2001

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

Jurisdiction Report 68

Orange County
Town of Gordonsville
Town of Orange

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.

					Orang	e Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Orange County				From:	C	ulmaman Cay	untri Lina		1						
3	4.89	8500	G	90%	1%	ulpeper Cou 2%	1%	5%	0%	F	760	G	8600	G	2001
3)	0.12	17000	G	94%	1%	SR 20 Wild 2%	derness 1%	3%	0%	F	1400	G	17000	G	2001
				To:	Spo	tsylvania C	ounty Line								
Town of Gordonsville				From:		SCL Gordo	ncville								
15 Martinsburg Ave	1.12	7900	G	88% To:	1%	3% S SR 2	1%	8%	0%	F	680	G	8000	G	2001
(15)	0.18	9100	N	From: 92%	0%	US 3:		4%	0%	N	820	N	9200	N	2001
				To:		NCL Gordo	onsville								
Orange County				From:		NCL Condo	mayilla								
15)	4.51	9100	G	92%	0%	NCL Gordo 3%	1%	4%	0%	F	820	G	9200	G	2001
(15)	2.25	9000	G	From: 92%	0%	68-63 3 %	9 1%	4%	0%	F	840	G	9100	G	2001
				To:		SCL Ora	inge								
Town of Orange				From:		COL O									
15 James Madison High	1.13	12000	G	91%	1%	SCL Ora	1%	4%	0%	С	NA		12000	G	2001
(15) Caroline Street	0.28	14000	G	From: 92%	1%	d Gordonsv 2%	rille Road 1%	4%	0%	С	NA		14000	G	2001
15	0.17	13000	G	To: From: 92%	0%	S SR 2 3%	1%	4%	0%	F	1100	G	13000	G	2001
15 Madison Street	0.24	8700	G	From: 92%	1%	R 20 Caroli 3%	ne Street 1%	4%	0%	С	NA		8800	G	2001
(15) Madison Street	0.61	15000	G	To: From: 95%	0%	Main St	reet 1%	2%]	С	NA		15000	G	2001
(15) Madison Guidet	0.01	10000		To		Lafayette			¬				10000		2001
15 James Madison High	1.10	7800	G	92% To:	0%	3% 8-721 NCL	1%	4%	0%	С	NA		7900	G	2001
Orange County									•						
				From:		8-721 NCL									
15	1.32	7000	G	91% To:	1%	2% Iadison Cou	1%	5%	0%	F	620	G	7000	G	2001
				From:		bemarle Co			1						
20 Stony Point Rd	1.30	2000	G	96%	0%	2%	1%	1%	0%	F	240	G	2000	G	2001
20 (33)	0.22	5900	G	From: 93%	0%	W US 2%	33 1%	4%	0%	F	590	G	6000	G	2001
~ ~	F 05			From:	401	E US			<u> </u>				0.10-		
20)	5.63	2400	G	94%	1%	2% SR 23	2%	2%	0%	F	230	G	2400	G	2001
20	5.76	3600	G	94% To:	1%	2% WCL Or	1%	2%	0%	F	320	G	3600	G	2001
Town of Orange				I		02 01	·····		1						
	_			From:		WCL Or									
20 W Main Street	0.47	5500	G	96%	1%	2% SR 20 I	0%	1%	0%	С	NA		5500	G	2001
20	0.15	5500	G	94% To:	1%	2% N US	1%	2%	0%	F	510	G	5600	G	2001
				From:		W US	15								
20 (15)	0.17	13000	G	92% To:	0%	3% E RT	1%	4%	0%	F	1100	G	13000	G	2001
	_			From:		JS 15 Caro	line Street						_		
(20) Berry Hill Road	0.66	9800	G	92% To:	2%	2% 68-61	1%	3%	0%	С	NA		9900	G	2001
						00-01									

					Orang	ge Mainte	nance Ar	ea							
Davita	l avantla	AADT		4T:	Dive		Tru	ıck			Design	OK	A A)A/DT	014/	V
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Town of Orange				_											
	0.08	9700	G	95%	0%	68-61 2%	2 1%	3%	」 0%	F	840	G	9800	G	2001
20	0.00	3700	G	To:	0 76	ECL Ora		3 /0	7 0 /8		040	G	9000	G	2001
Orange County															
Change County				From:		ECL Ora	ange								
20	2.24	9700	N	95%	0%	2%	1%	3%	0%	Ν	840	Ν	9800	Ν	2001
				To: From:		68-62	9		٦ ——						
20	6.01	7000	G	95%	0%	2%	1%	3%	0%	F	570	G	7000	G	2001
				To	US	522 East of	Unionville								
20	2.28	5800	G	95%	0%	2%	1%	3%	0%	F	510	G	5900	G	2001
				To		68-65	0								
20	6.38	5200	G	95%	0%	2%	1%	3%	0%	F	470	G	5300	G	2001
20)				To:					_					-	
	4.73	7400	Α	From: 95%	0%	68-61 2%	1%	3%	0%	Α	730	Α	7000	Α	2001
20	1.70	1400	^	To:	070	SR 3 Wild		070	٦	, ,	, 00	, ,	, 000	,,	2001
Tf O															
Town of Orange Bus				From:		Caroline S	Street								
(20) Main Street	0.24	5200	G								NA		5300	G	2001
				To		Main Str	eet E								
Bus Durd Street	0.47	6400	_	98%	0%	1%		00/		0	NIA		6100	G	2004
20 Byrd Street	0.47	6100	G	90 70 To:		N INT Berry	0%	0%	0%	С	NA		6100	G	2001
					1	N IINT BEILY	TIIII Ku								
Orange County				From:		Greene Cou	nty Line								
33 Spotswood Trail	4.51	6300	G	93%	0%	2%	1%	3%	0%	F	650	G	6300	G	2001
				To:		W SR									
(22)	0.22	5900	G	93%	0%	2%	1%	4%	0%	F	590	G	6000	G	2001
33	0.22	0000		T	0 70			170	7	•	000	Ū	0000	Ü	2001
(iii)	5.44	4800	G	From: 93%	0%	E SR 2 2%	1%	4%	0%	F	490	G	4800	G	2001
(33)	5.44	4000	G	To:		WCL Gorde		7 70	7 070	'	430	J	4000	O	2001
T. 60 1 111						WEE GOIG	SHSVIIIC								
Town of Gordonsville				From:		WCL Gorde	onsville								
33	0.01	4800	N	93%	0%	2%	1%	4%	0%	Ν	490	Ν	4800	Ν	2001
				To:	SR 23	31 Old Blue	Ridge Trnr	nk							
(33)	0.15	6000	G	93%	0%	2%	1%	3%	0%	F	590	G	6000	G	2001
				To:		US 1	5								
~~ ~~ · · · ·				From:		S SR 2			J	_					
(33) (15) Martinsburg Av	1.12	7900	G	88%	1%	3%	1%	8%	0%	F	680	G	8000	G	2001
				To:		SCL Gordo	onsville								
Orange County				From:		Li C	T :								
224	0.58	4900	G	95%	0%	Louisa Cour 2%	0%	3%	0%	F	480	G	4900	G	2001
231	0.50	4300	G	To:	0 70	SCL Gordo		370	7 070		400	J	4300	O	2001
Town of Condenseille						J Z Z GOIGE			•						
Town of Gordonsville				From:		SCL Gordo	onsville								
231)	0.58	4900	N	95%	0%	2%	0%	3%	0%	Ν	480	Ν	4900	Ν	2001
\smile				To:		5 South of C									
	0.15	6000	0	93%	RT 15 8	2 RT 33 GO 2%	RDONSVI 1%	LLE 3%	 0%	F	590	G	6000	G	2001
231/[33]	0.10	6000	G	93%					U 70	Г	390	G	3000	G	∠UU I
	0.00	0.10		From:		EST OF GO					400		050		0004
231	0.02	840	G	94% To:	0%	3% NCL Gordo	0%	2%	¬ 0%	F	100	G	850	G	2001
						INCL GOIG	MSVIIIC								
Orange County				From:		NCL Gordo	nsville		1						
(231)	6.09	840	N	94%	0%	3%	0%	2%	0%	N	100	N	850	N	2001
201)				To											
(231) Blue Ridge Turnpike	0.58	1200	G	From: 96%	1%	SR 20	1%	1%	0%	F	120	G	1200	G	2001
231) Blue Riage Tullipike	0.00	1200	3	70:		Madison Cou		1 /0	7 70	'	120	J	1200	0	2001
					10	- Lucison COL									

