### 2001

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

Jurisdiction Report 56

Madison County Town of Madison

### 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	te
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.

					Madis	on Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Trι	ıck		QC	Design	OK	AAWDT	QW	Year
	Longui	7,7,01	Q,A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	70000	QVV	rear
Madison County				From:		Orange Cou	inty Line		1						
(15)	0.39	7000	G	91%	1%	2%	1%	5%	0%	F	610	G	7000	G	2001
<u></u>				To: From:		230 Near M									
15	4.92	4200	G	91% To:	1%	2%	1%	5%	0%	F	380	G	4200	G	2001
				From:		Culpeper Co			1						
29	5.57	14000	В	89%	1%	Greene Cou 2%	1%	7%	0%	В	1500	В	13000	В	2001
				To		SR 23	30								
29	0.52	16000	G	89%	1%	2%	1%	7%	0%	F	1300	G	16000	G	2001
				To: From:		SR 230, S	SR 231								
(29) Lee Hwy	1.34	15000	G	89%	1%	2%	1%	7%	0%	F	1300	G	15000	G	2001
~				From:		US 29 Sout									
[29]	2.02	15000	G	89%	1%	2%	1%	7%	0%	F	1200	G	15000	G	2001
<u></u>	0.40			From:		US 29 Nortl			<u> </u>		4000		10000		0004
Lee Hwy	3.16	13000	G	89%	1%	2%	1%	7%	0%	F	1000	G	13000	G	2001
29 Lee Hwy	4.03	13000	G	From: 89%	1%	56-60 2%	)7 1%	7%	0%	F	1100	G	13000	G	2001
29 Lee Hwy	4.03	13000	G	O9 70 To:		Culpeper Co		1 70	7 0%	Г	1100	G	13000	G	2001
Bus				From:		S 29 South c			1						
29	0.33	3100	G	95%	0%	2%	1%	1%	0%	F	320	G	3200	G	2001
				To:		SCL Ma	dison								
Town of Madison Bus				From:		SCL Ma	dison								
(29)	0.91	3100	N	95%	0%	2%	1%	1%	0%	N	320	Ν	3200	N	2001
<u> </u>				To		SR 23	31		<b></b>						
Bus (29)	0.05	3100	G	96%	0%	2%	1%	1%	<b>-</b> 0%	F	390	G	3100	G	2001
(29)	0.00	3100	J	To:	0 70	NCL Ma		170	7 ~	•	000	Ü	0100	Ü	2001
Madison County				_											
Bus	0.75	2422		From:	00/	NCL Ma		40/			200		0.400		0004
[29]	0.75	3100	N	96% To:	0%	2% S 29 North o	1%	1%	O%	N	390	N	3100	N	2001
				From:		Greene Cou									
(230)	7.46	2700	G	93%	0%	2%	1%	3%	0%	F	290	G	2700	G	2001
				To: From:		US 29 Lee	e Hwy		<b>—</b>						
(230) (29)	0.52	16000	G	89%	1%	2%	1%	7%	0%	F	1300	G	16000	G	2001
$\frac{\bigcirc}{\bigcirc}$				To: From:		US 29, SI	R 231								
(230)	0.64	3300	G	94%	1%	2%	1%	2%	0%	F	300	G	3300	G	2001
				From:		231, 56-687									
230)	2.53	3300	G	95%	1%	2%	1%	1%	0%	F	300	G	3300	G	2001
	0.00	2000		From:		66-607 East		40/		-	070		2002		2004
230)	2.86	3000	G	95%	1%	2%	1%	1%	0%	F	270	G	3000	G	2001
	3.16	3200	G	From: 95%	1%	56-70 <b>2%</b>	1%	1%	0%	F	280	G	3200	G	2001
(230)	5.10	3200	G	95 76 To:		15 Near Ma			7 0 /0		200	3	3200	J	2001
				From:		Orange Cou			Ī						
(231) Blue Ridge Turnpike	9.23	1200	G	96%	1%	1%	1%	1%	0%	F	120	G	1200	G	2001
				To: From:		SR 230, 5			1						
(231)(230)	0.64	3300	G	94%	1%	SR 230; 5 2%	1%	2%	 0%	F	300	G	3300	G	2001
201/200/				To		& RT 29 S			¬					-	
231) (29) Lee Hwy	1.34	15000	G	From: 89%	1%	2%	1%	7%	0%	F	1300	G	15000	G	2001
				To: From:		29 & RT 29									
231) Bus (29)	0.33	3100	G	95%	0%	2%	1%	1%	0%	F	320	G	3200	G	2001
231 29				To:		CL Mad									
				_		_	_								

					Madis	on Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	- 3-					2Axle	3+Axle	1Trail	2Trail		Hour	-		-	
Town of Madison Bus				From:		CL Mad									
(231) (29)	0.91	3100	N	95%	0%	2%	1%	1%	0%	N	320	N	3200	Ν	2001
				From:	40/	BUS US		40/	] <del></del>				0.400		
Blue Ridge Turnpike	0.04	3100	G	96% To:	1%	1% NCL Ma	1%	1%	□ 0%	F	300	G	3100	G	2001
Madian Country						NCL Ma	uison								
Madison County				From:		NCL Ma	dison								
231 Blue Ridge Turnpike	5.44	3100	N	96%	1%	1%	1%	1%	0%	N	300	N	3100	Ν	2001
				To: From:		70 Blue Ric			]			_		_	
231	7.19	1600	G	96% To:	1%	1% pahannock	1%	1%	□ 0%	F	160	G	1600	G	2001
				From:		Madison Co		<i>-</i>							
667	1.73	40	R	<u> </u>	IV.	radison Col	mty Line		_		NA		NA		1999
667				To:		Dead I	End								
				From:		56-67	0								
600	0.88	90	R								NA		NA		1999
				From:		0.88 MN 5	66-670		]						
600	0.05	100	R								NA		NA		1999
	0.70	400		From:		56-61	1		_		NIA		NIA		4000
600	0.76	100	R						_		NA		NA		1999
	0.65	360	R	From:		56-643 SC	OUTH				NA		NA		1999
600	0.05	360	K	т					_		INA		INA		1999
600	4.75	320	R	From:		56-643 NO	JRTH				NA		NA		1999
600	1.70	020		To	Chanand	oah Nationa	1 Doels Dow	a down							1000
600	1.30	210	R	From:	Shehand	oan Nationa	I Park Bou	iuai y			NA		NA		1999
				To:		56-70	17								
				From:		Dead I	End								
(601)	0.20	10	R	т					_		NA		NA		1999
				To: From:		56-62									
(602)	0.70	40	R	rioin.		56-60	13		_		NA		NA		1999
(002)	00			To		CD 22	11								
(602)	0.30	170	R	From:		SR 23	01				NA		NA		1999
002)				To:	Rap	pahannock	County Lin	e							
				From:		US 2	9								
603)	1.38	650	R								NA		NA		1999
				From:		56-63		401	<u></u>				=		000:
603	1.59	710	G	92%	1%	3%	3%	1%	0%	С	70	G	710	G	2001
	1 10	E40		From:	10/	56-60 30/		10/			10		E10		2004
603	1.12	510	G	92% To:	1%	3% 56-609 S	3% South	1%	0%	F	48	G	510	G	2001
				From:		56-609 N									
603	1.34	200	R								NA		NA		1999
	0.05			To: From:		56-64	-2		]—		N. A		N14		1000
603	3.85	30	R						_		NA		NA		1999
	0.00	40		From:		56-64	.3		_		NI A		N1A		1000
603	0.86	40	R						_		NA		NA		1999
	0.20	NA		From:		56-60	2				NA		NA		
603	0.20	NA		To:	Ran	pahannock (	County Line	2	7		INA		INA		
				From:		56-60			<del>-</del>						
(604)	1.00	130	R						<b>-</b>		NA		NA		1999
$\overline{}$				To:		56-64	.0								

