

2002

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

23

Culpeper County
Town of Culpeper

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

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

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

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

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

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

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

QW: Quality of AAWDT:

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

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Culpeper																
3 522	Germanna Highw	0.96	7800	F	92%	US 15 BUS ORANGE ROAD				F	0.091	F	0.566	8200	F	2002
						ECL CULPEPER										
Culpeper County																
3 522		0.66	11000	F	92%	ECL CULPEPER				C	0.085	F	0.592	12000	F	2002
						US 522										
3		4.63	7100	F		23-663					0.077	F	0.563	7200	F	2002
						23-750										
3		3.73	9600	F		Orange County Line					0.084	F	0.564	9700	F	2002
						Madison County Line										
15		5.10	4800	F		23-649					0.083	F	0.626	4900	F	2002
						23-692										
15 29		1.41	6100	F		US 29 South Of Culpeper				F	0.081	F	0.611	6200	F	2002
						US 522										
15 29		2.16	6300	F		BUS US 15, BUS US 29 North of Culpeper				F	0.081	F	0.608	6400	F	2002
						BUS US 15,29 North of Culpeper										
15 29	James Madison Hwy	2.65	26000	F	86%	23-663				F	0.074	F	0.623	25000	F	2002
						BUS US 15; Bus US 29 South of Remington										
15	James Madison Hwy	4.31	25000	F	86%	BUS US 15, Bus US 29 South of Remington				F	0.075	F	0.580	24000	F	2002
						Fauquier County Line										
15	James Madison Hwy	0.24	25000	F	86%	US 15, US 29 South of Remington				F	0.074	F	0.633	25000	F	2002
						Fauquier County Line										
Bus 15	Orange Road	0.56	1700	F	97%	US 15 South of Culpeper				C	0.085	F	0.552	1700	F	2002
						SCL Culpeper										
Town of Culpeper																
Bus 15	Orange Road	1.32	6300	F	96%	SCL Culpeper				C	0.098	F	0.54	6700	F	2002
						US 522										
Bus 15	Germanna Highway	0.12	5500	F	96%	Main Street S				C	0.092	F	0.536	5800	F	2002
						Germanna Highway										
Bus 15	Main Street	0.85	18000	F	96%	US 522 Evans Street				C	0.071	F	0.53	19000	F	2002
						Begin SR 229										
Bus 15	Main Street	0.20	23000	F	97%	SR 229, Madison Hwy				C	0.072	F	0.515	25000	F	2002
						SR 229, Main St										
Bus 15	Madison Highway	0.06	23000	F	97%	Nottingham Street				C	0.072	F	0.515	25000	F	2002
						Nottingham Street										

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						2Axle	3+Axle	1Trail	2Trail								
Town of Culpeper																	
Bus 15	Madison Highway	0.91	20000	F	97%	0%	2%	0%	1%	0%	C	0.08	F	0.553	21000	F	2002
					From:	Nottingham Street											
					To:	NCL Culpeper											
Culpeper County																	
Bus 15		2.07	9200	A	94%	0%	4%	0%	1%	0%	C	0.097	A	0.582	9400	A	2002
					From:	NCL Culpeper											
					To:	US 15 US 29, 23-762											
29	Lee Hwy	2.79	22000	F	90%	1%	2%	1%	6%	0%	F	0.075	F	0.556	19000	F	2002
					From:	Madison County Line											
					To:	23-603											
29	Lee Hwy	3.54	24000	F	90%	1%	2%	1%	6%	0%	F	0.075	F	0.590	22000	F	2002
					From:	BUS US 29 South of Culpeper											
					To:	US 15 South of Culpeper											
29		1.13	22000	F	90%	1%	2%	1%	6%	0%	F	0.076	F	0.610	19000	F	2002
					From:	US 15 South of Culpeper											
					To:	US 522											
29		3.88	20000	F	90%	1%	2%	1%	6%	0%	F	0.079	F	0.676	18000	F	2002
					From:	BUS US 15, BUS US 29 North of Culpeper											
					To:	BUS US 15,29 North of Culpeper											
29 15	James Madison H	2.65	26000	F	86%	1%	3%	1%	9%	0%	F	0.074	F	0.623	25000	F	2002
					From:	23-663											
29 15	James Madison H	4.31	25000	F	86%	1%	3%	1%	9%	0%	F	0.075	F	0.580	24000	F	2002
					From:	BUS US 15, BUS US 29 South of Remington											
					To:	Fauquier County Line											
Bus 29		0.28	16000	F	97%	0%	1%	0%	1%	0%	C	0.082	F	0.581	16000	F	2002
					From:	US 29											
					To:	SCL Culpeper											
Town of Culpeper																	
Bus 29	Madison Rd	1.27	20000	F	97%	0%	2%	0%	1%	0%	C	0.084	F	0.541	21000	F	2002
					From:	SCL Culpeper											
					To:	West Street											
Bus 29		0.12	15000	F	97%	0%	1%	0%	1%	0%	F	0.079	F	0.515	15000	F	2002
					From:	US 15 Bus											
Bus 29	Main Street	0.85	18000	F	96%	1%	2%	1%	1%	0%	C	0.071	F	0.53	19000	F	2002
					From:	US 522 EVANS STREET											
Bus 29	Main Street	0.20	23000	F	97%	0%	2%	0%	1%	0%	C	0.072	F	0.515	25000	F	2002
					From:	Begin SR 229											
Bus 29	Main Street	0.06	23000	F	97%	0%	2%	0%	1%	0%	C	0.072	F	0.515	25000	F	2002
					From:	SR 229, Madison Hwy											
Bus 29	Madison Highway	0.22	20000	F	97%	0%	1%	0%	1%	0%	C	0.078	F	0.555	21000	F	2002
					From:	SR 229, Main St											
Bus 29	Madison Highway	0.91	20000	F	97%	0%	2%	0%	1%	0%	C	0.08	F	0.553	21000	F	2002
					From:	NOTTINGHAM STREET											
					To:	NCL CULPEPER											
Culpeper County																	
Bus 29		2.07	9200	A	94%	0%	4%	0%	1%	0%	C	0.097	A	0.582	9400	A	2002
					From:	NCL CULPEPER											
					To:	US 15 US 29, 23-762											
Bus 29		0.56	1700	F	97%	0%	2%	0%	1%	0%	C	0.085	F	0.552	1700	F	2002
					From:	US 15, US 29 South of Remington											
					To:	Fauquier County Line											

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						2Axle	3+Axle	1Trail	2Trail								
Culpeper County																	
(211)	2.95	9400	G	95%	1%	2%	1%	1%	0%	F	0.088	F	0.689	9300	G	2002	
						From: Rappahannock County Line											
						To: SR 229											
(211)	0.95	14000	G	95%	1%	2%	1%	1%	0%	F	0.091	F	0.767	14000	G	2002	
						From: Fauquier County Line											
Town of Culpeper																	
(229) Bus (15)	Main Street	0.06	23000	F	97%	0%	2%	0%	1%	0%	C	0.072	F	0.515	25000	F	2002
						From: Begin SR 229											
						To: RT 15 BUS N											
(229)	Main Street	0.93	8900	F	96%	1%	2%	1%	1%	0%	C	0.082	F	0.526	9500	F	2002
						From: US 15 Bus											
						To: NCL Culpeper											
Culpeper County																	
(229)		1.21	9000	F	95%	1%	2%	1%	1%	0%	F	0.089	F	0.537	9000	F	2002
						From: NCL Culpeper											
						To: 23-685 Catalpa											
(229)		4.92	6100	F	95%	1%	2%	1%	1%	0%	C	0.091	F	0.546	6100	F	2002
						From: 23-640 Rixeville											
						To: 23-621											
(229)		5.45	5700	F	95%	1%	2%	1%	1%	0%	F	0.089	F	0.605	5700	F	2002
						From: 23-621											
						To: US 211											
(229)		2.15	5900	F	95%	1%	2%	1%	1%	0%	F	0.089	F	0.792	6000	F	2002
						From: US 15											
						To: US 29 Bus ; Ramp to US 29 Bypass											
(299)		0.79	3600	F	97%	0%	1%	1%	1%	0%	C	0.096	F	0.612	3700	F	2002
						From: US 15											
						To: US 29 Bus ; Ramp to US 29 Bypass											
Town of Culpeper																	
(522)		0.09	3600	F	91%	0%	2%	2%	5%	0%	F	0.085	F	0.656	3600	F	2002
						From: Orange County Line											
						To: 23-647											
(522)		6.27	3600	F	92%	1%	3%	1%	3%	0%	F	0.085	F	0.669	3600	F	2002
						From: 23-647											
						To: N 23-652											
(522)		0.92	5300	F	92%	1%	3%	1%	3%	0%	C	0.088	F	0.605	5300	F	2002
						From: N 23-652											
						To: SR 3											
(522)		0.66	11000	F	92%	1%	3%	1%	4%	0%	C	0.085	F	0.592	12000	F	2002
						From: SR 3											
						To: ECL Culpeper											
Town of Culpeper																	
(522)	Germanna Highway	0.96	7800	F	92%	1%	3%	1%	4%	0%	F	0.091	F	0.566	8200	F	2002
						From: ECL Culpeper											
						To: US 15 Bus Orange Road											
(522) Bus (15)	Germanna Highw	0.12	5500	F	96%	1%	2%	1%	1%	0%	C	0.092	F	0.536	5800	F	2002
						From: RT 15 BUS											
						To: MAIN STREET S											
(522) Bus (15)	Main Street	0.85	18000	F	96%	1%	2%	1%	1%	0%	C	0.071	F	0.53	19000	F	2002
						From: GERMANNNA HIGHWAY											
						To: US 15 BUS											
(522)	Evans Street	0.08	11000	F	95%	0%	2%	1%	1%	0%	C	0.078	F	0.586	12000	F	2002
						From: US 15 Bus West Street											
						To: Main Street West											
(522)	Sperryville Pike	1.44	9800	F	95%	0%	2%	2%	1%	0%	C	0.083	F	0.588	10000	F	2002
						From: West Street											
						To: WCL Culpeper											
Culpeper County																	
(522)		7.34	6100	F	95%	1%	2%	1%	1%	0%	C	0.09	F	0.606	6100	F	2002
						From: WCL Culpeper											
						To: 23-707											
(522)		0.93	2200	F	95%	1%	2%	1%	1%	0%	F	0.089	F	0.654	2200	F	2002
						From: 23-707											
						To: Rappahannock County Line											