					Orange	e Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	Ο\/	Year
Route	Lengin	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QI	AAWDI	QVV	i Cai
Orange County				From:	C		ounty Line		1						
(522)	8.87	1800	G	88%	1%	4%	0%	7%	0%	F	170	G	1800	G	2001
[522]				To:		SR 20			٦	-					
522	6.84	2400	G	88%	1%	4%	0%	7%	0%	F	230	G	2400	G	2001
<u> </u>				To:		lpeper Cou									
				From:		68-62	9								
600	4.70	330	R						_		NA		NA		1994
				To: From:		SR 20 E			_						
600	1.50	120	R			SIX 20 W	LSI		_		NA		NA		1994
600)				To		1.50 MN S	SD 20								
600	1.56	130	R	From:		1.50 WIN 1	5K 20				NA		NA		1994
000				To:		68-61	5								
				From:		SR 20)								
601)	3.70	570	R								NA		NA		1999
				To: From:		68-60	3		—						
601)	0.60	930	R	. TOHI.					_		NA		NA		1999
				To:		SR 3									
				From:		68-74	1								
602	2.20	390	R						_		NA		NA		1999
				To: From:		68-621 W 68-621 E			+						
602	1.50	480	R			00 021 E	7151				NA		NA		1999
				To:		68-62	2								
602	1.50	170	R	From:		08-02			_		NA		NA		1999
002				To:		68-69	2								
602	3.30	40	R	From:		08-09					NA		NA		1999
002)				To:		68-61	1								
				From:		68-61	1								
603	1.20	250	R								NA		NA		1999
				To: From:		68-68	5								
603	0.30	250	R								NA		NA		1999
				To: From:		0.30 MN 6	8-685		_						
(603)	0.20	80	R								NA		NA		1999
				To: From:		68-71	5		٦ ——						
(603)	2.90	70	R	110111.							NA		NA		1999
				From:		2.90 MN 6	8-715								
603	0.12	70	R	rion.					<u> </u>		NA		NA		1999
				To: From:		68-61	4		—						
603	1.70	320	R	rioii.							NA		NA		1999
				To:		68-60	1								
				From:		Dead E	nd								
604)	0.30	60	R								NA		NA		1999
				To: From:		68-62									_
604	2.10	560	G	96%	0%	1%	0%	3%	0%	С	60	G	560	G	2001
				To:		68-61			<u> </u>						
(a)	0.30	420	В	From:		68-62	1		_		NA		NA		1999
605)	0.30	120	R	_					_		INA		INA		1999
	0.00	70		From:		68-69	8				NIA		NI A		1000
605)	0.90	70	R	To:		Dead E	nd				NA		NA		1999
				From:					+						
606	1.80	90	R	<u> </u>		68-69	<u> </u>		_		NA		NA		1999
606				To:		68-60	8		1						

					Orang	ge Maintei	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Orange County	· ·					2Axle	3+Axle	1Trail	2Trail		Hour				
			_	From:		Greene Cour		201		_			0.100	_	2224
607)	0.90	3300	G	97% To:	0%	2% US 33	0%	0%	0%	С	370	G	3400	G	2001
				From:	Spo	otsylvania Co									
608	1.00	1500	G	95%	0%	2%	1%	2%	0%	С	150	G	1500	G	2001
				To: From:		68-60									
608	1.30	1400	G	95% To:	0%	2%	1%	2%	0%	F	140	G	1500	G	2001
				From:		68-621 W 68-621 E									
608	1.00	120	R	To:					_		NA		NA		1999
				From:		Dead E			1						
609	0.10	380	G	93%	2%	Greene Cour 2%	2%	1%	0%	F	40	G	380	G	2001
000				To:		68-61									
609	0.79	340	G	93%	2%	2%	1%	1%	0%	F	30	G	340	G	2001
				To: From:		68-67	6		_						
609	1.47	320	G	93%	2%	2%	2%	1%	0%	F	40	G	330	G	2001
<u> </u>				From:		68-64]						
609	2.40	850	G	93% To:	2%	2%	2%	1%	0%	С	90	G	850	G	2001
				From:		SR 20									
610	1.30	60	R		•	Greene Cour	nty Line				NA		NA		1994
6.9				To:		68-60	9								
				From:		US 52	2								
611	2.60	360	G								30	G	360	G	2001
	2.44	200		From:	10/	68-66		10/			20		260		2001
(611)	2.44	360	G	94%	1%	4%	0%	1%	0%	F	30	G	360	G	2001
(611) (611)	1.90	500	G	From:		68-67	2				50	G	500	G	2001
(611)	1.00	000		To:		68-692 E.	ACT		_		00	0	000		2001
611	4.46	890	G	94%	1%	4%	0%	1%	0%	С	80	G	900	G	2001
				To: From:		SR 20)								
(611)	1.30	890	G	rioii.							90	G	900	G	2001
				To: From:		68-60-	4								
611)	1.50	250	R	т					_		NA		NA		1999
				To: From:		otsylvania Co									
612	0.01	230	R	rioni.	Spo	otsylvania Co	ounty Line				NA		NA		1994
612				To:		68-66									
(a)	2.51	230	R	From:		69-66	1				NA		NA		1994
(612)	2.51	230	IX	To:		60 651 E	A C/T		_		IVA		IVA		1004
612) 612)	0.05	460	R	From:		68-651 E.	AST				NA		NA		1994
012				To		68-651 W	/EST								
(612)	1.12	460	R	From:		00 031 11	LUI		_		NA		NA		1994
				To: From:		68-669 E	AST								
612)	2.48	950	G	96%	0%	68-669 W	0%	1%	0%	F	100	G	950	G	2001
				To		68-70			—						
612	3.90	1200	G	96%	0%	2%	0%	1%	0%	С	130	G	1200	G	2001
				To: From:		68-63	7								
612	0.90	1600	G	96%	0%	2%	0%	1%	0%	F	170	G	1600	G	2001
				To: From:		68-63 69-63			-						
612	1.98	1600	G	96%	0%	2%	0%	1%	0%	F	150	G	1600	G	2001
				To:		SR 20)		1						

