### 2001

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

Jurisdiction Report 23

Culpeper County Town of Culpeper

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

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

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

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

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

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

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

### **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

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

### **Special Routes**

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

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

							Tri				Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Town of Culpeper				From:	US 1	5 BUS ORA	NGE ROA	AD							
3 (522) Germanna Hig	0.96	8100	G	92%	1%	3%	1%	2%	0%	С	NA		8500	G	2001
				To:		ECL CULI	PEPER								
Culpener County				From:		EGI GIII	DEDED								
3)(522)	0.66	12000	G	92%	0%	ECL CULI 4%	1%	3%	0%	F	1100	G	12000	G	2001
3 [522]	0.00	.2000		To:	0,0				¬	•					
3)	4.63	6700	G	From: 90%	1%	US 52 2%	1%	5%	0%	F	530	G	6700	G	2001
<u> </u>				To		23-66			¬	•					
3)	3.73	7900	G	90%	1%	2%	1%	5%	0%	F	670	G	8000	G	2001
				To:		23-75	50		<b></b>						
3	4.37	7800	G	90%	1%	2%	1%	5%	0%	С	690	G	7900	G	2001
				To:		Orange Cou	nty Line								
				From:	N	Madison Co	unty Line								
15)	5.10	4000	G	91%	1%	2%	1%	5%	0%	F	340	G	4000	G	2001
~				To: From:		23-64	19								
15	1.41	5400	G	91%	1%	2%	1%	5%	0%	F	450	G	5400	G	2001
				To: From:		23-69	12								
15)	2.16	7900	G	91%	1%	2%	1%	5%	0%	F	650	G	7900	G	2001
<del>~</del> ~				From:	US	S 29 South C	f Culpeper		]——						
[15] [29]	1.32	14000	G	89%	1%	2%	1%	7%	0%	F	1200	G	14000	G	2001
<del>~</del> ~				To: From:		US 52			]						
15 } {29 }	3.88	13000	G	89%	1%	2%	1%	7%	0%	F	1000	G	13000	G	2001
<del>~</del> ~				I IOIII.	US 15BU	S&29BUS N	OF CUL		]						
15 James Madison Hwy	2.65	18000	G	86%	1%	3%	1%	9%	0%	F	1400	G	17000	G	2001
<del>~</del>				To: From:		23-66			]——						
15 James Madison Hwy	4.31	20000	G	86%	1%	3%	1%	9%	0%	F	1600	G	20000	G	2001
~				From: Bu		Bus US 29	South of R	emington	]						
15 James Madison Hwy	0.24	19000	G	86%	1%	3%	1%	9%	0%	F	1400	G	18000	G	2001
				To:		Fauquier Cor									
Bus	0.56	1800	G	96%	US 15 0%	% 29 South	of Reming	gton 1%	 0%	F	180	G	1800	G	2001
15)	0.50	1000	•	To:		Fauquier Co		1 70	٦ ٠٠٠	•	100	J	1000	J	2001
Bus				From:		S 15 South o			1						
15 Orange Road	0.07	10000	G	95%	1%	1%	1%	1%	0%	F	910	G	10000	G	2001
				To:		SCL Cul	peper								
Town of Culpeper															
Bus Oranga Bood	1 22	5900	c	From:	10/	SCL Cul	peper 1%	1%	0%	C	NΙΔ		6100	C	2001
15 Orange Road	1.32	5900	G	94%	1%	2%		1 70	U% -	С	NA		6100	G	2001
Bus				From:		US 52	22								
(15) Germanna Highway	0.12	5300	G	95%	1%	2%	1%	2%	0%	С	NA		5500	G	2001
Rue				To: From:		Main Str Germanna I									
Bus 15 Main Street	0.85	19000	G	95%	0%	2%	1%	1%	0%	С	NA		20000	G	2001
<del>~</del>				To:		US 522 Eva			1						
Bus 15 Main Street	0.20	24000	G	96%	0%	2%	0%	1%	<b>-</b> 0%	С	NA		25000	G	2001
15 Main Street	0.20	24000	G		U 70			1 70	0 70	C	INA		25000	G	200 l
Bus				From:		Begin SF			_						
15 Main Street	0.06	24000	G	96%	0%	2%	0%	1%	0%	С	NA		25000	G	2001
Bus				To: From:	S	R 229, Mad SR 229, M									
						UIC 447, IV	addin Ot								
15 Madison Highway	0.22	20000	G	97%	0%	2%	0%	1%	0%	С	NA		21000	G	2001

					Cuipe	per main					<u> </u>				
Route	Length	AADT	QA	4Tire	Bus	2Axle	TrıTrı 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Culpeper				. 1											
Bus Madison Highway	0.01	19000	G	96%	0%	Nottinghar 3%	n Street 0%	1%	 0%	С	NA		20000	G	2001
15 Madison Highway	0.91	19000	G	90 70 To:	0 70	NCL Cul		1 70	7 0%	C	INA		20000	G	2001
<u> </u>				l l		NCL Cui	ререг								
Culnener County Bus				From:		NCL Cul	nener		1						
15	2.07	9000	Α	94%	0%	4%	0%	1%	0%	Α	890	Α	9200	Α	2001
				To:	Ţ	US 15 US 29	9, 23-762								
				From:	1	Madison Co	unty Line								
29 Lee Hwy	2.79	14000	G	89%	1%	2%	1%	7%	0%	F	1100	G	14000	G	2001
<u> </u>				To		23-60	)3								
29 Lee Hwy	3.54	18000	G	From: 89%	1%	2%	1%	7%	0%	F	1500	G	18000	G	2001
				To:	Dua	US 29 Soutl	a of Culmon	0.00							
29	1.13	14000	G	From: 89%	1%	2%	1%	7%	0%	F	1100	G	14000	G	2001
(29)	1.10	14000	·					. 70	¬ ~~	•	1100	Ū	11000	Ü	200.
	1.32	44000	G	From: 89%	1%	S 15 South o 2%	of Culpeper 1%	7%	0%	F	1200	G	14000	G	2001
[29]	1.32	14000	G	69%	170	270	170	7 70	U% 	Г	1200	G	14000	G	2001
~~ <u> </u>				From:		US 5									
[29]	3.88	13000	G	89%	1%	2%	1%	7%	0%	F	1000	G	13000	G	2001
~ ~				From: B	us US 15	5 Bus US 29	North of C	ulpeper	]						
29 { 15 } James Madiso	2.65	18000	G	86%	1%	3%	1%	9%	0%	F	1400	G	17000	G	2001
$\hookrightarrow$				To: From:		23-66	53		Ъ—						
29 (15) James Madiso	4.31	20000	G	86%	1%	3%	1%	9%	0%	F	1600	G	20000	G	2001
				To: BI	S I IS 15	BUS US 29	South of R	emington	٦						
29 15 James Madiso	0.24	19000	G	86%	1%	3%	1%	9%	0%	F	1400	G	18000	G	2001
23) (13)				To:		Fauquier Co									
Bus				From:		US 2	.9								
29	0.28	13000	G	<u> </u>			-				1100	G	13000	G	2001
				To:		SCL Cul	peper								
Town of Culpeper															
Bus				From:		SCL Cul									
(29) Madison Rd	1.27	23000	G	97%	0%	2%	0%	1%	0%	С	NA		24000	G	2001
D.:-				To: From:		West S	treet								
Bus (29)	0.12	15000	G								1300	G	16000	G	2001
(29)	0.12	15000	J	_					_		1000	Ü	10000	O	2001
Bus Bus				From:		US 15	Bus								
(29) (15) Main Street	0.85	19000	G	95%	0%	2%	1%	1%	0%	С	NA		20000	G	2001
<b>*</b>				To	US	5 522 EVAN	S STREET	,	<b>—</b>						
Bus Bus (29) (15) Main Street	0.20	24000	_	96%	0%	2%	0%	1%	0%	С	NA		25000	G	2001
(29) (15) Main Street	0.20	24000	G	90%	U 70			1 70	U 70	C	INA		20000	G	∠UU I
Bus Bus				From:		Begin SI	R 229								
(29) (15) Main Street	0.06	24000	G	96%	0%	2%	0%	1%	0%	С	NA		25000	G	2001
$\bigcirc$				To:	S	SR 229, Mad									
Bus Bus Madiago Highwa	0.00	00000	_	From:	001	SR 229, N		40/		^	<b>N</b> 1.6		04000	^	0001
29 15 Madison Highw	0.22	20000	G	97%	0%	2%	0%	1%	0%	С	NA		21000	G	2001
Bus Bus				To: From:	NC	OTTINGHA	M STREET								
29 (15) Madison Highw	0.91	19000	G	96%	0%	3%	0%	1%	0%	С	NA		20000	G	2001
				To		NCL CUL									
Culpeper County															
Bus Bus				From:		NCL CUL	PEPER								
[29] [15]	2.07	9000	Α	94%	0%	4%	0%	1%	0%	Α	890	Α	9200	Α	2001
$\sim$				To:	Ţ	US 15 US 29	9, 23-762								
Bus Bus				From: U		29 SOUTH		IGTON	_						
(29) (15)	0.56	1800	G	96%	0%	3%	1%	1%	0%	F	180	G	1800	G	2001
				To:	]	Fauquier Co	unty Line		1						

