

2001

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

Jurisdiction Report

23

Culpeper County  
Town of Culpeper

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

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

## **Publication Notes**

### Parallel Roads

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

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

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

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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<sup>th</sup> 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  
 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  
 Bus - Business Route  
Bypas - Bypass Route  
Truck - Truck Route
- ALT  
 ALT - Alternate Route  
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 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  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Culpeper</b>															
3 522	Germanna Hig	0.96	8100	G	From: US 15 BUS ORANGE ROAD				0%	C	NA	8500	G	2001	
					To: ECL CULPEPER										
<b>Culpeper County</b>															
3 522		0.66	12000	G	From: ECL CULPEPER				0%	F	1100	G	12000	G	2001
					To: US 522										
3		4.63	6700	G	From: 23-663				0%	F	530	G	6700	G	2001
					To: 23-750										
3		3.73	7900	G	From: 23-750				0%	F	670	G	8000	G	2001
					To: Orange County Line										
15		5.10	4000	G	From: Madison County Line				0%	F	340	G	4000	G	2001
					To: 23-649										
15		1.41	5400	G	From: 23-692				0%	F	450	G	5400	G	2001
					To: US 29 South Of Culpeper										
15		2.16	7900	G	From: US 29 South Of Culpeper				0%	F	650	G	7900	G	2001
					To: US 522										
15 29		1.32	14000	G	From: US 522				0%	F	1200	G	14000	G	2001
					To: US 15BUS&29BUS N OF CULPEPER										
15	James Madison Hwy	2.65	18000	G	From: US 15BUS&29BUS N OF CULPEPER				0%	F	1400	G	17000	G	2001
					To: 23-663										
15	James Madison Hwy	4.31	20000	G	From: 23-663				0%	F	1600	G	20000	G	2001
					To: Bus US 15; Bus US 29 South of Remington										
15	James Madison Hwy	0.24	19000	G	From: Bus US 15; Bus US 29 South of Remington				0%	F	1400	G	18000	G	2001
					To: Fauquier County Line										
Bus 15		0.56	1800	G	From: US 15 & 29 South of Remington				0%	F	180	G	1800	G	2001
					To: Fauquier County Line										
Bus 15	Orange Road	0.07	10000	G	From: US 15 South of Culpeper				0%	F	910	G	10000	G	2001
					To: SCL Culpeper										
<b>Town of Culpeper</b>															
Bus 15	Orange Road	1.32	5900	G	From: SCL Culpeper				0%	C	NA	6100	G	2001	
					To: US 522										
Bus 15	Germanna Highway	0.12	5300	G	From: US 522				0%	C	NA	5500	G	2001	
					To: Main Street S										
Bus 15	Main Street	0.85	19000	G	From: Germanna Highway				0%	C	NA	20000	G	2001	
					To: US 522 Evans Street										
Bus 15	Main Street	0.20	24000	G	From: US 522 Evans Street				0%	C	NA	25000	G	2001	
					To: Begin SR 229										
Bus 15	Main Street	0.06	24000	G	From: Begin SR 229				0%	C	NA	25000	G	2001	
					To: SR 229, Madison Hwy										
Bus 15	Madison Highway	0.22	20000	G	From: SR 229, Madison Hwy				0%	C	NA	21000	G	2001	
					To: SR 229, Main St										
Bus 15					From: Nottingham Street										
					To:										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Culpeper</b>																
Bus 15	Madison Highway	0.91	19000	G	96%	0%	3%	0%	1%	0%	C	NA	20000	G	2001	
					From: Nottingham Street											
					To: NCL Culpeper											
<b>Culpeper County</b>																
Bus 15		2.07	9000	A	94%	0%	4%	0%	1%	0%	A	890	A	9200	A	2001
					From: NCL Culpeper											
					To: US 15 US 29, 23-762											
29	Lee Hwy	2.79	14000	G	89%	1%	2%	1%	7%	0%	F	1100	G	14000	G	2001
					From: Madison County Line											
					To: 23-603											
29	Lee Hwy	3.54	18000	G	89%	1%	2%	1%	7%	0%	F	1500	G	18000	G	2001
					From: Bus US 29 South of Culpeper											
					To: US 15 South of Culpeper											
29		1.13	14000	G	89%	1%	2%	1%	7%	0%	F	1100	G	14000	G	2001
					From: US 15 South of Culpeper											
					To: US 522											
29		1.32	14000	G	89%	1%	2%	1%	7%	0%	F	1200	G	14000	G	2001
					From: US 522											
					To: Bus US 15 Bus US 29 North of Culpeper											
29	James Madiso	2.65	18000	G	86%	1%	3%	1%	9%	0%	F	1400	G	17000	G	2001
					From: 23-663											
29	James Madiso	4.31	20000	G	86%	1%	3%	1%	9%	0%	F	1600	G	20000	G	2001
					From: BUS US 15 BUS US 29 South of Remington											
					To: Fauquier County Line											
Bus 29		0.28	13000	G								1100	G	13000	G	2001
					From: US 29											
					To: SCL Culpeper											
<b>Town of Culpeper</b>																
Bus 29	Madison Rd	1.27	23000	G	97%	0%	2%	0%	1%	0%	C	NA	24000	G	2001	
					From: SCL Culpeper											
					To: West Street											
Bus 29		0.12	15000	G								1300	G	16000	G	2001
					From: US 15 Bus											
Bus 29	Main Street	0.85	19000	G	95%	0%	2%	1%	1%	0%	C	NA	20000	G	2001	
					From: US 522 EVANS STREET											
Bus 29	Main Street	0.20	24000	G	96%	0%	2%	0%	1%	0%	C	NA	25000	G	2001	
					From: Begin SR 229											
Bus 29	Main Street	0.06	24000	G	96%	0%	2%	0%	1%	0%	C	NA	25000	G	2001	
					From: SR 229, Madison Hwy											
Bus 29	Madison Highw	0.22	20000	G	97%	0%	2%	0%	1%	0%	C	NA	21000	G	2001	
					From: SR 229, Main St											
Bus 29	Madison Highw	0.91	19000	G	96%	0%	3%	0%	1%	0%	C	NA	20000	G	2001	
					From: NOTTINGHAM STREET											
					To: NCL CULPEPER											
<b>Culpeper County</b>																
Bus 29		2.07	9000	A	94%	0%	4%	0%	1%	0%	A	890	A	9200	A	2001
					From: NCL CULPEPER											
					To: US 15 US 29, 23-762											
Bus 29		0.56	1800	G	96%	0%	3%	1%	1%	0%	F	180	G	1800	G	2001
					From: US 15 & 29 SOUTH OF REMINGTON											
					To: Fauquier County Line											