Route	Length	AADT	QA	4Tire			Tru	ıck		- QC	Design	OK	AAWDT	OW	Year
Orange County	g					2Axle	3+Axle	1Trail	2Trail		Hour				
	0.40	80	R	From:		Dead E	nd				NA		NA		1994
613)	0.40	00	K	To:		68-670	0		7		INA		INA		1994
				From:		68-61									
(614)	3.98	330	R			00 01	1		_		NA		NA		1999
				To:		68-603	3								
				From:		ECL ORA									
615	3.30	1300	G	94%	0%	2%	3%	1%	0%	С	140	G	1400	G	2001
				To: From:		68-600									
615	1.18	1300	G	94%	0%	2%	3%	1%	0%	F	130	G	1300	G	2001
				To: From:		68-62									
615	1.13	1100	G	94%	0%	2%	3%	1%	0%	F	120	G	1100	G	2001
				To:	Cu	ılpeper Cou									
	0.70		_	From:		Dead E	nd				N 1.0		NIA		4004
616)	0.79	60	R								NA		NA		1994
				From:	0	.79 ME De	ad End								
616	0.11	60	R								NA		NA		1994
				From:		68-633	3								
(616) (616)	0.30	390	R								NA		NA		1994
<u> </u>				From:		68-64	1								
(616)	0.61	670	R						_		NA		NA		1994
				To:		SR 20									
	1.67	540	_	From:		SR 20)				NIA		NΙΔ		1000
(617)	1.67	540	R								NA		NA		1999
(617) (617)	4.75		_	From:		68-666	6		_						4000
(617)	1.75	380	R								NA		NA		1999
\bigcirc				To: From:		68-62	7		_						4000
617)	1.10	460	R	To:		US 52	12		_		NA		NA		1999
				From:					+						
<u> </u>	0.90	100	R	Piolii.	G	reene Cour	nty Line				NA		NA		1994
618)	0.50	100	IX.	To:		68-65	7		7		14/3		INA		1004
				From:		68-624									
(619)	2.80	80	R	<u> </u>		00-02-	•		_		NA		NA		1999
0.0				To:		68-692	2								
				From:		68-611 SO	UTH								
620	1.45	60	R								NA		NA		1999
				To: From:		68-68	1								
620	2.75	90	R								NA		NA		1999
				To:		68-611 NC	ORTH								
\bigcirc				From:		Dead E	nd								
621)	0.30	20	R	To:		HG 522 NG	DETI		_		NA		NA		1999
				From:		US 522 NO US 522 SC	OUTH								
(621)	2.03	900	R								NA		NA		1999
				To		2.04 ME U	IS 522								
621	0.07	900	R	From:					_		NA		NA		1999
				To: From:		68-770 W	EST								
621)	0.19	830	R	From:		,, o H			_		NA		NA		1999
				To:		68-770 E	ΔST								
621)	0.05	800	R	From:		00-7/UE	1101				NA		NA		1999
621)				To:		60 600 11	ECT				<u> </u>		<u> </u>		
621)	0.33	680	R	From:		68-602 W	E31				NA		NA		1994
021)	0.00		••	To:		68-602 E	AST								
				-					•						

					Orani	ge Mairile	nance A	ıea							
Route	Length	AADT	QA	4Tire	Bus	 2Δvle	Tr ≥ ∨∆+2	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Orange County				_				TITAL	ZIIGII		rioui				
	2.07	870	R	From:		68-602 E	AST				NA		NA		1999
621)	2.07	670	ĸ	To:		SR 20 W	FST		_		INA		INA		1999
				From:		SR 20 E									
621)	1.70	1700	G	95%	0%	1%	1%	3%	0%	С	150	G	1800	G	2001
				To: From:	201	68-69		201]				4.00		
621)	2.00	1400	G	95%	0%	2%	1%	3%	0%	F	120	G	1400	G	2001
	2.00	1600	G	From: 95%	0%	68-608 W	/EST 1%	3%	0%	F	150	G	1600	G	2001
621)	2.00	1600	G	95%	0 %	1%		370	U%	Г	150	G	1000	G	2001
621)	1.20	1400	R	From:		68-60	14				NA		NA		1999
(021)				To:	Sp	otsylvania C	ounty Line		1						
				From:		68-60	12								
622	1.60	210	R								NA		NA		1999
				To: From:		68-67	2]						
622	2.30	250	R						_		NA		NA		1999
				To:		68-66									
(622)	1.00	70	R	From:		SR 2	0				NA		NA		1999
623	1.00			To:		Dead E	End		1		13/-3		13/7		
				From:		68-65									
624)	3.50	140	R			00 00	•				NA		NA		1999
				To: From:		68-61	9		—						
624)	2.50	450	R	110111.							NA		NA		1999
				To:		68-65	0								
\bigcirc	4.05			From:		Dead I	End								4004
625)	1.05	280	R								NA		NA		1994
	0.05	400		From:		68-71	2				NIA		NIA		4004
625	0.35	420	R	To:		SR 2	0		7		NA		NA		1994
				From:		68-62									
626)	3.90	180	R	<u> </u>		08-02	. /				NA		NA		1999
020				To:		68-63	6								
				From:		68-61	5								
627	0.40	530	R								NA		NA		1999
				From:		68-63	6]						
(627)	4.40	330	R								NA		NA		1999
(627) (627)	0.70			From:		68-62	6				.				4000
(627)	0.50	570	R	To:		60 61	7		_		NA		NA		1999
				From:		68-61			+						
628)	2.70	80	R			SR 2	U		_		NA		NA		1999
020				To:		68-74	.7				•		,		
628	1.00	80	R	From:		00-74	,				NA		NA		1999
				To:		68-62	.7								
				From:		68-65	1								
629	1.51	380	R								NA		NA		1999
				To: From:		US 52	22		_						
629	1.74	540	G								50	G	540	G	2001
				To: From:		68-66	9								
629	1.22	670	G						_		60	G	670	G	2001
				To: From:		66-63 68-63									
629	2.07	830	G	<u> </u>		08-03	v				70	G	830	G	2001
023				To:		68-72	4								
		_		_		_					_	_		_	

					Orang	ge Mainter	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT1	QC	Design	QK	AAWDT	QW	Year
Orange County						2Axle	3+Axie	TTrail	2 i raii		Hour				
629	1.06	1100	G	From:		68-724					110	G	1100	G	2001
				To: From:		68-739)								
629	0.99	1300	G						_		120	G	1300	G	2001
629	0.99	1800	G	From: 97%	0%	68-110 1%	1 1%	1%	0%	С	170	G	1800	G	2001
				To:		SR 20									
630	0.55	80	R	From:		68-669)		_		NA		NA		1994
630	0.10	48	R	From:		68-677	']		NA		NA		1999
630	1.75	48	R	From:		0.09 MN 68	3-677]		NA		NA		1999
\bigcup				To:		68-629									
631)	1.40	370	R	From:		68-612					NA		NA		1994
	1.10	400	R	From:		68-629)				NA		NA		1994
631)	1.10	700		To:		SR 20					11/7		INA		1334
	0.00	000		From:		RT 15			J		A I A		NIA		1004
632	0.23	360	R	To:		69.700			_		NA		NA		1994
632)	0.05	60	R	From:		68-700	1				NA		NA		1994
	0.55	30	R	From:		68-717					NA		NA		1994
632	0.55			To		0.54 ME 68	R-717				14/-1		IVA		1004
632	0.25	30	R	From:					-		NA		NA		1994
				To: From:		Dead Er			1						
633	2.51	220	R			68-616)				NA		NA		1994
	0.40			To: From:		68-736	·								4004
633	0.19	250	R	To:		60.674			_		NA		NA		1994
633	0.87	620	G	96%	1%	68-674 1%	0%	1%	0%	F	120	G	620	G	2001
633	0.42	760	G	From: 96%	1%	68-635 1%	0%	1%	0%	С	130	G	770	G	2001
				To:		WCL ORA									
624	0.54	280	R	From:	N	Aadison Cour	nty Line				NA		NA		1994
634)	0.04	200		To:		RT 15					147 (14/ (1004
$\overline{}$. = .			From:		Dead Er	nd								1001
635)	0.79	80	R						_		NA		NA		1994
635)	1.20	40	R	From:		SR 20					NA		NA		1994
				To:		68-633									
	1.50	220	R	From:		68-627	1				NA		NA		1999
636	1.30	220		To:		68-689	1				INA		INA		1999
636)	1.50	150	R	From:							NA		NA		1999
	3.10	90	R	To: From:		1.50 MN 68	3-689				NA		NA		1999
636	5.10			To:		68-626									.000
636)	0.50	200	R	From:					-		NA		NA		1999
				To:		US 522	2								