				iviaui50						Design				
Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC		QK	AAWDT	QW	Year
			From:					1						
0.50	160	R			30-04	0				NA		NA		1999
			To: From:		56-66	9								
0.40	100	R						_		NA		NA		1999
1.50	300	R	From:		56-60	9				NA		NA		1999
			To:	S	SR 230: 56-	-606 W		1						
0.70	180	R	Piolii.							NA		NA		1999
0.00			From:		56-606 E	AST		]		NIA		NIA		4000
0.98	60	ĸ	Tar		0.00.101.5			7		NA		NA		1999
1.02	8	R	From:		0.98 MN 5	6-606				NA		NA		1999
			To:		56-60	5								
0.70	10	В	From:		Dead E	End				NΑ		NΙΔ		1999
0.70	10	K	To:		56-609 W	/EST				INA		INA		1999
1 5/	90	Р	From:		56-609 E	AST				NΔ		NΙΔ		1999
1.54	30	K	To:		1 55 MN 5	6 600				IVA		IVA		1999
0.26	50	R	From:		1.33 WIN 3	00-009				NA		NA		1999
			To: From:		56-60	6								
2.10	120	R						_		NA		NA		1999
0.30	80	R	From:		56-60	4				NA		NA		1999
0.00			To:	Си	Ilpeper Cou	unty Line								1000
			From:		56-60	9								
2.50	20	R	To:		56-604 W	/FST				NA		NA		1999
		_	From:											4000
1.70	130	R						_		NA		NA		1999
0.20	130	R	From:		56-60	7				NA		NA		1999
			To:	Cu	lpeper Cou	ınty Line								
1.40	400	Б	From:		SR 23	1				NΑ		NIA		1005
1.40	100	ĸ	To:		56.63	4				INA		INA		1995
1.00	190	R	From:		30-02	4				NA		NA		1995
			To: From:		56-71	1		]						
0.30	300	R			CD 220 H	TECT		_		NA		NA		1995
			From:		SR 23	0								
2.34	950	G	93%	2%	4%	1%	1%	0%	С	80	G	950	G	2001
2 35	370	R	From:		56-61	4				NΑ		NΑ		1995
2.00	310		To:					1		14/4		14/3		1000
2 50	140	R	From:		56-634 W	/EST			_	NA	· <u> </u>	NA		1995
2.00	170		To		56-70	2.		¬		1471				
1.20	460	R	From:		50-70			_		NA		NA		1995
			To: From:		56-629 NO	ORTH		]						
0.90	480	R						_		NA		NA		1995
0.20	300	P	To: From:		56-64	7				NΔ		NΔ		1995
U.2U	300		To:		<u>US 2</u> 9 W	EST								1990
	0.50 0.40 1.50 0.70 0.98 1.02 0.70 1.54 0.26 2.10 0.30 2.50 1.70 0.20 1.40 1.00 0.30 2.34 2.35 2.50	0.50 160 0.40 100 1.50 300 0.70 180 0.98 60 1.02 8 0.70 10 1.54 90 0.26 50 2.10 120 0.30 80 2.50 20 1.70 130 0.20 130 1.40 100 1.00 190 0.30 300 2.34 950 2.35 370 2.50 140 1.20 460 0.90 480	0.50 160 R 0.40 100 R 1.50 300 R 0.70 180 R 0.98 60 R 1.02 8 R 0.70 10 R 1.54 90 R 0.26 50 R 2.10 120 R 0.30 80 R 2.50 20 R 1.70 130 R 0.20 130 R 1.40 100 R 1.40 100 R 1.40 100 R 2.34 950 G 2.34 950 G 2.35 370 R 2.50 140 R 1.20 460 R 1.20 460 R	0.50	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4Tire   Bus   True   2Axle 3+Axle	2AXIE 3+AXIE 11fall	Length   AADT   QA   4Tire   Bus   Sac.   Sac.	Length   AADT   QA   4Tire   Bus   Truck   2Axie   3+Axie   1Trail   2Trail   QC	Length   AADT   QA   4Tire   Bus   2Axie   3+Axie   1Trail   2Trail   QC   Hour	Length   AADT   QA   4 Tire   Bus   2AAle 3+Axle   1Trail   2Trail   2Trail   QC   Design   Hour   QK	Length   AADT   QA   4Tire   Bus   2Able 3+Axie   1Trail   2Trail   QC   Design   Hour   QK   AAWDT	Length   AADT   QA   4Tire   Bus   2Avide   34Avide   1Trail   2Trail   QC   Design   Hour   QK   AAWDT   QW