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
600	0.40	80	R			From: SR 3 WEST					NA			NA		07/17/2002
600	0.40	300	R			From: 23-663					NA			NA		07/17/2002
600	0.20	170	R			From: 23-705					NA			NA		07/17/2002
601	0.55	80	R			From: SR 3 EAST					NA			NA		07/15/2002
601	0.55	170	R			From: 23-617					NA			NA		07/15/2002
601	0.55	170	R			From: 0.55 MN 23-617					NA			NA		07/15/2002
601	0.31	410	R			From: 23-720					NA			NA		07/15/2002
602	0.60	45	R			From: US 15					NA			NA		07/15/2002
603	0.30	1700	R			From: 23-649					NA			NA		07/11/2002
603	1.40	520	R			From: 23-652					NA			NA		07/11/2002
603	1.70	960	R			From: US 29					NA			NA		07/11/2002
604	1.60	50	R			From: 23-657					NA			NA		07/11/2002
605	0.40	50	R			From: 23-643; 23-645					NA			NA		07/11/2002
605	0.60	30	R			From: 23-692					NA			NA		05/21/2002
606	1.00	90	R			From: 23-605					NA			NA		05/21/2002
607	1.90	80	R			From: Rappahannock County Line					NA			NA		05/21/2002
608	2.30	250	R			From: Madison County Line					NA			NA		05/21/2002
609	2.00	1900	F	97%	0%	2%	1%	1%	0%	C	0.102	F	0.715	1900	F	2002
610	1.70	100	R			From: 23-604					NA			NA		07/29/2002
610	1.01	220	R			From: 23-704					NA			NA		07/29/2002
610	1.02	1000	F	94%	1%	3%	0%	2%	0%	F	0.102	F	0.693	1000	F	2002
						From: Rappahannock County Line										
						From: Madison County Line										
						From: 23-608										
						From: Madison County Line; 23-606										
						From: 23-644										
						From: Madison County Line										
						From: 23-644										
						From: Madison County Line										
						From: 23-669										
						From: 23-724										
						From: 23-647										
						From: 23-620 SOUTH										

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						2Axle	3+Axle	1Trail	2Trail								
Culpeper County																	
(610)	2.52	710	F	94%	1%	3%	0%	2%	0%	F	0.104	F	0.598	720	F	2002	
				From:	23-620 SOUTH												
				To:	23-731												
(610)	1.80	640	F	94%	1%	3%	0%	2%	0%	F	0.105	F	0.6	650	F	2002	
				From:	23-619												
				To:	23-732												
(610)	0.41	510	F	94%	1%	3%	0%	2%	0%	F	0.098	F	0.568	520	F	2002	
				From:	Spotsylvania County Line												
				To:	Rappahannock County Line												
(611)	2.50	600	F	97%	1%	1%	1%	0%	0%	F	0.098	F	0.677	600	F	2002	
				From:	23-618												
				To:	SR 229												
(612)	0.41	140	R								NA			NA		05/28/2002	
				From:	Dead End												
				To:	SCL Culpeper												
(613)	0.02	540	R								NA			NA		06/26/2002	
				From:	US 211												
				To:	Rappahannock County Line; 78-613; Gap												
(613)	0.45	340	R								NA			NA		06/26/2002	
				From:	23-621												
				To:	23-772												
(613)	0.82	410	R								NA			NA		06/26/2002	
				From:	23-772												
				To:	23-622												
(613)	0.05	680	R								NA			NA		06/26/2002	
				From:	23-622												
				To:	Fauquier County Line; 30-613												
(614)	2.30	350	F	95%	1%	2%	2%	1%	0%	C	0.113	F	0.674	350	F	2002	
				From:	Madison County Line												
				To:	23-615												
(615)	0.97	1100	F	92%	1%	2%	3%	1%	0%	C	0.112	F	0.679	1100	F	2002	
				From:	Orange County Line												
				To:	23-647												
(615)	1.40	1100	F	92%	1%	2%	3%	1%	0%	F	0.117	F	0.678	1100	F	2002	
				From:	23-653												
				To:	23-652												
(615)	2.80	1400	F	92%	1%	2%	3%	1%	0%	F	0.095	F	0.594	1400	F	2002	
				From:	23-652												
				To:	US 522												
(615)	2.30	1700	F	92%	1%	2%	3%	1%	0%	F	0.099	F	0.520	1700	F	2002	
				From:	US 522												
				To:	US 522												
(616)	1.40	1000	R								NA			NA		05/30/2002	
				From:	US 522												
				To:	23-638												
(617)	1.00	60	R								NA			NA		07/15/2002	
				From:	23-692												
				To:	23-601												
(617)	1.10	70	R								NA			NA		07/15/2002	
				From:	23-601												
				To:	US 522 SOUTH US 522 NORTH												
(617)	1.20	330	R								NA			NA		07/17/2002	
				From:	US 522 SOUTH US 522 NORTH												
				To:	23-652												
(617)	0.70	210	R								NA			NA		07/17/2002	
				From:	23-652												
				To:	23-654												

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
617	3.00	50	R			From: 23-654					NA			NA		1999
617	0.70	80	R			From: 23-647					NA			NA		1999
						To: Orange County Line										
618	0.20	110	R			From: Dead End					NA			NA		06/24/2002
						To: 23-611										
619	0.30	310	R			From: 23-610					NA			NA		1999
						To: 0.30 ME 23-610										
619	0.60	260	R			From: 23-701					NA			NA		1999
619	0.64	140	R			From: 23-701					NA			NA		1999
						To: 0.64 ME 23-701										
619	1.26	90	R			From: 23-683					NA			NA		1999
						To: 23-743										
619	0.30	10	R			From: 23-743					NA			NA		1999
						To: 0.30 ME 23-743										
619	2.00	10	R			From: Stafford County Line					NA			NA		1999
						To: SR 3										
620	2.48	630	R			From: 23-610 SOUTH					NA			NA		1999
						To: 23-610 NORTH										
620	2.90	570	F	96%	1%	2%	0%	1%	0%	F	0.12	F	0.671	570	F	2002
						From: 23-682										
620	1.50	710	F	96%	1%	2%	0%	1%	0%	F	0.101	F	0.692	710	F	2002
						From: 23-670										
620	1.30	710	G	98%	0%	2%	0%	1%	0%	C	0.097	F	0.521	710	G	2002
						From: Fauquier County Line, 30-620										
						To: Fauquier County Line										
621	2.34	420	F	94%	1%	3%	1%	1%	0%	F	0.096	F	0.547	420	F	2002
						From: 23-625										
621	1.54	720	F	94%	1%	3%	1%	1%	0%	F	0.097	F	0.552	730	F	2002
						From: 23-775										
621	0.75	980	F	94%	1%	3%	1%	1%	0%	F	0.097	F	0.562	980	F	2002
						From: 23-802										
621	1.40	1800	F	94%	1%	3%	1%	1%	0%	C	0.097	F	0.532	1800	F	2002
						From: SR 229										
621	1.26	1500	R								NA			NA		06/26/2002
						To: 23-787										
621	1.24	1400	R								NA			NA		06/26/2002
						From: US 211										
621	0.30	320	R								NA			NA		06/26/2002
						To: 23-613										
						From: US 211										
622	1.30	510	R								NA			NA		06/26/2002
						To: 23-613										
						From: 23-621										
623	3.00	400	R								NA			NA		07/08/2002
						To: 23-802										