					Orani						Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Orange County				From:					Ī						
(637)	2.18	640	G	89%	3%	68-647 7%	0%	1%	0%	С	70	G	640	G	2001
001)				To:		68-612									
				From:		68-612	2								
638	3.79	60	R								NA		NA		1994
				To: From:		3.80 MS 68	3-612								
638 638	1.81	190	R								NA		NA		1994
<u> </u>				To: From:		68-643	}]						
(638)	2.60	1500	R	т					_		NA		NA		1994
				To:		68-647									
	2.59	350	R	From:		Louisa Coun	ty Line		_		NA		NA		1994
639	2.59	350	K	_					_		INA		INA		1994
	2.90	600	G	From: 96%	0%	68-643 2 %	1%	1%	0%	F	70	G	600	G	2001
639	2.90	600	G	90%	U 70			1 70	U 76	Г	70	G	000	G	2001
	0.20	4500	G	From: 96%	0%	68-647 2 %	1%	1%	0%	С	160	G	1500	G	2001
639	0.20	1500	G	90%	U 70			1 70	U 76	C	100	G	1500	G	2001
	0.75	070		From:		US 15			_		NIA		NIA		1001
639	0.75	270	R						_		NA		NA		1994
$\overline{}$	0.05			From:		0.75 MW U	JS 15								1001
639)	0.35	70	R								NA		NA		1994
				To: From:		1.10 MW U	JS 15		_						
639	2.30	80	R								NA		NA		1994
				From:		68-655	;]						
639	0.33	440	R	To:		GD 20			_		NA		NA		1994
						SR 20									
	0.20	30	R	From:		68-692	!				NA		NA		1999
640	0.20	30	IX	To:		Dead Er	nd		1		14/3		11/3		1000
				From:		SR 231			i						
641)	0.07	80	R			510 25					NA		NA		1994
				To:		0.07 ME SI	2 2 2 1								
641)	2.24	70	R	From:		0.07 NIL BI	(231				NA		NA		1994
041)				To		2.31 ME SI	2 2 2 1								
641)	0.46	90	R	From:		2.31 WIE 31	(231				NA		NA		1994
041)				To		68-693	!								
641)	0.50	490	R	From:		06-093	,				NA		NA		1994
041)				To:		68-616)								
				From:		68-647	1								
642)	0.45	360	R								NA		NA		1994
				To: From:		68-694			—						
642	0.15	250	R	rioii.							NA		NA		1994
				To:		68-639)								
Town of Gordonsville															
	0.32	970	_	From:	1%	68-101-	4 1%	00/		С	220	_	000	0	2001
643)	0.32	870	G	96% To:		1% CL GORDON		0%	0% 7	C	220	G	880	G	2001
Duanga Caunt-				ı	LC	COMDON	تاناند و پ		1						
Orange County				From:	EC	CL GORDON	SVILLE								
643)	0.09	760	G	96%	1%	1%	1%	0%	0%	F	80	G	770	G	2001
				To:		68-750)		7						
643)	0.58	540	G	96%	1%	1%	1%	0%	0%	F	60	G	540	G	2001
				To:		68-690			1						
643)	5.57	270	G	96%	2%	1%	2%	0%	0%	F	30	G	270	G	2001
				To:		68-639									
			_		_	_		_			_	_			

					Orang	e Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!!	QC	Design	QK	AAWDT	QW	Year
Orange County	-					2Axle	3+Axle	1 I rail	2Trail		Hour				
	0.73	600	R	From:		68-639)				NIA		NA		1994
643)	0.73	680	ĸ	To:		68-638	3		7		NA		INA		1994
				From:	Al	bemarle Co	unty Line								
644	2.20	280	R								NA		NA		1994
				From:	201	US 33		201]						
644)	1.13	880	G	95%	0%	3%	1%	0%	0%	С	80	G	890	G	2001
644)	1.12	760	G	From:		68-65	7				70	G	760	G	2001
				To:		68-65:	5		٦						
644)	1.76	620	G	From:					<u>-</u>		60	G	620	G	2001
				To:		68-609									
645	0.50	140	R	From:	Al	bemarle Co	unty Line				NA		NA		1994
645	0.00	140		To:		US 33	}				1471		14/ (1004
				From:	Al	bemarle Co	unty Line								
646	0.60	290	R								NA		NA		1994
	2.10	180	R	From:		US 33	}				NA		NA		1994
646	2.10	100	ĸ	To:		SR 23	1		1		INA		INA		1994
				From:		68-639			1						
647	1.57	850	G	98%	0%	1%	0%	1%	0%	F	80	G	860	G	2001
				To: From:		68-638; 68] 						
647)	0.31	1600	G	98%	0%	1%	0%	1%	0%	F	140	G	1600	G	2001
	1.65	1900	G	From: 98%	0%	68-63°	7 0%	1%	0%	С	160	G	1900	G	2001
647)	1.03	1900	G	To:	0 70	SCL ORA		1 /0	7	C	100	G	1900	G	2001
				From:		Dead E									
648)	0.67	10	R								NA		NA		1994
	0.40	200		From:	(0.67 MN De	ad End				NA		NIA		1004
648)	0.40	280	R	To:		68-643	3				INA		NA		1994
				From:		US 52									
(649)	2.18	50	R						_		NA		NA		1994
				To: From:		68-629									
650	0.20	100	R	rioni.		Dead E	nd				NA		NA		1994
000				To:		68-669	9		٦						
650	0.50	430	R	From:							NA		NA		1994
				To: From:		US 52	2								
650	3.30	460	R	_							NA		NA		1999
	0.00	1200		From:		68-62	4				NI A		NIA		1999
650	0.09	1300	R	To:		SR 20)		1		NA		NA		1999
				From:]	Louisa Coun									
(651)	2.20	140	R	_					_		NA		NA		1994
				To: From:		68-612 W 68-612 E									
651)	3.10	160	R						_		NA		NA		1994
				To: From:		US 52	2]——						
651)	2.50	200	R								NA		NA		1999
	4.50	200		From:		68-629	9]		NIA		N/A		1000
651)	1.50	320	R	To:		68-624	4		7		NA		NA		1999
				1		00-02	•								

Route	Length	AADT	QA	4Tire	Orange Maintenance AreaTruck Bus	QC	Design	QK AAWDT QW	Year
	Length	AADI	QA	41116	2Axle 3+Axle 1Trail	2Trail QC	Hour	QK AAWDI QW	rear
Orange County				From:	68-624				
651)	2.90	250	R			<u> </u>	NA	NA	1999
				To: From:	68-692				
651)	1.00	420	R	To		_	NA	NA	1999
				To: From:	Spotsylvania County Line	1			
(F2)	1.40	90	R	rion.	US 33		NA	NA	1994
652	1.40	30	1	To:	Dead End	7	IVA	IVA	1554
				From:	68-651				
653)	1.50	180	R				NA	NA	1999
				To:	Spotsylvania County Line				
\bigcirc	0.50			From:	SR 231 SOUTH				1000
654	0.50	40	R				NA	NA	1999
	0.40			From:	68-732		NIA.	NIA.	4004
654)	0.40	60	R	To:	SR 231 NORTH	_	NA	NA	1994
				From:					
655)	1.80	70	R	<u> </u>	68-644	_	NA	NA	1994
033)				To	68-656				
655 655	1.89	110	R	From:	08-030		NA	NA	1994
000)		_		To:	1.89 ME 68-656				
655)	0.03	30	R	From:	1.07 NIE 08-030		NA	NA	1999
9				To:	SR 20 NORTH				
	4.02	440	_	From:	SR 20 SOUTH		NIA	NIA	1004
655)	1.93	410	R	To:	SR 231 NORTH	_	NA	NA	1994
				From:	SR 231 SOUTH				
655)	3.10	130	R			_	NA	NA	1994
				To:	68-639				
	0.00	00	_	From:	68-655		NIA	NIA	1004
656	0.62	30	R	To:	Dead End	7	NA	NA	1994
				From:	US 33				
657)	1.75	350	R		03 33	<u> </u>	NA	NA	1994
001)				To	68-644	¬			
657)	0.95	270	R	From:	00-044		NA	NA	1994
657)				To	68-618				
657	1.60	110	R	From:	00 010		NA	NA	1994
				To:	Greene County Line				
				From:	Dead End				
658	0.65	70	R				NA	NA	1994
				From:	68-659]			
658	0.80	190	R		****	_	NA	NA	1994
				To:	US 33				
659	0.60	70	R	From:	Dead End		NA	NA	1994
059)	0.00	,,	1	To:	68-658	7	IVA	IVA	1004
				From:	68-621	Ī			
660	2.00	100	R	<u> </u>	** *		NA	NA	1999
				To:	68-692				
<u> </u>				From:	Dead End				
661)	0.50	30	R			_	NA	NA	1994
				To:	68-612				
	0.20	00	_	From:	Dead End	_	NI A	NIA	1004
662	0.30	90	R	To:	68-621	7	NA	NA	1994
					U0-U21				

