sussex County Line | 0.88 | 150 | G | 2003 |
| From: Sussex County Line | | | | |
| (638) To: 74-650 | 2.60 | 510 | G | 2003 |
| From: 74-650 | | | | |
| (638) To: SR 35 | 2.50 | 420 | G | 2003 |
| From: SR 35 | | | | |
| (638) To: 74-662 | 0.27 | 1100 | G | 2003 |
| From: 74-662 | | | | |
| (638) To: SR 156 | | | | |
| From: SR 156 | | | | |
| (639) To: SR 10 | 2.00 | 180 | R | 08/14/2002 |
| From: SR 10 | | | | |
| (639) To: 74-640 | 1.66 | 130 | R | 08/14/2002 |
| From: 74-640 | | | | |
| (639) To: Dead End | | | | |
| From: 74-639 | | | | |
| (640) To: Dead End | 1.00 | 30 | R | 08/14/2002 |
| From: Dead End | | | | |
| (641) To: SR 156 | 1.36 | 1300 | R | 08/14/2002 |
| From: SR 156 | | | | |
| (641) To: 74-646 | 1.44 | 960 | G | 2003 |
| From: 74-646 | | | | |
| (641) To: SR 10 NORTH | 3.00 | 190 | R | 08/28/2002 |
| From: SR 10 NORTH | | | | |
| (641) To: SR 10 SOUTH | | | | |
| From: SR 10 SOUTH | | | | |
| (642) To: SR 10 | 0.53 | 2800 | R | 08/14/2002 |
| From: SR 10 | | | | |
| (642) To: 74-1413 | 0.07 | 690 | R | 1999 |
| From: 74-1413 | | | | |
| (642) To: 74-1412 | | | | |

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| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-1412 | | | | |
| (642) | 0.06 | 610 | R | 1999 |
| To: 74-1411 | | | | |
| (642) | 0.12 | 540 | R | 1999 |
| To: 74-1404 WEST | | | | |
| From: 74-1405 WEST | | | | |
| (642) | 0.07 | 500 | R | 1999 |
| To: 74-1405 EAST | | | | |
| (642) | 0.07 | 430 | R | 1999 |
| To: 74-707 | | | | |
| (642) | 0.08 | 250 | R | 1999 |
| To: 74-706 | | | | |
| From: Dead End | | | | |
| (643) | 0.09 | 20 | R | 08/28/2002 |
| To: 74-647 | | | | |
| From: SR 10; SR 156 Bypass | | | | |
| (644) | 0.80 | 70 | R | 09/24/2002 |
| To: Dead End | | | | |
| From: NCL Petersburg | | | | |
| (645) | 0.78 | 4600 | G | 2003 |
| To: 74-684 | | | | |
| (645) | 1.19 | 1600 | G | 2003 |
| To: 74-725 | | | | |
| (645) | 1.11 | 5600 | G | 2003 |
| To: 74-694 | | | | |
| (645) | 2.15 | 5200 | G | 2003 |
| To: 2.15 M FRM 74-694 | | | | |
| (645) | 0.19 | 4800 | G | 2003 |
| To: SCL Hopewell | | | | |
| From: 74-630 | | | | |
| (646) | 2.17 | 6900 | G | 2003 |
| To: SR 156 SOUTH | | | | |
| From: SR 156 NORTH | | | | |
| (646) | 2.72 | 1300 | G | 2003 |
| To: SR 156 Bypass | | | | |
| (646) | 0.81 | 750 | G | 2003 |
| To: 74-708 | | | | |
| (646) | 0.79 | 870 | G | 2003 |
| To: 74-641 EAST | | | | |
| From: 74-641 WEST | | | | |
| (646) | 2.40 | 310 | R | 09/24/2002 |
| To: 74-609 | | | | |
| From: 74-1159 Haley Rd | | | | |
| (647) | 0.46 | 360 | R | 1999 |
| To: 74-1200 | | | | |
| (647) | 0.09 | 580 | R | 1999 |
| To: 74-643 | | | | |
| (647) | 0.44 | 600 | R | 1999 |
| To: 74-646 | | | | |
| From: Dead End | | | | |
| (648) | 0.11 | 70 | R | 1999 |
| To: 74-652 | | | | |
| (648) | 0.11 | 150 | R | 1999 |
| To: 74-651 | | | | |
| (648) | 0.31 | 420 | R | 1999 |
| To: US 301 | | | | |

| Route | Length | AADT | QA | Year |
|--------------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-626 | | | | |
| (649) | 0.33 | 2100 | G | 2003 |
| To: 74-1003 | | | | |
| (649) | 0.36 | 1700 | G | 2003 |
| To: 74-1004 | | | | |
| (649) | 0.46 | 1700 | G | 2003 |
| To: 74-661 | | | | |
| (649) | 0.30 | 1700 | G | 2003 |
| To: 74-1010 | | | | |
| (649) | 0.95 | 2200 | G | 2003 |
| To: 74-630 | | | | |
| From: 74-623 | | | | |
| (650) | 3.50 | 90 | R | 08/16/2002 |
| To: 74-638 | | | | |
| From: Dead End | | | | |
| (651) | 0.17 | 140 | R | 1999 |
| To: 74-648 | | | | |
| From: Dead End | | | | |
| (652) | 0.04 | 20 | R | 1999 |
| To: 74-648 | | | | |
| From: 74-611 | | | | |
| (653) | 6.37 | 120 | R | 08/14/2002 |
| To: 74-602 | | | | |
| (653) | 0.80 | 190 | R | 08/14/2002 |
| To: 74-611 | | | | |
| From: 74-646 | | | | |
| (655) | 1.00 | 180 | R | 1993 |
| To: Dead End | | | | |
| From: 74-614 | | | | |
| (656) | 1.50 | 20 | R | 08/14/2002 |
| To: Dead End | | | | |
| From: Dead End | | | | |
| (657) | 0.11 | 3000 | R | 1993 |
| To: US 460 | | | | |
| From: 74-611 | | | | |
| (658) | 1.30 | 100 | R | 08/14/2002 |
| To: 74-616 | | | | |
| From: Sussex County Line | | | | |
| (659) | 0.89 | 30 | R | 08/16/2002 |
| To: 0.89 MN Sussex County Line | | | | |
| (659) | 1.01 | 200 | R | 08/16/2002 |
| To: 74-619 | | | | |
| From: Dead End | | | | |
| (661) | 0.69 | 320 | R | 08/16/2002 |
| To: 74-1031 | | | | |
| (661) | 0.29 | 490 | R | 08/16/2002 |
| To: 74-1034 | | | | |
| (661) | 0.10 | 700 | R | 08/16/2002 |
| To: 74-649 | | | | |
| From: 74-638 | | | | |
| (662) | 3.35 | 260 | R | 08/16/2002 |
| To: 74-627 | | | | |
| From: 74-669 | | | | |
| (663) | 0.07 | 150 | R | 1999 |
| To: 74-616 | | | | |

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| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-646 | | | | |
| (664) | 0.26 | 110 | R | 1999 |
| To: Dead End | | | | |
| From: 74-635 | | | | |
| (665) | 0.87 | 190 | R | 1999 |
| To: Dead End | | | | |
| From: 74-616 | | | | |
| (666) | 2.20 | 160 | R | 08/16/2002 |
| To: 74-635 | | | | |
| From: 74-623 | | | | |
| (667) | 1.53 | 110 | R | 08/16/2002 |
| To: US 301 | | | | |
| From: SR 35 | | | | |
| (668) | 0.32 | 270 | R | 08/16/2002 |
| To: US 301; SR 156 | | | | |
| From: Dead End | | | | |
| (669) | 0.05 | 110 | R | 1999 |
| To: 74-663 | | | | |
| From: FR-294 | | | | |
| (670) | 0.23 | 70 | R | 1999 |
| To: 74-676 | | | | |
| From: 74-676 | | | | |
| (670) | 0.03 | 130 | R | 1999 |
| To: 74-623 | | | | |
| From: FR-295 | | | | |
| (671) | 0.20 | 70 | R | 1999 |
| To: 74-631 | | | | |
| From: Dead End | | | | |
| (672) | 0.17 | 3 | R | 1999 |
| To: 74-667 | | | | |
| From: 74-604 | | | | |
| (673) | 0.06 | 320 | R | 1999 |
| To: US 301 | | | | |
| From: SR 156 SOUTH | | | | |
| (674) | 0.91 | 1300 | R | 1999 |
| To: SR 156 NORTH | | | | |
| From: 74-631 | | | | |
| (675) | 0.11 | 250 | R | 1999 |
| To: US 301 | | | | |
| From: 74-670 | | | | |
| (676) | 0.21 | 60 | R | 1999 |
| To: Dead End | | | | |
| From: 74-00622(B)/ | | | | |
| (677) | 0.24 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: Dead End | | | | |
| (684) | 0.53 | 1000 | R | 1999 |
| To: 74-645 | | | | |
| From: Dead End | | | | |
| (685) | 0.53 | 210 | R | 09/23/2002 |
| To: 74-645 | | | | |
| From: Dead End | | | | |
| (686) | 1.31 | 130 | R | 08/14/2002 |
| To: 74-636 | | | | |
| From: 74-641 | | | | |
| (693) | 1.45 | 170 | R | 08/14/2002 |
| To: Dead End | | | | |

| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-645 | | | | |
| (694) | 0.34 | 480 | R | 1999 |
| To: 74-697 | | | | |
| From: 34-697 Morgan Road | | | | |
| (694) | 0.06 | 30 | R | 1999 |
| To: Dead End | | | | |
| From: 74-618 | | | | |
| (695) | 1.40 | 160 | R | 08/14/2002 |
| To: 74-635 | | | | |
| From: 74-605 | | | | |
| (696) | 0.47 | 130 | R | 08/16/2002 |
| To: FR-122 | | | | |
| From: Cul-de-Sac | | | | |
| (697) | 0.11 | 80 | R | 1999 |
| To: 74-694 | | | | |
| From: 74-699 | | | | |
| (698) | 0.21 | 220 | R | 09/23/2002 |
| To: 74-694 | | | | |
| From: Dead End | | | | |
| (699) | 0.20 | 220 | R | 09/23/2002 |
| To: 74-698 | | | | |
| From: 74-698 | | | | |
| (699) | 0.03 | 10 | R | 09/23/2002 |
| To: Cul-de-Sac | | | | |
| From: Dead End | | | | |
| (703) | 0.45 | 60 | R | 1999 |
| To: 74-618 | | | | |
| From: 0.04 MS 74-642 | | | | |
| (706) | 0.04 | 6 | R | 08/14/2002 |
| To: 74-642 | | | | |
| From: 74-642 | | | | |
| (706) | 0.30 | 260 | R | 08/14/2002 |
| To: Dead End | | | | |
| From: 74-642 | | | | |
| (707) | 0.10 | 230 | R | 1999 |
| To: 0.10 MN 74-642 | | | | |
| From: 74-642 | | | | |
| (707) | 0.06 | 300 | R | 1993 |
| To: 74-1419 | | | | |
| From: 74-1419 | | | | |
| (707) | 0.12 | 60 | R | 08/14/2002 |
| To: Cul-de-Sac | | | | |
| From: 74-646 | | | | |
| (708) | 0.60 | 140 | R | 09/23/2002 |
| To: Dead End | | | | |
| From: SR 106 | | | | |
| (709) | 0.03 | 330 | R | 1999 |
| To: Begin Loop | | | | |
| From: Begin Loop | | | | |
| (709) | 0.04 | 160 | R | 1999 |
| To: 74-712; 74-724 | | | | |
| From: 74-712; 74-724 | | | | |
| (709) | 0.06 | 410 | R | 1999 |
| To: End Loop | | | | |
| From: SR 156 | | | | |
| (710) | 1.58 | 530 | R | 09/23/2002 |
| To: 74-609 | | | | |
| From: US 301 | | | | |
| (711) | 0.94 | 580 | R | 08/16/2002 |
| To: SR 156 | | | | |
| From: SR 106 | | | | |
| (712) | 0.08 | 820 | R | 1999 |
| To: 74-709; 74-724 | | | | |

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| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-618 | | | | |
| (719) To: 74-625 | 0.23 | 110 | R | 08/16/2002 |
| From: US 301 | | | | |
| (720) To: 74-1602 | 0.22 | 130 | R | 1999 |
| From: 74-1602 | | | | |
| (720) To: Dead End | 0.18 | 40 | R | 1999 |
| From: 74-630 | | | | |
| (721) To: Dead End | 0.42 | 500 | R | 08/28/2002 |
| From: 74-646 | | | | |
| (723) To: SR 156 | 0.16 | 430 | R | 08/28/2002 |
| From: SR 106; 74-616 | | | | |
| (724) To: 74-709; 74-712 | 0.17 | 660 | R | 1999 |
| From: SR 36 | | | | |
| (725) To: 74-645 | 0.85 | 2900 | R | 09/23/2002 |
| From: Dead End | | | | |
| (726) To: SR 106 | 0.18 | 150 | R | 09/23/2002 |
| From: Dinwiddie County Line | | | | |
| (770) To: 74-622 | 0.45 | 150 | R | 1999 |
| From: Dead End | | | | |
| (1001) To: 74-649 | 0.09 | 80 | R | 1999 |
| From: Dead End | | | | |
| (1002) To: 74-649 | 0.09 | 70 | R | 1999 |
| From: 74-649 | | | | |
| (1003) To: 74-1005 | 0.08 | 250 | R | 1999 |
| From: 74-1005 | | | | |
| (1003) To: 74-1004 | 0.16 | 250 | R | 08/16/2002 |
| From: Dead End | | | | |
| (1004) To: 74-1003 | 0.06 | 49 | R | 1999 |
| From: 74-1003 | | | | |
| (1004) To: 74-649 | 0.13 | 210 | R | 1999 |
| From: 74-626 | | | | |
| (1005) To: 74-1007 | 0.07 | 320 | R | 08/16/2002 |
| From: 74-1007 | | | | |
| (1005) To: 74-1006 | 0.07 | 240 | R | 08/16/2002 |
| From: 74-1006 | | | | |
| (1005) To: 74-1003 | 0.26 | 220 | R | 08/16/2002 |
| From: 74-1005 | | | | |
| (1006) To: Cul-de-Sac | 0.08 | 60 | R | 08/16/2002 |
| From: 74-1005 | | | | |
| (1007) To: Cul-de-Sac | 0.04 | 40 | R | 08/16/2002 |

| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-649 | | | | |
| (1010) To: 74-1011 | 0.19 | 530 | R | 1999 |
| From: 74-1011 | | | | |
| (1010) To: Dead End | 0.08 | 80 | R | 1999 |
| From: 74-1010 | | | | |
| (1011) To: 74-1012 | 0.07 | 340 | R | 08/16/2002 |
| From: 74-1012 | | | | |
| (1011) To: Dead End | 0.12 | 120 | R | 08/16/2002 |
| From: Cul-de-Sac | | | | |
| (1012) To: 74-1011 | 0.08 | 50 | R | 08/16/2002 |
| From: 74-1011 | | | | |
| (1012) To: Dead End | 0.12 | 150 | R | 08/16/2002 |
| From: Dead End | | | | |
| (1014) To: 74-1015 | 0.03 | 20 | R | 1999 |
| From: 74-1015 | | | | |
| (1014) To: 74-649 | 0.07 | 200 | R | 1999 |
| From: Cul-de-Sac | | | | |
| (1015) To: 74-1014 | 0.07 | 80 | R | 1999 |
| From: 74-1014 | | | | |
| (1015) To: Cul-de-Sac | 0.09 | 90 | R | 1999 |
| From: 74-1027 | | | | |
| (1018) To: 74-1020 | 0.08 | 170 | R | 08/16/2002 |
| From: 74-1020 | | | | |
| (1019) To: 74-1027 | 0.08 | 200 | R | 08/16/2002 |
| From: Dead End | | | | |
| (1020) To: 74-1019 | 0.15 | 140 | R | 08/16/2002 |
| From: 74-1019 | | | | |
| (1020) To: 74-1018 | 0.10 | 130 | R | 08/16/2002 |
| From: Dead End | | | | |
| (1021) To: 74-1022 | 0.06 | 48 | R | 1999 |
| From: 74-1022 | | | | |
| (1021) To: US 301 | 0.08 | 180 | R | 1999 |
| From: Dead End | | | | |
| (1022) To: 74-1023 | 0.04 | 30 | R | 1999 |
| From: 74-1023 | | | | |
| (1022) To: 74-1021 | 0.25 | 90 | R | 1999 |
| From: 74-1021 | | | | |
| (1022) To: Dead End | 0.04 | 10 | R | 1999 |
| From: 74-1022 | | | | |
| (1023) To: US 301 | 0.08 | 60 | R | 1999 |
| From: 74-1025 | | | | |
| (1024) To: US 301 | 0.11 | 700 | R | 1999 |