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						2Axle	3+Axle	1Trail	2Trail								
Culpeper County																	
624	2.23	190	R			From: 23-626					NA			NA		06/26/2002	
						To: SR 229 NORTH											
						From: SR 229 SOUTH					NA			NA		07/08/2002	
624	0.45	60	R			To: 23-726					NA			NA		07/08/2002	
624	1.50	280	R			From: 23-693					NA			NA		07/08/2002	
						To: 23-625											
625	2.60	630	R			From: 23-685					NA			NA		07/08/2002	
						To: 23-711					NA			NA		07/08/2002	
625	2.50	340	F		97%	1%	2%	0%	0%	0%	F	0.103	F	0.514	340	F	2002
625	3.50	360	F		97%	1%	2%	0%	0%	0%	C	0.094	F	0.6	360	F	2002
						To: 23-621											
626	1.35	30	R			From: 23-640					NA			NA		1999	
						To: 1.35 ME 23-640					NA			NA		1999	
626	1.25	180	R			From: 23-611 NORTH					NA			NA			
						To: 23-611 SOUTH											
626	0.60	70	R			From: 23-639					NA			NA		06/26/2002	
626	0.70	40	R			To: 23-624					NA			NA		06/26/2002	
626	2.80	80	R			From: 2.80 MN 23-624					NA			NA		06/26/2002	
						To: SR 229											
627	2.00	470	F		96%	1%	3%	0%	0%	0%	F	0.099	F	0.608	470	F	2002
						To: 23-640											
628	1.21	30	R			From: Dead End					NA			NA		05/30/2002	
						To: 23-646 SOUTH											
						From: 23-646 NORTH					NA			NA		05/30/2002	
628	1.50	140	R			To: 23-729 SOUTH											
						From: 23-729 NORTH					NA			NA		06/24/2002	
628	2.90	40	R			To: 2.90 MN 23-729					NA			NA		06/24/2002	
628	0.10	120	R			From: 23-629					NA			NA		06/24/2002	
628	1.10	340	R			To: 23-640 SOUTH					NA			NA		06/24/2002	
						From: 23-640 NORTH											
628	1.30	140	R			To: 23-611					NA			NA		06/24/2002	
629	3.40	810	R			From: US 522					NA			NA		05/30/2002	
						To: 23-729 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail								
Culpeper County																	
(629)	2.20	180	R			From: 23-729 NORTH					NA			NA		06/24/2002	
(629)	1.50	130	R			From: 23-632					NA			NA		06/24/2002	
						To: 23-628											
(630)	1.00	180	R			From: SR 229					NA			NA		07/08/2002	
(630)	0.30	130	R			From: 23-711					NA			NA		07/08/2002	
(630)	2.00	90	R			From: 23-631					NA			NA		07/08/2002	
(630)	0.80	20	R			From: 23-640					NA			NA		07/08/2002	
						To: Dead End											
(631)	0.30	130	R			From: Dead End					NA			NA		06/24/2002	
(631)	0.30	160	R			From: SR 229					NA			NA		07/08/2002	
						To: 23-630											
(632)	3.17	630	R			From: 23-685					NA			NA		06/24/2002	
(632)	1.20	210	R			From: 23-633					NA			NA		06/24/2002	
(632)	1.20	190	R			From: 1.20 MN 23-633					NA			NA		06/24/2002	
						To: 23-629											
(633)	Hudson Mill Rd	0.13	2100	F	96%	1%	2%	1%	1%	0%	F	0.085	F	0.657	2100	F	2002
(633)	Hudson Mill Rd	0.22	2000	F	96%	1%	2%	1%	1%	0%	C	0.083	F	0.653	2000	F	2002
						From: 23-702											
						To: 23-644											
(633)		1.55	NA			From: Functional Class Change					NA			NA			
(633)		0.80	790	R		From: 23-643					NA			NA		05/28/2002	
(633)		1.60	1200	R		From: 23-716					NA			NA		05/28/2002	
(633)		2.00	1400	R		From: 23-719					NA			NA		05/28/2002	
(633)		2.60	330	R		From: US 522					NA			NA		05/30/2002	
(633)		1.50	480	R		From: 23-729					NA			NA		06/24/2002	
(633)		0.70	660	R		From: 23-638					NA			NA		06/24/2002	
(633)		2.60	990	R		From: 23-632					NA			NA		06/24/2002	
						To: SR 229											
(634)		0.89	520	F	96%	1%	2%	1%	1%	0%	F	0.107	F	0.612	520	F	2002
(634)		2.01	680	F	96%	1%	2%	1%	1%	0%	C	0.100	F	0.586	680	F	2002
						From: 23-637											
						To: 23-716											
						To: US 522											

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
635	0.76	60	R			From: 23-646 To: Dead End					NA			NA		05/30/2002
636	1.00	100	R			From: 23-644 To: 23-716					NA			NA		05/28/2002
637	0.80	540	F	97%	1%	2%	0%	1%	0%	C	0.093	F	0.654	540	F	2002
637	0.35	20	R			From: 23-634 To: Dead End					NA			NA		05/21/2002
638	2.30	1600	R			From: US 522 To: 23-729 WEST					NA			NA		05/30/2002
638	2.20	950	R			From: 23-729 EAST To: 23-633					NA			NA		05/30/2002
639	0.40	90	R			From: 23-626 To: 23-730					NA			NA		06/26/2002
639	0.89	80	R			From: 0.89 MN 23-730 To: Rappahannock County Line					NA			NA		06/26/2002
640	0.50	130	R			From: Rappahannock County Line To: 23-626					NA			NA		06/24/2002
640	1.05	110	R			From: 23-627 To: 23-628 SOUTH					NA			NA		06/24/2002
640	1.70	550	F	94%	1%	3%	1%	0%	0%	F	0.096	F	0.699	550	F	2002
640	2.50	830	F	94%	1%	3%	1%	0%	0%	C	0.107	F	0.840	840	F	2002
640	3.20	350	F	94%	1%	3%	1%	0%	0%	F	0.109	F	0.546	350	F	2002
641	1.10	310	R			From: 23-625 To: 23-643					NA			NA		05/28/2002
641	0.40	2100	R			From: 23-718 To: 23-719					NA			NA		05/28/2002
641	2.49	910	R			From: US 522 To: US 15					NA			NA		05/28/2002
642	1.70	120	R			From: 1.70 MN US 15 To: 23-645					NA			NA		07/11/2002
642	1.60	410	R			From: 23-633 To: US 29					NA			NA		05/28/2002
643	2.93	1600	R			From: 23-603; 23-645 To: 23-603; 23-645					NA			NA		05/28/2002
643	1.64	580	F	95%	1%	3%	1%	1%	0%	C	0.094	F	0.518	580	F	2002

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(644)	1.15	1300	F	97%	1%	2%	0%	1%	0%	C	0.080	F	0.832	1300	F	2002
				From	23-633											
(644)	0.90	950	F	97%	1%	2%	0%	1%	0%	F	0.089	F	0.661	950	F	2002
				From	23-715											
(644)	0.80	920	F	97%	1%	2%	0%	1%	0%	F	0.086	F	0.821	920	F	2002
				From	23-636											
(644)	1.00	1100	R								NA		NA		05/21/2002	
				From	23-637											
(644)	1.41	380	R								NA		NA		05/21/2002	
				From	23-608											
(644)	1.30	150	R								NA		NA		05/21/2002	
				From	23-607											
				To	Rappahannock County Line											
(645)	0.60	180	R								NA		NA		05/21/2002	
				From	Madison County Line											
(645)	2.70	730	R								NA		NA		05/21/2002	
				From	23-752											
				To	23-603; 23-643											
(646)	2.25	330	R								NA		NA		05/30/2002	
				From	US 522											
(646)	1.90	110	R								NA		NA		05/30/2002	
				From	23-635											
(646)	1.30	70	R								NA		NA		05/30/2002	
				From	23-714											
(646)	0.30	60	R								NA		NA		05/30/2002	
				From	23-628 SOUTH											
(646)	1.40	130	R								NA		NA		05/30/2002	
				From	23-628 NORTH											
				To	23-729											
(647)	0.40	190	R								NA		NA		07/15/2002	
				From	23-615											
(647)	4.60	110	R								NA		NA		07/15/2002	
				From	23-736											
(647)	0.70	240	R								NA		NA		07/15/2002	
				From	23-655											
(647)	3.69	220	R								NA		NA		1999	
				From	US 522											
(647)	0.60	170	R								NA		NA		1999	
				From	23-661											
(647)	1.50	190	R								NA		NA		1999	
				From	23-723											
(647)	0.70	320	F	94%	1%	4%	1%	1%	0%	F	0.096	F	0.631	320	F	2002
				From	23-663											
(647)	3.40	160	F	94%	1%	4%	1%	1%	0%	F	0.111	F	0.526	160	F	2002
				From	23-660											
(647)	0.90	930	F	94%	1%	4%	1%	1%	0%	C	0.099	F	0.808	940	F	2002
				From	SR 3											
				To	23-610											
(648)	0.80	20	R								NA		NA		07/11/2002	
				From	Dead End											
(648)	1.40	120	R								NA		NA		07/11/2002	
				From	US 15 SOUTH											
				To	US 15 NORTH											