					Orang	e Maintena	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Orange County									_						
663)	1.35	470	R	From:		US 522			_ <u> </u> _		NA		NA		1999
	1.20	140	R	To: From:		68-622					NA		NA		1999
663	1.20	140	ĸ	To:		68-611			٦		INA		INA		1999
				From:	All	bemarle Count	tv Line		İ						
664)	1.10	160	R						_		NA		NA		1994
				To:		US 33									
	0.50	250	_	From:		68-738					NIA		NIA		1004
665)	0.50	250	R	To:		Dead End	ı		7		NA		NA		1994
				From:		68-617	•								
666	1.60	60	R	<u> </u>		00 017			_		NA		NA		1999
				To:		68-627									
\bigcirc				From:		SR 3									
667	0.09	40	R								NA		NA		1999
	4.00	40		From:		0.09 MN SR	₹3		}		NIA		NIA		4000
667)	1.00	40	R	To:		Dead End	1		7		NA		NA		1999
				From:		SR 20	•		1						
668	0.25	60	R			5K 20			_		NA		NA		1994
				To:		Dead End			1						
				From:		ouisa County									
669	1.25	540	G	94%	1%	3%	0%	1%	0%	F	70	G	550	G	2001
	0.40	4000	_	From:		68-612 SOU		40/			400		4000		0004
669	0.10	1000	G	95%	1%		0%	1%	0%	С	120	G	1000	G	2001
	2.70	200	G	From:		68-612 NOR		20/	00/		48	G	200		2001
669	3.78	380	G	95%	1%		1%	2%	0%	F	40	G	380	G	2001
669	4.70	380	R	From:		68-629					NA		NA		1994
(669)	1.70	000	.,	To:		68-671			1						1001
				From:	G	Greene County	Line								
(670)	1.25	270	R						_		NA		NA		1994
				To:		68-607									
(671)	0.86	440	R	From:		SR 20 WES	ST				NA		NA		1994
(671)	0.00	440		To:		(0, ((0			7				10.		1001
671)	0.84	480	R	From:		68-669					NA		NA		1994
				To:	U	JS 522 Gap Te									
	0.47	120	R	From:		SR 20 MII	D				NA		NA		1999
671)	0.47	120	IX.	To:		SR 20 EAS	ST		7		IVA		IVA		1000
				From:		68-622									
672	2.00	200	R						_		NA		NA		1999
				To:		68-611									
	2.60	40	R	From:		68-700			_		NA		NA		1994
673	2.00	40	K	To:		68-615			7		INA		INA		1994
				From:		68-633									
674)	0.28	330	R	<u> </u>					_		NA		NA		1994
				To: From:		68-737]——						
(674)	1.62	370	R						_		NA		NA		1994
				To:		US 15			 						
675	0.40	60	R	From:		Dead End			_		NA		NA		1994
675)	0.40	00	IX.	To:		SR 20			7		11/7		1373		1004
									•						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail QC	Design Hour	QK AAWDT QW	Year
Orange County				From:	68-609				
676)	0.70	50	R			-	NA	NA	1994
				To: From:	Dead End				
677	1.71	70	R	FIOIII.	68-612		NA	NA	1994
677				To:	68-630				
				From:	US 33 NORTH				
678)	0.50	200	R				NA	NA	1994
				To: From:	SR 20				
678)	0.05	40	R				NA	NA	1994
	0.00			From:	68-738]			1001
678)	0.83	80	R	To:	US 33 SOUTH	¬	NA	NA	1994
				From:	Dead End	1			
679	0.80	20	R		Deau Enu		NA	NA	1994
				To:	SR 231				
				From:	Dead End				
680	0.11	60	R			_	NA	NA	1999
				To:	68-647				
201	1.00	20	R	From:	68-620		NA	NA	1999
681)	1.00	20	IX	To:	Dead End	7	INA	INA	1999
				From:	Dead End				
682	0.55	110	R	-			NA	NA	1994
				To	68-638				
$\widehat{}$	0.00			From:	68-624				
683)	0.23	NA		To:	Cul-de-Sac	¬	NA	NA	
				From:					
684)	0.50	20	R	L	Dead End	_	NA	NA	1999
004)				To:	68-611				
				From:	68-603				
685)	0.35	90	R	_		_	NA	NA	1999
				To:	Dead End	<u> </u>			
200	0.80	60	R	From:	US 15 SOUTH	_	NA	NA	1994
686	0.00	00	IX	To:	US 15 NORTH	7	IVA	IVA	1004
				From:	Spotsylvania County Line				
687)	1.90	70	R			_	NA	NA	1999
				To:	68-651				
$\widehat{}$	0.00			From:	68-647				1001
688	0.30	430	R	To:	68-637	_	NA	NA	1994
				From:	Culpeper County Line	<u> </u>			
689)	0.31	9	R	<u> </u>	Culpeper County Line	_	NA	NA	1999
<u> </u>				To:	68-636				
				From:	68-643				
690)	0.69	640	R			_	NA	NA	1994
				To:	US 15				
Town of Gordonsville				From:	SCL GORDONSVILLE				
691)	0.12	980	R	<u> </u>	SCE CORDONS (IEEE	_	NA	NA	1994
				To:	68-1015				
Orange County						_			
200	2.20	530	R	From:	68-651	_	NA	NA	1999
692	2.20	330	ĸ	To:	68-619; 68-660	٦	INA	INA	1223
					00 017, 00 000				

					Oran	ge Maintei	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Orange County				From:					1						
692	0.90	680	R	1.0311.		68-619; 68	8-000				NA		NA		1999
	0.70	800	R	To: From:		68-60	6]—		NA		NA		1999
692	0.70	000	<u> </u>	To: From:		68-62	1		7		INA		INA		1999
692	2.00	340	R	To:		SR 20 W			_		NA		NA		1999
				From:		SR 20 EA	AST								
692	1.40	820	G	93%	0%	5%	1%	0%	0%	С	80	G	820	G	2001
692) 692)	1.74	370	G	93%	0%	68-602 5%	1%	1%	0%	F	40	G	370	G	2001
				To: From:		68-64]						
692)	1.30	280	G	93%	0%	5%	1%	0%	0%	F	NA		290	G	2001
692	0.03	90	R	From:		68-61	1				NA		NA		1999
				To: From:		0.04 MN 6	8-611		—						
692	0.96	90	R						_		NA		NA		1999
				To: From:		Dead E SR 20									
693)	0.60	310	R			5K 20	,				NA		NA		1994
				To:		68-64									
604)	0.20	50	R	From:		68-64	2				NA		NA		1994
694)				To:		Dead E	nd								
\bigcirc	0.00		_	From:		68-60	2				NIA		NIA		4000
695)	0.30	80	R	To:		Dead E	nd		1		NA		NA		1999
				From:		68-612									
696)	0.80	60	R	To:		D 15			_		NA		NA		1994
				From:		Dead E 68-62			<u> </u>						
697)	1.60	290	R			08-02	,				NA		NA		1999
				To:		Dead E									
608	0.30	30	R	From:		68-60:	5				NA		NA		1999
698)				To:		Dead E	nd								
\bigcirc	0.00		_	From:		Dead E	nd				NIA		NIA		4004
699	0.30	40	R	To:		68-67-	4		1		NA		NA		1994
_				From:		68-63									
700	1.70	220	R								NA		NA		1994
	0.70	100	R	From:		1.70 ME 6	8-632				NA		NA		1994
700 700	0.70	100	K	To:		68-67	2		7		INA		INA		1994
700)	2.00	80	R	From:		08-07.	3				NA		NA		1994
				To:		68-61:									
701)	0.40	290	R	From:		68-61	7				NA		NA		1999
701)		_50		To:		US 52	2						- 		
$\overline{}$		6=-	_	From:		68-64	1								
702)	0.24	250	R	To:		Dead E	nd		7		NA		NA		1994
				From:		68-612									
703)	0.20	60	R						_		NA		NA		1994
				To:		Dead E	nd								