					Madis	on Mainte									
Route	Length	AADT	QA	4Tire	Bus	2Δvle	Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Madison County				_				TTTGII	ZIIGII		rioui				
607)	0.43	1100	R	From:		US 29 E	AST				NA		NA		1995
				To: From:		56-73	30								
607)	0.35	700	R						_		NA		NA		1995
607)	0.60	560	R	From:		56-67	78				NA		NA		1995
				To: From:		56-70	)4		_						
607)	1.70	400	R						_		NA		NA		1995
	1.00	240	R	From:		56-640 V	VEST		_		NA		NA		1995
607)				To: From:		56-60	)9		<b>T</b>						
607)	0.80	410	R	Piolii.					_		NA		NA		1995
607)	1.30	360	R	From:		56-60	)8		]		NA		NA		1995
607)	1.00			To:		56-60	)6								1000
	0.00	460		From:		56-60	)7				NIA		NIA		1005
608)	0.20	160	R	To:	C	Culpeper Co	unty Line				NA		NA		1995
				From:		56-65	51								
609	0.50	6	R						_		NA		NA		1999
609	0.27	60	R	From:		0.50 MN :	56-651				NA		NA		1999
				To: From:		SR 231 St									
609	1.75	710	G	96%	0%	SR 231 N	0%	1%	0%	F	70	G	710	G	2001
<u> </u>				To: From:		56-603 NO									
609	2.16	990	G	96%	0%	2%	0%	1%	0%	F	100	G	990	G	2001
	2.40	4000		From:	00/	56-60		10/			110		1000		2001
609	3.19	1000	G	96%	0%	2% 56-60	0%	1%	0%	F	110	G	1000	G	2001
609	0.47	1400	G	96%	0%	2%	0%	1%	0%	С	130	G	1400	G	2001
				To:	С	ulpeper Co									
610	0.50	20	R	From:		Dead I	End				NA		NA		1999
				To:		56-62									
<b>611</b> )	1.70	40	R	From:		56-60	00				NA		NA		1999
				To:		Dead I	End								
	0.02	440	R	From:		US 2	9				NA		NA		1999
612	0.02	440	K	To:		56-63	11		1		INA		INA		1999
612	1.90	300	R	From:							NA		NA		1995
				To: From:		56-64									
613)	3.25	200	R		(	Greene Cou	inty Line		_		NA		NA		1995
				To:		SR 23									
614)	2.15	220	R	From:		56-60	)7				NA		NA		1995
<u></u>	-			To: From:		56-63	35								
614)	0.25	360	R						_		NA		NA		1995
	2.60	480	G	From: 96%	0%	56-70 2%	0%	1%	0%	F	60	G	480	G	2001
614)	2.00	+00	G	90 70 To:	U /0	US 15 SC		1 /0	7 70		00	3	700	J	200 I

Route	Length	AADT	QA	4Tire	Rus	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Madison County				From:			TTAII			. ioui				
614)	1.90	400	G	96%	US 15 NO 0% 2%	0%	1%	0%	С	40	G	400	G	2001
<u></u>				To:	Culpeper Cou									
$\bigcirc$	0.50			From:	Greene Cour	nty Line								4000
615)	2.59	40	R					_		NA		NA		1999
	2.06	60	R	From:	2.59 ME C	)F CL				NA		NA		1995
615 615	2.00	00	K	Tax	4.65 NE. 6	DE CI		_		INA		INA		1990
615	0.15	100	R	From:	4.65 ME C	JF CL				NA		NA		1995
019				To:	56-66	2								
				From:	Dead E	nd								
616)	0.30	8	R							NA		NA		1999
	0.70			From:	56-70	3								4000
616	0.70	45	R					_		NA		NA		1999
	0.50	80	R	From:	56-620 SC	UTH				NA		NA		1995
616)	0.50			To:	EC (20.31)	D TH						11/7		
616)	3.20	240	R	From:	56-620 NO	жін				NA		NA		1995
010				To:	56-621 E	AST								
616	0.02	420	R	From:	30 021 1	1101		_		NA		NA		1991
				To: From:	56-621 W	VEST		1						
616	1.91	390	G	98%	0% 1%	0%	1%	0%	С	40	G	390	G	2001
				To: From:	SR 230 E; 5 SR 230 W;									
616	1.60	590	R		3K 230 W,	30-007				NA		NA		1995
				To: From:	56-62	.5		<b>T</b>						
616	1.20	910	R	From:						NA		NA		1995
				To:	56-626; 56	5-634								
	0.60	20	В	From:	Dead E	nd				NA		NA		1999
617)	0.00	20	R	To:	SR 23	1		1		INA		INA		1998
				From:	56-63									
618)	1.86	220	R							NA		NA		1995
				To: From:	56-631 SC	OUTH								
618)	0.80	370	R							NA		NA		1995
<u> </u>				To: From:	56-631 NO	ORTH								
618)	1.10	50	R	To:	Code on a Coo	t. T :		_		NA		NA		1999
				From:	Culpeper Cou									
619	0.15	8	R	<u> </u>	Dead E	nu		_		NA		NA		1999
0.09				To:	56-62	1								
$\overline{}$				From:	SR 231 SC	OUTH								
620	1.60	120	R	_				_		NA		NA		1999
	4 40			From:	SR 231 NO	ORTH				NIA		N/A		4005
620	1.40	80	R	To	56-616 SC	)UTH		1		NA		NA		1995
$\widehat{}$				From:	56-616 NO									
620	3.30	150	R	To:	GP 22	10		_		NA		NA		1995
				From:	SR 23			1						
621	2.90	180	R	. TOIL	56-66					NA		NA		1995
621)				To:	56-63	3								.550
621)	0.80	270	R	From:	30-63	J				NA		NA		1995
				To:	US 29	9		ī						

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Madison County				From:	US 29	,		1						
621)	1.30	270	R	<u> </u>				_		NA		NA		1995
	2.20	240	R	To: From:	56-619	)		]——		NA		NA		1995
621)	2.20	240	K	To:	56-610	<u> </u>				INA		INA		1990
621	0.90	290	R	From:				<b>-</b>		NA		NA		1995
				To: From:	SR 231 NO SR 231 SO			1						
621	3.01	140	R	_				_		NA		NA		1995
				To: From:	56-616 W 56-610									
621)	1.00	440	G	97% To:	0% 1%	1%	0%	0%	С	45	G	440	G	2001
				From:	SR 230 56-705			1						
622	0.90	90	R	<u>L</u>	30-703	<u>'</u>		_		NA		NA		1999
				To: From:	56-601	l		]——						
622	0.80	140	R					_		NA		NA		1999
	1.00	450	R	From:	56-623	í		_		NA		NA		1999
622)	1.00			To	US 15			<del></del>						1000
622	0.10	1500	R	From:				<u>-</u>		NA		NA		1999
				To: From:	Dead E									
623)	0.70	160	R	Piolii.	56-622	<u>!</u>		_		NA		NA		1999
929				To:	Dead E	nd								
	1.20	120	R	From:	56-662	}				NA		NA		1999
624	1.20	120	ĸ	To:	56-607	7		7		INA		INA		1998
				From:	56-607	1								
625	1.10	150	R					_		NA		NA		1999
	0.90	90	R	From:	56-726	)		_		NA		NA		1999
625	0.00		- 1\	To:	56-616	5		1		1471		14/1		1000
$\overline{}$				From:	US 29 SR	230								
626	0.72	430	R	To:	SR 231 Gap	Termin		7		NA		NA		1995
$\overline{}$	0.00		_	From:	SR 230 Gap T	erminus								400
626	2.00	710	R	To:	56-616 56	-634		7		NA		NA		1995
				From:	56-634									
627)	0.60	20	R	To:	D 15			7		NA		NA		1999
				From:	Dead En			1						
628	0.30	10	R	<u>L</u>	30-00			_		NA		NA		1999
				To: From:	Dead End Gap	Terminus		]——						
628)	0.50	30	R	To:	56-634	1		7		NA		NA		1999
				From:	US 29			1						
629	0.80	430	R					<b>-</b>		NA		NA		1995
				To: From:	56-607 SO 56-607 NO									
629	1.30	300	R					<b>-</b> 		NA		NA		1995
				To:	56-630			<u> </u>						
630)	2.67	260	R	From:	56-63	<u> </u>		_		NA		NA		1995
630	2.01		.,	To:	56-629	)		7						