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| Prince George County | | | | |
| From: (1025) Dead End | 0.04 | 10 | R | 1999 |
| To: (1025) 74-1027 | 0.09 | 570 | R | 1999 |
| From: (1025) 74-1026 | 0.05 | 770 | R | 1999 |
| To: (1025) 74-1024 | | | | |
| From: (1026) 74-1028 | 0.17 | 180 | R | 1999 |
| To: (1026) 74-1025 | | | | |
| From: (1027) Dead End | 0.19 | 150 | R | 08/16/2002 |
| To: (1027) 74-1019 | | | | |
| From: (1027) 74-1019 | 0.10 | 190 | R | 08/16/2002 |
| To: (1027) 74-1018 | | | | |
| From: (1027) 74-1028 | 0.12 | 490 | R | 1999 |
| To: (1027) 74-1028 | 0.13 | 540 | R | 1999 |
| To: (1027) 74-1025 | | | | |
| From: (1028) 74-1027 | 0.07 | 60 | R | 1999 |
| To: (1028) 74-1026 | | | | |
| From: (1028) 74-1026 | 0.05 | 20 | R | 1999 |
| To: (1028) Dead End | | | | |
| From: (1030) 74-649 | 0.06 | 520 | R | 1999 |
| To: (1030) 74-1031 | | | | |
| From: (1030) 74-1031 | 0.08 | 230 | R | 1999 |
| To: (1030) 74-1032 | | | | |
| From: (1030) 74-1032 | 0.09 | 160 | R | 1999 |
| To: (1030) 74-1033 | | | | |
| From: (1030) 74-1033 | 0.06 | 40 | R | 1999 |
| To: (1030) Cul-de-Sac | | | | |
| From: (1031) 74-661 | 0.26 | 80 | R | 08/16/2002 |
| To: (1031) 74-1034 | | | | |
| From: (1031) 74-1034 | 0.23 | 40 | R | 1999 |
| To: (1031) 74-1030 | | | | |
| From: (1032) 74-1034 | 0.22 | 70 | R | 1999 |
| To: (1032) 74-1030 | | | | |
| From: (1033) 74-1034 | 0.21 | 60 | R | 1999 |
| To: (1033) 74-1030 | | | | |
| From: (1034) 74-661 | 0.07 | 400 | R | 1999 |
| To: (1034) 74-1031 | | | | |
| From: (1034) 74-1031 | 0.08 | 250 | R | 1999 |
| To: (1034) 74-1032 | | | | |
| From: (1034) 74-1032 | 0.09 | 180 | R | 1999 |
| To: (1034) 74-1033 | | | | |
| From: (1034) 74-1033 | 0.14 | 80 | R | 1999 |
| To: (1034) Cul-de-Sac | | | | |

| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: (1035) Cul-de-Sac | 0.14 | 170 | R | 1999 |
| To: (1035) 74-661 | | | | |
| From: (1037) 74-1035 | 0.10 | 80 | R | 1999 |
| To: (1037) Cul-de-Sac | | | | |
| From: (1040) 74-649 | 0.33 | 600 | R | 08/16/2002 |
| To: (1040) Dead End | | | | |
| From: (1041) 74-1040 | 0.07 | 40 | R | 08/16/2002 |
| To: (1041) Cul-de-Sac | | | | |
| From: (1042) 74-1040 | 0.09 | 60 | R | 08/16/2002 |
| To: (1042) Cul-de-Sac | | | | |
| From: (1045) 74-00646(B)/ | 0.77 | NA | | |
| To: (1045) Cul-de-Sac/ | | | | |
| From: (1046) 74-01045(B)/ | 0.54 | NA | | |
| To: (1046) 74-01045(B)/ | | | | |
| From: (1047) Cul-de-Sac/ | 0.06 | NA | | |
| To: (1047) 74-01046(B)/ | | | | |
| From: (1048) Cul-de-Sac/ | 0.14 | NA | | |
| To: (1048) Cul-de-Sac/ | | | | |
| From: (1070) 74-00619(B)/ | 0.80 | NA | | |
| To: (1070) Dead End/ | | | | |
| From: (1101) Dead End | 0.19 | 30 | R | 09/23/2002 |
| To: (1101) US 460 | | | | |
| From: (1102) 74-629 | 0.35 | 90 | R | 1999 |
| To: (1102) Dead End | | | | |
| From: (1105) 74-641 | 0.50 | 120 | R | 1999 |
| To: (1105) 74-1106 | | | | |
| From: (1105) 74-1106 | 0.05 | 90 | R | 1999 |
| To: (1105) 74-1107 | | | | |
| From: (1105) 74-1107 | 0.56 | 200 | R | 1999 |
| To: (1105) SR 156 Bypass | | | | |
| From: (1106) 74-1105 | 0.18 | 100 | R | 1999 |
| To: (1106) Cul-de-Sac | | | | |
| From: (1107) 74-1105 | 0.13 | 10 | R | 1999 |
| To: (1107) Cul-de-Sac | | | | |
| From: (1111) ECL Petersburg | 0.08 | 320 | R | 1999 |
| To: (1111) 74-1113 | | | | |
| From: (1112) ECL Petersburg | 0.27 | 150 | R | 1999 |
| To: (1112) 74-1113 | | | | |

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| Prince George County | | | | |
| From: NCL Petersburg | | | | |
| (1113) | 0.20 | 80 | R | 1999 |
| To: 74-1111 | | | | |
| (1113) | 0.37 | 150 | R | 1999 |
| To: 74-1112 | | | | |
| (1113) | 0.08 | 220 | R | 1999 |
| To: 74-603 | | | | |
| From: Cul-de-Sac | | | | |
| (1115) | 0.05 | 60 | R | 1999 |
| To: 74-1116 | | | | |
| (1115) | 0.08 | 180 | R | 1999 |
| To: SR 106 | | | | |
| From: 74-1115 | | | | |
| (1116) | 0.08 | 70 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| (1120) | 0.29 | 120 | R | 1999 |
| To: 74-604 | | | | |
| From: SR 156 Bypass | | | | |
| (1125) | 0.89 | 320 | R | 1999 |
| To: 74-1127 | | | | |
| From: Cul-de-Sac | | | | |
| (1126) | 0.39 | 100 | R | 09/23/2002 |
| To: Cul-de-Sac | | | | |
| From: 74-1125 | | | | |
| (1127) | 0.18 | 30 | R | 09/23/2002 |
| To: Cul-de-Sac | | | | |
| From: 74-1131 | | | | |
| (1130) | 0.26 | 150 | R | 08/16/2002 |
| To: 74-622 | | | | |
| From: Cul-de-Sac | | | | |
| (1131) | 0.14 | 40 | R | 08/16/2002 |
| To: 74-1130 | | | | |
| (1131) | 0.08 | 110 | R | 08/16/2002 |
| To: 74-1132 | | | | |
| From: 74-1131 | | | | |
| (1132) | 0.13 | 40 | R | 08/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 74-608 | | | | |
| (1140) | 0.37 | 310 | R | 08/16/2002 |
| To: 74-1141 | | | | |
| (1140) | 0.13 | 80 | R | 08/16/2002 |
| To: 74-1142 | | | | |
| From: 74-1140 | | | | |
| (1141) | 0.11 | 100 | R | 08/16/2002 |
| To: 74-1142 | | | | |
| From: Dead End | | | | |
| (1142) | 0.08 | 20 | R | 08/16/2002 |
| To: 74-1141 | | | | |
| (1142) | 0.08 | 46 | R | 08/16/2002 |
| To: 74-1140 | | | | |
| (1142) | 0.02 | 30 | R | 08/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 74-1140 | | | | |
| (1143) | 0.18 | 80 | R | 1999 |
| To: 74-608 | | | | |

| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: Cul-de-Sac | | | | |
| (1150) | 0.19 | NA | | |
| To: 74-1158 | | | | |
| (1150) | 0.19 | 450 | R | 1999 |
| To: 74-1157 | | | | |
| (1150) | 0.08 | 510 | R | 1999 |
| To: 74-1156 | | | | |
| (1150) | 0.08 | 760 | R | 1999 |
| To: 74-1155 | | | | |
| (1150) | 0.07 | 1000 | R | 1999 |
| To: 74-1154 | | | | |
| (1150) | 0.07 | 1100 | R | 1999 |
| To: 74-1153 | | | | |
| (1150) | 0.10 | 1300 | R | 1999 |
| To: 74-1152 | | | | |
| (1150) | 0.04 | 1400 | R | 1999 |
| To: 74-1151 | | | | |
| (1150) | 0.20 | 1600 | R | 1999 |
| To: SR 156 | | | | |
| From: 74-1150 | | | | |
| (1151) | 0.11 | 110 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| (1152) | 0.05 | 60 | R | 1999 |
| To: 74-1150 | | | | |
| From: Cul-de-Sac | | | | |
| (1153) | 0.06 | 80 | R | 1999 |
| To: 74-1150 | | | | |
| From: Cul-de-Sac | | | | |
| (1154) | 0.06 | 70 | R | 1999 |
| To: 74-1150 | | | | |
| From: Dead End | | | | |
| (1155) | 0.19 | 140 | R | 1999 |
| To: 74-1150 | | | | |
| From: 74-1150 | | | | |
| (1156) | 0.08 | 50 | R | 08/28/2002 |
| To: Dead End | | | | |
| From: Dead End | | | | |
| (1157) | 0.32 | 170 | R | 1999 |
| To: 74-1150 | | | | |
| From: Dead End | | | | |
| (1158) | 0.07 | 46 | R | 1999 |
| To: 74-1150 | | | | |
| From: 74-647 | | | | |
| (1159) Haley Rd | 0.17 | NA | | |
| To: 74-1150 | | | | |
| From: 74-603 SOUTH | | | | |
| (1170) | 0.59 | 100 | R | 09/24/2002 |
| To: 74-603 | | | | |
| From: 74-1170 | | | | |
| (1171) | 0.15 | 40 | R | 09/24/2002 |
| To: Dead End | | | | |
| From: 74-1170 | | | | |
| (1172) | 0.05 | 20 | R | 09/24/2002 |
| To: Dead End | | | | |