Virginia Department of Transportation  
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2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
211	2.95	8600	G	95%	1%	2%	1%	1%	0%	F	730	G	8500	G	2001
				From:	Rappahannock County Line										
				To:	SR 229										
211	0.95	13000	G	95%	1%	2%	1%	1%	0%	F	1100	G	13000	G	2001
				From:	Fauquier County Line										
<b>Town of Culpeper</b>															
229	0.06	24000	G	96%	0%	2%	0%	1%	0%	C	NA		25000	G	2001
				From:	Begin SR 229										
				To:	RT 15 BUS N										
229	0.93	8600	G	95%	1%	3%	1%	1%	0%	C	NA		8900	G	2001
				From:	US 15 Bus										
				To:	NCL Culpeper										
<b>Culpeper County</b>															
229	1.21	8100	G	94%	1%	3%	1%	1%	0%	F	770	G	8200	G	2001
				From:	NCL Culpeper										
				To:	23-685 Catalpa										
229	4.92	5400	G	94%	1%	3%	1%	1%	0%	F	530	G	5500	G	2001
				From:	23-680 Catalpa										
				To:	23-640 Rixeyville										
229	5.45	5100	G	94%	1%	3%	1%	1%	0%	F	500	G	5100	G	2001
				From:	23-621										
				To:	US 211										
299	0.79	NA									NA		NA		
				From:	US 15										
				To:	US 29 Bus ; Ramp to US 29 Bypass										
522	0.09	3300	G	88%	1%	4%	0%	7%	0%	F	340	G	3300	G	2001
				From:	Orange County Line										
				To:	23-647										
522	6.27	3400	G	92%	0%	4%	1%	3%	0%	F	310	G	3400	G	2001
				From:	N 23-652										
				To:	SR 3										
522	0.92	4700	G	92%	0%	4%	1%	3%	0%	F	480	G	4800	G	2001
				From:	SR 3										
				To:	ECL Culpeper										
<b>Town of Culpeper</b>															
522	0.96	8100	G	92%	1%	3%	1%	2%	0%	C	NA		8500	G	2001
				From:	ECL Culpeper										
				To:	US 15 Bus Orange Road										
522	0.12	5300	G	95%	1%	2%	1%	2%	0%	C	NA		5500	G	2001
				From:	RT 15 BUS										
				To:	MAIN STREET S										
522	0.85	19000	G	95%	0%	2%	1%	1%	0%	C	NA		20000	G	2001
				From:	GERMANNIA HIGHWAY										
				To:	US 15 BUS										
522	0.08	11000	G	96%	0%	2%	1%	1%	0%	C	NA		12000	G	2001
				From:	US 15 Bus West Street										
				To:	Main Street West										
522	1.44	9600	G	94%	1%	3%	1%	1%	0%	C	NA		10000	G	2001
				From:	West Street										
				To:	WCL Culpeper										
<b>Culpeper County</b>															
522	7.34	5900	G	93%	1%	3%	1%	2%	0%	F	520	G	5900	G	2001
				From:	WCL Culpeper										
				To:	23-707										
522	0.93	2200	G	93%	1%	3%	1%	2%	0%	F	210	G	2300	G	2001
				From:	Rappahannock County Line										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
600	0.40	70	R			From: SR 3 WEST					NA		NA		1995
600	0.40	270	R			To: 23-663					NA		NA		1995
600	0.20	110	R			From: 23-705					NA		NA		1995
601	0.55	50	R			To: SR 3 EAST					NA		NA		1995
601	0.55	100	R			From: 23-617					NA		NA		1995
601	0.55	100	R			To: 0.55 MN 23-617					NA		NA		1995
601	0.31	470	R			From: 23-720					NA		NA		1995
602	0.60	40	R			To: US 15					NA		NA		1999
603	0.30	1300	R			From: 23-649					NA		NA		1995
603	1.40	260	R			To: 23-652					NA		NA		1995
603	1.70	700	R			From: US 29					NA		NA		1995
604	1.60	40	R			To: 23-657					NA		NA		1995
605	0.40	40	R			From: 23-643; 23-645					NA		NA		1995
605	0.60	30	R			To: 23-692					NA		NA		1995
606	1.00	90	R			From: 23-605					NA		NA		1995
607	1.90	80	R			To: Rappahannock County Line					NA		NA		1995
608	2.30	150	R			From: Madison County Line					NA		NA		1995
609	2.00	1700	G	93%	1%	5%	0%	1%	0%	C	160	G	1700	G	2001
610	1.70	70	R			To: 23-604					NA		NA		1995
610	1.01	180	R			From: 23-704					NA		NA		1995
610	1.02	810	G	87%	1%	5%	0%	6%	0%	C	90	G	810	G	2001
						To: Rappahannock County Line									
						From: Madison County Line									
						To: 23-608									
						From: Madison County Line; 23-606									
						To: 23-644									
						From: Madison County Line									
						To: 23-644									
						From: Madison County Line									
						To: 23-669									
						From: 23-724									
						To: 23-647									
						From: 23-620 SOUTH									