					Madis	on Mainte									
Route	Length	AADT	QA	4Tire	Bus	2Avlo	Trι 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Madison County								TITALI	ZIIali		rioui				
630	1.35	210	R	From:		56-62	9				NA		NA		1995
630	0.45	420	R	To: From:		56-71	0		]——		NA		NA		1995
				To: From:		US 29	9								
630	0.02	NA		To:		56-67	8				NA		NA		
				From:		US 1:	5								
631)	3.29	150	R	To:		2 20 1011	IG 15		7		NA		NA		1999
631)	0.31	260	R	From:		3.30 MN U					NA		NA		1999
				To: From:		56-618 W									
631)	0.90	410	R			30-016 L	7101		<b>_</b>		NA		NA		1999
631)	2.52	800	R	From:		56-63	0				NA		NA		1999
001)				To:	J	JS 29 E GAI			1						
	0.68	170	R	From:		56-612 Ga	p Ter				NA		NA		1999
631)	0.00	170	IX.	To:		US 29 W	EST		7		INA		INA		1999
				From:		56-63	4								
632	1.03	390	R						_		NA		NA		1999
				To: From:		56-61	8		]						1000
632	0.63	250	R						_		NA		NA		1999
	0.04	250	R	From:		0.64 MN 5	6-618		_		NA		NA		1999
632	0.04	230	K	To:		0.601015	6.610		-		INA		INA		1999
632	0.65	250	R	From:		0.68 MN 5	6-618				NA		NA		1999
				To: From:		56-72	7		]						
632)	0.45	360	R	To:		56.63	0		7		NA		NA		1999
				From:		56-63 Dead E			<u> </u>						
633)	0.60	20	R	L		Deau E	.nq		_		NA		NA		1999
<u> </u>				From:		0.60 MN De	ead End		}——						
633	0.01	20	R	To:		56-62	1		7		NA		NA		1999
				From:		US 1:			1						
634)	4.10	600	G	97%	0%	1%	1%	1%	0%	F	60	G	600	G	2001
634)	1.87	690	G	From: 97%	0%	56-607 E 1%	AST 1%	1%	0%	F	70	G	700	G	2001
				To: From:		56-70	2		<del></del>						
634)	1.32	1100	G	97%	0%	1%	1%	0%	0%	F	110	G	1100	G	2001
634)	1.04	1500	G	From: 97%	0%	56-72 1%	2 1%	1%	0%	F	140	G	1600	G	2001
004)				To:		56-616; 56									
634)	1.13	2600	G	97%	0%	1%	1%	0%	0%	С	240	G	2600	G	2001
	0.16	4500	G	To: From:		US 29	9		_		440		4500	G	2001
634)	0.16	4500	G	To:		CL Mad	ison		1		440	G	4500	G	2001
Town of Madison				From:		CT			1						
634)	0.10	4500	N	1 IOIII.		CL Mad	ison		_		440	N	4500	N	2001
			-	To:		BUS US	3 29		1		-				
634)	0.09	400	R	From:					<u>-</u>		NA		NA		1999
$\smile$				To:		WCL Mac	dison								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Madison County				From:	WCL MADISON							
634)	0.17	60	R		WCL MADISON			NA		NA		1999
				To:	Dead End							
	2.50	20	-	From:	56-614			NIA		NIA		1000
635)	2.50	30	R	. —		_		NA		NA		1999
625	0.30	80	R	From:	2.50 MN 56-614			NA		NA		1999
635	0.00			To:	56-634	1		1471		10.0		1000
				From:	56-637							
636)	0.80	20	R					NA		NA		1999
	0.00	40		From:	0.80 ME 56-637			NIA		NIA		4000
636)	0.03	48	R	To:	US 29	7		NA		NA		1999
				From:	56-673							
637)	0.80	430	R			_		NA		NA		1999
				To: From:	0.80 MN 56-673	]						
637	0.20	180	R					NA		NA		1999
	0.10			To: From:	56-636	]						100-
637)	0.40	20	R	To:	Dead End	7		NA		NA		1999
				From:	Dead End							
638	0.75	30	R		Dette Ente	_		NA		NA		1999
				To: From:	SR 231 SOUTH							
638)	2.18	350	G	110	SR 231 NORTH	_		40	G	350	G	2001
000				To:	56-603	<b>—</b>						
638	0.50	130	R	From:				NA		NA		1999
				To: From:	56-639	]——						
638)	1.10	30	R		¥10.40	=		NA		NA		1999
				To: From:	US 29							
(639)	1.80	46	R	110	56-638	_		NA		NA		1999
(000)				To:	56-640							
				From:	56-604							
640	1.20	20	R			_		NA		NA		1999
	0.50	<b>50</b>	R	From:	56-639			NA		NA		1999
640	0.50	50	ĸ	т		_		INA		INA		1998
640	1.60	40	R	From:	56-704			NA		NA		1999
040)				To:	56-607 WEST	1						
(a)	0.60	260	R	From:	56-607 EAST	_		NA		NA		1999
640	0.00	200	IX.	To:	56.610	_		IVA		IVA		1000
640	0.40	390	R	From:	56-612			NA		NA		1999
				To:	56-609							
$\bigcirc$				From:	56-609							
641)	1.00	290	R			_		NA		NA		1999
	0.01	70	R	From:	56-721			NA		NA		1999
641)	0.01	70	ĸ	To	0.002172.74.724	_		INA		INA		1999
641)	1.49	30	R	From:	0.02 MS 56-721			NA		NA		1999
641)	1.70			To:	56-642	1			_			
				From:	56-603							
642	0.40	60	R	To:	70.015	_		NA		NA		1999
				To:	56-641	1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
<b>Madison County</b>				From:	56-641	1						
642)	0.70	70	R		30 011			NA		NA		1999
	1.10	400		To: From:	56-701			NIA		NIA		4000
642)	1.10	130	R	To:	SR 231 NORTH	$\neg$		NA		NA		1999
	2.15	440	_	From:	SR 231 SOUTH			NA		NIA		1000
642	2.15	110	R	To:	56 727	_		INA		NA		1999
642)	0.65	180	R	From:	56-737			NA		NA		1999
				To: From:	56-670							
642	0.60	110	R					NA		NA		1999
	0.40	50	R	From:	56-650 EAST			NA		NA		1999
642	0.40	50	K	To	56-650 WEST			INA		INA		1998
642	0.50	60	R	From:	50-030 WES1			NA		NA		1999
				To: From:	0.50 MN 56-650							
642	1.00	50	R	To:	D. IF I	_		NA		NA		1999
				From:	Dead End 56-670							
643)	0.30	400	G	95%	1% 2% 1% 1%	0%	С	49	G	400	G	2001
				To: From:	56-600 SOUTH 56-600							
643)	4.40	140	G	96%	1% 1% 1% 1%	0%	F	20	G	140	G	2001
				To: From:	SR 231							
643)	1.00	180	R	To:	56-603	$\neg$		NA		NA		1995
				From:	56-643							
644)	1.50	60	R	To:		_		NA		NA		1999
				From:	56-646 56-643	1						
645)	1.40	40	R		30-043			NA		NA		1999
				To:	Dead End							
646)	1.10	140	R	From:	SR 231			NA		NA		1995
040	1.10	140		To	56-644							
646)	1.70	100	R	From:				NA		NA		1995
				To:	56-707							
647)	0.11	340	R	From:	US 29			NA		NA		1995
947)				To:	56-607							
$\bigcirc$	4.57	400	_	From:	Dead End			NIA		NIA		4000
648	1.57	130	R	To	1671/00 10 10 1	_		NA		NA		1999
648	0.14	140	R	From:	1.57 ME Dead End			NA		NA		1999
				To:	56-670							
649) Quaker Run Rd	1.35	150	R	From:	End State Maintenance			NA		NA		1999
Quaker Run Rd	1.33	100	r\.	To: 1	.35 ME END STATE MAINTENANCE			INA		INA		1998
649) Quaker Run Rd	1.65	260	R	From:	JU WIE EIND STATE WAINTENANCE			NA		NA		1999
				To: From:	56-672							
649 Quaker Run Rd	0.10	440	R	To:	E( (70)	_		NA		NA		1999
				From:	56-670 Dead End							
650	1.10	46	R			<b>_</b>		NA		NA		1999
				To:	56-651							