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(649)	1.61	600	R			From: Dead End					NA		NA			07/15/2002
(649)	2.11	920	R			From: 23-652					NA		NA			07/15/2002
						To: US 15										
(650)	1.40	80	R			From: Dead End					NA		NA			05/21/2002
(650)	0.70	100	R			From: 23-707					NA		NA			05/21/2002
(650)	1.15	140	R			From: US 522					NA		NA			05/21/2002
						To: Rappahannock County Line										
(651)	0.28	10	R			From: 23-652					NA		NA			07/15/2002
(651)	0.10	50	R			From: 23-615					NA		NA			07/15/2002
						To: 23-652										
(652)	1.42	450	R			From: 23-649					NA		NA			07/15/2002
(652)	2.10	210	R			From: 23-615					NA		NA			07/15/2002
(652)	1.20	30	R			From: US 522 SOUTH US 522 MID					NA		NA			07/17/2002
(652)	1.80	260	R			From: 23-617					NA		NA			07/17/2002
(652)	0.40	480	R			From: 23-656					NA		NA			07/17/2002
						To: US 522 NORTH										
(653)	0.30	30	R			From: Dead End					NA		NA			07/15/2002
						To: 23-615										
(654)	1.00	20	R			From: Dead End					NA		NA			07/17/2002
						To: 23-617										
(655)	0.65	40	R			From: Dead End					NA		NA			07/15/2002
(655)	1.70	50	R			From: 23-647					NA		NA			07/15/2002
(655)	0.60	70	R			From: 23-689					NA		NA			07/15/2002
						To: 23-652										
(656)	0.80	200	R			From: 23-652					NA		NA			07/17/2002
						To: 23-658										
(657)	1.10	200	R			From: US 15					NA		NA			07/11/2002
(657)	1.00	80	R			From: 23-691					NA		NA			07/11/2002
						To: Dead End; Gap Terminus Madison County Line; 56-618										
(657)	2.15	90	R			From: 2.15 MN OF CL					NA		NA			07/11/2002
(657)	0.30	290	R			From: 23-645 EAST					NA		NA			07/11/2002
						To: 23-645 EAST										

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(657)	0.50	1000	R			From: 23-645 WEST To: 23-603					NA			NA		07/11/2002
(658)	0.71	570	F	97%	1%	2%	0%	1%	0%	C	0.095	F	0.559	570	F	2002
(658)	1.91	480	F	97%	1%	2%	0%	1%	0%	F	0.1	F	0.577	490	F	2002
(658)	2.00	190	R			From: 23-662 To: 23-661					NA			NA		1999
(659)	0.11	80	R			From: 23-641 To: Dead End					NA			NA		1999
(660)	0.95	140	R			From: Dead End To: 23-647					NA			NA		1999
(661)	1.40	60	R			From: 23-647 To: 23-658					NA			NA		1999
(661)	0.90	100	R			From: 23-658 To: 23-662					NA			NA		1999
(661)	1.91	140	R			From: 23-662 To: 23-663					NA			NA		1999
(662)	2.20	20	R			From: 23-658 To: 23-661					NA			NA		1999
(663)	2.64	390	F	93%	1%	4%	0%	2%	0%	C	0.107	F	0.548	390	F	2002
(663)	0.32	770	F	93%	1%	4%	0%	2%	0%	F	0.088	F	0.507	780	F	2002
(663)	0.11	1000	F	92%	1%	3%	1%	2%	0%	F	0.103	F	0.684	1100	F	2002
(663)	1.60	1100	F	92%	1%	3%	1%	2%	0%	F	0.104	F	0.688	1100	F	2002
(663)	1.27	390	F	92%	1%	3%	1%	2%	0%	C	0.096	F	0.65	390	F	2002
(663)	0.88	480	F	92%	1%	3%	1%	2%	0%	F	0.100	F	0.682	480	F	2002
(663)	0.35	630	F	92%	1%	3%	1%	2%	0%	F	0.09	F	0.617	630	F	2002
(663)	0.11	20	F	92%	1%	3%	1%	2%	0%	F	0.185	F	0.778	20	F	2002
(663)	0.14	2700	F	95%	0%	2%	1%	2%	0%	C	0.094	F	0.667	2700	F	2002
(663)	0.08	1700	F	95%	1%	2%	1%	1%	0%	F	0.09	F	0.65	1700	F	2002
(663)	1.18	760	F	95%	1%	2%	1%	1%	0%	C	0.102	F	0.622	760	F	2002
(663)	2.26	530	F	95%	1%	2%	1%	1%	0%	F	0.094	F	0.589	530	F	2002

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
664	0.85	160	R			From: Dead End To: 23-640					NA			NA		07/08/2002
665	0.27	40	R			From: Dead End To: 23-684					NA			NA		07/17/2002
665	0.02	970	R			From: 23-684 To: US 15 BUS					NA			NA		07/17/2002
665	1.22	680	R			From: US 15 BUS To: 23-666					NA			NA		07/17/2002
665	0.50	500	R			From: 23-666 To: 23-685					NA			NA		07/17/2002
666	2.56	350	R			From: 26-665 To: US 15 BUS WEST US 15 BUS EAST					NA			NA		07/17/2002
666	1.02	3200	F	87%	1%	3%	2%	8%	0%	C	0.107	F	0.598	3200	F	2002
666	0.65	1100	R			From: US 29; 23-667 To: 23-703					NA			NA		07/17/2002
666	2.60	980	R			From: 23-703 To: 23-663					NA			NA		07/17/2002
667	1.75	930	R			From: ECL Culpeper To: US 29; 23-666					NA			NA		07/17/2002
668	0.30	30	R			From: 23-663 To: Dead End					NA			NA		07/17/2002
669	0.70	1900	F	95%	1%	1%	1%	2%	0%	F	0.101	F	0.717	1900	F	2002
669	0.90	1900	F	95%	1%	1%	1%	2%	0%	F	0.099	F	0.709	1900	F	2002
669	2.10	2100	F	95%	1%	1%	1%	2%	0%	F	0.092	F	0.700	2100	F	2002
669	2.05	2200	F	95%	1%	1%	1%	2%	0%	C	0.096	F	0.684	2200	F	2002
669	0.15	2600	F	95%	1%	1%	1%	2%	0%	F	0.093	F	0.674	2600	F	2002
669	0.08	3500	F	95%	1%	1%	1%	2%	0%	F	0.089	F	0.657	3500	F	2002
670	1.00	40	R			From: 23-620 To: 23-672					NA			NA		07/23/2002
671	1.00	40	R			From: Dead End To: 23-672					NA			NA		07/23/2002
672	2.10	100	R			From: 23-669 To: 23-724					NA			NA		07/29/2002
672	0.80	120	R			From: 23-724 To: 23-673					NA			NA		07/29/2002
672	0.60	100	R			From: 23-673 To: 23-671					NA			NA		07/23/2002