					Culper	per Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Culpeper County	Ü					2Axle	3+Axle	1Trail	2Trail		Hour				
~~~				From:		pahannock (									
[211]	2.95	8600	G	95%	1%	2%	1%	1%	0%	F	730	G	8500	G	2001
~~	0.05	40000		From:	40/	SR 22		40/			4400		40000		0004
[211]	0.95	13000	G	95% To:	1%	2% auquier Cou	1%	1%	0%	F	1100	G	13000	G	2001
Town of Culpeper						auquier Cot	mey Eme								
Bus				From:		Begin SR									
229 15 Main Street	0.06	24000	G	96%	0%	2% RT 15 BU	0%	1%	0%	С	NA		25000	G	2001
				From:		US 15 I									
(229) Main Street	0.93	8600	G	95%	1%	3%	1%	1%	0%	С	NA		8900	G	2001
				To:		NCL Cul	peper								
Culpener County				From:		NCL Cul	nener								
(229)	1.21	8100	G	94%	1%	3%	1%	1%	0%	F	770	G	8200	G	2001
				To: From:		23-685 Ca			1						
229	4.92	5400	G	94%	1%	23-680 Ca	talpa 1%	1%	0%	F	530	G	5500	G	2001
229	-		_	To:		23-640 Rix						_			-
229	5.45	5100	G	94%	1%	3%	1%	1%	0%	F	500	G	5100	G	2001
				To: From:		23-62	1		7						
(229)	2.15	5300	G	94%	1%	3%	1%	1%	0%	F	510	G	5300	G	2001
				To:		US 21	1								
	0.70			From:		US 1:	5								
(299)	0.79	NA		To	IIS 20 B	us ; Ramp to	11S 20 By	macc	_		NA		NA		
				From:		Orange Cou		уразз	+						
522	0.09	3300	G	88%	1%	4%	0%	7%	0%	F	340	G	3300	G	2001
				To: From:		23-64	7		7						
(522)	6.27	3400	G	92%	0%	4%	1%	3%	0%	F	310	G	3400	G	2001
				To: From:		N 23-6	52		<b>—</b>						
522	0.92	4700	G	92%	0%	4%	1%	3%	0%	F	480	G	4800	G	2001
~~~				To: From:		SR 3									
522	0.66	12000	G	92% To:	0%	4%	1%	3%	<b>0</b> %	F	1100	G	12000	G	2001
				10.		ECL Culp	eper								
Town of Culpener				From:		ECL Culp	eper								
(522) Germanna Highway	0.96	8100	G	92%	1%	3%	1%	2%	0%	С	NA		8500	G	2001
Bus				To: From:	US	RT 15 B									
522 T5 Germanna Hig	0.12	5300	G	95%	1%	2%	1%	2%	0%	С	NA		5500	G	2001
$\overline{\qquad}$				To:		MAIN STR									
Bus (522) (15) Main Street	0.85	19000	G	95%	GEI 0%	RMANNA I 2%	HIGHWAY	1%	0%	С	NA		20000	G	2001
522 15 Main Street				To:		US 15 E	US	. 70			, .				
Evans Strast	0.00	14000		From:		S 15 Bus W		40/	00/	-	NIA		12000	-	2004
522 Evans Street	0.08	11000	G	96% To:	0%	2% Main Stree	1% t West	1%	¬ 0%	С	NA		12000	G	2001
~~~				From:		West St	reet		<u> </u>	_				_	
522 Sperryville Pike	1.44	9600	G	94% To:	1%	3%	1%	1%	<b>0</b> %	С	NA		10000	G	2001
C.)						WCL Cul	ререг								
Culpeper County				From:		WCL Cul	peper								
(522)	7.34	5900	G	93%	1%	3%	1%	2%	0%	F	520	G	5900	G	2001
<u> </u>				To: From:		23-70			]——						
522	0.93	2200	G	93%	1%	3%	1%	2%	0%	F	210	G	2300	G	2001
				To:	Rap	pahannock (	County Line	e							

Douto	Longth	AADT	04	4Tire	Dua		Tru	ıck		QC	Design	OV	AAWDT	0144	Voor
Route	Length	AADI	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDI	QW	Year
Culpeper County				From:		SR 3 W	FST								
600	0.40	70	R			SIC 3 W	LUI				NA		NA		1995
				To: From:		23-66	i3								
600	0.40	270	R								NA		NA		1995
				From:		23-70	15		]						400-
600	0.20	110	R	To:		SR 3 EA	AST		7		NA		NA		1995
				From:		23-61									
601)	0.55	50	R								NA		NA		1995
				To: From:		0.55 MN 2	23-617		]						
601)	0.55	100	R								NA		NA		1995
	0.24	470		From:		23-72	0				NIA		NIA		4005
601)	0.31	470	R	To:		US 1	5		1		NA		NA		1995
				From:		23-64			1						
602)	0.60	40	R	_		25 0			_		NA		NA		1999
				To:		23-65	2								
	0.00	4200	-	From:		US 2	9				NIA.		NIA		1005
603	0.30	1300	R						=		NA		NA		1995
600	1.40	260	R	From:		23-65	7				NA		NA		1995
603	1.40	200		To		22 (42: 2	2 (45				147.		14/1		1000
(603)	1.70	700	R	From:		23-643; 2	3-645				NA		NA		1995
000				To:		23-69	2								
				From:		23-60	15								
604)	1.60	40	R	To:	D	1 1	O . I.		_		NA		NA		1995
				From:		pahannock (		2							
605)	0.40	40	R		N	Madison Cor	inty Line				NA		NA		1995
000				To:		23-60	14		1						
605)	0.60	30	R	From:		23 00					NA		NA		1995
				To: From:		23-70	4								
(605)	1.00	60	R						_		NA		NA		1995
				To:		pahannock (		2							
(606)	1.00	90	R	From:	N	Madison Cor	unty Line				NA		NA		1995
(606)	1.00			To:		23-60	18								1000
				From:	Madi	son County	Line; 23-60	)6							
(607)	1.90	80	R						_		NA		NA		1995
				To: From:		23-64									
608)	2.30	150	R	From:	N	Madison Cor	anty Line				NA		NA		1995
(000)				To:		23-64	4								
				From:		Aadison Co	ınty Line								
609	2.00	1700	G	93%	1%	5%	0%	1%	0%	С	160	G	1700	G	2001
				To:		US 2									
610	1.70	70	R	1 IOIII.		23-66	9				NA		NA		1995
610	1.70			To:		23-72	1/4				. 47 \		. 47 \		.555
610	1.01	180	R	From:		23-12					NA		NA		1995
				To: From:		23-64	.7								
610	1.02	810	G	87%	1%	5%	0%	6%	0%	С	90	G	810	G	2001
				To:		23-620 SC									

Comparison   Com							oer Mainte		uck			Design				
2.52	Route	Length	AADT	QA	4Tire	Bus					QC	_	QK	AAWDT	QW	Year
2.52	Culpeper County				Erom:		22 (20 50	A LADIA		1						
1.80   570   G   357%   19   57%   19   67%   09%   F   60   G   570   G   2001	610)	2.52	610	G		1%			6%	0%	F	60	G	610	G	2001
10					To: From:					_						
10	310)	1.80	570	G	87%	1%			6%	0% —	F	60	G	570	G	2001
10   3.59   270   G   87%   1 1	610)	0.41	410	G	From: 87%	1%			6%	0%	F	50	G	420	G	2001
State					To:					1						
	610)	3.59	270	G	87%		5%	0%		0%	F	30	G	270	G	2001
2.50					1											
611) 2.50 470 G 93% 1% 4% 6 1% 196 0% C 60 G 470 G 2001  612) 0.41 60 R		2 50	520	G						 	F	60	G	520	G	2001
\$10   2.50   470   G   93%   1%   4%   1%   1%   0%   C   60   G   470   G   2001	611)	2.50	320	G	33 /0	1 /0			1 70	7	'	00	J	320	O	2001
Dead End	611)	2 50	470	G		1%			1%	0%	С	60	G	470	G	2001
December	011)	2.00	410	·		170			170	٦	Ü	00	Ū		Ū	2001
Section   Sect					From:		Dead E	nd		T						
St. Cut of the county Line; 78-613; Gap   NA NA 1995	612)	0.41	60	R						_		NA		NA		1995
10												_				
613  0.45  230  R  Total  23-621  NA  NA  NA  1995  613  0.82  330  R  Total  23-622  NA  NA  NA  NA  1995  613  0.05  540  R  Total  23-622  NA  NA  NA  NA  1995  614  2.30  440  G  85%  2%  10%  3%  10%  0%  C  40  G  440  G  85%  2%  10%  3%  1%  0%  0%  C  40  G  440  G  2001  615  0.97  1000  G  92%  1%  3%  4%  0%  0%  C  100  G  92%  1%  3%  4%  0%  0%  C  100  G  92%  1%  3%  4%  0%  0%  C  100  G  92%  1%  3%  4%  0%  0%  C  100  G  92%  1%  3%  4%  0%  0%  C  100  G  900  G  1000  G  2001  615  1.40  960  G  92%  1%  3%  4%  0%  0%  0%  F  100  G  92%  1%  3%  4%  0%  0%  0%  F  100  G  960  G  2001  615  2.80  990  G  92%  1%  3%  4%  0%  0%  0%  F  100  G  92%  1%  3%  4%  0%  0%  0%  F  100  G  960  G  2001  615  2.80  990  G  92%  1%  3%  4%  0%  0%  0%  F  100  G  1000  G  2001  615  1.40  100  G  92%  1%  3%  4%  0%  0%  F  100  G  1000  G  2001  615  1.40  100  G  92%  1%  3%  4%  0%  0%  F  100  G  1000  G  2001  615  1.40  1000  G  92%  1%  3%  4%  0%  0%  F  100  G  1000  G  2001  616  1.40  1100  R  100  100  100  100  100  10		0.00	400	В	From:		US 21	1	-			NIA.		NIA.		1005
A	613)	0.02	400	ĸ						<b>_</b>		INA		INA		1995
10		0.45	220		From: R	appahann	ock County	Line; 78-6	13; Gap	_		NΙΛ		NΙΛ		1005
10	613)	0.43	230	ĸ	т					_		INA		INA		1990
23-772   NA NA 1995	612	0.82	330	R	From:		23-62	1				NΑ		NΑ		1995
813) 2.58 190 R	013)	0.02	330		Ta		22.77			_		IVA		INA		1000
	612)	2 58	190	R	From:		23-77	2				NA		NA		1995
100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	013)	2.00	100		To:		22.62	,		_		14/1		14/1		1000
Promote   Madison County Line   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/2   1/	613	0.05	540	R	From:		23-62.	2				NA		NA		1995
614) 2.30 440 G 85% 2% 10% 3% 1% 0% C 40 G 440 G 2001  615) 0.97 1000 G 92% 1% 3% 4% 0% 0% C 120 G 1000 G 2001  616) 1.40 960 G 92% 1% 3% 4% 0% 0% F 110 G 960 G 2001  617) 2.80 990 G 92% 1% 3% 4% 0% 0% F 120 G 1000 G 2001  618) 2.80 990 G 92% 1% 3% 4% 0% 0% F 120 G 1000 G 2001  619	013)				To:	Fauq	uier County	Line; 30-6	13	1						
614 2.30 440 G 85% 2% 10% 3% 1% 0% C 40 G 440 G 2001					From:	N	Madison Cou	nty Line		1						
Contact County Line	614)	2.30	440	G			10%	3%	1%	0%	С	40	G	440	G	2001
615	<u> </u>				To:		23-61:	5								
1.40   960   G   92%   1%   3%   4%   0%   0%   F   110   G   960   G   2001	$\bigcirc$	0.07							20/		_	100	_	1000		0004
615	615)	0.97	1000	G	92%	1%	3%	4%	0%		C	120	G	1000	G	2001
Columbia	$\overline{}$	4.40			From:	40/			00/			440		000		0004
615	615)	1.40	960	G	92%	1%			0%		F	110	G	960	G	2001
615 2.30 1400 G 92% 1% 3% 4% 0% 0% F 150 G 1400 G 2001  Tre US 522    616	$\overline{}$	2.00	200			40/			00/			400		1000		2004
Columbia	615)	2.80	990	G	92%	1%			0%		F	120	G	1000	G	2001
1.40   1100   R		2.20	4400			10/			00/			150		1400		2001
616)  1.40  1100  R  1.40  1100  R  1.00  60  R  1.10  50  1.10  617)  1.10  50  R  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  1.10  50  50  50  50  50  50  50  50  50	615)	2.30	1400	G		170			0%	7	Г	150	G	1400	G	2001
616)  1.40  1100  R  To:  23-638  NA  NA  NA  1995  617)  1.00  60  R  1.10  50  R  1.10  50  R  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.10										+						
617) 1.00 60 R 23-692 NA NA 1995  1.10 50 R NA NA 1995  1.10 50 R NA NA 1995  1.20 90 R NA NA NA 1995	616)	1.40	1100	R			03 32	<u> </u>		_		NA		NA		1995