Douts	1 au -:41-	AADT	<u> </u>	AT:	Madison Maintenance Area		Design	OK ANNOT ON	V
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail QC	Hour	QK AAWDT QW	Year
Madison County				From:	56-651				
650)	1.30	40	R	т	7.( (40 F.) CT	_	NA	NA	1999
				To: From:	56-642 EAST 56-642 WEST				
650)	0.70	50	R				NA	NA	1999
				To:	56-672				
$\odot$	2.80	90	R	From:	Dead End		NA	NA	1999
651)	2.00	90	K	To:	5.6.652 GOVERN	_	INA	INA	1999
651)	0.90	120	R	From:	56-652 SOUTH		NA	NA	1995
651)				To:	56-652 NORTH				
651)	0.40	230	R	From:	50-032 NORTH		NA	NA	1995
				To: From:	56-650	7			
651)	1.00	270	R	rioni.		_	NA	NA	1995
_				To: From:	56-609	]——			
651)	0.60	360	R		an 44 :	7	NA	NA	1995
				To:	SR 231				
Town of Madison				From:	BUS US 29				
652)	0.09	410	R			_ _	NA	NA	1999
				To:	WCL Madison				
Madison County				From:	WCL MADISON				
652)	3.31	290	R	l .	Webmibibott	<b>=</b>	NA	NA	1999
				To: From:	56-656	7			
652	2.40	20	R				NA	NA	1999
				To: From:	56-651 SOUTH 56-651 NORTH				
652	0.10	60	R	<u> </u>	30 031 1101111		NA	NA	1999
				To: From:	56-698	7			
652	1.00	10	R	PIOIII.		_	NA	NA	1999
				To:	Dead End				
	0.35	80	R	From:	SR 231		NA	NA	1999
653	0.55	00	K	т		_	INA	INA	1999
653	0.68	46	R	From:	56-728		NA	NA	1999
653)				To:	56-638				
				From:	SR 231 S Blue Ridge Turnpike				
654) Perrys Mill Rd	0.50	260	R				NA	NA	1995
<u> </u>				To: From:	56-693	]			
654) Perrys Mill Rd	0.70	140	R	To:	SR 231 N Blue Ridge Turnpike	7	NA	NA	1995
				From:	Dead End	1			
655	0.50	10	R		DEAU ENU		NA	NA	1999
				To	56-695	7			
655)	0.90	130	R	From:		<u> </u>	NA	NA	1999
				To	SR 231				
<u> </u>	1 40	60	B	From:	Dead End		NIA	NIΛ	1000
656	1.40	60	R			_	NA	NA	1999
	0.50	180	R	From:	56-658		NA	NA	1999
656	J.50			To:	56-652	1_		11/7	
_				From:	Dead End				
657	0.30	140	R			_	NA	NA	1999
				To:	SR 230 EAST				