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| Prince George County | | | | |
| From: Dead End | | | | |
| (1173) To: 74-1170 | 0.04 | 10 | R | 09/24/2002 |
| From: Dead End | | | | |
| (1174) To: 74-1170 | 0.04 | 10 | R | 09/24/2002 |
| From: 74-1170 | | | | |
| (1175) To: Dead End | 0.13 | 30 | R | 09/24/2002 |
| From: 74-1175 | | | | |
| (1176) To: Dead End | 0.09 | 30 | R | 09/24/2002 |
| From: Dead End | | | | |
| (1177) To: 74-1176 | 0.03 | 6 | R | 09/24/2002 |
| From: Dead End | | | | |
| (1178) To: 74-1175 | 0.08 | 10 | R | 09/24/2002 |
| From: Dead End | | | | |
| (1200) To: 74-647 | 0.55 | 210 | R | 1999 |
| From: SR 10 | | | | |
| (1201) To: 74-611 | 0.20 | 320 | G | 2003 |
| From: 74-630 | | | | |
| (1205) To: Dead End | 0.13 | 270 | R | 1999 |
| From: Dead End | | | | |
| (1206) To: 74-630 | 0.23 | 200 | R | 1999 |
| From: SR 10 | | | | |
| (1210) To: Dead End | 0.23 | 150 | R | 1999 |
| From: SR 156 SOUTH | | | | |
| (1220) To: 74-1221 | 0.43 | 340 | R | 08/14/2002 |
| From: 74-1221 | | | | |
| (1220) To: SR 156 NORTH | 0.66 | 210 | R | 08/14/2002 |
| From: Dead End | | | | |
| (1221) To: 74-1220 | 0.04 | 20 | R | 08/14/2002 |
| From: Cul-de-Sac | | | | |
| (1222) To: 74-1220; 74-1223 | 0.11 | 20 | R | 08/14/2002 |
| From: 74-1220; 74-1222 | | | | |
| (1223) To: Cul-de-Sac | 0.08 | 20 | R | 08/14/2002 |
| From: Cul-de-Sac | | | | |
| (1224) To: 74-1220 | 0.08 | 30 | R | 08/14/2002 |
| From: 74-721 | | | | |
| (1230) To: 74-1231 | 0.21 | 300 | R | 08/28/2002 |
| From: Cul-de-Sac | | | | |
| (1231) To: Cul-de-Sac | 0.22 | 120 | R | 08/28/2002 |

| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------|
| Prince George County | | | | |
| From: SR 156 | | | | |
| (1301) To: 74-1303 | 0.08 | 790 | R | 1999 |
| From: 74-1303 | | | | |
| (1301) To: 74-1305 | 0.07 | 400 | R | 1999 |
| From: 74-1305 | | | | |
| (1301) To: 74-1302 | 0.05 | 320 | R | 1999 |
| From: Dead End | | | | |
| (1302) To: 74-1301 | 0.07 | 50 | R | 1999 |
| From: 74-1301 | | | | |
| (1302) To: 74-1306 | 0.07 | 230 | R | 1999 |
| From: 74-1306 | | | | |
| (1302) To: 74-1308 | 0.06 | 170 | R | 1999 |
| From: 74-1308 | | | | |
| (1302) To: 74-1309 | 0.08 | 120 | R | 1999 |
| From: 74-1309 | | | | |
| (1302) To: Dead End | 0.03 | 30 | R | 1999 |
| From: 74-1301 | | | | |
| (1303) To: 74-1306 | 0.06 | 280 | R | 1999 |
| From: 74-1306 | | | | |
| (1303) To: 74-1308 | 0.06 | 190 | R | 1999 |
| From: 74-1308 | | | | |
| (1303) To: Dead End | 0.08 | 90 | R | 1999 |
| From: 74-1308 | | | | |
| (1304) To: Dead End | 0.06 | 20 | R | 1999 |
| From: Dead End | | | | |
| (1305) To: 74-1301 | 0.11 | 60 | R | 1999 |
| From: 74-1303 | | | | |
| (1306) To: 74-1302 | 0.11 | 80 | R | 1999 |
| From: Dead End | | | | |
| (1307) To: 74-1313 | 0.04 | 4 | R | 1999 |
| From: 74-1313 | | | | |
| (1307) To: 74-1319 | 0.04 | 370 | R | 1999 |
| From: 74-1319 | | | | |
| (1307) To: 74-1315 | 0.10 | 360 | R | 1999 |
| From: 74-1315 | | | | |
| (1307) To: 74-1325 | 0.08 | 360 | R | 1999 |
| From: 74-1303 | | | | |
| (1308) To: 74-1304 | 0.06 | 90 | R | 1999 |
| From: 74-1304 | | | | |
| (1308) To: 74-1302 | 0.05 | 90 | R | 1999 |
| From: 74-1302 | | | | |
| (1308) To: Dead End | 0.04 | 20 | R | 1999 |
| From: 74-1302 | | | | |
| (1309) To: Dead End | 0.04 | 30 | R | 1999 |

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| Prince George County | | | | |
| From: 74-1325 | | | | |
| (1310) To: Cul-de-Sac | 0.05 | 20 | R | 1999 |
| From: 74-1324 | | | | |
| (1311) To: Cul-de-Sac | 0.05 | 40 | R | 1999 |
| From: 74-1324 | | | | |
| (1312) To: 74-1332 | 0.21 | 830 | R | 1999 |
| From: 74-1323 | | | | |
| (1313) To: 74-1322 | 0.10 | 140 | R | 1999 |
| From: 74-1322 | | | | |
| (1313) To: 74-1307 | 0.08 | 370 | R | 1999 |
| From: 74-1307 | | | | |
| (1313) To: 74-1315 | 0.17 | 280 | R | 09/24/2002 |
| From: 74-1315 | | | | |
| (1313) To: Dead End | 0.05 | 30 | R | 09/24/2002 |
| From: 74-1324 | | | | |
| (1314) To: Cul-de-Sac | 0.05 | 70 | R | 1999 |
| From: 74-1307 | | | | |
| (1315) To: 74-1313 | 0.05 | 170 | R | 09/24/2002 |
| From: 74-1324 | | | | |
| (1316) To: 74-1317 | 0.08 | 240 | R | 1999 |
| From: 74-1317 | | | | |
| (1316) To: 74-1331 | 0.09 | 180 | R | 1999 |
| From: 74-1331 | | | | |
| (1316) To: 74-1332 | 0.06 | 150 | R | 1999 |
| From: 74-1316 | | | | |
| (1317) To: 74-1342 | 0.07 | 110 | R | 1999 |
| From: 74-1325 | | | | |
| (1318) To: 74-1343 | 0.14 | 40 | R | 1999 |
| From: 74-1343 | | | | |
| (1318) To: 74-1342 | 0.14 | 200 | R | 1999 |
| From: 74-1323 | | | | |
| (1319) To: 74-1320 | 0.10 | 230 | R | 1999 |
| From: 74-1320 | | | | |
| (1319) To: 74-1322 | 0.02 | 290 | R | 1999 |
| From: 74-1322 | | | | |
| (1319) To: 74-1307 | 0.08 | 130 | R | 1999 |
| From: 74-1319 | | | | |
| (1320) To: 74-1321 | 0.04 | 570 | R | 1999 |
| From: 74-1321 | | | | |
| (1320) To: Begin Loop | 0.07 | 210 | R | 1999 |
| From: Begin Loop | | | | |
| (1320) To: End Loop | 0.36 | 220 | R | 1999 |
| From: End Loop | | | | |
| (1320) To: Dead End | | | | |
| From: Dead End | | | | |
| (1321) To: 74-1323 | 0.52 | 230 | R | 1999 |