1.00 60 R NA NA 1995  1.10 50 R NA NA 1995  1.10 50 R NA NA 1995  1.20 90 R NA NA NA 1995  1.20 90 R NA NA NA 1995	9.19				To:		23-63	3								
1.10 50 R NA NA 1995  To US 522 SOUTH  US 522 NORTH  NA NA 1995  1.20 90 R NA NA 1995					From:		23-69	2								
1.10 50 R NA NA 1995  To US 522 SOUTH  US 522 NORTH  NA NA 1995  1.20 90 R NA NA 1995	617)	1.00	60	R								NA		NA		1995
017) 1.20 <b>90 R</b> NA NA 1995					To: From:		23-60	1		]						
017) 1.20 <b>90 R</b> NA NA 1995	617)	1.10	50	R						_		NA		NA		1995
617) 1.20 <b>90 R</b> NA NA 1995										-						
To: 22 652	617)	1.20	90	R	<u> </u>		US 322 NC	WIH		_		NA		NA		1995
0.70 <b>90 R</b> NA NA 1995					To:		22.65	<u> </u>								
Te: 23-654	617	0.70	90	R	From:		23-65.					NA		NA		1995
	011)	5.70		• • •	To:		23-65	4		7						.500

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Culpeper County				From:		23-654			1						
(617)	3.00	50	R			23 03 1			_1		NA		NA		1999
_	0.70	80	R	To: From:		23-647			]		NA		NA		1999
617)				To:	0	range Count			1						
618)	0.20	110	R	From:		Dead En	d				NA		NA		1995
010				To:		23-611			1						
619	0.30	310	R	From:		23-610					NA		NA		1999
				To: From:		0.30 ME 23	-610								
619	0.60	260	R	_					_		NA		NA		1999
(619) (619)	0.64	140	R	From:		23-701					NA		NA		1999
				To: From:		0.65 ME 23	-701		]—						
619)	1.26	90	R						_		NA		NA		1999
619	1.70	30	R	From:		23-683					NA		NA		1999
				To: From:		23-743			<u> </u>						
619	0.30	10	R	To:		0.20 MF 22	742		7		NA		NA		1999
619	2.00	10	R	From:		0.30 ME 23	-743		_		NA		NA		1999
				To:	St	afford Coun	ty Line								
620	2.48	630	R	From:		SR 3					NA		NA		1999
				To: From:		23-610 SOU 23-610 NOI			-						
620	2.90	270	G	97%	0%	2%	0%	0%	0%	F	30	G	270	G	2001
	1.50	300	G	To: From:		23-682					40	G	300	G	2001
620	1.00	300		To		23-670					70		300		2001
620	1.30	680	F	98%	0%	2%	0%	0%	0%	С	70	F	680	F	2001
				To: From:		er County L uquier Coun		20							
621)	2.34	300	G	95%	1%	1%	2%	1%	0%	F	40	G	300	G	2001
	1.54	740		From:	1%	23-625	2%	1%	0%	F	00	G	710		2001
621)	1.54	710	G	95%	1 70	1% 23-775		1 70	7	Г	90	<u> </u>	710	G	2001
621)	0.75	870	G	95%	1%	1%	2%	1%	0%	F	90	G	880	G	2001
	1.40	1900	G	From: 95%	1%	23-802 1%	2%	1%	0%	С	180	G	1900	G	2001
621)	1.40	1900		To:	1 70	SR 229		1 70	7		100	-	1900		2001
621)	1.26	950	R	From:		51(22)			_		NA		NA		1995
	1.24	1000	R	To: From:		23-787			]—		NA		NA		1995
(621)	1.24	1000		To:		US 211			¬		INA		INA		1995
(621) (621)	0.30	310	R	From:					<b>-</b> ' ¬		NA		NA		1995
				To: From:		23-613 US 211			<u> </u>						
622	1.30	440	R						<u> </u>		NA		NA		1995
				To: From:		23-613			<del> </del>						
623	3.00	280	R			23-621			_		NA		NA		1995
$\bigcup$				To:		23-802									

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Culpeper County				From:		23-626	i		J						
624)	2.23	140	R	To:		SR 229 NO	RTH		7		NA		NA		1995
$\overline{}$			_	From:		SR 229 SO	UTH								
624	0.45	60	R						_		NA		NA		1995
624)	1.50	260	R	From:		23-726	j		_		NA		NA		1995
<u> </u>				To: From:		23-693			<del></del>						
624)	1.10	90	R						_		NA		NA		1995
				To: From:		23-625									
625	2.60	560	R	From:		23-685	<u> </u>		_		NA		NA		1995
				To:		23-711									
625	0.50	420	R	From:		23 /11			_		NA		NA		1995
				To: From:		23-663									
625	2.50	300	G	96%	0%	3%	0%	1%	0%	F	30	G	310	G	2001
	3.50	350	G	From: 96%	0%	23-640 3%	0%	1%	0%	С	30	G	350	G	2001
625	3.30	330	G	To:	0 70	23-621		1 /0	7	O	30	0	330	0	2001
				From:		23-640	)								
626	1.35	30	R								NA		NA		1999
	1.05	400		From:		1.35 ME 23	3-640		}—		NIA		NIA		1000
526	1.25	180	R	To:		23-611 NO	RTH		1		NA		NA		1999
	2.22		_	From:		23-611 SO									4005
626)	0.60	80	R						_		NA		NA		1995
626)	0.70	40	R	From:		23-639	)				NA		NA		1999
626				To:		23-624			¬						
626	2.80	NA		From:		23-024	·		_		NA		NA		
				To: From:		2.80 MN 23	3-624								
626	0.01	NA				an			_		NA		NA		
				To: From:		SR 229			1						
327)	2.00	560	G	81%	6%	23-729 <b>12%</b>		1%	0%	С	60	G	570	G	2001
				To:		23-640									
$\overline{}$	4.00		_	From:		Dead Er	nd								400
628)	1.20	10	R	To:		23-646 SO	ITH		7		NA		NA		1995
				From:		23-646 NO									
628)	1.50	180	R	To:		23-729 SO	UTU		-		NA		NA		1995
				From:		23-729 NO			<u> </u>						
628)	2.90	40	R								NA		NA		1995
	0.40			To: From:		2.90 MN 23	3-729		]						4005
628)	0.10	110	R						_		NA		NA		1995
	1.10	300	R	From:		23-629	)				NA		NA		1995
628	1.10			To:		23-640 SO	UTH		1						
	1.00	400		From:		23-640 NO	RTH				NA		NIA		1005
628	1.30	130	R	To:		23-611			7		INA		NA		1995
				From:		US 522			†						
629	3.40	670	R						_		NA		NA		1995
				To:		23-729 SO	UTH								

					Culper	er Mainte					Desim				
Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Culpeper County				From:											
629	2.20	180	R	rom.		23-729 NO			_		NA		NA		1995
620)	1.50	110	R	From:		23-63	2				NA		NA		1995
629				To:		23-62	8								
$\bigcirc$	4.00	400	_	From:		SR 22	.9								4005
630	1.00	160	R	To:		22.51			<b>-</b> i		NA		NA		1995
630	0.30	110	R	From:		23-71			_		NA		NA		1995
630	2.00	100	R	From:		23-63					NA		NA		1995
630	0.80	20	R	From:		23-64					NA		NA		1995
				To:		Dead E									
631)	0.30	90	R	From:		Dead E	End		_		NA		NA		1995
	0.30	60	R	From:		SR 22	.9		]		NA		NA		1995
631)	0.00			To:		23-63	0				14/1		107		1000
				From:		23-68	5								
632	3.17	860	R	_					_		NA		NA		1995
632)	1.20	190	R	From:		23-63	3				NA		NA		1995
				From:		1.200 N 2	3-633								
(632)	1.20	70	R						_		NA		NA		1995
				To: From:		23-62									
633)	0.13	1900	G	97%	1%	US 29	1%	1%	0%	F	180	G	1900	G	2001
				To: From:		23-70	2		<b>—</b>						
633	0.22	1800	G	97%	1%	1%	1%	1%	0%	С	170	G	1800	G	2001
	4.00			To: From:		23-64	4				NIA		NIA		4005
633)	1.80	200	R	т					_		NA		NA		1995
633	0.80	260	R	From:		23-64	3				NA		NA		1995
				To: From:		23-71	6		<b>—</b>						
633	1.60	680	R	rioni.							NA		NA		1995
	2.00	700		From:		23-71	9				NIA		NIA		1005
633	2.00	790	R	To:		110.50			<b>-</b> i		NA		NA		1995
633)	2.60	190	R	From:		US 52	22				NA		NA		1995
	4.50	400		To: From:		23-72	9				N/A		<b></b>		4005
(633)	1.50	190	R						_		NA		NA		1995
633       633       633	0.70	560	R	From:		23-63	8		_		NA		NA		1995
				To: From:		23-63	2		1						
(633)	2.60	430	R								NA		NA		1995
$\overline{}$				To:		SR 22			<u>]</u>						
634)	0.89	470	G	96%	2%	23-63 2%	7 0%	0%	<b>」</b> ○%	F	50	G	470	G	2001
634)	0.00	710		To:		23-71		J /0	¬	•					
634)	2.01	670	G	96%	2%	2%	0%	0%	0%	С	70	G	680	G	2001
$\bigcup$				To:		US 52									

Route	Length	AADT	QA	4Tire	Bus					QC	Design	Oĸ	AAWDT	OW/	Year
	Length	AADI	QA.	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QW	i cai
Culpeper County				From:		23-640	5								
635)	0.76	40	R								NA		NA		1995
				To:		Dead E									
	1.00	00	_	From:		23-644	4				NIA		NΙΔ		1005
636)	1.00	80	R	To:		23-710	5				NA		NA		1995
				From:		23-644									
637)	0.80	560	G	91%	4%	4%	1%	1%	0%	С	50	G	560	G	2001
				To:		23-634	4		1						
637)	0.35	10	R	From:			•				NA		NA		1995
				To:		Dead E	nd								
				From:		US 52	2								
638)	2.30	730	R	т			TO OTT		_		NA		NA		1995
				To: From:		23-729 W 23-729 E									
638)	2.20	1200	R								NA		NA		1995
				To:		23-633	3								
$\bigcirc$				From:		23-626	5								
639	0.40	90	R	_							NA		NA		1995
				To: From:		23-730	)								
639	0.89	80	R								NA		NA		1995
				To: From:		.90 MN 23	3-730								400-
639	1.49	680	R	To:	Dome	oahannock C	Younts Lin		_		NA		NA		1995
				From:					+						
640	0.50	140	R		карр	oahannock C	ounty Line	2	_		NA		NA		1995
640	0.00			To		23-626	c								
640	1.05	100	R	From:		23-020	0				NA		NA		1995
				To:		23-627	7								
640	1.68	540	G	94%	1%	3%	0%	1%	0%	F	50	G	550	G	2001
				To		23-628 SO			<b>—</b>						
640	2.50	810	G	94%	1%	3%	0%	1%	0%	С	90	G	820	G	2001
				To:		SR 229 NC									
640)	3.20	410	G	94%	1%	SR 229 SO 3%	0%	1%	┚ 0%	F	40	G	410	G	2001
640	3.20	410	0	To:	1 /0	23-625		1 70	٦ ٠٠٠	'	40	J	410	J	2001
				From:		23-643									
641)	1.10	200	R								NA		NA		1995
<u> </u>				To: From:		23-718	3		<b>—</b>						
641)	0.40	1300	R	riom.							NA		NA		1995
				To: From:		23-719	)		<b>T</b>						
641)	2.40	760	R								NA		NA		1995
				To:		US 52:	2								
	4.70	400		From:		US 15	5								4005
642)	1.70	100	R								NA		NA		1995
	4.00	222		To:		1.700 N U	S 15		_		NIA.		NIA		4005
642	1.60	230	R	To:		23-645	5				NA		NA		1995
				From:		23-633			1						
643)	2.93	1200	R			23-033	)				NA		NA		1995
				To:		110 20	)								
643)	1.64	810	G	From: 96%	1%	US 29 2%	0%	0%	0%	С	80	G	810	G	2001
(070)		2.0	_	To:	. , 0	23-603; 23		-,0	٦ - ١	-		~	0.0	•	_501

					Culper	oer Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			- QC	Design	OK	AAWDT	ΟW	Year
	Longin	7751	Q,A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	70000	QVV	real
Culpeper County				From:		23-63	3								
644)	1.15	1300	G	94%	1%	3%	1%	1%	0%	С	120	G	1300	G	2001
				To:		23-71	5		¬						
644)	0.90	880	G	94%	1%	3%	1%	1%	0%	F	80	G	880	G	2001
				To: From:		23-63	6		<b>—</b>						
644	0.80	820	G	94%	1%	3%	1%	1%	0%	F	80	G	820	G	2001
				To: From:		23-63	7								
644	1.00	520	R								NA		NA		1995
				To: From:		23-60	8								