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(672)	0.50	100	R			From: 23-671					NA			NA		07/23/2002
(672)	0.50	90	R			To: 23-670					NA			NA		07/23/2002
(673)	1.80	120	R			From: 23-672					NA			NA		07/29/2002
(673)	0.40	140	R			To: 23-675 SOUTH					NA			NA		07/29/2002
(673)	1.00	150	R			From: 23-675 NORTH					NA			NA		07/29/2002
(673)	2.37	500	R			To: 23-674					NA			NA		07/23/2002
(674)	1.71	680	R			From: US 15; FR-717					NA			NA		07/23/2002
(674)	1.40	730	R			To: 23-673					NA			NA		07/23/2002
(674)	1.90	710	R			From: 23-675					NA			NA		07/23/2002
(675)	1.60	90	R			To: 23-669					NA			NA		07/29/2002
(675)	0.70	80	R			From: 23-676					NA			NA		07/29/2002
(675)	0.90	40	R			To: 23-673 NORTH					NA			NA		07/29/2002
(676)	1.60	100	R			From: 23-675					NA			NA		07/23/2002
(676)	0.20	170	R			To: 1.60 MN 23-675					NA			NA		07/23/2002
(676)	0.10	270	R			From: FR-718; 23-678					NA			NA		07/23/2002
(676)	1.03	190	R			To: US 15					NA			NA		1995
(676)	1.20	40	R			From: 23-677					NA			NA		07/23/2002
(677)	0.60	180	R			To: Dead End					NA			NA		07/23/2002
(677)	1.40	20	R			From: 23-676					NA			NA		07/23/2002
(678)	0.30	210	R			To: 0.60 MN 23-676					NA			NA		07/23/2002
(679)	1.35	80	R			From: FR-718; 23-676					NA			NA		07/23/2002
(680)	0.95	30	R			To: 23-674					NA			NA		1999
(680)						From: 23-663					NA			NA		1999
(680)						To: Dead End					NA			NA		1999
(680)						From: Dead End					NA			NA		1999
(680)						To: 23-647					NA			NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
681	0.60	20	R			From: Dead End					NA			NA		1999
681	0.85	320	R			From: 23-751					NA			NA		1999
						To: SR 3										
682	0.30	200	R			From: 23-610					NA			NA		1999
682	2.50	100	R			From: 23-731					NA			NA		1999
						To: 23-620										
683	1.50	60	R			From: 23-619					NA			NA		1999
						To: Dead End										
684	0.70	500	R			From: 23-665					NA			NA		07/17/2002
684	2.20	270	R			From: 23-706					NA			NA		07/17/2002
						To: 23-663										
685	0.76	1500	F	96%	1%	2%	0%	1%	0%	F	0.110	F	0.695	1500	F	2002
685	0.49	2600	F	96%	1%	2%	0%	1%	0%	F	0.103	F	0.670	2600	F	2002
						From: SR 229										
685	0.90	1900	F	96%	1%	2%	0%	1%	0%	C	0.103	F	0.547	1900	F	2002
685	0.22	1700	F	96%	1%	2%	0%	1%	0%	F	0.107	F	0.556	1700	F	2002
						From: 23-761 WEST										
685	1.57	940	F	96%	1%	2%	0%	1%	0%	F	0.102	F	0.704	940	F	2002
						From: 23-761 EAST										
685	2.79	860	R			From: 23-665					NA			NA		07/08/2002
685	2.25	320	R			From: 23-663					NA			NA		07/23/2002
						To: 23-786; Gap Terminus; New Route 676										
686	0.57	2500	R			From: US 15					NA			NA		07/15/2002
686	0.78	1700	R			From: 23-776					NA			NA		07/15/2002
686	0.40	1400	R			From: 23-765					NA			NA		07/15/2002
						To: US 522										
687	0.17	210	R			From: 23-762					NA			NA		07/08/2002
						To: Dead End										
688	0.93	70	R			From: Dead End					NA			NA		1999
						To: 23-647										
689	0.10	10	R			From: 23-655					NA			NA		07/15/2002
689	0.50	20	R			From: Dead End; Gap Terminus					NA			NA		07/17/2002
						To: US 522										
690	0.09	20	R			From: US 15					NA			NA		07/11/2002
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(691)	0.30	130	R			From: US 15 To: 23-657					NA			NA		07/11/2002
(692)	0.80	50	R			From: 23-649 To: 23-617					NA			NA		07/15/2002
(692)	0.80	90	R			From: 23-617 To: US 15 SOUTH					NA			NA		07/15/2002
(692)	0.07	510	F	97%	0%	2%	0%	0%	0%	F	0.082	F	0.617	510	F	2002
(692)	0.21	520	F	97%	0%	2%	0%	0%	0%	F	0.096	F	0.62	520	F	2002
(692)	0.11	570	F	97%	0%	2%	0%	0%	0%	F	0.084	F	0.519	570	F	2002
(692)	0.16	780	F	97%	0%	2%	0%	0%	0%	F	0.102	F	0.568	790	F	2002
(692)	1.25	2100	F	97%	0%	2%	0%	0%	0%	C	0.100	F	0.595	2100	F	2002
(693)	1.89	80	R			From: 23-624 To: 1.89 MN 23-624					NA			NA		07/08/2002
(693)	0.76	640	R			From: 1.89 MN 23-624 To: 23-802					NA			NA		07/08/2002
(694)	0.23	3700	R			From: ECL Culpeper; US 15 BUS To: 0.23 MN US 15 BUS					NA			NA		07/17/2002
(694)	0.47	3700	R			From: 0.23 MN US 15 BUS To: Dead End					NA			NA		07/17/2002
(695)	0.58	60	R			From: US 522 To: 23-707					NA			NA		05/21/2002
(696)	0.82	60	R			From: 23-625 To: Dead End					NA			NA		1999
(697)	0.06	50	R			From: Dead End To: 23-764					NA			NA		1999
(698)	0.18	120	R			From: 23-603 To: Dead End					NA			NA		1999
(699)	0.81	380	R			From: ECL Culpeper To: 0.81 ME of ECL					NA			NA		07/17/2002
(699)	0.14	380	R			From: 0.81 ME of ECL To: 23-667					NA			NA		07/17/2002
(700)	0.16	660	F	93%	0%	5%	1%	2%	0%	C	0.099	F	0.657	660	F	2002
(701)	1.00	70	R			From: 63-663 To: 23-669										
(701)						From: 23-619 To: Dead End					NA			NA		1999
(702)	0.35	170	R			From: 23-633 To: 23-725					NA			NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
702	0.09	60	R			From: 23-725 To: Dead End					NA			NA		1999
703	0.87	80	R			From: 23-666 To: 23-709					NA			NA		05/21/2002
703	0.48	150	R			From: 23-709 To: 23-684					NA			NA		05/21/2002
704	0.70	20	R			From: Dead End To: 23-605					NA			NA		05/21/2002
705	0.07	30	R			From: 23-600 To: Dead End					NA			NA		1999
706	2.50	70	R			From: 23-666 To: 23-684					NA			NA		07/17/2002
707	1.14	480	F	97%	1%	2%	0%	0%	0%	F	0.105	F	0.626	480	F	2002
707	0.66	550	F	97%	1%	2%	0%	0%	0%	F	0.092	F	0.616	560	F	2002
707	0.39	630	F	97%	1%	2%	0%	0%	0%	F	0.09	F	0.650	630	F	2002
707	0.30	660	F	97%	1%	2%	0%	0%	0%	C	0.091	F	0.652	660	F	2002
708	0.44	110	R			From: SR 229 SOUTH To: SR 229 NORTH					NA			NA		07/08/2002
710	3.20	30	R			From: 23-621 To: 23-625					NA			NA		07/08/2002
711	2.00	130	R			From: 23-630 To: 23-625					NA			NA		07/08/2002
712	0.13	100	R			From: Cul-de-Sac To: US 522					NA			NA		05/28/2002
713	1.70	40	R			From: 23-714 To: 23-729					NA			NA		05/30/2002
714	0.30	160	R			From: 23-646 To: 23-713					NA			NA		05/30/2002
714	1.70	560	R			From: 23-713 To: 23-729					NA			NA		05/30/2002
715	2.95	220	R			From: 23-608 To: 23-644					NA			NA		05/21/2002
716	0.08	230	R			From: 23-634 To: 23-1045					NA			NA		05/28/2002
716	0.02	160	R			From: 23-1045 To: 0.02 ME 23-1045					NA			NA		05/28/2002

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(716)	0.60	160	R			From: 0.02 ME 23-1045					NA			NA		05/28/2002
(716)	1.00	260	R			From: 23-636					NA			NA		05/28/2002
						To: 23-633										
(717)	0.52	210	R			From: US 29					NA			NA		05/28/2002
						To: 23-643										
(718)	1.50	2200	R			From: US 29					NA			NA		05/28/2002
						To: 23-641										
(719)	1.50	1500	R			From: 23-633					NA			NA		05/28/2002
						To: 23-641										
(720)	1.36	110	R			From: 23-601					NA			NA		07/15/2002
(720)	0.59	500	R			From: 1.36 ME 23-601					NA			NA		07/15/2002
						To: 23-686										
(721)	1.10	110	R			From: US 15 NORTH					NA			NA		07/11/2002
(721)	2.90	40	R			From: US 15 SOUTH					NA			NA		07/11/2002
						To: 23-614										
(722)	1.10	140	R			From: 23-652					NA			NA		07/15/2002
						To: Dead End										
(723)	1.60	10	R			From: 23-647					NA			NA		1999
						To: 23-661										
(724)	1.60	90	R			From: 23-610					NA			NA		07/29/2002
						To: 23-672										
(725)	0.13	220	R			From: US 29					NA			NA		1999
						To: 23-702										
(726)	0.20	350	R			From: SR 229					NA			NA		07/08/2002
						To: 23-624										
(727)	0.26	160	R			From: 23-729					NA			NA		1999
						To: 23-728										
(728)	0.07	70	R			From: 23-727					NA			NA		1999
						To: Dead End										
(729)	1.37	3000	F	95%	1%	3%	0%	1%	0%	C	0.089	F	0.647	3000	F	2002
(729)	0.32	2900	F	95%	1%	3%	0%	1%	0%	F	0.09	F	0.605	3000	F	2002
						From: 23-1050										
(729)	0.44	3800	F	95%	1%	3%	0%	1%	0%	F	0.097	F	0.631	3800	F	2002
						From: 23-685										
(729)	0.45	3300	F	95%	1%	3%	0%	1%	0%	F	0.095	F	0.643	3300	F	2002
						From: 23-638 EAST										
						To: 23-638 WEST										

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
729	3.70	1700	F	95%	1%	3%	0%	1%	0%	F	0.091	F	0.668	1700	F	2002
				From:	23-638 WEST											
				To:	23-629 NORTH											
729	0.16	2000	F	95%	1%	3%	0%	1%	0%	F	0.093	F	0.623	2000	F	2002
				From:	23-714											
729	1.08	1500	F	95%	1%	3%	0%	1%	0%	F	0.095	F	0.601	1500	F	2002
				From:	23-713											
				To:	Rappahannock County Line											
730	2.00	70	R								NA		NA		06/26/2002	
				From:	23-639											
				To:	Rappahannock County Line											
731	1.10	50	R								NA		NA		1999	
				From:	23-682											
				To:	23-610											
732	0.96	180	R								NA		NA		1999	
				From:	Dead End											
732	0.29	350	R								NA		NA		1999	
				From:	23-1090											
				To:	23-610											
733	1.25	90	R								NA		NA		1999	
				From:	Dead End											
				To:	23-610											
734	0.65	70	R								NA		NA		07/08/2002	
				From:	23-669											
				To:	Dead End											
735	0.60	20	R								NA		NA		1999	
				From:	Dead End											
				To:	23-610											
736	1.30	60	R								NA		NA		07/15/2002	
				From:	23-647											
				To:	Orange County Line; 68-689											
737	0.20	100	R								NA		NA		05/28/2002	
				From:	23-738											
				To:	Dead End											
738	0.37	170	R								NA		NA		05/30/2002	
				From:	US 522											
738	0.43	320	R								NA		NA		05/30/2002	
				From:	23-629											
				To:	US 522 EAST											
739	0.40	50	R								NA		NA		1999	
				From:	SR 3											
				To:	Dead End											
740	0.50	160	R								NA		NA		1999	
				From:	US 29											
				To:	Dead End											
741	0.17	130	R								NA		NA		05/30/2002	
				From:	US 522											
				To:	Dead End											
742	0.50	150	R								NA		NA		05/30/2002	
				From:	23-638											
				To:	Dead End											
743	0.60	20	R								NA		NA		1999	
				From:	Dead End											
				To:	23-619											