					Orange Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	OC	Design Hour	QK AAWDT QW	Year
Orange County				From:	Dead End	1			
704)	0.15	90	R		Dead End		NA	NA	1999
				To:	Spotsylvania County Line				
notsylvania County				From:					
(704)	0.05	90	N	rioiii.	Orange County Line		NA	NA	1999
704)				To:	88-601				
Orange County						•			
705	0.54	50	R	From:	Dead End		NA	NA	1994
705)	0.54	30	IX.	To:	SR 231	7	INA	INA	1334
				From:	Dead End				
706	0.40	30	R			_	NA	NA	1994
				To:	US 15				
	0.50	400	В	From:	Dead End		NΙΔ	NΙΔ	1004
707)	0.58	100	R	To:	68-629	٦	NA	NA	1994
				From:	SR 3				
708	0.40	100	R			_	NA	NA	1999
				To:	Dead End				
\bigcirc				From:	68-608				4000
709)	0.80	80	R	To:	Dead End	7	NA	NA	1999
				From:	Dead End				
710	0.20	20	R	<u> </u>	Dead End	_	NA	NA	1994
				To:	SCL GORDONSVILLE				
				From:	SR 3				
711)	0.20	340	R			_	NA	NA	1999
				To:	Dead End				
740)	0.30	NA		From:	Dead End		NA	NA	
712	0.50	NA.		To:	68-625	7	11/5	IVA	
				From:	US 33				
713)	0.60	100	R			-	NA	NA	1994
				To:	Dead End				
	0.70	400	_	From:	68-600		NIA	NΙΔ	1004
714)	0.70	100	R	To:	Dead End	\neg	NA	NA	1994
				From:	68-603				
715)	0.25	10	R		00 003		NA	NA	1999
				To:	Dead End				
\bigcirc			_	From:	68-604				
716)	0.25	20	R	To:	D1E-1	7	NA	NA	1999
_				From:	Dead End	1			
717)	0.20	20	R	a contl.	Dead End	_	NA	NA	1994
				To:	68-632		, ,		
				From:	Dead End				
718	0.40	930	R			_	NA	NA	1994
				To:	US 15				
	0.97	200	P	From:	US 522	_	NIA	NA	1000
719	0.97	300	R	To:	Spotsylvania County Line	7	NA	NA	1999
				From:	SR 20				
720	0.07	NA			V. 20		NA	NA	
\bigcirc				To:	Spotsylvania County Line				

					Orang	e Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus			ıck		QC	Design	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Hour				
Orange County				From:		US 15 SO	UTH								
721	0.54	40	R						_		NA		NA		1994
				To:		US 15 NC									
	0.00	00	_	From:		68-72	1				NIA		NIA		1004
(722)	0.02	20	R	To:		US 1:	5		1		NA		NA		1994
				From:		US 15 SO			1						
723)	0.25	20	R	<u> </u>		03 13 30	VO 1111				NA		NA		1994
(-9)				To:		US 15 NC	ORTH								
				From:		68-62	9								
724)	0.50	90	R						_		NA		NA		1994
				To:		Dead E									
	0.90	130	R	From:		SR 20	0				NA		NA		1999
725)	0.90	130	K	To:		Dead E	End		7		INA		INA		1999
				From:		Dead E									
(726)	0.35	40	R			Dead L	and .				NA		NA		1999
				To:		SR 23	1								
				From:		68-74	1								
727)	0.45	140	R						_		NA		NA		1999
				To:		Dead E									
	0.10	30	R	From:		68-62	9				NA		NA		1994
728	0.10	30	K	To:		Dead F	End		1		INA		INA		1994
				From:		SR 20									
729	0.47	60	R			510 20					NA		NA		1999
				To:		Dead E	nd								
				From:		Dead E	End								
730	0.40	50	R						_		NA		NA		1999
				To:		68-63									
	0.50	70	_	From:		Dead E	nd				NIA		NIA		1004
731)	0.50	70	R	To:		68-64	4		1		NA		NA		1994
				From:		Dead E									
(732)	1.30	50	R			Deau	м				NA		NA		1994
(102)				To:		68-65	4								
				From:		68-612 SC	OUTH								
733	0.23	20	R								NA		NA		1994
				To:		68-612 NO									
\bigcirc	0.50	440		From:		Dead E	End				NIA		NIA		4000
734)	0.50	110	R	To:		68-62	1		1		NA		NA		1999
				From:					1						
(735)	0.20	120	R			Cul-de-	Sac				NA		NA		1999
(100)				To:		68-64	7								
				From:		68-63	3								
736)	0.40	70	R						_		NA		NA		1999
				To:		68-67			<u> </u>						
\bigcirc			_	From:		68-67	4								400:
737)	0.43	60	R	To:		Dood F	ind		7		NA		NA		1994
				From:		Dead E			+						
739	0.26	190	R			SR 20 W	ESI		_		NA		NA		1994
738)	J.20			To.		110.0	2								
729	1.00	220	R	From:		US 3.	<u>)</u>				NA		NA		1994
738)	1.00			To:		SR 20 N	ИID		7						.004
				-											

					Orange Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Orange County				From:	SR 20 MID	1				
738)	0.30	20	R		231 20 3332			NA	NA	1994
				To:	SR 20 EAST					
\sim				From:	68-629					
739)	0.60	140	R			_		NA	NA	1994
				To:	Dead End					
	0.60	80	R	From:	SR 20 WEST			NA	NA	1999
740	0.00	00	K	To:	SR 20 EAST	7		INA	INA	1999
				From:	SR 20 WEST					
741)	1.02	790	R	<u> </u>	SK 20 WEST			NA	NA	1999
<u> </u>				To	68-602					
741)	0.72	390	R	From:	08-002	_		NA	NA	1999
(41)				To:	SR 20 EAST					
				From:	68-621					
742)	0.67	110	R			_		NA	NA	1999
				To:	SR 20					
				From:	SR 20					
743)	0.10	260	R	_		_		NA	NA	1994
				To:	68-741					
			_	From:	Dead End					
744	0.25	90	R	To:	(0.720	_		NA	NA	1994
					68-629					
	0.12	60	R	From:	Dead End	_		NA	NA	1994
745	0.12	80	K	To:	US 15	7		INA	INA	1994
				From:	68-655	+				
746)	0.13	6	R	<u> </u>	06-033	_		NA	NA	1994
740)			••	To:	Dead End					
				From:	Dead End					
747)	0.25	60	R	-		_		NA	NA	1999
				To:	68-628					
_				From:	Dead End					
748)	0.30	60	R	_		_		NA	NA	1994
				To:	SR 20					
	0.00		_	From:	68-643					4000
750	0.06	320	R	To:	68-752	_		NA	NA	1999
				From:						
751)	0.18	60	R	rioiii.	Dead End			NA	NA	1994
751)	0.10	00	11	To:	68-616	7		INA	IVA	1004
				From:	68-750					
752	0.04	NA		<u> </u>	00-750	_		NA	NA	
102				To:	Cul-de-Sac					
				From:	Dead End/					
753)	0.16	NA						NA	NA	
				To	68-00646(L)/					
$\overline{}$				From:	Cul-de-Sac/					
754)	0.14	NA		т		_		NA	NA	
				To:	68-00643(B)/					
	0.00			From:	Dead End			NI A	NIA	
755)	0.60	NA		To:	68-692	_		NA	NA	
						+				
	0.33	NA		From:	Cul-de-Sac/			NA	NA	
756	0.33	IAA		To:	68-00608(B)/	7		14/4	INA	
					00-00000(D)/					