644	1.41	180	R								NA		NA		1995
				To: From:		23-60	7		]						
644)	1.30	120	R						_		NA		NA		1995
				To:		pahannock (		e							
	0.60	160	R	From:	N	Madison Cou	ınty Line				NA		NA		1995
645)	0.00	100	K						_		INA		INA		1995
(AE)	2.70	700	R	From:		23-75	2				NA		NA		1995
645)	2.70	700	IX.	To:		23-603; 23	3-643				INA		INA		1995
				From:		US 52			i						
646)	2.25	350	R				<del></del>				NA		NA		1995
				To		23-63	5								
646)	1.90	90	R	From:							NA		NA		1995
				To: From:		23-71	4		<b>—</b>						
646	1.30	30	R	rioni.							NA		NA		1995
				To: From:		23-628 SC	OUTH								
646	0.30	40	R								NA		NA		1995
				To: From:		23-628 NO	ORTH								
(646)	1.40	120	R						_		NA		NA		1995
				To:		23-72									
	0.40	440	_	From:		23-61	5				NΙΔ		NIA		1005
647)	0.40	140	R						_		NA		NA		1995
	4.60	00	R	From:		23-73	6				NA		NA		1995
647)	4.00	90	ĸ	_					_		INA		INA		1995
	0.70	120	R	From:		23-65	5				NA		NA		1995
(647)	0.70	120	K								INA		INA		1995
647	3.69	220	R	From:		US 52	22		_		NA		NA		1999
041)	0.00	220	11	To:		22.5	1		_		14/5		14/5		1000
647)	0.60	170	R	From:		23-66	1				NA		NA		1999
041)				To:		22.72	2								
647 647 647 647 647 647	1.50	190	R	From:		23-72	J				NA		NA		1999
				To		23-66	2								
647)	0.70	270	G	From: 90%	1%	3%	0%	5%	0%	F	40	G	280	G	2001
				To:		23-66								-	
647)	3.40	130	G	91%	2%	3%	1%	5%	0%	F	20	G	130	G	2001
				To:		SR3			1						
647)	0.00	050	_	From:	20/	SR 3		E0/		_	-00	_	050	_	2004
(647)	0.90	950	G	90% To:	2%	3% 23-61	0%	5%	0%	С	90	G	950	G	2001
				From:		Dead E			_						
648)	0.80	10	R			Deau E			_		NA		NA		1995
				To:		US 15 SO	UTH								

					Culper	er Maint	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
	Length	ו לאה	<b>4</b> 7	71110	Dus	2Axle	3+Axle	1Trail	2Trail	Q.C	Hour	ωi	, (AVV D I	Q V V	i cai
Culpeper County				From:		US 15 SO	TITU								
(648)	1.40	170	R			05 13 50	ЭОТП		_		NA		NA		1995
040				To:		US 15 NO	ORTH		1						
				From:		Dead l	End								
649	1.61	140	R								NA		NA		1995
				To: From:		23-65	52		1						
649	2.11	550	R	From:							NA		NA		1995
				To:		US 1	15								
_				From:		Dead l	End								
650	1.40	80	R								NA		NA		1995
				To: From:		23-70	07								
650	0.70	90	R								NA		NA		1995
				To: From:		US 5	22		]						
650	1.15	120	R								NA		NA		1995
				To:	Rap	pahannock	County Line	e							
$\bigcirc$				From:		23-65	52								
651)	0.28	7	R								NA		NA		1995
				To: From:		23-6	15								
651	0.10	50	R						_		NA		NA		1995
				To:		23-65									
	4.40		_	From:		23-64	49								4005
652	1.42	340	R								NA		NA		1995
				To: From:		23-6	15								
652	2.10	150	R	To:		11G 522 G	OT ITTLE		<b>-</b>		NA		NA		1995
				From:		US 522 S US 522									
652	1.20	30	R	<u> </u>		00022	.,,,,,				NA		NA		1995
				To		23-6	17								
652	1.80	200	R	From:		23-0	1 /				NA		NA		1995
				To:		23-65	56								
652	0.40	250	R	From:		23-0.	30				NA		NA		1995
032)				To:		US 522 N	ORTH		1						
				From:		Dead l	End								
(653)	0.30	30	R								NA		NA		1995
				To:		23-6	15								
				From:		Dead l	End								
(654)	1.00	10	R	_					_		NA		NA		1995
				To:		23-6									
	0.05	00	_	From:		Dead l	End				NIA		NIA		4005
655)	0.65	30	R								NA		NA		1995
$\overline{}$	4.70			From:		23-64	47				N/A		NI A		4005
655	1.70	30	R						_		NA		NA		1995
	2.22		_	To: From:		23-68	89				<b>.</b>				4000
655)	0.60	47	R	To:		23-65	52		7		NA		NA		1999
				From:											
656	0.80	80	R			23-65	02		_		NA		NA		1995
656	0.00	00	IX.	To:		23-63	58		7		INC		1.4/=(		1000
				From:		US 1			<del>-</del>						
(657)	1.10	180	R	<u> </u>		USI			_		NA		NA		1995
				To		23-69	01		¬						
(657)	1.00	70	R	From:		23-69	71				NA		NA		1995
657				To:	D	ead End G	ap Termin								
												_	_		

Route	Length	AADT	QA	4Tire	Bus		Tru		OT:'	QC	Design	QK	AAWDT	QW	Year
Culpeper County	_					2Axle	3+Axle	1 I rail	2Trail		Hour				
657)	2.15	120	R	From:	Madis	on County I	ine; 56-61	8			NA		NA		1995
	0.30	220	R	To: From:		2.15 MN O	F CL		]—		NA		NA		1995
957				To:		23-645 EA									
657)	0.50	1200	R	From:		23-645 W	EST				NA		NA		1995
<u> </u>				To:		23-603									
	0.71	510	G	93%	2%	SR 3 5%	1%	1%	0%	С	40	G	520	G	2001
658	0.71	310		To:	2 /0	23-656		1 70	7		40		320		2001
658	1.91	420	G	93%	1%	5%	0%	0%	0%	F	40	G	430	G	2001
	0.00			From:		23-662	,		]						4000
358	2.00	190	R	To:		23-661			1		NA		NA		1999
				From:		23-641									
659	0.11	80	R	_					_		NA		NA		1999
				To: From:		Dead E									
660	0.95	140	R			Dead Er	10				NA		NA		1999
				To:		23-647									
661	1.40	60	R	From:		23-647	1				NA		NA		1999
661)	1.40			To		23-658	<u> </u>		<b></b>				1471		1000
661)	0.90	100	R	From:		25-050	<u> </u>				NA		NA		1999
				To: From:		23-662			]——						
661)	1.91	140	R	To:		23-663			7		NA		NA		1999
				From:		23-658									
662)	2.20	20	R						<b>-</b>		NA		NA		1999
				To: From:		23-661									
663)	2.64	370	G	94%	0%	23-647 <b>3</b> %	1%	2%	0%	F	40	G	380	G	2001
				To: From:		23-661			1						
663)	0.32	700	G	110111							70	G	700	G	2001
_	0.44	200		From:		SR 3					00		020		2004
663	0.11	920	G	To:		22.606			_		90	G	930	G	2001
663	1.60	970	G	From:		23-600	1				90	G	970	G	2001
				To: From:		23-666	i								
663)	1.27	340	G	94%	0%	3%	1%	2%	0%	F	40	G	340	G	2001
	0.88	430	G	From:		23-668					50	G	440	G	2001
663	0.00	430	G	To:		22 (0)			_		50	G	440	G	2001
663	0.35	680	G	From:		23-684	•				80	G	690	G	2001
				To: From:		23-700									
663	0.11	NA		To:		IE INC	DD C		_		NA		NA		2001
				From:	23-	ad End; NS -762; Gap T	erminus		<del>                                     </del>						
663)	0.14	2700	G	94%	0%	3%	1%	2%	0%	С	270	G	2700	G	2001
	0.08	1700	G	To: From:		US 15; US	S 29		]—		160	G	1700	G	2001
663	0.00	1700	<u> </u>	To		23-685					100	9	1700	<u> </u>	200 I
663)	1.18	760	G	From: 94%	0%	3%	1%	2%	0%	F	70	G	760	G	2001
				To:		23-679			1						

Douto	1	AADT		4Tino		er Mainte	Tr			- 00	Design	01/	4 A)A/DT	0144	
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Culpeper County				From:		23-679	)								
663	2.26	530	G	т		22.626			_		60	G	530	G	2001
				To: From:		23-625			<u> </u>						
664	0.85	140	R			Dead E	na				NA		NA		1995
004)				To:		23-640	)								
				From:		Dead Er	nd								
665	0.27	40	R								NA		NA		1995
	0.02	GEO.	R	To: From:		23-684			_		NA		NA		1995
665)	0.02	650	ĸ						_		INA		INA		1995
665	1.22	680	R	From:		US 15 B	US				NA		NA		1995
665				To:		23-666									
665)	0.50	510	R	From:		23-000	)				NA		NA		1995
				To:		23-685	j .								
$\overline{}$				From:		26-665	j								
666	2.56	290	R	To:	1	US 15 BUS	WEST		7		NA		NA		1995
				From:	1	US 15 BUS	EAST								
666	1.02	2700	G	90%	1%	3%	1%	5%	0%	С	350	G	2700	G	2001
				To: From:		US 29; 23-	-667								
666	0.65	1200	R						<u> </u>		NA		NA		1995
	2.00	500		To: From:		23-703	}		_		NIA		NIA		4005
666	2.60	530	R	To:		23-663	,		7		NA		NA		1995
				From:		ECL CULP			1						
667)	1.75	640	R			Den con	ST EIT		_		NA		NA		1995
				To:		US 29; 23-	-666								
$\bigcirc$	2.22			From:		23-663	}								4005
668	0.30	30	R	To:		Dead Er	nd		7		NA		NA		1995
				From:		SR 3	IG								
669)	0.70	1600	G	92%	1%	3%	1%	2%	0%	F	180	G	1600	G	2001
				To: From:		23-610	)		<b>—</b>						
669	0.90	1700	G	92%	1%	3%	1%	2%	0%	F	180	G	1700	G	2001
				To: From:		23-672			]						
669	2.10	1900	G	92%	1%	3%	1%	2%	0%	F	200	G	1900	G	2001
				To: From:		23-675									
669	2.05	2100	G	92%	1%	3%	1%	2%	0%	С	220	G	2100	G	2001
	0.45	2400		From:	40/	23-734		20/			240		2400		2004
669	0.15	2400	G	92%	1%	3%	1%	2%	0%	F	240	G	2400	G	2001
	0.08	3800	G	From: 92%	1%	23-700 <b>3</b> %	1%	2%	0%	F	340	G	3900	G	2001
669	0.00	3000	0	To:	1 /0	23-762		270	7		340	O	3300	O	2001
				From:		23-620	)								
670	1.00	30	R						_		NA		NA		1995
				To:		23-672									
	1.00	30	R	From:		Dead Er	nd		_		NA		NA		1995
671)	1.00	30	ĸ	To:		23-672	2		7		INA		INA		1990
				From:		23-669									
672	2.10	90	R						_		NA		NA		1995
				To: From:		23-724			]						
672	0.80	100	R						_		NA		NA		1995
				To:		23-673	}								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	OC.	Design Hour	QK AAWDT QW	Year
Culpeper County				From:	23-673				
672	0.60	100	R		23 073		NA	NA	1995
				To: From:	23-671				
672)	0.50	90	R			_	NA	NA	1995
672)	0.50	80	R	From:	23-670		NA	NA	1995
672	0.00			To:	23-620				
$\sim$				From:	23-672				
673)	1.80	110	R			_	NA	NA	1995
270	0.40	160	R	From:	23-675 SOUTH		NA	NA	1995
673	0.40	100	K	To	22 (75 NODTH		INA	IVA	1990
673)	1.00	130	R	From:	23-675 NORTH		NA	NA	1995
9.09				To: From:	23-674	<b>——</b>			
673)	2.37	220	R			_	NA	NA	1995
				To:	US 15 BUS				
674	1.71	260	R	From:	US 15 FR-717		NA	NA	1995
674	1.71	200	IX.	To:	22 (72	7	INA	IVA	1990
674)	1.40	130	R	From:	23-673		NA	NA	1995
<u> </u>				To	23-675	<b>——</b>			
674)	1.90	130	R	From:		<b>_</b>	NA	NA	1995
				To:	23-620				
275	1.60	80	R	From:	23-669		NA	NA	1995
675	1.00	00	IX.	To:	22 (7)	7	INA	IVA	1990
675)	0.70	60	R	From:	23-676		NA	NA	1995
				To:	23-673 NORTH				
675	0.90	20	R	From:	23-673 SOUTH		NA	NA	1995
675				To:	23-674				
				From:	23-675				
676	1.60	100	R				NA	NA	1995