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 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
610	2.52	610	G	87%	1%	5%	0%	6%	0%	F	60	G	610	G	2001
				From: 23-620 SOUTH											
				To: 23-731											
610	1.80	570	G	87%	1%	5%	1%	6%	0%	F	60	G	570	G	2001
				From: 23-619											
				To: 23-732											
610	0.41	410	G	87%	1%	5%	0%	6%	0%	F	50	G	420	G	2001
				From: Spotsylvania County Line											
				To: Rappahannock County Line											
611	2.50	520	G	93%	1%	4%	1%	1%	0%	F	60	G	520	G	2001
				From: 23-618											
				To: SR 229											
612	0.41	60	R								NA		NA		1995
				From: Dead End											
				To: SCL CULPEPER											
613	0.02	480	R								NA		NA		1995
				From: US 211											
				To: Rappahannock County Line; 78-613; Gap											
613	0.45	230	R								NA		NA		1995
				From: 23-621											
613	0.82	330	R								NA		NA		1995
				From: 23-772											
613	2.58	190	R								NA		NA		1995
				From: 23-622											
				To: Fauquier County Line; 30-613											
614	2.30	440	G	85%	2%	10%	3%	1%	0%	C	40	G	440	G	2001
				From: Madison County Line											
				To: 23-615											
615	0.97	1000	G	92%	1%	3%	4%	0%	0%	C	120	G	1000	G	2001
				From: Orange County Line											
				To: 23-647											
615	1.40	960	G	92%	1%	3%	4%	0%	0%	F	110	G	960	G	2001
				From: 23-653											
615	2.80	990	G	92%	1%	3%	4%	0%	0%	F	120	G	1000	G	2001
				From: 23-652											
				To: US 522											
616	1.40	1100	R								NA		NA		1995
				From: US 522											
				To: 23-638											
617	1.00	60	R								NA		NA		1995
				From: 23-692											
				To: 23-601											
617	1.10	50	R								NA		NA		1995
				From: US 522 SOUTH											
				To: US 522 NORTH											
617	1.20	90	R								NA		NA		1995
				From: 23-652											
617	0.70	90	R								NA		NA		1995
				From: 23-652											
				To: 23-654											