| Route | Length | AADT | QA | Year |
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| Prince George County | | | | |
| From: 74-1323 | | | | |
| (1321) To: 74-1320 | 0.10 | 170 | R | 1999 |
| From: Dead End | | | | |
| (1322) To: 74-1313 | 0.06 | 49 | R | 1999 |
| From: 74-1313 | | | | |
| (1322) To: 74-1319 | 0.05 | 240 | R | 1999 |
| From: 74-630 | | | | |
| (1323) To: 74-1313 | 0.05 | 900 | R | 1999 |
| From: 74-1313 | | | | |
| (1323) To: 74-1319 | 0.05 | 610 | R | 1999 |
| From: 74-1319 | | | | |
| (1323) To: 74-1321 | 0.05 | 220 | R | 1999 |
| From: 74-1325 | | | | |
| (1324) To: 74-1311 | 0.08 | 1900 | R | 1999 |
| From: 74-1311 | | | | |
| (1324) To: 74-1312 | 0.06 | 1900 | R | 1999 |
| From: 74-1312 | | | | |
| (1324) To: 74-1314 | 0.06 | 1600 | R | 1999 |
| From: 74-1314 | | | | |
| (1324) To: 74-1316 | 0.06 | 1400 | R | 1999 |
| From: 74-1316 | | | | |
| (1324) To: 74-1342 | 0.09 | 1300 | R | 1999 |
| From: Cul-de-Sac | | | | |
| (1325) To: 74-1318 | 0.37 | 420 | R | 1999 |
| From: 74-1318 | | | | |
| (1325) To: 74-1324 | 0.06 | 480 | R | 1999 |
| From: 74-1324 | | | | |
| (1325) To: 74-1310 | 0.06 | 360 | R | 1999 |
| From: 74-1310 | | | | |
| (1325) To: 74-1307 | 0.18 | 370 | R | 1999 |
| From: SR 156 | | | | |
| (1326) To: 74-1327 | 0.16 | 1300 | R | 1999 |
| From: 74-1327 | | | | |
| (1326) To: 74-1328 | 0.06 | 970 | R | 1999 |
| From: 74-1328 | | | | |
| (1326) To: 74-1329 | 0.08 | 820 | R | 1999 |
| From: 74-1329 | | | | |
| (1326) To: 74-1330 | 0.10 | 440 | R | 1999 |
| From: 74-1330 | | | | |
| (1326) To: 74-1333 | 0.07 | 250 | R | 1999 |
| From: 74-1333 | | | | |
| (1326) To: 74-1334 | 0.17 | 120 | R | 1999 |
| From: 74-1334 | | | | |
| (1326) To: 74-1326 | 0.08 | 90 | R | 1999 |
| From: 74-1326 | | | | |
| (1327) To: 74-1336 | 0.08 | 90 | R | 1999 |
| From: 74-1326 | | | | |
| (1328) To: 74-1336 | 0.09 | 120 | R | 1999 |

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|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-1336 | | | | |
| (1328) To: Dead End | 0.09 | 100 | R | 1999 |
| From: 74-1326 | | | | |
| (1329) To: 74-1334 | 0.06 | 270 | R | 1999 |
| (1329) To: 74-1334 | 0.10 | 190 | R | 1999 |
| From: 74-1335 | | | | |
| (1329) To: Dead End | 0.05 | 70 | R | 1999 |
| From: 74-1326 | | | | |
| (1330) To: 74-1334 | 0.06 | 140 | R | 1999 |
| (1330) To: 74-1334 | 0.05 | 130 | R | 1999 |
| From: 74-1335 | | | | |
| (1330) To: Dead End | 0.07 | 60 | R | 1999 |
| From: Cul-de-Sac | | | | |
| (1331) To: 74-1316 | 0.12 | 170 | R | 1999 |
| From: 74-1312 | | | | |
| (1332) To: 74-1316 | 0.15 | 910 | R | 1999 |
| (1332) To: Old Iron Rd | 0.07 | 1200 | R | 1999 |
| From: 74-1326 | | | | |
| (1333) To: 74-1334 | 0.06 | 110 | R | 1999 |
| (1333) To: Dead End | 0.07 | 80 | R | 1999 |
| From: 74-1329 | | | | |
| (1334) To: 74-1330 | 0.10 | 140 | R | 1999 |
| (1334) To: 74-1333 | 0.07 | 80 | R | 1999 |
| (1334) To: 74-1326 | 0.06 | 60 | R | 1999 |
| From: 74-1329 | | | | |
| (1335) To: 74-1330 | 0.10 | 80 | R | 1999 |
| From: 74-1327 | | | | |
| (1336) To: 74-1328 | 0.07 | 40 | R | 1999 |
| From: SR 36 | | | | |
| (1337) To: Dead End | 0.31 | 5300 | R | 1999 |
| From: Cul-de-Sac | | | | |
| (1338) To: 74-1326 | 0.10 | 60 | R | 1999 |
| From: Cul-de-Sac | | | | |
| (1342) To: 74-1344 | 0.06 | 190 | R | 09/24/2002 |
| (1342) To: 74-1343 | 0.07 | 640 | R | 1999 |
| (1342) To: 74-1318 | 0.05 | 750 | R | 1999 |

| Route | Length | AADT | QA | Year |
|-------------------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-1318 | | | | |
| (1342) To: 74-1324 | 0.08 | 950 | R | 1999 |
| (1342) To: 74-1317 | 0.09 | 580 | R | 1999 |
| (1342) To: SCL Hopewell | 0.02 | 510 | R | 1999 |
| From: 74-1342 | | | | |
| (1343) To: 74-1318 | 0.15 | 130 | R | 1999 |
| From: Dead End | | | | |
| (1344) To: 74-1342 | 0.05 | 100 | R | 09/24/2002 |
| (1344) To: 74-1345 WEST | 0.06 | 490 | R | 1999 |
| (1344) To: 74-1345 EAST | 0.10 | 390 | R | 09/24/2002 |
| From: Cul-de-Sac | | | | |
| (1345) To: 74-1346 | 0.03 | 100 | R | 09/24/2002 |
| (1345) To: 74-1344 EAST | 0.13 | 260 | R | 09/24/2002 |
| (1345) To: 74-1344 WEST | 0.19 | 150 | R | 09/24/2002 |
| From: 74-1345 | | | | |
| (1346) To: Cul-de-Sac | 0.07 | 120 | R | 09/24/2002 |
| From: 74-674 | | | | |
| (1350) To: 74-1352 | 0.25 | 560 | R | 1999 |
| (1350) To: Cul-de-Sac | 0.09 | 100 | R | 09/24/2002 |
| From: 74-1350 | | | | |
| (1351) To: Cul-de-Sac | 0.14 | 170 | R | 09/24/2002 |
| From: 74-1350 | | | | |
| (1352) To: Cul-de-Sac | 0.10 | 110 | R | 09/24/2002 |
| From: 74-00630(B)/ | | | | |
| (1355) To: 74-01357(R)/ | 0.06 | NA | | |
| From: 74-00630(B)/ | | | | |
| (1356) To: 74-01357(L)/74-01358(L)/ | 0.06 | NA | | |
| From: 74-01356(L)/74-01358(R)/ | | | | |
| (1357) To: 74-01355(L)/ | 0.14 | NA | | |
| From: 74-01356(L)/74-01357(L)/ | | | | |
| (1358) To: 74-01359(B)/ | 0.39 | NA | | |
| From: 74-01357(B)/ | | | | |
| (1359) To: Cul-de-Sac/ | 0.24 | NA | | |
| From: 74-674 | | | | |
| (1360) To: 74-1361 | 0.08 | 1200 | R | 08/28/2002 |