					Madis	on Mainter	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	20vla	Trı 3+∆vle	ıck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Madison County															
(F)	4.01	150	G	From: 84%	14%	SR 230 WI	EST 1%	0%	0%	F	20	G	150	G	2001
657)	4.01	100	J	To:	1 7 70	WCL MADI		070	7		20	J	150	J	2001
Town of Madison															
	0.00	450		From:	4.40/	WCL Madi		00/	]	0	50	0	400		0004
(657)	0.09	450	G	84% To:	14%	1% BUS US 2	1%	0%	0%	С	50	G	460	G	2001
Madison County						Beses									
				From:		56-657	1		]						
658	3.80	210	R	To:					_		NA		NA		1995
				From:		56-656									
(FO)	0.29	NA		Piolii.		Dead En	ıd		_		NA		NA		
659	0.20	1474		To:		US 15			1						
				From:		Dead En	nd								
660	0.08	330	R								NA		NA		1995
				To:		US 29 BU	JS								
$\bigcirc$	0.50	40	_	From:		Dead En	nd				NIA		NIA		4000
661)	0.50	40	R						_		NA		NA		1999
	0.50	00		From:		0.50 MN Dea	ad End				NΙΔ		NΙΔ		1000
661)	0.50	80	R	To:		SR 230	)		7		NA		NA		1999
				From:		Dead En			1						
662	1.00	240	R	<u> </u>		Deud En	iu		_		NA		NA		1999
				To: From:		56-624									
662	0.30	260	R	From:							NA		NA		1999
				To: From:		SR 231 SOU									
662)	2.20	530	G	Piolii.		SR 231 NO	RTH		_		80	G	540	G	2001
662	2.20		·	To:		110.20			-		00	Ū	0.10	Ū	2001
662	3.80	660	G	From: 90%	3%	US 29 5%	1%	0%	0%	С	80	G	670	G	2001
002)				To:		SR 230 EA									
	4.05	0.40	•	From:	00/	SR 230 WI		20/		0	00	0	040	0	2004
662	1.05	940	G	94%	0%	2%	2%	2%	0%	С	80	G	940	G	2001
	0.50	880	R	From:		56-689	-		_		NA		NA		1999
662	0.30	000	K						_		INA		INA		1998
(600)	2.80	670	R	From:		56-665			_		NA		NA		1999
662	2.00	0/0		Tar		56.656			7		14/1		147.		1000
662	1.15	420	R	From:		56-676					NA		NA		1999
662				To		56-615									
662	1.60	100	R	From:		30-013			_		NA		NA		1999
				To:		Dead En	nd								
				From:		Dead En	nd								
663	0.90	40	R								NA		NA		1999
				From:		56-664			]						
663	1.20	220	R	To:		56 662 SOI	TTH		-		NA		NA		1999
				From:		56-662 SOU 56-662 NOI									
663)	2.08	190	R						_		NA		NA		1999
				To:		SR 230	)		<u> </u>						
$\bigcirc$		4.5	_	From:		56-663									400-
664)	0.30	10	R	To:		Dead En	nd		7		NA		NA		1999
				From:					+-						
665	2.83	130	R			Dead En	IU		_		NA		NA		1999
665	2.00			To:		56-718			7		, .				.000
				•					•						

						viaintenan				D- :				
Route	Length	AADT	QA	4Tire	Rus	 Axle 3+A			QC	Design Hour	QK	AAWDT	QW	Year
Madison County				From:		56-718								
665	0.35	330	R			30-/18				NA		NA		1999
_				To: From:		56-723								
665)	0.52	550	R	To:		56-662				NA		NA		1999
				From:		Dead End								
666)	1.10	130	R			Doud Ella				NA		NA		1999
				To:		SR 230								
	0.30	60	R	From:		56-680				NA		NA		1999
667)	0.00		- 1	To:		Dead End				147 (		147 (		1000
				From:		Dead End								
668	0.11	90	R	To:		56 600				NA		NA		1999
				From:		56-688		1						
669)	0.30	40	R			56-604				NA		NA		1999
				To:		56-609								
OLUBI BU T	4.70		_	From:		Dead End								1000
670 Old Blue Ridge Turnp	1.70	100	R							NA		NA		1999
670) Old Blue Ridge Turnp	1.42	1100	R	From:		56-648				NA		NA		1999
670) Old Blac Mage Tump	1.72	1100	11	To:		56-643				IVA		INA		1000
670) Old Blue Ridge Turnp	3.61	1300	G	From: 97%	1%	1% 0	% 1%	0%	С	140	G	1400	G	2001
9 1				To:		SR 231								
$\overline{}$			_	From:		US 15								1000
671)	1.40	190	R	To:		Dead End				NA		NA		1999
				From:		Quaker Run	Rd	1						
672)	0.05	150	R		30-0-17	Quaker Run	Ku			NA		NA		1999
				To: From:		56-674								
672	0.25	140	R							NA		NA		1999
				To: From:		56-650								
672	0.37	40	R	To:		Dead End				NA		NA		1999
Town of Madison				<u> </u>		Dead End		ı						
				From:		56-652								
673)	0.14	140	R	To:		CL Madison				NA		NA		1995
Madison County						L Madison		<u> </u>						
				From:	C	CL Madison								
673)	0.16	140	N							NA		NA		1995
	0.50	070	_	From:		SR 231				NIA		NIA		1005
673	0.50	870	R	To:	Ţ	US 29 BUS				NA		NA		1995
				From:		Dead End								
674)	0.15	10	R							NA		NA		1999
				To:		56-672								
	1.20	110	R	From:	Greene C	County Line; 3	9-667			NA		NA		1995
675)	1.20	110	_ ^	To:		Dead End				INC		11/7		1999
				From:		56-662								
676	0.15	20	R							NA		NA		1999
				To: From:	0.1	6 ME 56-662								
676)	0.05	6	R			D 12.		_		NA		NA		1999
				To:		Dead End								

					Madiso	n Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Trı		OTroil	QC	Design	QK	AAWDT	QW	Year
Madison County	-					2Axle	3+Axle	1Trail	2 i rail		Hour				
	0.40			From:		Dead I	End				NIA		NIA		4005
677)	0.40	20	R	To:		US 2	9		7		NA		NA		1995
				From:		56-60									
678)	0.60	440	R			20 00	, ,				NA		NA		1995
				To: From:		56-63	30		]						
678	0.02	460	R						_		NA		NA		1999
				To: From:		US 2									
679	1.20	160	R	11011.		Dead I	ena		_		NA		NA		1999
019				To:		56-68	35								
				From:		US 2	9								
680	0.90	140	R								NA		NA		1999
	0.50			From:		56-66	57		]		NIA		NIA		4000
680	0.50	20	R	To:		Dead I	End		7		NA		NA		1999
				From:		SR 23			i						
682	0.85	80	R						_		NA		NA		1999
				To:		Dead I									
	0.29	190	R	From:		Dead I	End				NA		NA		1999
683	0.29	190	K	To:		20 1010	10.1		7		INA		INA		1999
683	0.15	220	R	From:	0.	.29 MN D	ead End				NA		NA		1995
683 683				To:		56-72	)Δ								
683)	0.18	400	R	From:		30-12			_		NA		NA		1995
				To:		US 2	9								
	0.07	70		From:		SR 230 V	VEST				NIA		NIA		4005
684)	0.27	70	R	. —					_		NA		NA		1995
	0.10	100	R	From:		56-73	35				NA		NA		1995
684)				To:		SR 230	MID								.000
684)	0.21	280	R	From:		SK 250	MID				NA		NA		1995
				To: From:		56-69	96		1—						
684)	0.70	70	R	rioni.							NA		NA		1995
				To: From:		56-603; 5	6-609								
684)	0.41	70	R	To:	GP.	220 E t G	T. 56 604		7		NA		NA		1995
				From:	SK	230 EAS									
685)	0.24	160	R	Troni.		SR 230 V	VEST		_		NA		NA		1995
685				To:		56-67	79								
685	0.24	150	R	From:		20 01			_		NA		NA		1995
				To: From:		SR 230 E	EAST		1—						
685)	0.31	50	R						_		NA		NA		1999
				To:		Dead I									
686)	0.04	1600	R	From:		SR 230 S	R 231		_		NA		NA		1995
000	0.04			To:		56-68	37				14/7				1000
				From:		SR 230 S	R 231								
687) Old Blue Ridge Turnp	1.95	1700	G	98%	0%	2%	0%	0%	0%	С	190	G	1700	G	2001
				To:		BUS US			+						
688)	0.30	950	R	From:		56-63	54		_		NA		NA		1999
688	J.00			To:		56-72	25								