	0.00	4=0		From:	1.60 MN 23-675	]	NIA	NIA .	4005
676)	0.20	170	R	_		_	NA	NA	1995
676	0.10	220	R	From:	FR-718; 23-678		NA	NA	1995
676)				To:	US 15				
676	1.03	190	R	From:	03 13		NA	NA	1995
				To: From:	23-677				
676)	1.20	40	R			_	NA	NA	1995
				To: From:	Dead End				
677	0.60	130	R	rioiii.	23-676		NA	NA	1995
				To:	0.60 MN 23-676	7			
677)	1.40	20	R	From:		<b>_</b> _	NA	NA	1995
				To:	Dead End				
	0.30	240		From:	FR-718; 23-676		NA	NA	1005
678)	0.30	240	R	To:	23-674		INA	INA	1995
				From:	23-663				
679	1.35	80	R			<b>–</b>	NA	NA	1999
				To:	Dead End				

Route	Length	AADT	QA	4Tire	Bus		Tr	uck		QC	Design	QK	AAWDT	QW	Year
Culpener County	_0g	,	٠		240	2Axle	3+Axle	1Trail	2Trail	40	Hour	٠.,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ζ	
	0.05	20		From:		Dead E	nd				NIA		NIA		1000
680	0.95	30	R	To:		23-64	7				NA		NA		1999
				From:		Dead E	nd								
681)	0.60	20	R								NA		NA		1999
	0.05			From:		23-75	1				NIA		NIA		4000
681)	0.85	320	R	To:		SR 3			1		NA		NA		1999
				From:		23-61									
682	0.30	200	R								NA		NA		1999
	0.50			To: From:		23-73	1								4000
682	2.50	100	R	To:		23-62	0		1		NA		NA		1999
				From:		23-61									
683)	1.50	60	R								NA		NA		1999
				To:		Dead E									
684)	0.70	600	R	From:		23-66	5				NA		NA		1995
				To:		23-70	6								
684)	2.20	230	R	From:					_		NA		NA		1995
				To:		23-66									
605	0.76	1500	G	97%	0%	23-72 1%	9 1%	1%	<b>」</b> ○%	F	170	G	1500	G	2001
685	0.70	1000		To:		23-63		170	٦	•	1.0		1000		2001
685 685	0.49	2400	G	97%	0%	1%	1%	1%	0%	F	240	G	2400	G	2001
				To: From:		SR 22	9								
685	0.90	1900	G	97%	0%	1%	1%	1%	0%	С	190	G	1900	G	2001
	0.22	4700		From:	0%	23-761 W 1%		1%	0%	F	190		1700		2001
685)	0.22	1700	G	97%	0%		1%	170	U% -	Г	180	G	1700	G	2001
685)	1.57	980	G	From: 97%	1%	23-761 E 1%	1%	1%	0%	F	110	G	980	G	2001
				To: From:		23-66	5		<b>—</b>						
685	2.79	590	R	Piolii.					_		NA		NA		1995
				From:		23-66	3								
685)	2.25	500	R	To:	23-786: G	ap Terminus	. New Ro	ute 676	7		NA		NA		1995
				From:	25 700, 0	US 1:		ate 070							
686)	0.57	2800	R	•							NA		NA		1995
686 686 686				To: From:		23-77	6		]						
(686)	0.78	1500	R						_		NA		NA		1995
<u></u>	0.40	1600	R	From:		23-76	5				NA		NA		1995
686)	0.40	1000		To:		US 52	2				14/3		IVA		1333
				From:		23-76	2								
687)	0.17	190	R	To:		Dood E	ad .		_		NA		NA		1995
				From:		Dead E			<u> </u>						
688)	0.93	70	R						_		NA		NA		1999
				To:		23-64									
<u></u>	0.10	7	R	From:		23-65	5				NA		NA		1995
689	0.10		n.	To	ъ	and End C-	Tormi				INA		INA		1990
689	0.50	10	R	From:	De	ad End Gap	rerminus				NA		NA		1995
				To:		US 52	.2								

					Culper	per Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+4×10	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Culpeper County								TTTAII	ZIIali		rioui				
<u></u>	0.09	7	R	From:		US 1:	5				NA		NA		1995
(690)	0.00	,	•	To:		Dead F	ind		7		IVA		IVA		1000
				From:		US 1:	5								
691)	0.30	120	R						_		NA		NA		1995
				To:		23-65									
	0.80	45	R	From:		23-64	9				NIA		NIA		1000
692	0.80	45	ĸ						_		NA		NA		1999
(00)	0.80	100	R	From:		23-61	7				NA		NA		1995
692	0.00	100	• • • • • • • • • • • • • • • • • • • •	To:		110 15 00	TITLI		7		147				1000
602)	0.07	620	G	From: 97%	0%	US 15 SO 0%	2%	0%	0%	F	60	G	620	G	2001
692	0.01	020	Ū	To:	070	23-110		070	٦		00	Ü	020	Ū	2001
	0.04			From:	201	23-1101 SO		201		_					2224
692	0.21	550	G	97%	0%	0%	2%	0%	0%	F	60	G	560	G	2001
	0.44	500		From:	00/	23-110		00/			00		500		2004
(692)	0.11	580	G	97%	0%	0%	2%	0%	0%	F	60	G	580	G	2001
(692) (692)	0.16	600	G	From: 97%	0%	23-1101 No	ORTH 2%	0%	0%	F	70	G	680	G	2001
(692)	0.10	680	G	9170	070			0 70	7	Г	70	G	000	G	2001
<u></u>	1.25	1200	G	From: 97%	0%	23-60 0%	3 2%	0%	0%	С	130	G	1200	G	2001
692)	1.25	1200	G	To:	0 76	US 15 NC		0 70	7 0 /8	C	130	G	1200	G	2001
				From:		23-62			Ī						
693)	1.89	50	R						_		NA		NA		1995
				To: From:		1.89 MN 2	3-624		<b></b>						
693)	0.76	600	R	From:							NA		NA		1995
				To:		23-80	2								
				From:	ECL	CULPEPER	US 15 BU	S							
694)	0.23	1900	R								NA		NA		1995
				To: From:	(	0.24 MN US	15 BUS								
694)	0.47	60	R	To:		Dead E			7		NA		NA		1995
				From:					1						
695)	0.58	40	R	Troni.		US 52	.2		_		NA		NA		1995
093)				To:		23-70	7		]						
				From:		23-62	5								
696)	0.82	60	R						_		NA		NA		1999
				To:		Dead E			<u> </u>						
	0.00	50	_	From:		Dead E	nd				NIA		NIA		4000
697	0.06	50	R	To:		23-76	4		1		NA		NA		1999
				From:		23-60									
698	0.18	120	R			23-00	<u> </u>		_		NA		NA		1999
				To:		Dead E	nd								
				From:		ECL CULF	PEPER								
(699)	0.81	100	R								NA		NA		1995
				To: From:		0.81 ME O	F ECL		]——						
699 699	0.14	190	R	To:		22.5	7		7		NA		NA		1995
				To:		23-66			<u> </u>						
700	0.16	840	G	From: 87%	2%	63-66 <b>7%</b>	3 1%	2%	0%	С	90	G	840	G	2001
(100)	0.10	040	G	O / 70 To:	<b>4</b> 70	23-66		∠ /0	7 0 /0	C	90	G	040	G	200 I
				From:		23-61			1						
701)	1.00	70	R			25 01	•		_		NA		NA		1999
				To:		Dead E	nd								
	·											_			

Route	Length	AADT	QA	4Tire	Bus	2Axle		ck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Culpeper County				From:		23-633	i								
702)	0.35	170	R	-							NA		NA		1999
<u> </u>	0.09			To: From:		23-725	i				NIA		NIA		1000
702)	0.09	60	R	To:		Dead Er	nd		7		NA		NA		1999
				From:		23-666	· )								
703	0.87	80	R								NA		NA		1995
	0.48	140	R	To: From:		23-709	1				NA		NA		1995
703	0.40	140	IX.	To:		23-684	ļ				IVA		IVA		1000
				From:		Dead Er	nd								
704)	0.70	20	R	To:		23-605			7		NA		NA		1995
				From:		23-600			1						
705)	0.07	30	R			25-000	<u>'</u>		_		NA		NA		1999
				To:		Dead Er									
<del></del> _	2.50	30	R	From:		23-666	<u> </u>				NA		NA		1995
706	2.50	30	IX.	To:		23-684					INA		IVA		1000
				From:		ahannock C									
707	1.14	520	G	92%	3%	4%	1%	0%	0%	F	60	G	530	G	2001
	0.66	570	G	From: 92%	3%	23-749 <b>4%</b>	1%	0%	0%	F	60	G	580	G	2001
707)	0.00	570	G	32 /0	3 70			0 70	7	'	00	0	300	0	2001
707) 707)	0.39	630	G	92%	3%	23-650 <b>4%</b>	1%	0%	0%	F	60	G	640	G	2001
				To: From:		23-695	i								
707)	0.30	680	G	92%	3%	4%	1%	0%	0%	С	70	G	690	G	2001
				To: From:		US 522 SR 229 SO			1						
708)	0.44	100	R			SK 229 SU	ОІП		_		NA		NA		1995
				To:		SR 229 NO	RTH								
	3.20	20	R	From:		23-621					NA		NA		1995
710	3.20	20	K	To:		23-625	í		7		INA		IVA		1990
				From:		23-630	)								
711)	2.00	90	R	To:		23-625	,		7		NA		NA		1995
				From:		Cul-de-S			1						
712)	0.13	90	R			Cur-uc-B	ac		_		NA		NA		1999
				To:		US 522									
713)	1.70	20	R	From:		23-714			_		NA		NA		1995
713)	1.70			To:		23-729	)		]						
$\overline{}$				From:		23-646	i								
714)	0.30	120	R						_		NA		NA		1995
714)	1.70	520	R	From:		23-713			_		NA		NA		1995
7 14)	1.70	V=0		To:		23-729	)						, \		.500
				From:		23-608									
715)	2.95	210	R	То:		23-644	1		7		NA		NA		1995
				From:		23-634			1						
716	0.08	150	R			23-034			<b>-</b>		NA		NA		1995
				To:		23-104:	5		]						

Route	Length	AADT	QA	4Tire	Bus 2Axle	Trud 3+Axle	ск 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Culpeper County				From:	23-104:	5		1						
716	0.02	80	R					_		NA		NA		1995
				To: From:	0.02 ME 23-	-1045		]						4005
716	0.60	70	R					_		NA		NA		1995
716)	1.00	150	R	From:	23-636					NA		NA		1995
716)				To:	23-633									
$\overline{}$	0.50			From:	US 29									4005
717)	0.52	120	R	To:	23-643			1		NA		NA		1995
				From:	US 29									
718)	1.50	1500	R					_		NA		NA		1995
				To:	23-641									
719	1.50	1000	R	From:	23-633			J		NA		NA		1995
119				To:	23-641									
$\overline{}$		465		From:	23-601			]						400=
720	1.36	120	R					_		NA		NA		1995
720)	0.59	530	R	From:	1.37 ME 23	-601				NA		NA		1995
720	0.00			To:	23-686			]						1000
$\widehat{}$				From:	US 15 NOI	RTH								
721)	1.10	80	R					_		NA		NA		1995
	2.90	40	R	To: From:	US 15 SOU	JTH		<u> </u>		NA		NA		1999
721)	2.90	40	K	To:	23-614					INA		IVA		1999
_				From:	23-652									
722	1.10	150	R	To:	D 1F	1		7		NA		NA		1995
				From:	Dead Er 23-647									
723)	1.60	10	R		23-047			_		NA		NA		1999
				To:	23-661									
	1.60	90		From:	23-610					NA		NA		1995
724)	1.00	80	R	To:	23-672			7		INA		INA		1993
_				From:	US 29									
725	0.13	220	R	To:	22 702			7		NA		NA		1999
				From:	23-702 SR 229									
726	0.20	330	R		SR 225			_		NA		NA		1995
				To:	23-624									
	0.26	160		From:	23-729	ı				NA		NA		1999
727)	0.20	160	R	To:	23-728			7		INA		INA		1999
				From:	23-727									
728	0.07	70	R	_				_		NA		NA		1999
				To: From:	Dead Er			1						
729	1.37	3000	G	95%	SR 229	1%	1%	<b>0</b> %	С	320	G	3000	G	2001
		-		To:	23-1050			<del></del>						
729 729	0.32	3000	G	95%	1% 2%	1%	1%	0%	F	340	G	3100	G	2001
				To: From:	23-685			]						
	0.44	3700	G	95%	1% 2%	1%	1%	0%	F	420	G	3700	G	2001

l enath	ΔΔΠΤ	QΔ	4Tire	Bus						Design	OK	AAWDT	OW	Year
Lengui	AADI	QД	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QI	AAWDI	QVV	i Cai
			From:		23-638 E	EAST								
0.45	3200	G	95%	1%	2%	1%	1%	0%	F	380	G	3200	G	2001
0.70			From:	40/			40/			100		1000		0004
3.70	1500	G	95%	1%			1%	0% —	F	180	G	1600	G	2001