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| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-1361 | | | | |
| (1360) | 0.08 | 1000 | R | 08/28/2002 |
| To: 74-1362 | | | | |
| (1360) | 0.07 | 440 | R | 08/28/2002 |
| From: 74-1363 | | | | |
| (1360) | 0.16 | 290 | R | 08/28/2002 |
| From: 74-1364 | | | | |
| (1360) | 0.08 | 90 | R | 08/28/2002 |
| To: Cul-de-Sac | | | | |
| From: 74-1360 | | | | |
| (1361) | 0.06 | 120 | R | 08/28/2002 |
| To: Cul-de-Sac | | | | |
| From: 74-1360 | | | | |
| (1362) | 0.23 | 700 | R | 08/28/2002 |
| To: 74-1365 | | | | |
| (1362) | 0.16 | 460 | R | 08/28/2002 |
| To: 74-1366 | | | | |
| (1362) | 0.10 | 210 | R | 08/28/2002 |
| To: Cul-de-Sac | | | | |
| From: 74-1360 | | | | |
| (1363) | 0.04 | 60 | R | 08/28/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| (1364) | 0.04 | 46 | R | 08/28/2002 |
| To: 74-1360 | | | | |
| From: 74-1362 | | | | |
| (1365) | 0.06 | 70 | R | 08/28/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| (1366) | 0.07 | 110 | R | 08/28/2002 |
| To: 74-1362 | | | | |
| From: 74-674 | | | | |
| (1370) | 1.01 | 160 | R | 08/28/2002 |
| To: Cul-de-Sac | | | | |
| From: 74-1370 | | | | |
| (1371) | 0.11 | 40 | R | 1999 |
| To: 74-1372 | | | | |
| From: Cul-de-Sac | | | | |
| (1372) | 0.04 | 30 | R | 1999 |
| To: 74-1371 | | | | |
| From: 74-1371 | | | | |
| (1372) | 0.04 | 9 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| (1373) | 0.25 | 50 | R | 1999 |
| To: 74-1370 | | | | |
| From: Cul-de-Sac/ | | | | |
| (1377) | 0.15 | NA | | |
| To: 74-01380(B)/ | | | | |
| From: 74-01379(B)/ | | | | |
| (1378) | 0.10 | NA | | |
| To: 74-01380(B)/ | | | | |
| From: 74-01377(B)/ | | | | |
| (1379) | 0.19 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 74-1386 SOUTH | | | | |
| (1380) | 0.39 | 1200 | R | 1999 |
| To: 74-1386 NORTH | | | | |

| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-1386 NORTH | | | | |
| (1380) | 0.57 | 3100 | R | 1999 |
| To: 74-646 | | | | |
| From: 74-1380 | | | | |
| (1381) | 0.14 | 850 | R | 08/28/2002 |
| To: 74-1383 | | | | |
| From: 74-1386 | | | | |
| (1382) | 0.23 | 150 | R | 08/28/2002 |
| To: 74-1381 | | | | |
| From: 74-1384 | | | | |
| (1383) | 0.12 | 160 | R | 08/28/2002 |
| To: 74-1381 | | | | |
| From: 74-1382 | | | | |
| (1384) | 0.18 | 200 | R | 08/28/2002 |
| To: Cul-de-Sac | | | | |
| From: 74-1382 | | | | |
| (1385) | 0.05 | 40 | R | 08/28/2002 |
| To: Cul-de-Sac | | | | |
| From: 74-1393 | | | | |
| (1386) | 0.14 | 340 | R | 08/28/2002 |
| To: 74-1380 NORTH | | | | |
| (1386) | 0.61 | 150 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| (1387) | 0.09 | 60 | R | 08/28/2002 |
| To: 74-1386 | | | | |
| From: Cul-de-Sac | | | | |
| (1388) | 0.08 | 50 | R | 08/28/2002 |
| To: 74-1386 | | | | |
| From: Cul-de-Sac | | | | |
| (1389) | 0.12 | 70 | R | 08/28/2002 |
| To: 74-1386 | | | | |
| From: Dead End | | | | |
| (1390) | 0.18 | 140 | R | 1999 |
| To: 74-1380 | | | | |
| From: Cul-de-Sac | | | | |
| (1391) | 0.05 | 640 | R | 08/28/2002 |
| To: 74-1380 | | | | |
| From: 74-1380; 74-1394 | | | | |
| (1392) | 0.12 | 880 | R | 08/28/2002 |
| To: Dead End | | | | |
| From: Cul-de-Sac | | | | |
| (1393) | 0.18 | 100 | R | 08/28/2002 |
| To: Cul-de-Sac | | | | |
| From: Dead End | | | | |
| (1394) | 0.12 | 70 | R | 08/28/2002 |
| To: 74-1380; 74-1392 | | | | |
| From: 74-1380 | | | | |
| (1395) | 0.26 | 240 | R | 08/28/2002 |
| To: 74-1394 | | | | |
| From: 74-1395 | | | | |
| (1396) | 0.05 | 20 | R | 08/28/2002 |
| To: Dead End | | | | |
| From: 74-1395 | | | | |
| (1397) | 0.05 | 30 | R | 08/28/2002 |
| To: Dead End | | | | |

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| Route | Length | AADT | QA | Year |
|-----------------------------|--|------|------|--------------|
| Prince George County | | | | |
| (1398) | From: Dead End To: 74-1395 | 0.04 | 30 | R 08/28/2002 |
| (1401) | From: SR 156 To: 74-1404 | 0.12 | 40 | R 1999 |
| (1401) | From: 74-1404 To: 74-1402 | 0.17 | 8 | R 08/14/2002 |
| (1402) | From: 74-1403 To: 74-1401 | 0.06 | 2 | R 08/14/2002 |
| (1403) | From: 74-1404 To: 74-1402 | 0.12 | 2 | R 08/14/2002 |
| (1404) | From: 74-1401 To: 74-1403 | 0.08 | 6 | R 08/14/2002 |
| (1405) | From: 74-642 To: 74-642 | 0.33 | 130 | R 1999 |
| (1406) | From: SR 10 To: 74-1414 | 0.06 | 1200 | R 1999 |
| (1406) | From: 74-1414 To: 74-1407 | 0.07 | 1200 | R 1999 |
| (1406) | From: 74-1407 To: 74-1409 | 0.12 | 330 | R 1999 |
| (1406) | From: 74-1409 To: 74-1425 | 0.15 | 160 | R 1999 |
| (1407) | From: 74-1406 To: 74-1408 | 0.07 | 650 | R 1999 |
| (1407) | From: 74-1408 To: 74-1410 | 0.08 | 520 | R 1999 |
| (1408) | From: 74-1407 To: 74-1409 WEST | 0.12 | 90 | R 1999 |
| (1408) | From: 74-1409 WEST To: 74-1409 EAST | 0.11 | 260 | R 1999 |
| (1408) | From: 74-1409 EAST To: 74-1425 | 0.04 | 180 | R 1999 |
| (1408) | From: 74-1425 To: 74-1426 | 0.05 | 130 | R 1999 |
| (1409) | From: 74-1406 To: 74-1408 | 0.07 | 230 | R 1999 |
| (1409) | From: 74-1408 To: 74-1410 WEST | 0.08 | 140 | R 1999 |
| (1409) | From: 74-1410 WEST To: 74-1410 EAST | 0.29 | 90 | R 1999 |
| (1409) | From: 74-1410 EAST To: 74-1408 | 0.08 | 130 | R 1999 |
| (1410) | From: 74-1407 To: 74-1415 | 0.03 | 420 | R 1999 |

| Route | Length | AADT | QA | Year |
|-----------------------------|--|------|-----|--------|
| Prince George County | | | | |
| (1410) | From: 74-1415 To: 74-1409 WEST | 0.08 | 150 | R 1999 |
| (1410) | From: 74-1409 WEST To: 74-1409 EAST | 0.11 | 170 | R 1999 |
| (1411) | From: 74-1413 To: 74-642 | 0.26 | 140 | R 1999 |
| (1412) | From: 74-1413 To: 74-642 | 0.18 | 140 | R 1999 |
| (1413) | From: 74-642 To: 74-1422 | 0.06 | 910 | R 1999 |
| (1413) | From: 74-1422 To: 74-1412 | 0.10 | 750 | R 1999 |
| (1413) | From: 74-1412 To: 74-1411 | 0.06 | 710 | R 1999 |
| (1413) | From: 74-1411 To: 74-1419 | 0.12 | 670 | R 1999 |
| (1413) | From: 74-1419 To: 74-1421 | 0.10 | 570 | R 1999 |
| (1413) | From: 74-1421 To: 74-1420 | 0.02 | 480 | R 1999 |
| (1413) | From: 74-1420 To: 74-1423 | 0.09 | 440 | R 1999 |
| (1413) | From: 74-1423 To: 74-1424 | 0.18 | 160 | R 1999 |
| (1414) | From: 74-1406 To: Dead End | 0.08 | 70 | R 1999 |
| (1415) | From: 74-1410 To: 74-1417 | 0.12 | 420 | R 1999 |
| (1415) | From: 74-1417 To: 74-1418 | 0.17 | 210 | R 1999 |
| (1415) | From: 74-1418 To: Dead End | 0.04 | 20 | R 1999 |
| (1416) | From: 74-1417 To: 74-1418 | 0.17 | 110 | R 1999 |
| (1417) | From: 74-1415 To: 74-1416 | 0.06 | 250 | R 1999 |
| (1417) | From: 74-1416 To: 74-1418 | 0.26 | 150 | R 1999 |
| (1417) | From: 74-1418 To: Dead End | 0.04 | 10 | R 1999 |
| (1418) | From: 74-1417 To: 74-1416 | 0.10 | 140 | R 1999 |
| (1418) | From: 74-1416 To: 74-1415 | 0.07 | 120 | R 1999 |