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(617)	3.00	50	R			From: 23-654					NA		NA		1999
(617)	0.70	80	R			To: 23-647					NA		NA		1999
						To: Orange County Line									
(618)	0.20	110	R			From: Dead End					NA		NA		1995
						To: 23-611									
(619)	0.30	310	R			From: 23-610					NA		NA		1999
(619)	0.60	260	R			To: 0.30 ME 23-610					NA		NA		1999
(619)	0.64	140	R			From: 23-701					NA		NA		1999
(619)	1.26	90	R			To: 0.65 ME 23-701					NA		NA		1999
(619)	1.70	30	R			From: 23-683					NA		NA		1999
(619)	0.30	10	R			To: 23-743					NA		NA		1999
(619)	2.00	10	R			From: 0.30 ME 23-743					NA		NA		1999
						To: Stafford County Line									
(620)	2.48	630	R			From: SR 3					NA		NA		1999
						To: 23-610 SOUTH									
(620)	2.90	270	G	97%	0%	2%	0%	0%	0%	F	30	G	270	G	2001
						From: 23-682									
(620)	1.50	300	G			To: 23-670					40	G	300	G	2001
(620)	1.30	680	F	98%	0%	2%	0%	0%	0%	C	70	F	680	F	2001
						To: Fauquier County Line, 30-620									
(621)	2.34	300	G	95%	1%	1%	2%	1%	0%	F	40	G	300	G	2001
						From: 23-625									
(621)	1.54	710	G	95%	1%	1%	2%	1%	0%	F	90	G	710	G	2001
						To: 23-775									
(621)	0.75	870	G	95%	1%	1%	2%	1%	0%	F	90	G	880	G	2001
						From: 23-802									
(621)	1.40	1900	G	95%	1%	1%	2%	1%	0%	C	180	G	1900	G	2001
						To: SR 229									
(621)	1.26	950	R			From: 23-787					NA		NA		1995
(621)	1.24	1000	R			To: US 211					NA		NA		1995
(621)	0.30	310	R			From: 23-613					NA		NA		1995
						To: US 211									
(622)	1.30	440	R			From: 23-613					NA		NA		1995
						To: 23-621									
(623)	3.00	280	R			From: 23-802					NA		NA		1995