					Truck			Dooign		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Prange County				From:	68-611	1				
757)	0.90	170	R	Troni.	08-011	_		NA	NA	1999
<u></u>				To:	Cul-de-Sac					
$\overline{}$	0.00	400	_	From:	SR 3			NIA	NIA	4000
760)	0.86	120	R	To:	Cul-de-Sac	_		NA	NA	1999
				From:	68-602					
762)	0.50	180	R		00 002			NA	NA	1999
<u> </u>				To:	Dead End					
$\overline{}$	0.04	400		From:	US 33			NIA	NIA	1000
765)	0.61	180	R					NA	NA	1999
	0.11	40	R	From:	68-766			NA	NA	1999
765)	0.11	40	K	To:	Dead End	1		INA	INA	1993
				From:	68-765					
766)	0.08	50	R					NA	NA	1999
				To:	Dead End					
\sim	0.00			From:	68-621 SOUTH			NIA	NIA	
770	0.28	NA		To:	68-621 NORTH	7		NA	NA	
				From:	Albemarle County Line					
777)	0.80	200	R	<u> </u>	Alochiane County Line	_		NA	NA	1994
				To:	68-678					
own of Gordonsville										
1000	0.12	NA		From:	68-1014	_		NA	NA	
1000)	0.12	IVA		To:	Dead End			14/1	10.1	
				From:	68-1002					
1001)	0.11	160	R			<u> </u>		NA	NA	1994
				To:	68-1011					
$\overline{}$	0.04	440	_	From:	68-1001			NIA	NIA	1004
1002	0.24	110	R	To:	68-1004	_		NA	NA	1994
				From:	Dead End					
1003)	0.10	80	R		D tua Ena			NA	NA	1994
				To: From:	68-1004	—				
1003	0.13	320	R			_		NA	NA	1994
				To:	SR 231					
	0.00	400		From:	DUKE STREET			NIA	NIA	1004
1004)	0.09	190	R			_		NA	NA	1994
	0.24	350	R	From:	68-1003			NA	NA	1994
1004	0.24	330	K	т	60.4000	_		INA	INA	1334
1004	0.09	440	R	From:	68-1009			NA	NA	1994
1004	0.00		••	To:	US 15	_		1471	177	1001
1004)	0.07	720	R	From:	US 13			NA	NA	1994
<u></u>				To:	68-1030					
004	0.41	440	R	From:	00 1030			NA	NA	1994
$\mathcal{I}_{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{\mathcal{I}_{I}}}}}}}}}}$				To:	68-643					
<u> </u>				From:	68-1004					
1005	0.34	310	R	To:	(0.1022	_		NA	NA	1994
				To: From:	68-1030					
	0.60	4200	G	93%	US 15 0% 2% 0% 4%	0%	С	NA	4200 G	2001
1006	0.00	4200	G	93% To:	SR 231	7 0 /0	C	INA	4200 G	∠UU I

					Orang	ge Mainter	nance Ai	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Gordonsville								TTTGII	ZIIdii		rioui				
1007)	0.06	70	R	From:		68-102	.9				NA		NA		1994
<u> </u>				To: From:		68-100	06]						
1007)	0.10	290	R	To:		Dead E	nd		7		NA		NA		1994
				From:		68-100									
1008	0.16	340	R						-		NA		NA		1994
1008	0.24	280	R	From:		US 15	5				NA		NA		1994
				To:		68-100)4								
\bigcirc	0.40			From:		68-100	18				NIA		NIA		4004
1009	0.10	50	R	To:		68-100)4		7		NA		NA		1994
				From:		68-101									
1010	0.08	80	R						_		NA		NA		1994
				To:		68-100									
	0.18	520	R	From:		US 15	5				NA		NA		1994
1011)	0.10	320	K	To:		68-100)2		7		INA		INA		1334
				From:		68-102	.4								
1012	0.11	490	R								NA		NA		1994
				To: From:		68-101]						
1012	0.10	1300	G	97%	1%	1%	0%	0%	0%	С	NA		1300	G	2001
	0.26	500	R	From:		US 15	5				NA		NA		1994
1012	0.20	300	K	To:		68-102	28		7		INA		INA		1334
				From:		68-101									
1013	0.08	1400	G	77%	9%	14%	0%	0%	0%	С	NA		1400	G	2001
				To:		68-101									
4044	0.16	480	R	From:		68-102	24				NA		NA		1994
(1014)	00			To:		68-101	2								
1014	0.04	760	G	98%	1%	1%	0%	0%	0%	С	NA		770	G	2001
				To:		68-643	3								
\bigcirc	0.40			From:	SC	CL GORDON	NSVILLE				NIA		NIA		4004
1015)	0.16	230	R						_		NA		NA		1994
(1)	0.22	1200	R	From:		68-691	1				NA		NA		1994
1015)	0.22	1200		To:		US 15	5		1		1471		107		1004
				From:		68-100	18								
1016	0.11	90	R								NA		NA		1994
				To: From:		68-100)4]						
1016	0.16	100	R	To:		SR 23	1		_		NA		NA		1994
				From:		68-103			1						
1017	0.23	490	R			08-103	17		_		NA		NA		1994
				To:		68-100)6								
\bigcirc			_	From:		US 15	5								4
1018	0.07	90	R						_		NA		NA		1994
	0.06	30	R	From:		68-101	7		_		NA		NA		1994
1018)	0.00	30	ĸ	To:		68-101	2		1		INA		INA		1994
				From:		68-103			i						
1019	0.11	250	R						_		NA		NA		1994
\bigcup				To:		US 15	5								

					Orange Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()(Design Hour	QK AAWDT QW	Year
Town of Gordonsville				. 1		T			
	0.10	NA		From:	US 15		NA	NA	
1019	0.10	NA.		To:	68-1015	7	IVA	14/1	
				From:	68-1011				
1020	0.10	NA					NA	NA	
\bigcup				To:	68-1008				
				From:	68-1012				
1021	0.09	NA					NA	NA	
				To: From:	68-1007				
1021)	0.09	190	R	т		_	NA	NA	1994
				From:	Gap Terminus Dead End 68-1004				
1021	0.21	190	R	<u> </u>			NA	NA	1994
				To:	SR 231				
				From:	68-1015				
1022	0.20	220	R			_	NA	NA	1994
				To:	68-1014				
\bigcirc	0.47	400	_	From:	68-1002		NIA	NIA	4004
1023	0.17	100	R	To:	68-1008		NA	NA	1994
				From:		1			
1024	0.10	NA		110.111	Dead End		NA	NA	
1024	00			To:	(0.1012	_			
4024	0.07	NA		From:	68-1012		NA	NA	
1024	0.07	N/A		Tar	60 1014	_	1471	14/1	
	0.27	NA		From:	68-1014		NA	NA	
1024	0.21	N/A		To:	68-225, ECL Gordonsville	1	1471	14/1	
				From:	SR 231				
1025	0.10	700	R	<u> </u>			NA	NA	1994
				To:	NCL GORDONSVILLE				
				From:	68-1014				
1026)	0.11	340	R			_	NA	NA	1994
				To:	Dead End				
Orange County				From:	D1E-1				
1027)	0.10	60	R		Dead End		NA	NA	1994
1027)	00		••	To:	SR 231				
Town of Gordonsville									
				From:	68-1012				
1028)	0.09	60	R			_	NA	NA	1994
				To:	Dead End				
	0.21	00	В	From:	68-1012		NΙΔ	NIA	1004
1029	0.21	90	R	To:	Dead End	7	NA	NA	1994
				From:	68-1004				
1030)	0.24	2500	R	<u> </u>	00-1004	_	NA	NA	1994
1030	J. <u>L</u> 1			To	(0.1005				
1030)	0.04	1500	R	From:	68-1005		NA	NA	1994
1030)	5.04	.000		To:	US 15	7	14/1	1 1/1	,00-
				From:	Dead End				
1031)	0.04	30	R			_	NA	NA	1994
				To:	68-1030				
				From:	68-1030				
1032	0.08	70	R			_	NA	NA	1994
				To:	68-1005				