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| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: 74-1413 | | | | |
| (1419) | 0.11 | 170 | R | 1999 |
| To: 74-1420 | | | | |
| From: 74-1420 | | | | |
| (1419) | 0.25 | 250 | R | 08/14/2002 |
| To: 74-707 | | | | |
| From: 74-1419 | | | | |
| (1420) | 0.08 | 49 | R | 1999 |
| To: 74-1413 | | | | |
| From: Cul-de-Sac | | | | |
| (1421) | 0.05 | 50 | R | 1999 |
| To: 74-1413 | | | | |
| From: Cul-de-Sac | | | | |
| (1422) | 0.09 | 110 | R | 1999 |
| To: 74-1413 | | | | |
| From: 74-1413 | | | | |
| (1423) | 0.21 | 240 | R | 1999 |
| To: 74-1424 | | | | |
| From: 74-1423 | | | | |
| (1424) | 0.07 | 80 | R | 1999 |
| To: 74-1413 | | | | |
| From: 74-1413 | | | | |
| (1424) | 0.11 | 70 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: 74-1406 | | | | |
| (1425) | 0.08 | 160 | R | 1999 |
| To: 74-1408 | | | | |
| From: 74-1408 | | | | |
| (1426) | 0.20 | 170 | R | 08/14/2002 |
| To: Dead End | | | | |
| From: 74-646 | | | | |
| (1430) | 0.78 | 270 | R | 09/24/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| (1440) | 0.30 | 220 | R | 1999 |
| To: 74-1444 | | | | |
| From: 74-1444 | | | | |
| (1440) | 0.19 | 370 | R | 1999 |
| To: 74-1443 | | | | |
| From: 74-1443 | | | | |
| (1440) | 0.22 | 640 | R | 1999 |
| To: 74-1442 | | | | |
| From: 74-1442 | | | | |
| (1440) | 0.13 | 570 | R | 09/24/2002 |
| To: 74-1441 | | | | |
| From: 74-1441 | | | | |
| (1440) | 0.13 | 690 | R | 09/24/2002 |
| To: SR 156 Bypass | | | | |
| From: Cul-de-Sac | | | | |
| (1441) | 0.16 | 170 | R | 09/24/2002 |
| To: 74-1440 | | | | |
| From: Cul-de-Sac | | | | |
| (1442) | 0.10 | 160 | R | 09/24/2002 |
| To: 74-1440 | | | | |
| From: Cul-de-Sac | | | | |
| (1443) | 0.04 | 40 | R | 1999 |
| To: 74-1444 | | | | |
| From: 74-1444 | | | | |
| (1443) | 0.26 | 230 | R | 1999 |
| To: 74-1440 | | | | |
| From: 74-1440 | | | | |
| (1443) | 0.09 | 47 | R | 1999 |
| To: Cul-de-Sac | | | | |

| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------|
| Prince George County | | | | |
| From: 74-1443; 74-1443 | | | | |
| (1444) | 0.26 | 70 | R | 1999 |
| To: 74-1440 | | | | |
| From: 74-630 | | | | |
| (1501) | 0.10 | 530 | R | 1999 |
| To: 74-1504 | | | | |
| From: 74-1504 | | | | |
| (1501) | 0.02 | 420 | R | 1999 |
| To: 74-1502 | | | | |
| From: 74-1502 | | | | |
| (1501) | 0.07 | 410 | R | 1999 |
| To: 74-1506 | | | | |
| From: 74-1506 | | | | |
| (1501) | 0.06 | 280 | R | 1999 |
| To: 74-1505 | | | | |
| From: 74-1505 | | | | |
| (1501) | 0.30 | 210 | R | 1999 |
| To: Dead End | | | | |
| From: Dead End | | | | |
| (1502) | 0.04 | 30 | R | 1999 |
| To: 74-1503 | | | | |
| From: 74-1503 | | | | |
| (1502) | 0.04 | 70 | R | 1999 |
| To: 74-1501 | | | | |
| From: Dead End | | | | |
| (1503) | 0.04 | 40 | R | 1999 |
| To: 74-1502 | | | | |
| From: 74-1502 | | | | |
| (1504) | 0.19 | 110 | R | 1999 |
| To: 74-1501 | | | | |
| From: 74-1501 | | | | |
| (1504) | 0.03 | 30 | R | 1999 |
| To: Dead End | | | | |
| From: 74-1501 | | | | |
| (1505) | 0.09 | 70 | R | 1999 |
| To: 74-1504 | | | | |
| From: Dead End | | | | |
| (1506) | 0.09 | 70 | R | 1999 |
| To: 74-1501 | | | | |
| From: SR 106 | | | | |
| (1510) | 0.13 | 1100 | R | 1999 |
| To: 74-1511; 74-1512 | | | | |
| From: 74-1510; 74-1512 | | | | |
| (1511) | 0.17 | 360 | R | 1999 |
| To: 74-1513 | | | | |
| From: 74-1513 | | | | |
| (1511) | 0.13 | 220 | R | 1999 |
| To: 74-1512 | | | | |
| From: 74-1512 | | | | |
| (1511) | 0.10 | 100 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: 74-1510; 74-1511 | | | | |
| (1512) | 0.13 | 440 | R | 1999 |
| To: 74-1514 | | | | |
| From: 74-1514 | | | | |
| (1512) | 0.29 | 270 | R | 1999 |
| To: 74-1511 | | | | |
| From: Cul-de-Sac | | | | |
| (1513) | 0.04 | 50 | R | 1999 |
| To: 74-1511 | | | | |
| From: Cul-de-Sac | | | | |
| (1514) | 0.09 | 90 | R | 1999 |
| To: 74-1512 | | | | |

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| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| Prince George County | | | | |
| From: SR 106 | | | | |
| (1515) | 0.11 | 1100 | R | 09/24/2002 |
| To: 74-1516 | | | | |
| From: 74-1516 | | | | |
| (1515) | 0.06 | 640 | R | 09/24/2002 |
| To: Cul-de-Sac | | | | |
| From: 74-1515 | | | | |
| (1516) | 0.03 | 300 | R | 09/24/2002 |
| To: Cul-de-Sac | | | | |
| From: 74-1602 | | | | |
| (1601) | 0.21 | 160 | R | 1999 |
| To: US 301 | | | | |
| From: 74-720 | | | | |
| (1602) | 0.10 | 40 | R | 1999 |
| To: 74-1601 | | | | |
| From: 74-1601 | | | | |
| (1602) | 0.04 | 20 | R | 1999 |
| To: Dead End | | | | |
| From: US 301 | | | | |
| (1604) | 0.38 | 560 | R | 08/16/2002 |
| To: Cul-de-Sac | | | | |
| From: US 301 | | | | |
| (1605) | 0.16 | 90 | R | 1999 |
| To: 74-1606 | | | | |
| From: 74-1606 | | | | |
| (1605) | 0.32 | 100 | R | 1999 |
| To: US 301 | | | | |
| From: 74-608 | | | | |
| (1606) | 0.07 | 30 | R | 1999 |
| To: 74-1605 | | | | |
| From: Dead End | | | | |
| (1701) | 0.07 | 530 | R | 1999 |
| To: 74-1702 | | | | |
| From: 74-1702 | | | | |
| (1701) | 0.40 | 720 | R | 1999 |
| To: 74-630 | | | | |
| From: 74-1701 | | | | |
| (1702) | 0.17 | 80 | R | 1999 |
| To: Dead End | | | | |
| From: SR 10 | | | | |
| (9331) | 0.11 | 50 | R | 1999 |
| To: SR 10 | | | | |
| From: Dead End | | | | |
| (9332) | 0.33 | 80 | R | 1999 |
| To: 74-623 | | | | |
| From: Dead End | | | | |
| (9334) | 0.10 | 150 | R | 1999 |
| To: 74-604 | | | | |
| From: 74-616 | | | | |
| (9574) | 0.10 | 120 | R | 1999 |
| To: SR 156 | | | | |
| From: SR 156 | | | | |
| (9679) | 0.13 | 230 | R | 09/24/2002 |
| To: SR 156 | | | | |
| City of Hopewell | | | | |
| From: Western St | | | | |
| (1) Perrymont St | 0.34 | 3300 | G | 2003 |
| To: Kippax Dr | | | | |
| From: Perrymont St | | | | |
| (2) Kippax Dr | 0.19 | 3400 | G | 2003 |
| To: Cedar Level Rd | | | | |