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
624	2.23	140	R			From: 23-626					NA		NA		1995
						To: SR 229 NORTH									
						From: SR 229 SOUTH									
624	0.45	60	R			From: 23-726					NA		NA		1995
624	1.50	260	R			From: 23-693					NA		NA		1995
624	1.10	90	R			To: 23-625					NA		NA		1995
625	2.60	560	R			From: 23-685					NA		NA		1995
625	0.50	420	R			From: 23-711					NA		NA		1995
625	2.50	300	G	96%	0%	3%	0%	1%	0%	F	30	G	310	G	2001
625	3.50	350	G	96%	0%	3%	0%	1%	0%	C	30	G	350	G	2001
						To: 23-621									
626	1.35	30	R			From: 23-640					NA		NA		1999
626	1.25	180	R			To: 1.35 ME 23-640					NA		NA		1999
626	0.60	80	R			To: 23-611 NORTH									
						From: 23-611 SOUTH									
626	0.70	40	R			To: 23-639					NA		NA		1999
626	2.80	NA				From: 23-624					NA		NA		
626	0.01	NA				To: 2.80 MN 23-624					NA		NA		
627	2.00	560	G	81%	6%	12%	0%	1%	0%	C	60	G	570	G	2001
						To: 23-640									
628	1.20	10	R			From: Dead End					NA		NA		1995
628	1.50	180	R			To: 23-646 SOUTH									
						From: 23-646 NORTH									
628	2.90	40	R			To: 23-729 SOUTH									
						From: 23-729 NORTH									
628	0.10	110	R			To: 2.90 MN 23-729					NA		NA		1995
628	1.10	300	R			From: 23-629					NA		NA		1995
628	1.30	130	R			To: 23-640 SOUTH									
						From: 23-640 NORTH									
629	3.40	670	R			To: 23-611					NA		NA		1995
						From: US 522									
						To: 23-729 SOUTH									

Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
629	2.20	180	R								NA		NA		1995
629	1.50	110	R								NA		NA		1995
630	1.00	160	R								NA		NA		1995
630	0.30	110	R								NA		NA		1995
630	2.00	100	R								NA		NA		1995
630	0.80	20	R								NA		NA		1995
631	0.30	90	R								NA		NA		1995
631	0.30	60	R								NA		NA		1995
632	3.17	860	R								NA		NA		1995
632	1.20	190	R								NA		NA		1995
632	1.20	70	R								NA		NA		1995
633	0.13	1900	G	97%	1%	1%	1%	1%	0%	F	180	G	1900	G	2001
633	0.22	1800	G	97%	1%	1%	1%	1%	0%	C	170	G	1800	G	2001
633	1.80	200	R								NA		NA		1995
633	0.80	260	R								NA		NA		1995
633	1.60	680	R								NA		NA		1995
633	2.00	790	R								NA		NA		1995
633	2.60	190	R								NA		NA		1995
633	1.50	190	R								NA		NA		1995
633	0.70	560	R								NA		NA		1995
633	2.60	430	R								NA		NA		1995
634	0.89	470	G	96%	2%	2%	0%	0%	0%	F	50	G	470	G	2001
634	2.01	670	G	96%	2%	2%	0%	0%	0%	C	70	G	680	G	2001

Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
635	0.76	40	R			From: 23-646 To: Dead End					NA		NA		1995
636	1.00	80	R			From: 23-644 To: 23-716					NA		NA		1995
637	0.80	560	G	91%	4%	4%	1%	1%	0%	C	50	G	560	G	2001
637	0.35	10	R			From: 23-634 To: Dead End					NA		NA		1995
638	2.30	730	R			From: US 522 To: 23-729 WEST					NA		NA		1995
638	2.20	1200	R			From: 23-729 EAST To: 23-633					NA		NA		1995
639	0.40	90	R			From: 23-626 To: 23-730					NA		NA		1995
639	0.89	80	R			From: .90 MN 23-730 To: Rappahannock County Line					NA		NA		1995
640	0.50	140	R			From: Rappahannock County Line To: 23-626					NA		NA		1995
640	1.05	100	R			From: 23-627 To: 23-628 SOUTH					NA		NA		1995
640	1.68	540	G	94%	1%	3%	0%	1%	0%	F	50	G	550	G	2001
640	2.50	810	G	94%	1%	3%	0%	1%	0%	C	90	G	820	G	2001
640	3.20	410	G	94%	1%	3%	0%	1%	0%	F	40	G	410	G	2001
641	1.10	200	R			From: 23-625 To: 23-643					NA		NA		1995
641	0.40	1300	R			From: 23-718 To: 23-719					NA		NA		1995
641	2.40	760	R			From: US 522 To: US 15					NA		NA		1995
642	1.70	100	R			From: US 15 To: 1.700 N US 15					NA		NA		1995
642	1.60	230	R			From: 23-645 To: 23-633					NA		NA		1995
643	2.93	1200	R			From: US 29 To: US 29					NA		NA		1995
643	1.64	810	G	96%	1%	2%	0%	0%	0%	C	80	G	810	G	2001
						From: 23-603; 23-645 To:									

Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
644	1.15	1300	G	94%	1%	3%	1%	1%	0%	C	120	G	1300	G	2001
644	0.90	880	G	94%	1%	3%	1%	1%	0%	F	80	G	880	G	2001
644	0.80	820	G	94%	1%	3%	1%	1%	0%	F	80	G	820	G	2001
644	1.00	520	R								NA		NA		1995
644	1.41	180	R								NA		NA		1995
644	1.30	120	R								NA		NA		1995
645	0.60	160	R								NA		NA		1995
645	2.70	700	R								NA		NA		1995
646	2.25	350	R								NA		NA		1995
646	1.90	90	R								NA		NA		1995
646	1.30	30	R								NA		NA		1995
646	0.30	40	R								NA		NA		1995
646	1.40	120	R								NA		NA		1995
647	0.40	140	R								NA		NA		1995
647	4.60	90	R								NA		NA		1995
647	0.70	120	R								NA		NA		1995
647	3.69	220	R								NA		NA		1999
647	0.60	170	R								NA		NA		1999
647	1.50	190	R								NA		NA		1999
647	0.70	270	G	90%	1%	3%	0%	5%	0%	F	40	G	280	G	2001
647	3.40	130	G	91%	2%	3%	1%	5%	0%	F	20	G	130	G	2001
647	0.90	950	G	90%	2%	3%	0%	5%	0%	C	90	G	950	G	2001
648	0.80	10	R								NA		NA		1995



Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(648)	1.40	170	R			From: US 15 SOUTH					NA		NA		1995
						To: US 15 NORTH									
(649)	1.61	140	R			From: Dead End					NA		NA		1995
(649)	2.11	550	R			From: 23-652					NA		NA		1995
						To: US 15									
(650)	1.40	80	R			From: Dead End					NA		NA		1995
(650)	0.70	90	R			From: 23-707					NA		NA		1995
(650)	1.15	120	R			From: US 522					NA		NA		1995
						To: Rappahannock County Line									
(651)	0.28	7	R			From: 23-652					NA		NA		1995
(651)	0.10	50	R			From: 23-615					NA		NA		1995
						To: 23-652									
(652)	1.42	340	R			From: 23-649					NA		NA		1995
(652)	2.10	150	R			From: 23-615					NA		NA		1995
(652)	1.20	30	R			From: US 522 SOUTH					NA		NA		1995
						To: US 522 MID									
(652)	1.80	200	R			From: 23-617					NA		NA		1995
(652)	0.40	250	R			From: 23-656					NA		NA		1995
						To: US 522 NORTH									
(653)	0.30	30	R			From: Dead End					NA		NA		1995
						To: 23-615									
(654)	1.00	10	R			From: Dead End					NA		NA		1995
						To: 23-617									
(655)	0.65	30	R			From: Dead End					NA		NA		1995
(655)	1.70	30	R			From: 23-647					NA		NA		1995
(655)	0.60	47	R			From: 23-689					NA		NA		1999
						To: 23-652									
(656)	0.80	80	R			From: 23-652					NA		NA		1995
						To: 23-658									
(657)	1.10	180	R			From: US 15					NA		NA		1995
(657)	1.00	70	R			From: 23-691					NA		NA		1995
						To: Dead End Gap Termin									