					Orange Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Town of Gordonsville				From:	68-1030					
(1033)	0.14	60	R	<u> </u>	00 1030			NA	NA	1994
				To:	68-1005					
$\widehat{}$				From:	Dead End					
(1034)	0.23	710	R			_		NA	NA	1994
				To:	68-1006					
Orange County				From:	Dead End	1				
1035	0.05	40	R	<u> </u>	Dette Ente	_		NA	NA	1999
				To:	68-1036	٦				
1035)	0.06	70	R	From:	00 1050			NA	NA	1999
				To:	WCL GORDONSVILLE					
Town of Gordonsville										
\bigcirc	0.44	440	_	From:	WCL GORDONSVILLE			NIA	NIA	4000
1035)	0.11	110	R			_		NA	NA	1999
$\overline{}$	0.05	040		From:	68-1036	_		NIA	NIA	4000
1035	0.05	210	R	To:	68-1017	1		NA	NA	1999
)					00-101/	1				
Drange County				From:	68-1035					
1036	0.11	160	R					NA	NA	1999
				To:	WCL GORDONSVILLE					
own of Gordonsville				From:	Wist gone over the	-				
	0.04	180	R	Floin.	JWCL GORDONSVILLE	_		NA	NA	1999
1036)	0.04	100		To:	68-1035	7		INA	IVA	1000
				From:	SCL LOUISA					
1037	0.10	120	R		Sell Books.			NA	NA	1994
				To:	68-1019	٦				
1037)	0.08	120	R	From:	00 1019			NA	NA	1994
				To:	68-1017					
				From:	Dead End					
1038)	0.13	NA		_		_		NA	NA	
				To:	68-1004 DUKE ST. SOUTH					
Orange County				From:	Cul-de-Sac					
1040)	0.09	9	R		Cui-ue-Sac			NA	NA	1994
1040)		_		To:	68-1041					
1040)	0.09	46	R	From:	00-1041	_	· <u> </u>	NA	NA	1994
				To:	68-647	1				
				From:	68-1040					
1041)	0.06	20	R			_		NA	NA	1994
				To:	Cul-de-Sac	<u> </u>				
\bigcirc				From:	Cul-de-Sac					
1050	1.43	NA		To:	CO CO1	_		NA	NA	
_					68-601					
	0.55	NA		From:	68-1052			NA	NA	
1051	0.55	1474		To:	68-603	1		INC	IVA	
				From:	68-1053	i				
1052	0.23	NA		<u> </u>	00-1033	_		NA	NA	
				To:	68-1050	1				
				From:	68-1050					
1053	0.43	NA				_		NA	NA	
				To:	68-1052]				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Prange County				From:	SR 3					
1059)	0.14	NA				_		NA	NA	
				To:	Dead End					
	0.08	20	R	From:	Cul-de-Sac			NA	NA	1999
1060	0.00	20	ĸ	т	CO 40 C4 WYDDD	_		INA	NA	1998
1060	0.32	120	R	From:	68-1061 WEST			NA	NA	1999
1000)	0.02	.20		To	68-1061 EAST	1				1000
1060	0.06	250	R	From:	08-1001 EAS1			NA	NA	1999
				To:	68-692					
				From:	68-1060 WEST					
1061)	0.56	100	R					NA	NA	1999
				To: From:	68-1060 EAST					
1061)	0.17	20	R	To:	DJ.FJ	-		NA	NA	1999
				From:	Dead End	1				
1062	0.57	NA			Dead End			NA	NA	
1002)				To:	68-692					
				From:	Dead End					
1063	0.61	NA				_		NA	NA	
				To:	68-1062					
	0.28	110	R	From:	68-646			NA	NA	1999
1080	0.20	110	K	т		_		INA	IVA	1995
1000	0.29	80	R	From:	68-1081			NA	NA	1999
1080	0.20		•••	To:	68-646 NORTH					
				From:	68-1080					
1081)	0.09	10	R					NA	NA	1999
				To:	Cul-de-Sac					
	0.00	000		From:	68-629			NIA	NIA	4000
1101	0.20	220	R			_		NA	NA	1999
$\overline{}$	0.05	20	R	From:	68-1102			NA	NA	1999
1101)	0.03	20	K	To:	Dead End	1		INA	IVA	1995
				From:	68-1101					
1102)	0.08	70	R		22 222			NA	NA	1999
				To:	Dead End					
\bigcirc	0.10			From:	US 15					
1105	0.19	NA		To:	68-1106	7		NA	NA	
				From:	68-1105	<u> </u>				
1106)	0.08	NA			06-1103			NA	NA	
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1120	0.17	50	R					NA	NA	1999
				To: From:	68-1121]				
1120	0.35	270	R		(0.701	7		NA	NA	1999
				To:	68-621	<u> </u>				
	0.27	130	R	From:	Cul-de-Sac	J		NA	NA	1999
1121	0.21	130	11	To:	68-1120	1		11/7	IVA	1998
				From:	68-02013(B)/					
2011)	0.15	NA				_		NA	NA	
				To:	Cul-de-Sac/	1				

Route	Length	AADT	QA	4Tire	BUS	Tru	uck		QC	Design	QK AAWDT	QW	Year
Orange County					ZAXIE	3+Axle	Tirali	21raii		Hour			
	0.13	NA		From:	68-020	13(B)/				NA	NA		
2012)	0.10	NA.		To:	Dead	End/				14/1	10.0		
_				From:	ECL OR	ANGE							
2013)	0.14	70	R					_		NA	NA		1992
				To:	SR								
	0.20	170	R	From:	Dead	End				NA	NA		1999
2014	0.20	170	IX	To:	SR	20		1		INA	INA		1999
				From:	Dead	End							
2015)	0.12	160	R					_		NA	NA		1999
				To:	SR	20							
\bigcirc	0.50			From:	BEGIN	LOOP							4000
2016	0.59	180	R					_		NA	NA		1999
	0.05	000		From:	END I	LOOP				NIA	NIA		4000
2016	0.05	260	R	To:	SR	20		7		NA	NA		1999
				From:	68-2								
2017)	0.07	30	R		08-2	010				NA	NA		1999
				To:	Cul-de	e-Sac							
own of Gordonsville													
	0.00	420	В	From:	68-1	004				NIA	NIA		1000
9302)	80.0	130	R	To:	GORDONSVIL	LE FLEM S	CH	7		NA	NA		1999
Duanga Caunty					GORDONOVIE	SE EEEINI O	CII	_					
Orange County				From:	US :	522							
9521	0.13	150	R					_		NA	NA		1999
				To:	LIGHTFO								
	0.15	220	В	From:	US:	522				NA	NA		1999
9725	0.15	220	R	To:	UNIONVILLE	E ELEM SCI	H			INA	INA		1999
Town of Orange				•	OTTIOTTTEE	<u> </u>							
Own or Oralise				From:	SR 20 By	rd Street							
Main Street E	0.66	3500	G	98%	0% 2%	0%	0%	0%	С	NA	3600	G	2001
<u> </u>				To: From:	275-844 S Selma								
Rapidan Road	0.18	NA		98%	0% 2%	0%	0%	0%	F	NA	NA		2001
275				To:	Boxley	Lane							
				From:	SR 20 Consti								
844) Selma Road	0.35	2600	G	92%	6% 2%	1%	0%	0%	С	NA	2700	G	2001
				To: From:	RT 615 Ma	in Street E							
Red Hill Road	1.05	510	G	To:		P. I.		_		NA	510	G	2001
				From:	Dead			<u> </u>					
845) Spicers Mill Road	1.16	2300	G	97%	WCL Oran 1% 1%	0%	0%	0%	С	NA	2300	G	2001
Spicers Mill Road	1.10	2000	·	To:	US 15 Mad		070	7	Ū	14/1	2000	Ü	2001
				From:	68-647 SC								
846 Old Gordodsville Rd	0.35	2100	G	96%	0% 2%	0%	1%	0%	F	NA	2100	G	2001
2/5/				To:	Woode								
846) Old Gordonsville Roa	0.72	2500	G	96%	0% 2%	est Drive 0%	1%	」 ○%	С	NA	2600	G	2001
846 Old Gordonsville Roa	J.12	2000	3	To:	US 15 James N			7	J	INC	2000	J	2001
				From:	WCL (
Porterfield Drive	16.53	590	G	-				_		NA	620	G	2001
				To:	Montevist	a Avenue							