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(744)	0.58	160	R			From: Dead End					NA		NA			06/24/2002
						To: 23-627										
(745)	0.54	260	R			From: Dead End					NA		NA			05/28/2002
						To: US 522										
(746)	0.75	240	R			From: Dead End					NA		NA			05/30/2002
						To: 23-714										
(747)	0.24	160	R			From: 23-1014					NA		NA			1999
						To: 23-1013										
(747)	0.12	330	R			From: 23-1013					NA		NA			1999
						To: 23-616										
(748)	0.30	120	R			From: Dead End					NA		NA			05/28/2002
						To: US 522										
(749)	0.70	70	R			From: Rappahannock County Line					NA		NA			05/21/2002
						To: 23-707										
(750)	0.40	60	R			From: SR 3					NA		NA			1999
						To: Dead End										
(751)	0.60	260	R			From: Dead End					NA		NA			1999
						To: 23-681										
(752)	0.50	400	R			From: Dead End					NA		NA			07/11/2002
						To: 23-645										
(753)	0.30	90	R			From: 23-738					NA		NA			1999
						To: Dead End										
(755)	0.17	30	R			From: Dead End					NA		NA			07/23/2002
						To: 23-674										
(755)	0.15	10	R			From: 23-674					NA		NA			07/23/2002
						To: Dead End										
(756)	0.26	140	R			From: 23-643					NA		NA			1999
						To: Dead End										
(757)	0.33	10	R			From: Dead End					NA		NA			1999
						To: SR 3										
(758)	0.22	70	R			From: NCL Culpeper					NA		NA			05/28/2002
						To: Dead End										
(759)	0.08	45	R			From: 23-643					NA		NA			05/28/2002
						To: Dead End										
(760)	0.32	150	R			From: Dead End					NA		NA			1999
						To: 23-692										
(761)	0.21	240	R			From: 23-685 WEST					NA		NA			1999
						To: 23-777										

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(761)	0.54	160	R			From: 23-777 To: 23-685 EAST					NA			NA		1999
(762)	0.35	2200	F	91%	0%	3%	1%	4%	0%	C	0.083	F	0.554	2200	F	2002
(762)	0.14	2000	F	91%	0%	3%	1%	4%	0%	F	0.083	F	0.541	2000	F	2002
(762)	1.87	1700	F	93%	1%	3%	1%	2%	0%	F	0.092	F	0.521	1700	F	2002
(762)	0.09	3200	F	93%	1%	3%	1%	2%	0%	F	0.094	F	0.660	3200	F	2002
(762)	0.14	70	R			From: 23-669 To: Dead End					NA			NA		07/08/2002
(763)	0.70	220	R			From: US 522 To: Dead End					NA			NA		1999
(764)	0.28	150	R			From: Dead End To: 23-697					NA			NA		1999
(764)	0.17	270	R			From: 23-641 To: Dead End					NA			NA		1999
(765)	0.19	80	R			From: Dead End To: 23-686					NA			NA		1999
(766)	0.15	10	R			From: 23-685 To: 23-632					NA			NA		1999
(767)	0.28	320	R			From: US 522 To: Dead End; Gap Terminus					NA			NA		1999
(767)	0.11	90	R			From: Dead End; Gap Terminus To: 23-1010					NA			NA		1999
(768)	0.19	160	R			From: US 522 To: Dead End					NA			NA		1999
(769)	0.18	90	R			From: Dead End To: 23-641					NA			NA		1999
(770)	0.21	1000	R			From: Dead End To: 23-638					NA			NA		1999
(771)	0.26	160	R			From: Dead End To: SR 229					NA			NA		1999
(772)	0.65	250	R			From: 23-613 To: Dead End					NA			NA		1999
(773)	0.10	50	R			From: Dead End To: 23-648					NA			NA		1999
(774)	0.61	120	R			From: Dead End To: 23-762					NA			NA		07/08/2002

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(775)	0.45	130	R													
(776)	0.16	590	R													
(777)	0.08	40	R													
(778)	0.20	140	R													
(779)	0.20	10	R													
(780)	0.14	80	R													
(781)	0.16	140	R													
(781)	0.12	330	R													
(782)	0.19	80	R													
(782)	0.20	60	R													
(786)	0.47	1700	R													
(787)	0.23	100	R													
(789)	0.22	70	R													
(795)	0.24	NA														
(802)	1.00	810	F	96%	1%	2%	0%	0%	0%	C	0.097	F	0.506	810	F	2002
(802)	0.40	1000	F	96%	1%	2%	0%	0%	0%	F	0.104	F	0.603	1000	F	2002
(802)	0.17	1400	F	96%	1%	2%	0%	0%	0%	F	0.107	F	0.611	1500	F	2002
(802)	2.65	1400	R													
(810)	0.52	180	R													
(820)	0.29	150	R													

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(850)	0.30	300	R			From: 23-633								NA	NA	1999
(850)	0.36	120	R			To: 23-851								NA	NA	1999
(850)	0.16	50	R			From: 23-852								NA	NA	05/28/2002
(850)						To: 23-853										
(851)	0.59	140	R			From: 23-850								NA	NA	1999
(851)	0.05	30	R			To: 23-853								NA	NA	1999
(851)						To: Cul-de-Sac										
(852)	0.08	20	R			From: 23-850								NA	NA	1999
(852)						To: Cul-de-Sac										
(853)	0.05	9	R			From: Dead End								NA	NA	1999
(853)	0.35	30	R			To: 23-850								NA	NA	1999
(853)						To: 23-851										
(900)	0.03	270	R			From: Dead End								NA	NA	07/15/2002
(900)						To: 23-615										
(930)	0.28	1600	R			From: 23-929								NA	NA	07/11/2002
(930)						To: Dead End										
(1000)	0.20	90	R			From: 23-633								NA	NA	1999
(1000)						To: Cul-de-Sac										
(1001)	0.22	470	R			From: 23-638								NA	NA	1999
(1001)	0.07	340	R			To: 23-1002								NA	NA	1999
(1001)	0.10	280	R			From: 23-1004								NA	NA	1999
(1001)	0.06	90	R			To: 23-1003; 23-1005								NA	NA	1999
(1001)						To: Dead End										
(1002)	0.15	80	R			From: 23-1001								NA	NA	1999
(1002)						To: Dead End										
(1003)	0.13	60	R			From: Dead End								NA	NA	1999
(1003)						To: 23-1001; 23-1005										
(1004)	0.25	60	R			From: Dead End								NA	NA	1999
(1004)	0.10	180	R			To: 23-1006								NA	NA	1999
(1004)						To: 23-1001										
(1005)	0.05	30	R			From: Dead End								NA	NA	1999
(1005)						To: 23-1001; 23-1003										
(1006)	0.14	70	R			From: Dead End								NA	NA	1999
(1006)						To: 23-1004										

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
1007	0.28	140	R			From: 23-638					NA		NA			1999
						To: Dead End										
1008	0.20	110	R			From: 23-625					NA		NA			1999
						To: Cul-de-Sac										
1009	2.63	270	R			From: 23-644 S					NA		NA			1999
						To: 23-644 N										
1010	0.20	180	R			From: 23-767					NA		NA			1999
						To: 23-616										
1011	0.26	110	R			From: 23-1012					NA		NA			1999
						To: SR 229										
1012	0.11	50	R			From: Dead End					NA		NA			06/24/2002
						To: 23-1011										
1012	0.12	40	R			From: 23-1011					NA		NA			06/24/2002
						To: Dead End										
1013	0.13	20	R			From: Dead End					NA		NA			1999
						To: 23-1014										
1013	0.16	80	R			From: 23-1014					NA		NA			1999
						To: 23-747										
1014	0.21	60	R			From: 23-1013					NA		NA			1999
						To: Dead End										
1015	0.09	190	R			From: US 522					NA		NA			1999
						To: Dead End										
1016	0.13	45	R			From: 23-786					NA		NA			07/23/2002
						To: Dead End										
1017	0.13	50	R			From: 23-1009					NA		NA			06/26/2002
						To: Cul-de-Sac										
1018	0.33	80	R			From: Cul-de-Sac					NA		NA			06/26/2002
						To: 23-1009										
1019	0.34	90	R			From: SR 229					NA		NA			06/26/2002
						To: Dead End										
1020	0.11	110	R			From: 23-1021					NA		NA			1999
						To: 23-643										
1021	0.06	30	R			From: Dead End					NA		NA			1999
						To: 23-1020										
1021	0.06	50	R			From: 23-1020					NA		NA			1999
						To: Dead End										
1022	0.99	110	R			From: 23-663					NA		NA			07/17/2002
						To: 23-663										