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(657)	2.15	120	R			From: Madison County Line; 56-618					NA		NA		1995
(657)	0.30	220	R			To: 2.15 MN OF CL					NA		NA		1995
(657)	0.50	1200	R			From: 23-645 EAST					NA		NA		1995
(657)						To: 23-645 WEST									
(657)						From: 23-603									
(658)	0.71	510	G	93%	2%	5%	1%	1%	0%	C	40	G	520	G	2001
(658)	1.91	420	G	93%	1%	5%	0%	0%	0%	F	40	G	430	G	2001
(658)	2.00	190	R			From: 23-662					NA		NA		1999
(658)						To: 23-661									
(659)	0.11	80	R			From: 23-641					NA		NA		1999
(659)						To: Dead End									
(660)	0.95	140	R			From: Dead End					NA		NA		1999
(660)						To: 23-647									
(661)	1.40	60	R			From: 23-647					NA		NA		1999
(661)						To: 23-658									
(661)	0.90	100	R			From: 23-662					NA		NA		1999
(661)	1.91	140	R			To: 23-663									
(662)	2.20	20	R			From: 23-658					NA		NA		1999
(662)						To: 23-661									
(663)	2.64	370	G	94%	0%	3%	1%	2%	0%	F	40	G	380	G	2001
(663)	0.32	700	G			From: 23-661					70	G	700	G	2001
(663)	0.11	920	G			To: SR 3					90	G	930	G	2001
(663)	1.60	970	G			From: 23-600					90	G	970	G	2001
(663)	1.27	340	G	94%	0%	3%	1%	2%	0%	F	40	G	340	G	2001
(663)	0.88	430	G			From: 23-668					50	G	440	G	2001
(663)	0.35	680	G			To: 23-684					80	G	690	G	2001
(663)	0.11	NA				From: 23-700					NA		NA		2001
(663)						To: Dead End; NS RR; Gap									
(663)	0.14	2700	G	94%	0%	3%	1%	2%	0%	C	270	G	2700	G	2001
(663)	0.08	1700	G			From: US 15; US 29					160	G	1700	G	2001
(663)	1.18	760	G	94%	0%	3%	1%	2%	0%	F	70	G	760	G	2001
(663)						To: 23-685									
(663)						From: 23-679									