0.16	1900	G	From:	1%			1%	0%	F	220	G	2000	G	2001
0.10	1300	•	To:	1 70			1 70	¬	'	220	0	2000	0	2001
1.08	1400	G	From: 95%	1%		1%	1%	0%	F	160	G	1400	G	2001
			To			3								
3.18	1100	G	95%	1%	2%	1%	1%	0%	F	110	G	1100	G	2001
				Rap			e							
2.00	70	ь	From:		23-63	39				NΙΔ		NΔ		1995
2.00	70	K	To:	Rap	pahannock	County Line	e	7		INA		INA		1990
			From:											
1.10	50	R						_		NA		NA		1999
			To:											
0.06	190	P	From:		Dead I	End				NIA		NIA		1000
0.90	100	ĸ	<sub>T-1</sub>			0.0		<b>-</b>		INA		INA		1999
0.29	350	R	From:		23-10	90				NA		NA		1999
0.20	330	11	To:		23-61	0				14/1		14/ (		1000
			From:		Dead I	End								
1.25	90	R	-					 <b>_</b>		NA		NA		1999
0.65	30	R	From:		23-66	59				ΝΔ		NΔ		1995
0.00	30	1	To:		Dead I	End		7		IVA		IVA		1000
			From:		Dead I	End								
0.60	20	R						_		NA		NA		1999
1 30	70	Þ	From:		23-64	17				ΝΔ		NΔ		1995
1.00	70	11	To:	Orai	nge County	Line;68-689	9			14/1		14/ (		1000
			From:											
0.20	80	R						_		NA		NA		1995
0.37	180	R	From:		US 52	22				NΑ		NΑ		1995
0.01			To:		22.63	20				. 4/ 1		. 4/ \		
0.43	260	R	From:		23-02	.J				NA		NA		1995
			To:		US 522 I	EAST								
			From:		SR 3	3								
0.40	50	R	To:		Dand	End		_		NA		NA		1999
			From:											
0.50	160	R			US 2	9				NA		NA		1999
	-		To:		Dead I	End								
			From:		US 52	22								
0.17	120	R	Tax		F			_		NA		NA		1999
0.50	120	R	i iom.		23-63	88		_		NA		NA		1995
	3.70 0.16 1.08 3.18 2.00 1.10 0.96 0.29 1.25 0.65 0.60 1.30 0.20 0.37 0.43 0.40 0.50 0.17	0.45       3200         3.70       1500         0.16       1900         1.08       1400         3.18       1100         2.00       70         1.10       50         0.96       180         0.29       350         1.25       90         0.65       30         0.60       20         1.30       70         0.20       80         0.37       180         0.43       260         0.40       50         0.50       160         0.17       120	0.45 3200 G 3.70 1500 G 0.16 1900 G 1.08 1400 G 3.18 1100 G 2.00 70 R 1.10 50 R 0.96 180 R 0.29 350 R 1.25 90 R 0.65 30 R 0.65 30 R 0.60 20 R 1.30 70 R 0.20 80 R 0.37 180 R 0.43 260 R 0.43 260 R 0.40 50 R	0.45   3200   G   95%	0.45   3200   G   95%   1%	Content	Carrell	Carrell	Comparison	1.10   50   R	Carry   Carr	Content	Caregin   AADI   GA   4   re   Bus   2   2   2   3   4   1   1   1   2   1   1   1   1   1   1	Carried   AAD1   GA   4   11   Bus   2   2   2   3   4   1     2   1     2     2       2

Route	Length	AADT	QA	4Tire	Bus 20010 21010 1Trail		QC	Design	QK AAWDT QW	Year
Culpeper County					2Axie 3+Axie 11rail	2 i rail		Hour		
	0.00	20	_	From:	Dead End			NIA	NIA	4000
743)	0.60	20	R	To:	23-619	7		NA	NA	1999
				From:	Dead End	1				
744)	0.58	100	R		Boud End	<b>_1</b>		NA	NA	1995
$\bigcup$				To:	23-627					
$\overline{}$	_			From:	Dead End					
745	0.54	160	R	To:	US 522	7		NA	NA	1995
				From:		_				
746)	0.75	200	R		Dead End	_		NA	NA	1999
(140)				To:	23-714					
				From:	23-1014					
747)	0.24	160	R					NA	NA	1999
				From:	23-1013	]——				
747)	0.12	330	R		22.616	7		NA	NA	1999
				To:	23-616					
748	0.30	110	R	From:	Dead End	_		NA	NA	1995
(40)				To:	US 522	1_				
				From:	Rappahannock County Line					
749	0.70	60	R			_		NA	NA	1995
				To:	23-707					
$\bigcirc$	0.40	00	_	From:	SR 3			NIA	NIA	4000
750	0.40	60	R	To:	Dead End	7		NA	NA	1999
				From:	Dead End	1				
751)	0.60	260	R		Dead End			NA	NA	1999
				To:	23-681	1				
<u> </u>				From:	Dead End					
752	0.50	280	R	To:	22.645	7		NA	NA	1995
				From:	23-645	1				
753)	0.30	90	R	Tioni.	23-738	_		NA	NA	1999
(755)	0.00			To:	Dead End					.000
				From:	Dead End					
755	0.17	30	R			<del></del>		NA	NA	1995
				To: From:	23-674					
755)	0.15	7	R			=		NA	NA	1995
				To:	Dead End	<u> </u>				
<del></del>	0.26	140	R	From:	23-643			NA	NA	1999
756	0.20	140	ĸ	To:	Dead End	1		INA	INA	1338
				From:	Dead End	i				
757)	0.33	10	R			_		NA	NA	1999
				To:	SR 3					
			_	From:	NCL CULPEPER					
758)	0.22	30	R	To:	Dood E J	7		NA	NA	1995
				From:	Dead End	<u> </u>				
759)	0.08	40	R	. TOIL	23-643	_		NA	NA	1999
(139)	0.00	70		To:	Dead End	7			141	.000
				From:	Dead End					
760	0.32	150	R			_		NA	NA	1999
				To:	23-692	1				

					Cuiper	oer Mainte					Dooise				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Culpeper County								TTTGIII	ZITUII		rioui				
	0.21	240	R	From:		23-685 W	EST				NA		NA		1999
(761)	0.21		.`	To:		23-77	7								1000
(761)	0.54	160	R	From:		23-11	r				NA		NA		1999
				To:		23-685 E	AST								
$\bigcirc$						29, US 15 H			]	_				_	
762	0.35	2200	G	89%	1%	5%	1%	4%	0%	С	200	G	2200	G	2001
	0.14	4000	G	From: 89%	1%	23-780 <b>5</b> %	0%	4%	0%	F	180	G	1900	G	2001
762	0.14	1900	G	0970	1 70			4 70	U% <b>¬</b>	Г	100	G	1900	G	2001
(763)	1.87	1700	G	From:		SR 34	2				170	G	1700	G	2001
762	1.07	1700		To		22.66	,				110		1700		2001
762	0.09	3200	G	From:		23-663	,				310	G	3200	G	2001
(102)				To		23-669	2								
762	0.14	70	R	From:		23-00.	<u>/</u>				NA		NA		1995
<u> </u>				To:		Dead E	nd								
$\bigcirc$			_	From:		US 52	2								
763	0.70	220	R	To:		B 15	,		_		NA		NA		1999
				From:		Dead E			1						
764	0.28	150	R	rioni.		Dead E	nd				NA		NA		1999
764)	5.25			To:		22.60	7		٦						
764)	0.17	270	R	From:		23-69	/				NA		NA		1999
				To:		23-64	1								
				From:		Dead E	nd								
765	0.19	80	R	т					_		NA		NA		1999
				To: From:		23-680									
(700)	0.15	10	R	rioiii.		23-685	)		_		NA		NA		1999
766	0.10		.,	To:		23-632	2				101				1000
				From:		US 52	2								
(767)	0.28	320	R								NA		NA		1999
				To: From:	D	ead End Ga	Termin		]—						
(767)	0.11	90	R						_		NA		NA		1999
				To: From:		23-101									
(700)	0.19	160	R	From:		US 52	2				NA		NA		1999
768	0.10	100	.,	To:		Dead E	nd				101				1000
				From:		Dead E	nd								
(769)	0.18	90	R						_		NA		NA		1999
				To:		23-64									
	0.21	1000	В	From:		Dead E	nd				NA		NA		1999
770	0.21	1000	R	To:		23-638	3				INA		INA		1999
				From:		Dead E									
(771)	0.26	160	R						<b>-</b>		NA		NA		1999
(771)				To:	_	SR 22	9								
			_	From:		23-613	3								
(772)	0.65	250	R	To:		Dead E	nd		7		NA		NA		1999
				From:					<del>                                     </del>						
773)	0.10	50	R	<u> </u>		Dead E	IIU		_		NA		NA		1999
9				To:		23-648	3								
•	-														

					Culpeper Main									
Route	Length	AADT	QA	4Tire	Rus	3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Culpeper County				From:	Dead	D. J		1						
(774)	0.61	110	R		Dead	EIIQ		_		NA		NA		1995
174)	0.0.		•••	To:	23-7	762								
				From:	23-6	521								
775)	0.45	100	R							NA		NA		1995
				To:	Dead	End								
<u> </u>				From:	Dead	End								
776)	0.16	590	R	_				<del>_</del>		NA		NA		1999
				To:	23-6									
	0.00	40	_	From:	23-7	761				NIA		NIA		4000
777	0.08	40	R	To:	Cul-de	Soo				NA		NA		1999
				From:										
770	0.20	140	R	rioin.	Cul-de	e-Sac		_		NA		NA		1999
778	0.20	140	IX	To:	23-6	529		7		IVA		11/3		1000
				From:	23-6									
779)	0.20	NA		<u> </u>	23-0	133		_		NA		NA		
				To:	23-6	533		l						
				From:	23-7									
780	0.14	90	R		23 /	- <del>-</del>		_		NA		NA		1995
				To:	Dead	End								
				From:	Dead	End								
781)	0.16	140	R	<u></u>						NA		NA		1999
				To: From:	23-7	82		<b>—</b>						
781)	0.12	330	R	FIOIII.				_		NA		NA		1999
				To:	23-8	302								
				From:	Dead	End								
782	0.19	80	R							NA		NA		1999
				To: From:	23-7	'81		<b>—</b>						
782	0.20	60	R	rioni.						NA		NA		1999
				To:	Cul-de	e-Sac								
_				From: 2	3-685 Gap Terminus	NEW ROU	JTE 676							
786)	0.47	1700	R					_		NA		NA		1999
<u> </u>				To:	Dead	End								
$\bigcirc$				From:	23-6	521								
787)	0.23	100	R	. —				_		NA		NA		1999
				To:	Cul-de									
	0.00			From:	23-6	544				NIA		NIA		
789	0.22	NA		To:	Dead	End		_		NA		NA		
				From:				+						
	1.00	820	G	94%	2% 3%	1%	0%	0%	С	90	G	820	G	2001
802	1.00	020	G	34 /0			0 70	<b>-</b> 0 70	C	30	J	020	O	2001
	0.40	1100	G	From:	23-6		10/	00/	F	100		1100		2004
802	0.40	1100	G	94%	2% 3%	1%	1%	0%	г	100	G	1100	G	2001
	2 :=	4		From:	23-621 5		401			4.40		4500		000:
802	0.17	1400	G	94%	2% 3%	1%	1%	0%	F	140	G	1500	G	2001
				To: From:	23-621 N	NORTH		_						
802	2.65	1100	R					_		NA		NA		1995
				To:	Fauquier Co			<u> </u>						
				From:	23-633 8	OUTH								
810	0.52	NA		т				_		NA		NA		
				To:	23-633 N									
<u></u>			_	From:	23-6	665			-					400-
820	0.29	150	R	Ter	~ , .	g.		_		NA		NA		1999
				To:	Cul-de	e-Sac								

					Culper	oer Maint	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	ΟW	Year
	Length	AADI	Q٨	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QI	AAWDI	QVV	i cai
Culpeper County				From:		23-63	33								
850	0.30	300	R								NA		NA		1999
				To: From:		23-85	51								
850	0.36	120	R								NA		NA		1999
				To: From:		23-85	52								
850	0.16	48	R	To:		23-85	52		7		NA		NA		1999
				From:		23-85									
851)	0.59	140	R			23-03	50		_		NA		NA		1999
				To: From:		23-85	53		<b>—</b>						
851)	0.05	30	R								NA		NA		1999
				To:		Cul-de-									
	0.08	20	R	From:		23-85	50				NA		NA		1999
852	0.00	20	K	To:		Cul-de-	-Sac		7		INA		INA		1999