					Madiso	n Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK .	AAWDT	QW	Year
	J					2Axle	3+Axle	1Trail	2Trail		Hour				
Madison County				From:		56-72	5								
688	0.07	690	R								NA		NA		1999
				To: From:		56-66	8		]						
688	0.25	300	R	To:		D1E	·		_		NA		NA		1999
				From:		Dead E									
680	0.45	130	R	rioni.		56-66	2				NA		NA		1995
689	00			To:		Dead E	nd								
				From:		56-66	2								
690	0.55	90	R	_					_		NA		NA		1999
				To:		Dead E									
	2.20	20	R	From:		SR 23	0				NA		NA		1999
691)	2.20	30	ĸ	To:		56-60	7		7		INA		INA		1999
				From:		SR 23									
692	0.53	80	R			510 23			1		NA		NA		1999
				To:		Dead E	ind								
				From:		56-65	4								
693	0.55	140	R	To:					_		NA		NA		1995
				From:		Dead E			1						
694)	0.70	20	R	rioni.		56-63	8				NA		NA		1999
(094)	0.70	20		To:		Dead E	ind		$\neg$		14/1		147 (		1000
				From:		Dead E	ind								
95)	0.80	70	R						_		NA		NA		1999
				To:		56-65	5								
$\bigcirc$	4.05			From:		56-68	4								4005
696)	1.25	210	R	To:		Dead E	ad		<b>-</b>		NA		NA		1995
				From:											
697)	0.75	230	R			Dead E	ana				NA		NA		1999
001)				To:		SR 230; 50	6-685								
				From:		Dead E	nd								
698	0.50	40	R						_		NA		NA		1999
				To:		56-65									
	0.60	440		From:		Dead E	nd				NIA		NIA		1000
699	0.60	110	R	To:		56-62	9		7		NA		NA		1999
				From:		Dead E			1						
700	0.40	60	R			Deug L	iiq .		1		NA		NA		1999
				To: From:	0	.40 MN De	ead End		7						
700	1.25	100	R	From:							NA		NA		1999
				To:		SR 23	0								
$\bigcirc$				From:		56-64	2								
701)	0.35	30	R	To:		Dead E	ad		_		NA		NA		1999
				From:		56-63			<u> </u>						
702)	0.60	60	R			30-03	<del>-</del>				NA		NA		1999
				To:		0.60 MN 5	6-634								
702)	1.00	20	R	From:		0.00 IVIIN 3	0-034				NA		NA		1999
				To:		56-60	7								
				From:		Dead E	End								
703)	0.20	20	R								NA		NA		1999
				To:		56-61	6								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Madison County				From:	56-640							
704)	0.90	47	R		50 010	_		NA		NA		1999
				To:	56-607							
	0.78	400	G	From:	SR 230			60	G	480	G	2001
705)	0.76	480	G			_		60	G	400	G	200
705	1.80	360	G	From:	56-622			45	G	360	G	2001
705	1.00	300	J	To:	56-614	7		40	J	300	O	200
				From:	56-614							
706)	0.70	100	R			_		NA		NA		1999
				To:	Dead End							
	0.20	200	_	From:	Rappahannock County Line	_		NIA		NIA		100
707	0.30	300	R			_		NA		NA		1999
	0.70	280	R	From:	56-646	_		NA		NA		1999
707)	0.70	200	K			_		INA		INA		1993
707)	0.30	240	R	From:	56-749			NA		NA		1999
(101)				To	57.700							
707)	0.40	20	R	From:	56-600			NA		NA		1999
(101)	00			To:	Rappahannock County Line	]						
				From:	Dead End							
708)	0.60	100	R			_		NA		NA		1999
				To:	SR 231							
$\bigcirc$	2.00		_	From:	Dead End							400
709	0.20	70	R					NA		NA		1999
				From:	0.20 ME Dead End							400
709)	0.30	90	R	To:	56-607	_		NA		NA		1999
				From:	56-630	1						
710)	0.50	160	R		30-030	_		NA		NA		199
(10)				To:	Dead End							
_				From:	Dead End							
(711)	0.70	80	R			_		NA		NA		1999
				To:	56-607							
	0.50	80	В	From:	0.50 MW SR 231			NA		NIA		1999
712	0.50	80	R	_		_		INA		NA		1998
740	0.85	110	R	From:	SR 231			NA		NA		1999
712	0.00	110	11	To:	Dead End	7		T N/-X		INA		1993
				From:	SR 230	l						
713)	0.01	1300	R					NA		NA		199
				To:	56-662							
$\bigcirc$	A ==		_	From:	Dead End							
714)	0.70	40	R	To:	SR 231	7		NA		NA		1999
				From:	Dead End	1						
715)	0.40	60	R		Dead end	_		NA		NA		1999
				To:	SR 231	1						
				From:	Dead End							
716	0.41	40	R			_		NA		NA		1999
				To:	56-631	<u> </u>						
$\bigcirc$	0.05			From:	56-646			N/A		N/A		400
717)	0.25	60	R	To:	Dond End	7		NA		NA		1999
					Dead End							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Madison County				From:	Dead End					
718)	0.10	20	R		- <b></b>	_		NA	NA	1999
<u> </u>				To: From:	56-740	]——				
718)	0.10	150	R	To:	57.775	7		NA	NA	1999
				From:	56-665	1				
719	0.15	40	R		56-643	_		NA	NA	1999
(19)				To:	Dead End	1				
				From:	56-643					
720	0.50	30	R	To:	D1 F-1	7		NA	NA	1999
				From:	Dead End	<del>                                     </del>				
721)	0.80	150	R		56-641	_		NA	NA	1999
(21)				To:	Dead End	]				
				From:	56-634					
722	1.34	1200	R	Tar	110.20	7		NA	NA	1999
				To: From:	US 29	<u> </u>				
723)	0.25	40	R	. 1011.	Dead End	_		NA	NA	1999
(123)				To:	56-665					
				From:	Dead End					
724	0.30	150	R			_		NA	NA	1999
				To:	56-683					
725	0.40	190	R	From:	56-688	_		NA	NA	1999
725	0.40	100		To:	Dead End	1		14/1	14/1	1000
				From:	56-625					
726	0.35	60	R			<b>-</b>		NA	NA	1999
				To:	Dead End	<u> </u>				
727	0.20	140	R	From:	Dead End	_		NA	NA	1995
727)	0.20	140		To:	56-632	1		14/ (	147.1	1000
				From:	SR 231					
728	0.15	180	R			<del>_</del>		NA	NA	1995
				To: From:	56-738	]				
728)	0.17	80	R	To:	57.752	7		NA	NA	1995
				From:	56-653	<u> </u>				
729	0.06	10	R		Dead End	_		NA	NA	1999
				To:	56-607	]				
$\widehat{}$				From:	56-607					
730	0.22	200	R	To:	110.20	7		NA	NA	1995
				From:	US 29	<u> </u>				
731)	0.30	40	R		Dead End	_		NA	NA	1999
(01)				To:	56-607	]				
				From:	56-607	J				
732	0.30	50	R	To:	D1E 1	7		NA	NA	1999
				From:	Dead End	1				
733	0.20	60	R		Dead End	_		NA	NA	1999
133)				To:	US 29	]			<u> </u>	
				From:	Dead End					
734	0.15	90	R			<b>-</b>		NA	NA	1999
				To:	56-614					