| Route | Length | AADT | QA | Year |
|----------------------------------|--------|-------|----|------|
| City of Hopewell | | | | |
| From: SCL Hopewell | | | | |
| (3) Old Iron Rd | 0.42 | 3300 | G | 2003 |
| To: Courthouse Rd | | | | |
| From: Dead End near Pin Oak Dr | | | | |
| (4) Jackson Farm Rd | 0.61 | 2100 | G | 2003 |
| To: 116-9047 Cedar Level Rd | | | | |
| From: 166-6 Barkley St; 116-9076 | | | | |
| (5) Western St | 0.05 | NA | | |
| To: 116-1 Perrymont St | | | | |
| From: 116-9076 Western St | | | | |
| (6) Barkley St | 0.13 | 30 | G | 2003 |
| To: Woodlawn St | | | | |
| From: Barkley St | | | | |
| (6) Woodlawn St | 0.39 | 490 | G | 2003 |
| To: 116-9047 Cedar Level Rd | | | | |
| From: South Mesa Dr | | | | |
| (9036) Danville St | 0.03 | 1400 | G | 2003 |
| To: Miles Ave | | | | |
| From: Danville Street | | | | |
| (9036) Miles Ave | 0.68 | 4100 | G | 2003 |
| To: Oakland Blvd | | | | |
| From: Miles Ave | | | | |
| (9036) Oaklawn Blvd | 0.18 | 10000 | G | 2003 |
| To: Short Street | | | | |
| From: Short Street | | | | |
| (9036) Oaklawn Blvd | 0.40 | NA | | |
| To: SR 36 | | | | |
| From: WCL Hopewell | | | | |
| (9038) River Rd | 1.01 | 4100 | G | 2003 |
| To: South Mesa Dr | | | | |
| From: North Mesa Dr | | | | |
| (9040) City Point Rd | 0.75 | 4600 | G | 2003 |
| To: South 15Th Ave | | | | |
| From: South 15Th Ave | | | | |
| (9040) City Point Rd | 0.41 | 7000 | G | 2003 |
| To: South 6Th Ave | | | | |
| From: South 6Th Ave | | | | |
| (9040) City Point Rd | 0.29 | 6200 | G | 2003 |
| To: Main St | | | | |
| From: City Point Rd | | | | |
| (9040) Main St | 0.13 | 3300 | G | 2003 |
| To: Randolph Rd | | | | |
| From: Colonial Dr | | | | |
| (9042) West Broadway St | 0.39 | NA | | |
| To: 116-9047 N Mesa Dr | | | | |
| From: North Mesa Dr | | | | |
| (9042) West Broadway St | 0.55 | 7900 | G | 2003 |
| To: North 21St Ave | | | | |
| From: North 21St Ave | | | | |
| (9042) West Broadway St | 0.13 | 6300 | G | 2003 |
| To: North 15Th Ave | | | | |
| From: North 15Th Ave | | | | |
| (9042) West Broadway St | 0.36 | 4500 | G | 2003 |
| To: Randolph Rd | | | | |
| From: Randolph Rd | | | | |
| (9042) East Broadway St | 0.63 | 1800 | G | 2003 |
| To: Cedar Ln | | | | |
| From: Ashland Ave | | | | |
| (9043) Courthouse Rd | 0.95 | 5900 | G | 2003 |
| To: Berry St | | | | |
| From: Courthouse Rd | | | | |
| (9043) Berry St | 0.29 | 6000 | G | 2003 |
| To: Arlington Rd | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Prince George Maintenance Area

| Route | Length | AADT | QA | Year |
|--|--------|-------|------|------|
| City of Honewell | | | | |
| From: High Ave 9043 116 Arlington Rd | 0.12 | 4400 | G | 2003 |
| To: Freeman St | | | | |
| From: Freeman St 9043 116 Arlington Rd | 0.38 | 5300 | G | 2003 |
| To: Winston Churchill Dr | | | | |
| From: Winston Churchill Dr 9045 116 High Ave | 0.09 | 2600 | G | 2003 |
| To: Oaklawn Blvd | | | | |
| From: 116-9043 Courthouse Rd 9047 116 Ashland St | 0.06 | NA | | |
| To: SR 36 Oaklawn Blvd | | | | |
| From: SR 36 Oaklawn Blvd 9047 116 Ashland St | 0.10 | 5200 | G | 2003 |
| To: SR 36-P Woodlawn St | | | | |
| From: SR 36-P Woodlawn St 9047 116 Ashland St | 0.10 | 7500 | F | 2003 |
| To: 116-6 Cedar Level Rd Western St | | | | |
| From: 116-6 Cedar Level Rd Western St 9047 116 Ashland St | 0.07 | 7000 | G | 2003 |
| To: Western St | | | | |
| From: 116-2 Kippax Dr 9047 116 Cedar Level Rd | 0.89 | 8000 | G | 2003 |
| To: 116-4 Jackson Farm Rd | | | | |
| From: 116-4 Jackson Farm Rd 9047 116 Jackson Farm Rd | 0.27 | 7100 | G | 2003 |
| To: S Mesa Dr | | | | |
| From: S Mesa Dr 9047 116 S Mesa Dr | 0.46 | 6400 | G | 2003 |
| To: Jackson Farm Rd | | | | |
| From: 116-9038 River Rd 9047 116 N Mesa Dr | 0.23 | 11000 | G | 2003 |
| To: 166-9040 City Point Rd | | | | |
| From: 166-9040 City Point Rd 9047 116 N Mesa Dr | 0.20 | 6700 | G | 2003 |
| To: 116-9042 Broadway St | | | | |
| From: Winston Churchill Dr 9049 116 South 6Th Ave | 0.52 | 10000 | G | 2003 |
| To: City Point Rd | | | | |
| From: City Point Rd 9049 116 North 6Th Ave | 0.15 | 8600 | G | 2003 |
| To: West Broadway St | | | | |
| From: West Broadway St 9051 116 North 21St Ave | 0.53 | 4500 | G | 2003 |
| To: Riverside Ave | | | | |
| From: Riverside Ave 9051 116 Riverside Ave | 0.32 | 3800 | G | 2003 |
| To: North 21St Ave | | | | |
| From: Randolph Rd 9074 116 City Point Rd | 0.14 | 3900 | G | 2003 |
| To: Main St | | | | |
| From: Randolph Rd 9076 116 Cousins Ave | 0.17 | 4600 | G | 2003 |
| To: SR 36 Oaklawn Blvd | | | | |
| From: Western St 9076 116 Western St | 0.50 | 4500 | G | 2003 |
| To: Cousins Ave | | | | |
| From: 116-6 Barkey St; 116-5 Western St 9076 116 Western St | | | | |
| To: 20Th Ave | | | | |
| From: 20Th Ave Atlantic St | 790 | G | 2003 | |
| To: 21St Ave | | | | |
| From: Woodlawn St Barkley St | 30 | G | 2003 | |
| To: Western St | | | | |

| Route | Length | AADT | QA | Year |
|---|--------|------|----|------|
| City of Honewell | | | | |
| From: Randolph Rd Broadway St | | 3100 | G | 2003 |
| To: Hopewell St | | | | |
| From: Dead End Camron Road | | 20 | F | 2003 |
| To: Atwater Rd | | | | |
| From: Arcadia Ave Cloverdale Ave | | 150 | G | 2003 |
| To: Delrose Dr | | | | |
| From: Sibyl St Courthouse Rd | | 440 | G | 2003 |
| To: Caroline Ave | | | | |
| From: Peterson Mill Rd Davidson Ave | | 70 | G | 2003 |
| To: Glendale St | | | | |
| From: 20Th Ave Day St | | 40 | G | 2003 |
| To: 16Th Ave | | | | |
| From: Cloverdale Ave Dellrose Drive | | 290 | F | 2003 |
| To: Lincoln Sq | | | | |
| From: Gilbert St Dinwiddie Avenue | | 740 | F | 2003 |
| To: Courthouse Rd | | | | |
| From: Glendale St Fisher Avenue | | 100 | F | 2003 |
| To: Lee Ln | | | | |
| From: Roanoke Ave Granby St | | 260 | F | 2003 |
| To: Sunnyside Ave | | | | |
| From: 21St Ave Jackson St | | 250 | G | 2003 |
| To: 20Th Ave | | | | |
| From: West Broadway St Marion Ave | | 360 | G | 2003 |
| To: Norton St | | | | |
| From: Atlantic St Maryland Avenue | | 280 | F | 2003 |
| To: 15th Ave | | | | |
| From: Day St Prince George Ave | | 200 | G | 2003 |
| To: West Broadway St | | | | |
| From: Weston St Riverside Avenue | | 40 | F | 2003 |
| To: Marks St | | | | |
| From: Bassett St Stewart Ave | | 310 | G | 2003 |
| To: Jones St | | | | |
| From: Dead End Sussex Drive | | 220 | F | 2003 |
| To: Westhill Rd | | | | |
| From: SR 156 Winston Churchhill Dr Terminal Street | | 1200 | F | 2003 |
| To: Booker St | | | | |
| From: Heretick Ave Wilmington Avenue | | 250 | F | 2003 |
| To: North Ave | | | | |