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(1023)	0.66	850	R			From: US 15 Bus					NA		NA			07/17/2002
						To: 23-666										
(1024)	0.12	NA				From: 23-01107(B)/					NA		NA			
						To: Dead End/										
(1025)	0.26	40	R			From: 23-718					NA		NA			1999
						To: Dead End										
(1026)	0.12	NA				From: 23-01022(B)/					NA		NA			
						To: Cul-de-Sac/										
(1027)	0.09	NA				From: 23-01022(B)/					NA		NA			
						To: Cul-de-Sac/										
(1030)	1.63	280	R			From: 23-633 WEST					NA		NA			05/28/2002
						To: 23-633 EAST										
(1031)	0.04	20	R			From: 23-1030 WEST					NA		NA			05/28/2002
						To: 23-1030 EAST										
(1032)	0.11	20	R			From: 23-1030					NA		NA			05/28/2002
						To: Dead End										
(1035)	0.37	140	R			From: 23-633					NA		NA			1999
						To: Cul-de-Sac										
(1036)	0.47	NA				From: 23-00641(B)/					NA		NA			
						To: Dead End/										
(1037)	0.08	40	R			From: Cul-de-Sac					NA		NA			05/28/2002
						To: 23-1039 SOUTH										
(1037)	0.32	210	R			From: 23-1039 SOUTH					NA		NA			1999
						To: 23-1039 NORTH										
(1037)	0.12	330	R			From: 23-1039 NORTH					NA		NA			1999
						To: 23-685										
(1038)	0.14	100	R			From: 23-1039					NA		NA			1999
						To: 23-685										
(1039)	0.53	140	R			From: 23-1037 SOUTH					NA		NA			1999
						To: 23-1038										
(1039)	0.09	90	R			From: 23-1038					NA		NA			1999
						To: 23-1037 NORTH										
(1040)	0.08	140	R			From: 23-634					NA		NA			1999
						To: 23-1041										
(1040)	0.28	50	R			From: 23-1041					NA		NA			1999
						To: Cul-de-Sac										
(1041)	0.10	60	R			From: Cul-de-Sac					NA		NA			1999
						To: 23-1040										
(1042)	0.31	NA				From: 23-00632(B)/					NA		NA			
						To: 23-01043(L)/										

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(1043)	0.15	NA				From: 23-01042(L)/					NA			NA		
						To: Cul-de-Sac/										
(1045)	0.49	90	R			From: 23-634					NA			NA		05/21/2002
						To: 23-716										
(1046)	0.20	30	R			From: Cul-de-Sac					NA			NA		05/21/2002
						To: 23-1045										
(1047)	0.17	45	R			From: Cul-de-Sac					NA			NA		05/21/2002
						To: 23-1045										
(1049)	0.16	80	R			From: Cul-de-Sac					NA			NA		1999
						To: 23-625										
(1050)	0.20	100	R			From: Cul-de-Sac					NA			NA		1999
						To: 23-729										
(1051)	0.19	100	R			From: Cul-de-Sac					NA			NA		05/28/2002
						To: 23-685										
(1058)	0.10	100	R			From: 23-603					NA			NA		1999
						To: 23-1059										
(1058)	0.10	50	R			From: Cul-de-Sac					NA			NA		1999
						To: 23-1058										
(1059)	0.06	20	R			From: Cul-de-Sac					NA			NA		1999
						To: SR 229										
(1060)	0.15	300	R			From: 23-1061					NA			NA		1999
						To: 23-1061										
(1060)	0.23	190	R			From: 23-1062					NA			NA		1999
						To: 23-1062										
(1060)	0.08	20	R			From: Dead End					NA			NA		1999
						To: 23-1060										
(1061)	0.21	120	R			From: 23-1062					NA			NA		1999
						To: 23-1062										
(1062)	0.12	70	R			From: 23-1061					NA			NA		1999
						To: 23-1060										
(1063) Aiken Court	0.18	NA				From: 23-1066					NA			NA		
						To: Cul-de-Sac										
(1064) St James Court	0.18	NA				From: 23-1066					NA			NA		
						To: Cul-de-Sac										
(1065)	0.14	590	R			From: 23-1066 Begin Loop					NA			NA		06/26/2002
						To: US 211										
(1066)	1.30	270	R			From: 23-1065 Begin Loop					NA			NA		06/26/2002
						To: End Loop										

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(1067)	0.14	40	R			From: 23-1066 WEST					NA			NA		06/26/2002
						To: 23-1066 EAST										
(1068)	0.16	40	R			From: Rappahannock County Line					NA			NA		06/26/2002
						To: 23-1066										
(1069)	0.09	50	R			From: 23-613					NA			NA		1999
						To: Cul-de-Sac										
(1070)	0.34	940	R			From: US 211					NA			NA		1999
						To: 23-1071										
(1070)	0.45	760	R			From: 23-1071					NA			NA		1999
						To: 23-613										
(1071)	0.13	50	R			From: Cul-de-Sac					NA			NA		1999
						To: 23-1070										
(1072)	0.12	60	R			From: US 211					NA			NA		1999
						To: Cul-de-Sac										
(1073) Lee High Drive	0.15	NA				From: US 211					NA			NA		
						To: Cul-de-Sac										
(1075)	0.32	730	R			From: Dead End					NA			NA		1999
						To: 23-1078										
(1075)	0.13	820	R			From: 23-1078					NA			NA		1999
						To: 23-1077										
(1075)	0.12	930	R			From: 23-1077					NA			NA		1999
						To: 23-1076										
(1075)	0.10	1200	R			From: 23-1076					NA			NA		1999
						To: SR 229										
(1076)	0.34	180	R			From: 23-1075					NA			NA		1999
						To: Cul-de-Sac										
(1077)	0.18	100	R			From: 23-1075					NA			NA		1999
						To: Cul-de-Sac										
(1078)	0.42	170	R			From: 23-1075					NA			NA		1999
						To: Cul-de-Sac										
(1079)	1.04	590	R			From: Dead End					NA			NA		06/26/2002
						To: 23-1075										
(1080)	0.07	50	R			From: Dead End					NA			NA		06/26/2002
						To: 23-1079										
(1081)	0.15	110	R			From: Dead End					NA			NA		06/26/2002
						To: 23-1079; 23-1082										
(1082)	0.07	40	R			From: 23-1079; 23-1081					NA			NA		06/26/2002
						To: Cul-de-Sac										
(1083)	0.15	NA				From: Dead End					NA			NA		
						To: 23-1075										

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(1083)	0.11	560	R			From: 23-1075					NA		NA			06/26/2002
(1083)	1.12	NA				From: 23-1084					NA		NA			
						To: SR 229										
(1084)	0.10	60	R			From: 23-1083					NA		NA			06/26/2002
						To: Cul-de-Sac										
(1085)	0.20	NA				From: 23-01083(B)/					NA		NA			
						To: Dead End/										
(1086)	0.14	NA				From: Cul-de-Sac/					NA		NA			
						To: 23-01083(B)/										
(1087)	0.20	80	R			From: Cul-de-Sac					NA		NA			1999
						To: 23-621										
(1088)	0.05	NA				From: Cul-de-Sac/					NA		NA			
						To: 23-01083(B)/										
(1090)	0.06	30	R			From: Cul-de-Sac					NA		NA			1999
						To: 23-1091										
(1090)	0.15	100	R			From: 23-732					NA		NA			1999
						To: Cul-de-Sac										
(1091)	0.06	40	R			From: Cul-de-Sac					NA		NA			07/29/2002
						To: 23-1090										
(1096)	Alexander Court	0.10	NA			From: 23-666					NA		NA			
						To: Cul-de-Sac										
(1097)	0.22	80	R			From: Cul-de-Sac					NA		NA			1999
						To: 23-1098										
(1097)	0.07	180	R			From: 23-641					NA		NA			1999
						To: 23-1097										
(1098)	0.05	50	R			From: Cul-de-Sac					NA		NA			1999
						To: Cul-de-Sac										
(1100)	0.20	60	R			From: Cul-de-Sac					NA		NA			1999
						To: 23-1104										
(1101)	0.47	270	R			From: 23-692 SOUTH					NA		NA			1999
						To: 23-692 NORTH										
(1102)	0.10	90	R			From: 23-692					NA		NA			1999
						To: Dead End										
(1103)	0.16	60	R			From: Dead End					NA		NA			1999
						To: US 15										
(1104)	0.23	120	R			From: 23-1112					NA		NA			1999
						To: 23-603										
(1104)	0.23	210	R			From: 23-1100					NA		NA			1999
						To: 23-1100										

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(1104)	0.10	130	R			From: 23-1100					NA		NA			1999
						To: Dead End										
(1105)	0.12	60	R			From: 23-603					NA		NA			1999
						To: Dead End										
(1106)	0.17	280	R			From: 23-692					NA		NA			05/28/2002
(1106)	0.26	NA				From: 23-1107					NA		NA			
						To: Dead End										
(1107)	0.06	160	R			From: 23-1106					NA		NA			05/28/2002
(1107)	0.49	NA				From: 23-1108					NA		NA			
						To: 23-1106										
(1108)	0.07	20	R			From: Dead End					NA		NA			05/28/2002
						To: 23-1107										
(1109)	0.11	50	R			From: Cul-de-Sac					NA		NA			05/28/2002
						To: 23-603										
(1110)	0.13	50	R			From: 23-643					NA		NA			05/28/2002
						To: Dead End										
(1111)	0.13	60	R			From: Dead End					NA		NA			1999
						To: 23-603										
(1112)	0.06	50	R			From: Dead End					NA		NA			1999
(1112)	0.08	60	R			From: 23-1104					NA		NA			1999
						To: Cul-de-Sac										
(1113)	0.17	110	R			From: Dead End					NA		NA			07/10/2002
						To: 23-1114										
(1114)	0.07	50	R			From: 23-1113					NA		NA			07/10/2002
						To: Dead End										
(1115)	0.30	100	R			From: Dead End					NA		NA			1999
						To: 23-686										
(1120)	0.10	220	R			From: 23-718					NA		NA			1999
(1120)	0.19	20	R			From: 23-1122					NA		NA			1999
						To: Cul-de-Sac										
(1121)	0.10	190	R			From: 23-718					NA		NA			1999
(1121)	0.24	110	R			From: 23-1122					NA		NA			1999
						To: Cul-de-Sac										
(1122)	0.16	70	R			From: 23-1121					NA		NA			1999
						To: 23-1120										