					Madiso	n Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Madison County	Ŭ		-			2Axle	3+Axle	1Trail	2Trail		Hour				
	0.40		_	From:		Dead E	End								4000
735)	0.10	40	R	To:		56-68-	4		7		NA		NA		1999
				From:		Cul-de-S									
736)	0.07	30	R						=		NA		NA		1999
				To:		US 29									
727	0.40	60	R	From:		56-64	2				NA		NA		1995
(737)	0.10		• • • • • • • • • • • • • • • • • • • •	To:		Dead E	End						10.		.000
$\sim$				From:		Cul-de-S	Sac								
738	0.20	40	R	To:		56-72	0		7		NA		NA		1999
				From:		56-63									
(739)	0.23	NA				30-03-	<del>-</del>		_		NA		NA		
				To:		Dead E	End								
$\bigcirc$	0.40	400		From:		Dead E	and				NIA		NIA		4000
740	0.10	160	R	To:		56-71	8		7		NA		NA		1999
				From:		Cul-de-S									
(742)	0.17	140	R						_		NA		NA		1999
				To:		US 29									
<del></del>	0.09	30	R	From:		56-70	7				NA		NA		1999
749	0.03	30	IX.	To:	Rappa	ahannock (	County Line	e			INA		INA		1999
Town of Madison															
	0.10	830	R	From:		BUS US	S 29				NA		NA		1999
(1001)	0.10	030	K	To:		ECL Mad	dison		٦		INA		INA		1999
Madison County															
	0.10	200		From:		ECL MAD	OISON				NIA		NΙΔ		1000
(1001)	0.10	290	R	To:		Dead E	End		7		NA		NA		1999
Town of Madison															
	0.06	40		From:		Dead E	End				NIA		NΙΔ		1000
(1002)	0.06	49	R	. —					_		NA		NA		1999
(1002)	0.07	220	R	From:		BUS US	3 29				NA		NA		1999
(1002)				To:		56-100	)3								
$\sim$				From:		BUS US	3 29								
1003	0.25	90	R	To:		56-100	2		_		NA		NA		1999
Madison County						30-100	)/_								
				From:		56-60	7								
(1010)	0.04	NA		To:		611	0		7		NA		NA		
				From:		Cul-de-5									
1018)	0.55	NA				30-00	/		_		NA		NA		
				To:		Dead E	and								
$\bigcirc$	2.42			From:		56-101	18				N/ A		N1 A		
1019	0.10	NA		To:		Dead E	Ind		7		NA		NA		
				From:		56-68:			1						
1020	0.26	140	R			20-08.			_		NA		NA		1999
				To:		Cul-de-S	Sac		1						
	0.07	N. A		From:		Dead E	nd/				NIA		NI A		
1021	0.27	NA		To:		SR-00231	1(B)/		7		NA		NA		
						515-00431	. (10)								

Length	AADT	QA	4Tire	Bus			QC	Design Hour	QK	AAWDT	QW	Year
			From:	56-621								
0.07	40	R		30 021		_		NA		NA		1999
			To:	Dead End								
			From:	56-670								
0.08	160	R	<u>-</u>					NA		NA		1999
			To:	CRIGLERSVILLE EI	LEM							
			From:	US 29 BUS								
0.18	350	R						NA		NA		1999
			To:	MADISON HIGH S	СН							
			From:	MADISON ELEM S	СН							
0.12	180	R						NA		NA		1999
			To:	56-687								
			From:	US 29 MADISON	HI							
0.20	1200	R	-					NA		NA		1999
			To:	0.20 ME US 20								
0.09	740	R	From:	0.20 ME 03 29				NA		NA		1999
0.00			To:	56-687 SCHOOL						- 27 1		.000
			From:	56-687 MADISON	J							
0.40	850	R		20 00, 111 151001				NA		NA		1999
			To:	PRIMARY SCHOO	)L	7						
	0.07 0.08 0.18	0.07 40  0.08 160  0.18 350  0.12 180  0.20 1200  0.09 740	0.07 40 R  0.08 160 R  0.18 350 R  0.12 180 R  0.20 1200 R  0.09 740 R	0.07 40 R To:    0.08	Cariff	Carrell	Cariff	2Axle 3+Axle 1Trail 2Trail	Cariff   C	2Axle 3+Axle 1Trail 2Trail   4C	Cength   AADI   QA   41   Peng   2Axle   3+Axle   1Trail   2Trail   QC   Hour   QR   AAWDI	Continue   Continue