				From:		Dead I			1						
853	0.05	9	R								NA		NA		1999
				To: From:		23-85	50								
853	0.35	30	R	т					_		NA		NA		1999
				To:		23-85									
000	0.03	NA		From:		Dead I	End				NA		NA		
900	0.00	147		To:		23-61	15				101				
				From:		23-92	29								
930	0.28	NA							_		NA		NA		
				To:		Dead I									
(100)	0.20	90	R	From:		23-63	33				NA		NA		1999
1000	0.20	30		To:		Cul-de-	-Sac				IVA		NA		1000
				From:		23-63									
1001	0.22	470	R						_		NA		NA		1999
				To: From:		23-10	002								
1001)	0.07	340	R								NA		NA		1999
				From:		23-10	004		]						1000
(1001)	0.10	280	R						_		NA		NA		1999
$\bigcirc$	0.06	90	R	From:		23-1003; 2	23-1005				NA		NA		1999
(1001)	0.00	90	ĸ	To:		Dead I	End		7		INA		INA		1999
				From:		23-10			1						
(1002)	0.15	80	R	<u> </u>					_		NA		NA		1999
				To:		Dead I									
$\bigcirc$	0.12	60		From:		Dead I	End				NIA		NIA		1000
1003	0.13	60	R	To:		23-1001; 2	23-1005		7		NA		NA		1999
				From:		Dead I									
(1004)	0.25	60	R						_		NA		NA		1999
				To: From:		23-10	06								
1004	0.10	180	R						_		NA		NA		1999
				To:		23-10									
	0.05	30	ь	From:		Dead I	End				NA		NA		1999
1005	0.00	30	R	To:		23-1001; 2	23-1003		1		INA		INA		וששט
				From:		Dead I									
1006	0.14	70	R								NA		NA		1999
				To:		23-10	004								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Culpeper County				From:	23-638					
1007)	0.28	140	R					NA	NA	1999
				To:	Dead End					
$\bigcirc$	0.20	440		From:	23-625			NIA	NIA	1000
1008	0.20	110	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	23-644 S					
1009	2.63	270	R	<u> </u>	25 011 5			NA	NA	1999
				To:	23-644 N					
$\bigcirc$				From:	23-767					
1010	0.20	180	R	To:	23-616	_		NA	NA	1999
				From:		1				
1011)	0.26	110	R		23-1012			NA	NA	1999
				To:	SR 229					
		<u> </u>		From:	Dead End					
1012	0.11	40	R					NA	NA	1999
				To: From:	23-1011					
1012	0.12	40	R	To:	D 17.1	_		NA	NA	1999
				From:	Dead End					
1013	0.13	20	R	rioiii.	Dead End			NA	NA	1999
1013	0.10		• • •	To:	22 1014	_		1471	177	1000
1013	0.16	80	R	From:	23-1014			NA	NA	1999
1013				To	23-747					
				From:	23-1013					
1014	0.21	60	R			_		NA	NA	1999
				To:	Dead End					
	0.00	400	В	From:	US 522			NIA	NIA	1000
1015	0.09	190	R	To:	Dead End	$\neg$		NA	NA	1999
				From:	23-786					
1016	0.13	NA			23 700			NA	NA	
				To:	Dead End					
				From:	23-1009					
(1017)	0.13	NA		To:	0.11.0	_		NA	NA	
				From:	Cul-de-Sac	1				
1018	0.33	NA		rioin.	Cul-de-Sac			NA	NA	
(1018)	0.00			To:	23-1009 Gap Terminus EAST					
				From:	SR 229					
1019	0.34	NA				_		NA	NA	
				To:	Dead End					
	0.11	110	B	From:	23-1021			NIA	NA	1999
1020	0.11	110	R	To:	23-643	7		NA	NA	1999
				From:	Dead End	1				
1021	0.06	30	R	<u> </u>	Seat Line	_		NA	NA	1999
				To: From:	23-1020	<b>—</b>				
1021)	0.06	50	R					NA	NA	1999
				To:	Dead End					
$\bigcirc$				From:	23-663					
1022	0.99	NA		To:	22.6(2			NA	NA	
					23-663					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Culpeper County				From:	C4US-00015(B)/	ı				
1023)	0.66	NA		<u></u>	C+05-00013( <i>B</i> )	_		NA	NA	
				To:	23-00666(B)/					
	0.12	NA		From:	23-01107(B)/			NA	NA	
1024	0.12	NA		To:	Dead End/	7		INA	IVA	
				From:	23-718					
1025	0.26	40	R			_ <b>-</b> 1		NA	NA	1999
				To: From:	Dead End					
1026	0.12	NA		rioin.	23-01022(B)/			NA	NA	
10209				To:	Cul-de-Sac/					
$\sim$				From:	23-01022(B)/					
1027	0.09	NA		To:	Cul-de-Sac/	7		NA	NA	
				From:	23-633 WEST					
1030	1.63	NA				<b>-</b>		NA	NA	
				To:	23-633 EAST					
<u>—</u> —	0.04	NA		From:	23-1030 WEST			NA	NA	
1031	0.04	NA		To:	23-1030 EAST	7		INA	IVA	
				From:	23-1030					
1032	0.11	NA		т		7		NA	NA	
				To:	Dead End	1				
1035)	0.37	140	R		23-633	_		NA	NA	1999
				To:	Cul-de-Sac					
			_	From:	Cul-de-Sac					4000
1037	0.08	40	R			_		NA	NA	1999
	0.32	210	R	From:	23-1039 SOUTH			NA	NA	1999
1037	0.32	210	IX.	To:	22 1020 NODTH	7		INA	IVA	1999
1037)	0.12	330	R	From:	23-1039 NORTH			NA	NA	1999
				To:	23-685					
$\bigcirc$	0.44		_	From:	23-1039					4000
1038	0.14	100	R	To:	23-685	7		NA	NA	1999
				From:	23-1037 SOUTH	1				
1039	0.53	140	R		25 1037 000111	<b>_</b>		NA	NA	1999
				To: From:	23-1038					
1039	0.09	90	R	To:	***************************************	7		NA	NA	1999
				From:	23-1037 NORTH					
1040	0.08	140	R		23-634	_		NA	NA	1999
				To: From:	23-1041					
1040	0.28	50	R			<u>-</u>		NA	NA	1999
				To:	Cul-de-Sac	1				
1041)	0.10	60	R	From:	Cul-de-Sac	_		NA	NA	1999
1041)				To:	23-1040	1				
				From:	23-00632(B)/					
1042	0.31	NA		To	22.01042(7.)	7		NA	NA	
				To: From:	23-01043(L)/	+				
1043	0.15	NA			23-01042(L)/	_		NA	NA	
1070				To:	Cul-de-Sac/	1				

					Culpeper Ma	aintenance A	Area							
Route	Length	AADT	QA	4Tire	Rus	Tru			QC	Design	QK AA	TUWA	OW	Year
	Length	7701	Q/A	71110	2A	kle 3+Axle	1Trail	2Trail	QU	Hour	QIV /V	WD1	QVV	rear
Culpeper County			F	rom:	2	3-634								
1045)	0.49	NA				3 03 1		_		NA		NA		
				To:	2	3-716								
			F	rom:	Cui	l-de-Sac								
1046	0.20	NA						_		NA		NA		
				To:		3-1045								
	0.17	NA	F	rom:	Cu	l-de-Sac				NIA		NIA		
1047	0.17	NA		To:	2:	3-1045		$\neg$		NA		NA		
			F	rom:		I-de-Sac								
1049	0.16	80	R		Cu	de suc				NA		NA		1999
				To:	2	3-625								
			F	rom:	Cu	l-de-Sac								
1050	0.20	100	R					_		NA		NA		1999
				To:	2	3-729								
$\bigcirc$	2.12		F	rom:	Cu	l-de-Sac				N/ A	·	NIA		
1051	0.19	NA		To:		2 605		7		NA		NA		
				rom:		3-685		1						
1058	0.10	100	R		2	3-603		_		NA		NA		1999
1058	0.10	100		To	2/	1050		_						1000
1058	0.10	50	R	rom:	2.	3-1059				NA		NA		1999
1036)	0.10			To:	Cui	l-de-Sac				1471				1000
			F	rom:		3-1058								
1059	0.06	20	R							NA		NA		1999
				To:	Cu	l-de-Sac								
				rom:	S	R 229								
1060	0.15	300	R							NA		NA		1999
			F	To: rom:	23	3-1061								
1060	0.23	190	R							NA		NA		1999
			F	To: rom:	23	3-1062								
1060	0.08	20	R	т				_		NA		NA		1999
				To:		ead End								
1061)	0.21	120	R	rom:	23	3-1060				NA		NA		1999
1061)	0.21	120	ĸ	To:	25	3-1062		$\neg$		INA		INA		1999
			F	rom:		3-1061								
1062)	0.12	70	R			7 1001				NA		NA		1999
				To:	23	3-1060								
			F	rom:	23-1066 BEGI	NNING OF LO	OOP							
1065	0.14	NA						_		NA		NA		
				To:		JS 211								
$\overline{}$	4.00	NIA	F	rom:	23-1065 BEGI	NNING OF LO	OOP		· <u> </u>	NIA		NIA		
1066	1.30	NA		To:	Shadow of:727	287 FND OF I	OOP	1		NA		NA		
			F	rom:		066 WEST	JU1	<u> </u>						
1067	0.14	NA		<u> </u>	23-10	700 WES1		_		NA		NA		
				To:	23-10	066 EAST		1						
			F	rom: JB-	78-23 RAPPAHA		ULPEPER							
1068	0.16	NA						_		NA		NA		
				To:	23	3-1066								
$\widehat{}$				rom:	2	3-613								
1069	0.09	50	R	т				_		NA		NA		1999
				To:	Cu	l-de-Sac								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Culpeper County				From:	US 211					
1070	0.34	940	R	<u> </u>	***	_		NA	NA	1999
	0.45			To: From:	23-1071	]		NIA	NIA.	4000
1070	0.45	760	R	To:	23-613	7		NA	NA	1999
				From:	Cul-de-Sac					
1071)	0.13	50	R			_		NA	NA	1999
				To: From:	23-1070	<u> </u>				
1072	0.12	60	R	Piolii.	US 211			NA	NA	1999
1072				To:	Cul-de-Sac					
$\bigcirc$			_	From:	Dead End					400
1075	0.32	730	R			_		NA	NA	1999
(1975)	0.13	820	R	From:	23-1078			NA	NA	1999
1075	0.10			To:	23-1077					
1075	0.12	930	R	From:	45-10//			NA	NA	1999
				To: From:	23-1076					
1075	0.10	1200	R			_		NA	NA	199
				To: From:	SR 229					
1076	0.34	180	R	Tioni.	23-1075	_		NA	NA	199
				To:	Cul-de-Sac					
$\bigcirc$	0.40	400	_	From:	23-1075			NIA	NIA	400
1077	0.18	100	R	To:	Cul-de-Sac	7		NA	NA	199
				From:	23-1075					
1078	0.42	170	R			<b>-</b>		NA	NA	199
				To:	Cul-de-Sac					
1079	1.04	NA		From:	Dead End			NA	NA	
1079)	1.01	147		To:	23-1075	1				
				From:	Dead End					
1080	0.07	NA		To:	23-1079	7		NA	NA	
				From:	Dead End					
1081)	0.15	NA			Dead End	_		NA	NA	
				To:	23-1079; 23-1082					
	0.07	NA		From:	23-1079; 23-1081			NA	NA	
1082	0.07	NA		To:	Cul-de-Sac	7		INA	IVA	
				From:	Dead End					
1083	0.15	NA						NA	NA	
	0.11			To: From:	23-1075	]——		A I A	A I A	
1083	0.11	NA		. —	_	_		NA	NA	
1083	1.12	NA		From:	23-1084			NA	NA	
1083	1.12			To:	SR 229	Ī				
<u> </u>				From:	23-1083	]				
1084	0.10	NA		To:	C-1 1- C	7		NA	NA	
				From:	Cul-de-Sac	+				
1085	0.20	NA		<u> </u>	23-01083(B)/	_		NA	NA	
				To:	Dead End/					

Route	Length	AADT	QA	4Tire	Bus Andrew Art (Total)		QC	Design	QK AAWDT QW	Year
	Lengin	AADI	QA	41116	2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDI QW	rear
Culpeper County				From:	Cul-de-Sac/					
1086)	0.14	NA				_		NA	NA	
				To:	23-01083(B)/					
1007	0.20	80	R	From:	Cul-de-Sac			NA	NA	1999
1087	0.20			To:	23-621					1000
_				From:	Cul-de-Sac/					
1088	0.05	NA		т		_		NA	NA	
				To: From:	23-01083(B)/					
1090	0.06	30	R	110iii.	Cul-de-Sac			NA	NA	1999
1030)				To	23-1091	<b>—</b>				
1090	0.15	100	R	From:	23-1071			NA	NA	1999
				To:	23-732					
$\sim$				From:	Cul-de-Sac					
1091)	0.06	40	R	To:	23-1090	_		NA	NA	1999
				From:	23-1090 Cul-de-Sac	1				
1097	0.22	80	R		Cui-uc-sac			NA	NA	1999
				To	23-1098					
1097	0.07	180	R	From:				NA	NA	1999
				To:	23-641					