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(1122)	0.06	120	R			From: 23-1120					NA			NA		1999
(1122)	0.04	40	R			From: 23-1123					NA			NA		1999
						To: Dead End										
(1123)	0.08	50	R			From: Cul-de-Sac					NA			NA		1999
						To: 23-1122										
(1125)	0.34	80	R			From: 23-601 SOUTH					NA			NA		1999
						To: 23-1126										
(1125)	0.35	170	R			From: 23-1126					NA			NA		1999
						To: 23-601 NORTH										
(1126)	0.06	30	R			From: Dead End					NA			NA		1999
						To: 23-1125										
(1126)	0.08	30	R			From: 23-1125					NA			NA		1999
						To: Cul-de-Sac										
(1130)	0.20	70	R			From: Cul-de-Sac					NA			NA		1999
						To: 23-720										
(1131)	0.41	120	R			From: 23-621 SOUTH					NA			NA		1999
						To: 23-1132										
(1131)	0.50	100	R			From: 23-1132					NA			NA		1999
						To: 23-621 NORTH										
(1132)	0.05	30	R			From: 23-1131					NA			NA		1999
						To: Cul-de-Sac										
(1133)	0.13	70	R			From: 23-802					NA			NA		1999
						To: Cul-de-Sac										
(1135)	0.06	160	R			From: 23-802					NA			NA		1999
						To: 23-1136										
(1136)	0.93	140	R			From: 23-1135					NA			NA		1999
						To: END LOOP										
(1140)	0.32	90	R			From: Cul-de-Sac					NA			NA		05/30/2002
						To: 23-714										
(1141)	0.08	40	R			From: 23-1147					NA			NA		05/30/2002
						To: Cul-de-Sac										
(1142)	0.14	80	R			From: 23-1148					NA			NA		1999
						To: Cul-de-Sac										
(1143)	0.24	110	R			From: Cul-de-Sac					NA			NA		07/11/2002
						To: 23-642										
(1145)	0.10	100	R			From: 23-1146					NA			NA		1999
						To: 23-643										
(1146)	0.19	70	R			From: Cul-de-Sac					NA			NA		1999
						To: 23-1145										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Culpeper County																
(1147)	0.33	100	R			From: Cul-de-Sac					NA			NA		1999
						To: US 29										
(1148)	0.48	230	R			From: 23-1147					NA			NA		1999
						To: US 29										
(1149)	0.06	40	R			From: Cul-de-Sac					NA			NA		05/30/2002
						To: 23-1148										
(1150)	0.38	350	R			From: 23-692					NA			NA		1999
						To: 23-1156										
(1150)	0.21	220	R			From: 23-1156					NA			NA		1999
						To: 23-1151										
(1150)	0.36	180	R			From: 23-1151					NA			NA		1999
						To: Dead End										
(1151)	0.05	20	R			From: Cul-de-Sac					NA			NA		1999
						To: 23-1150										
(1152)	0.11	30	R			From: Cul-de-Sac					NA			NA		1999
						To: 23-1150										
(1153)	0.08	110	R			From: 23-1154					NA			NA		1999
						To: 23-1150										
(1154)	0.48	70	R			From: 23-1153 Begin Loop					NA			NA		1999
						To: End Loop										
(1155)	0.15	70	R			From: Cul-de-Sac					NA			NA		07/11/2002
						To: 23-1150										
(1156)	0.18	70	R			From: 23-1150					NA			NA		1999
						To: Cul-de-Sac										
(1157)	0.14	60	R			From: 23-1150					NA			NA		07/11/2002
						To: Cul-de-Sac										
(1158)	0.05	9	R			From: 23-1154					NA			NA		1999
						To: Cul-de-Sac										
(1159)	0.06	40	R			From: Cul-de-Sac					NA			NA		07/11/2002
						To: 23-1154										
(1164)	Fernwood Court	0.13	NA			From: Cul-de-Sac					NA			NA		
						To: 23-717										
(1165)		0.19	70	R		From: 23-717					NA			NA		1999
						To: Cul-de-Sac										
(1170)		0.67	830	R		From: 23-626					NA			NA		06/24/2002
						To: 23-1171										
(1170)		1.30	310	R		From: 23-1171					NA			NA		06/24/2002
						To: 23-639										

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						2Axle	3+Axle	1Trail	2Trail								
Culpeper County																	
(1171)	0.91	480	R			From: 23-1170					NA		NA			06/24/2002	
						To: 23-1173 NORTH											
(1172)	0.09	50	R			From: Dead End					NA		NA			06/24/2002	
						To: 23-1171											
(1173)	0.79	180	R			From: 23-1171 SOUTH					NA		NA			06/24/2002	
						To: 23-1171 NORTH											
(1174)	0.07	45	R			From: 23-1173					NA		NA			06/24/2002	
						To: Dead End											
(1175)	0.25	80	R			From: Dead End					NA		NA			06/24/2002	
						To: 23-1170											
(1176)	0.24	70	R			From: Dead End					NA		NA			06/24/2002	
						To: 23-1170											
(1177)	0.25	120	R			From: Dead End					NA		NA			06/24/2002	
						To: 23-1170											
(1178)	0.15	50	R			From: Dead End					NA		NA			06/24/2002	
						To: 23-1177											
(1179)	0.14	40	R			From: 23-1170					NA		NA			06/24/2002	
						To: Dead End											
(9486)	0.25	140	R			From: US 15					NA		NA			1999	
						To: Piedmont Voc Sch											
(9537)	0.37	3100	R			From: SR 229					NA		NA			1999	
						To: 0.37 ME SR 229											
(9537)	0.17	2700	R			From: 0.54 ME SR 229					NA		NA			1999	
						To: 0.54 ME SR 229											
(9537)	0.03	710	R			From: 0.57 ME SR 229					NA		NA			1999	
						To: 0.57 ME SR 229											
(9537)	0.26	910	R			From: Culpeper High School					NA		NA			1999	
						To: US 15											
(9566)	0.25	1500	R			From: US 15					NA		NA			1999	
						To: Sample Elem Sch											
Town of Culpeper																	
(1 ₂₀₄)	West Street	0.05	3500	F	99%	0%	1%	0%	0%	0%	F	0.122	F	0.521	3700	F	2002
						From: Evans Street											
(1 ₂₀₄)	Old Rixeyville Road	0.77	3300	F	99%	0%	1%	0%	0%	0%	C	0.125	F	0.532	3500	F	2002
						From: Williams Street											
(1 ₂₀₄)	Old Rixeyville Road	0.07	1800	F	99%	0%	1%	0%	0%	0%	F	0.140	F		1900	F	2002
						From: Grandview Avenue											
						To: Main Street N											
(3651 ₂₀₄)	Orange Road	0.33	5900	F	93%	1%	2%	2%	2%	0%	C	0.086	F	0.524	6300	F	2002
						From: Germanna Highway											
						To: Main Street											
(3652 ₂₀₄)	Chandler Street	0.17	750	F	94%	1%	4%	0%	0%	0%	F	0.112	F	0.604	790	F	2002
						From: West Street											
						To: East Street											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Culpeper																
3652 204 Chandler Street	0.75	460	F	94%	1%	From: East Street				C	0.121	F	0.689	490	F	2002
						To: ECL Culpeper										
3653 204 Laurel Street	0.84	2200	F	98%	0%	From: Orange Road				C	0.080	F	0.597	2400	F	2002
						To: Madison Road										
3656 204 Piedmont Street	0.27	3700	F	99%	0%	From: US 15 Bus Main Street N				F	0.104	F	0.523	3900	F	2002
						To: Old Brandy Road										
3656 204 Old Brandy Road	0.20	4100	F	99%	0%	From: Old Brandy Road				C	0.095	F	0.529	4400	F	2002
						To: Wine St										
3656 204 Old Brandy Road	0.56	3000	F	99%	0%	From: Wine Street				F	0.114	F	0.609	3200	F	2002
						To: US 15 Bus James Madison Hwy										
3657 204 West Street	0.91	4700	F	98%	0%	From: Madison Street				C	0.105	F	0.504	5000	F	2002
						To: Evans Street										
Cameron St		480	F			From: Blue Ridge Ave					0.087	F	0.543	510	F	2002
						To: US 29 Bus S Main St										
East Street		5600	F			From: Walter Street					0.1	F	0.522	5600	F	2002
						To: Mason Street										
Fairview Rd		240	F			From: SR 229 Main St					0.12	F	0.797	250	F	2002
						To: Hendrick St										
Virginia Avenue		1300	F			From: Sperryville Pike					0.084	F	0.521	1300	F	2002
						To: First Street										