$\overline{}$	0.05			From:	23-1097			NIA	NIA	4000
1098)	0.05	50	R	To	Cul-de-Sac	1		NA	NA	1999
				From:	Cul-de-Sac					
1100	0.20	60	R		our de sue			NA	NA	1999
				To:	23-1104					
$\overline{}$	0.47	070	-	From:	23-692 SOUTH			NIA	NIA	4000
1101	0.47	270	R	To:	23-692 NORTH	1		NA	NA	1999
				From:	23-692					
1102	0.10	90	R					NA	NA	1999
				To:	Dead End					
$\frown$	0.16	60	_	From:	Dead End			NIA	NΙΔ	1000
1103)	0.16	60	R	To:	US 15			NA	NA	1999
				From:	23-1112					
1104	0.23	120	R					NA	NA	1999
				To: From:	23-603					
1104	0.23	210	R					NA	NA	1999
$\overline{}$				To: From:	23-1100					
1104	0.10	130	R	To:	Dood Fird	_		NA	NA	1999
				From:	Dead End	1				
1105	0.12	60	R		23-603			NA	NA	1999
				To:	Dead End					
				From:	23-692					
1106	0.17	60	R					NA	NA	1986
				To: From:	23-1107					
1106	0.26	NA		To:	Dood End	_		NA	NA	
				From:	Dead End 23-1106	_				
1107)	0.06	30	R	<u> </u>	23-1100			NA	NA	1986
				To:	23-1108					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	O.C.	Design Hour	QK AAWDT QW	Year
Culpeper County				From:	23-1108	1			
1107)	0.49	NA		<u> </u>	25-1100	_	NA	NA	
				To:	23-1106				
$\bigcirc$	0.07	20	_	From:	Dead End		NIA	NIA	1000
1108	0.07	20	R	To:	23-1107	7	NA	NA	1986
				From:	Cul-de-Sac				
1109	0.11	NA			Cui de Suc		NA	NA	
				To:	23-603	]			
$\overline{}$				From:	23-643				
1110	0.13	40	R	To:	Dood End	7	NA	NA	1999
				From:	Dead End				
1111)	0.13	60	R	110111	Dead End	_	NA	NA	1999
				To:	23-603	]			
				From:	Dead End				
1112	0.06	50	R				NA	NA	1999
				To: From:	23-1104	]			
1112	0.08	60	R	_		_	NA	NA	1999
				To:	Cul-de-Sac				
	0.17	NA		From:	Dead End		NA	NA	
1113	0.17	NA.		To:	23-1114	7	INA	INA	
				From:	23-1113				
1114	0.07	NA					NA	NA	
				To:	Dead End				
				From:	Dead End				
1115	0.30	100	R	To:	22 (0)	-	NA	NA	1999
				From:	23-686				
1120	0.10	220	R		23-718	_	NA	NA	1999
1120				To	23-1122				
1120	0.19	20	R	From:	23-1122		NA	NA	1999
				To:	Cul-de-Sac				
				From:	23-718				
1121)	0.10	190	R				NA	NA	1999
				From:	23-1122	]			
1121)	0.24	110	R	т	911.9	_	NA	NA	1999
				To: From:	Cul-de-Sac	<u> </u>			
1122	0.16	70	R	rrom:	23-1121	_	NA	NA	1999
1122	0.10			To:	22 1120				
1122)	0.06	120	R	From:	23-1120		NA	NA	1999
1122				To:	23-1123			•	
1122	0.04	40	R	From:	43-1143		NA	NA	1999
				To:	Dead End	1			
		·		From:	Cul-de-Sac				
1123)	0.08	50	R			_	NA	NA	1999
				To:	23-1122				
$\bigcirc$	0.04	00	Б	From:	23-601 SOUTH		NIA	N1A	1000
1125	0.34	80	R			_	NA	NA	1999
	0.35	470	R	From:	23-1126		NA	NA	1999
1125)	U.35	170	ĸ				INA	INA	1998

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Culpeper County				From:	Dead End	1				
1126	0.06	30	R			_		NA	NA	1999
<u> </u>				To: From:	23-1125	]				
1126	0.08	30	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.20	70	R	From:	Cul-de-Sac			NA	NA	1999
1130	0.20	70		To:	23-720	1		11/3	IVA	1000
				From:	23-621 SOUTH					
1131	0.41	120	R					NA	NA	1999
				To: From:	23-1132	7				
1131)	0.50	100	R			_		NA	NA	1999
				To:	23-621 NORTH					
$\bigcirc$	0.05			From:	23-1131					100
1132	0.05	30	R	To:	Cul do Sao	7		NA	NA	199
				From:	Cul-de-Sac 23-802	<del>1</del>				
1133	0.13	70	R	<u> </u>	23-002	_		NA	NA	199
	-		-	To:	Cul-de-Sac					
				From:	23-802					
1135	0.06	160	R	_		_		NA	NA	199
				To:	23-1136					
	0.03	440	_	From:	23-1135			NIA	NIA	100
1136	0.93	140	R	To	END LOOP	7		NA	NA	199
				From:	Cul-de-Sac					
1140	0.32	NA			Cur-uc-Suc	_		NA	NA	
				To:	23-714					
				From:	23-1147					
1141)	0.08	40	R			_		NA	NA	199
				To:	Cul-de-Sac					
	0.14	80	R	From:	23-1148			NA	NA	199
1142	0.14	00		To:	Cul-de-Sac	1		147 (	177	100
				From:	Cul-de-Sac	1				
1143	0.24	NA				_		NA	NA	
				To:	23-642					
			_	From:	23-1146					100
1145	0.10	100	R	To:	23-643	7		NA	NA	199
				From:	Cul-de-Sac	<del>1</del>				
1146	0.19	70	R	<u> </u>	Cui-uc-Sac			NA	NA	199
		•		To:	23-1145	1				
				From:	Cul-de-Sac					
1147	0.33	100	R			_		NA	NA	199
				To:	US 29	1				
	0.48	230	R	From:	23-1147	_		NA	NA	199
1148)	U. <del>4</del> 0	230	ĸ	То:	US 29	7		INA	INA	199
				From:	Cul-de-Sac	<del>i</del>				
1149	0.06	40	R	L	- m do 500	_		NA	NA	199
				To:	23-1148					
$\overline{}$				From:	23-692					
1150	0.38	350	R	To:	22.1155	-		NA	NA	199
				To:	23-1156					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Culpeper County				From:	23-1156					
1150	0.21	220	R	·				NA	NA	1999
				To: From:	23-1151	}—				
1150	0.36	180	R	To:	David Fund	7		NA	NA	1999
				From:	Dead End					
1151	0.05	20	R	110.11	Cul-de-Sac			NA	NA	1999
1131)	0.00			To:	23-1150	1				
				From:	Cul-de-Sac					
1152	0.11	30	R			_		NA	NA	1999
				To:	23-1150					
	0.08	110	R	From:	23-1154			NA	NA	1999
1153	0.00	110	IX	To:	23-1150	7		IVA	IVA	1000
				From:	23-1153 BEGIN LOOP					
1154	0.48	70	R			_		NA	NA	1999
				To:	END LOOP					
$\cap$	0.45	45	_	From:	Cul-de-Sac			NIA.	NIA .	1000
1155	0.15	45	R	To:	23-1150	7		NA	NA	1999
				From:	23-1150					
1156	0.18	70	R	<u> </u>	25-1150	_		NA	NA	1999
				To:	Cul-de-Sac					
				From:	23-1150					
1157	0.14	40	R	To:	0.11.0	-		NA	NA	1999
				From:	Cul-de-Sac	1				
4150	0.05	9	R	From:	23-1154			NA	NA	1999
1158	0.00	Ū	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	7			177	1000
				From:	Cul-de-Sac					
1159	0.06	40	R			_		NA	NA	1999
				To:	23-1154					
	0.40		_	From:	23-717			NIA	NIA	4000
1165	0.19	70	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	23-626					
1170)	0.67	NA		<u>L</u>	25=020	_		NA	NA	
				To	23-1171	¬				
1170	1.30	NA		From:	20 03.7			NA	NA	
				To:	23-639					
				From:	23-1170					
1171	0.91	NA		To:	23-1173 NORTH	7		NA	NA	
				From:		1				
1172	0.09	NA		<u> </u>	Dead End	_		NA	NA	
				To:	23-1171					
				From:	23-1171 SOUTH					
1173	0.79	NA				_		NA	NA	
				To:	23-1171 NORTH	<u> </u>		_		
$\cap$	0.07	NI A		From:	23-1173			NIA	NIA	
1174	0.07	NA		To:	Dead End	7		NA	NA	
				From:	Dead End	†				
1175	0.25	NA			Dead Liid			NA	NA	
				To:	23-1170	<u></u>				

					Culpepe	r Mainte	nance A	rea						
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK AAWD	T QW	Year
	- 137					2Axle	3+Axle	1Trail	2Trail		Hour	· · · · · · ·		
Culpeper County				From:		Dead Er	nd							
(1176)	0.24	NA							_		NA	NA		
				To:		23-117			<u> </u>					
	0.25	NA		From:		Dead Er	nd				NA	NA		
(1177)	0.20	1474		To:		23-1170	0		1		101			
				From:		Dead Er	nd							
1178	0.15	NA		_					=		NA	NA		
				To:		23-117			<u> </u>					
(1179)	0.14	NA		From:		23-1170	0				NA	NA		
(1179)	0.11	11/-		To:		Dead Er	nd		1		101			
				From:		US 15								
9486)	0.25	140	R						_		NA	NA		1999
				To:	PIED	MONT V			<u> </u>					
	0.37	3100	R	From:		SR 229	)				NA	NA		1999
9537	0.01	3100	ri	To:		27.150 07	220		7		INA.	INA		1999
9537	0.17	2700	R	From:	0	.37 ME SF	R 229				NA	NA		1999
0001)		50		To:	0	.54 ME SF	2 229		¬					
9537)	0.03	710	R	From:	0	.J+ IVIE SI	X 447				NA	NA		1999
				To: From:		.58 ME SF			]					
9537)	0.26	910	R	From:	6	.58 ME SF	R 229				NA	NA		1999
9537)	0.20	0.0		To:	CUL	PEPER HI	GH SCH		]		101			1000
				From:		US 15								
9566)	0.25	1500	R						_		NA	NA		1999
				To:	SAN	MPLE ELE	EM SCH							
Town of Culpener				From:		Evans Str	eet							
1 West Street	0.05	2600	G	98%	0%	1%	0%	0%	0%	С	NA	2700	G	2001
2047				To: From:	•	Williams S	treet		<b>—</b>					
1 Old Rixeyville Road	0.77	2400	G	98%	0%	1%	0%	0%	0%	С	NA	2500	G	2001
				To: From:		andview A			]——					
Old Rixeyville Road	0.07	1200	G	98%	0%	2%	0%	0%	0%	С	NA	1200	G	2001
				To: From:		Main Stree			1					
(3651) Orange Road	0.33	6200	G	91%	1%	rmanna Hi 3%	ighway 2%	2%	0%	С	NA	6500	G	2001
Orange Road				To:	.,,	Main Str			1					
				From:		West Str	eet							
3652 Chandler Street	0.17	640	G	98%	0%	1%	0%	0%	0%	С	NA	660	G	2001
				From:		East Stre			<del>]</del>	_				
3652 Chandler Street	0.75	310	G	92% To:	1%	7%	0%	0%	0% ¬	С	NA	320	G	2001
				From:		Oranga P.			1					
(3653) Laurel Street	0.84	2100	G	98%	0%	Orange R	0%	0%	<b>」</b> 0%	С	NA	2200	G	2001
Laurel Street	-		-	To:		Madison R				-			-	
				From:		Bus Mair								
3656 Piedmont Street	0.27	3300	G	98% To:	0%	2%	0%	0%	0%	С	NA	3400	G	2001
				From:	0	ld Brandy Piedmont			+					
Old Brandy Road	0.20	3300	G	98%	0%	1%	0%	0%	0%	С	NA	3400	G	2001
204)				To: From:		Wine S								
(3656) Old Brandy Road	0.56	3000	G	96%	0%	Wine Str	0%	1%	<b>」</b> 0%	С	NA	3100	G	2001
(3656) Old Brandy Road		<del>-</del>		To:			Madison H							

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	QK	AAWDT	QW	Year
Route	Longin	7701	чл	41110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AANDI	QVV	i cai
Town of Culpeper															
				From:		Madison	Street								
3657 West Street	0.91	3900	G	98%	0%	1%	0%	0%	0%	С	NA		4100	G	2001
204				To:		Evans S	treet								
				From:		Blue Ridg	ge Ave								
Cameron St	7.75	340	G								NA		360	G	2001
				To:	Ţ	JS 29 Bus S	Main St								
				From:		Walter S	Street								
East Street	7.75	NA									NA		NA		
				To:		Mason S	Street								
				From:		SR 229 M	Iain St								
Fairview Rd	7.75	130	G								NA		140	G	2001
				To:		Hendric	k St								
				From:		Sperryvill									
Virginia Avenue	7.75	NA									NA		NA		
•				To:		First St	reet								