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
663	2.26	530	G			From: 23-679 To: 23-625					60	G	530	G	2001
664	0.85	140	R			From: Dead End To: 23-640					NA		NA		1995
665	0.27	40	R			From: Dead End To: 23-684					NA		NA		1995
665	0.02	650	R			From: 23-684 To: US 15 BUS					NA		NA		1995
665	1.22	680	R			From: US 15 BUS To: 23-666					NA		NA		1995
665	0.50	510	R			From: 23-666 To: 23-685					NA		NA		1995
666	2.56	290	R			From: 26-665 To: US 15 BUS WEST US 15 BUS EAST					NA		NA		1995
666	1.02	2700	G	90%	1%	3%	1%	5%	0%	C	350	G	2700	G	2001
666	0.65	1200	R			From: US 29; 23-667 To: 23-703					NA		NA		1995
666	2.60	530	R			From: 23-703 To: 23-663					NA		NA		1995
667	1.75	640	R			From: ECL CULPEPER To: US 29; 23-666					NA		NA		1995
668	0.30	30	R			From: 23-663 To: Dead End					NA		NA		1995
669	0.70	1600	G	92%	1%	3%	1%	2%	0%	F	180	G	1600	G	2001
669	0.90	1700	G	92%	1%	3%	1%	2%	0%	F	180	G	1700	G	2001
669	2.10	1900	G	92%	1%	3%	1%	2%	0%	F	200	G	1900	G	2001
669	2.05	2100	G	92%	1%	3%	1%	2%	0%	C	220	G	2100	G	2001
669	0.15	2400	G	92%	1%	3%	1%	2%	0%	F	240	G	2400	G	2001
669	0.08	3800	G	92%	1%	3%	1%	2%	0%	F	340	G	3900	G	2001
670	1.00	30	R			From: 23-620 To: 23-672					NA		NA		1995
671	1.00	30	R			From: Dead End To: 23-672					NA		NA		1995
672	2.10	90	R			From: 23-669 To: 23-724					NA		NA		1995
672	0.80	100	R			From: 23-724 To: 23-673					NA		NA		1995

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
672	0.60	100	R								NA		NA		1995
672	0.50	90	R								NA		NA		1995
672	0.50	80	R								NA		NA		1995
673	1.80	110	R								NA		NA		1995
673	0.40	160	R								NA		NA		1995
673	1.00	130	R								NA		NA		1995
673	2.37	220	R								NA		NA		1995
674	1.71	260	R								NA		NA		1995
674	1.40	130	R								NA		NA		1995
674	1.90	130	R								NA		NA		1995
675	1.60	80	R								NA		NA		1995
675	0.70	60	R								NA		NA		1995
675	0.90	20	R								NA		NA		1995
676	1.60	100	R								NA		NA		1995
676	0.20	170	R								NA		NA		1995
676	0.10	220	R								NA		NA		1995
676	1.03	190	R								NA		NA		1995
676	1.20	40	R								NA		NA		1995
677	0.60	130	R								NA		NA		1995
677	1.40	20	R								NA		NA		1995
678	0.30	240	R								NA		NA		1995
679	1.35	80	R								NA		NA		1999

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Culpeper County</b>																
(680)	0.95	30	R								NA	NA			1999	
				From:	Dead End											
				To:	23-647											
(681)	0.60	20	R								NA	NA			1999	
				From:	Dead End											
				To:	23-751											
(681)	0.85	320	R								NA	NA			1999	
				From:	23-610											
				To:	SR 3											
(682)	0.30	200	R								NA	NA			1999	
				From:	23-731											
(682)	2.50	100	R								NA	NA			1999	
				From:	23-619											
				To:	Dead End											
(684)	0.70	600	R								NA	NA			1995	
				From:	23-665											
				To:	23-706											
(684)	2.20	230	R								NA	NA			1995	
				From:	23-663											
				To:	23-729											
(685)	0.76	1500	G	97%	0%	1%	1%	1%	0%	F	170	G	1500	G	2001	
				From:	23-632											
(685)	0.49	2400	G	97%	0%	1%	1%	1%	0%	F	240	G	2400	G	2001	
				From:	SR 229											
(685)	0.90	1900	G	97%	0%	1%	1%	1%	0%	C	190	G	1900	G	2001	
				From:	23-761 WEST											
(685)	0.22	1700	G	97%	0%	1%	1%	1%	0%	F	180	G	1700	G	2001	
				From:	23-761 EAST											
(685)	1.57	980	G	97%	1%	1%	1%	1%	0%	F	110	G	980	G	2001	
				From:	23-665											
(685)	2.79	590	R								NA	NA			1995	
				From:	23-663											
(685)	2.25	500	R								NA	NA			1995	
				From:	23-786; Gap Terminus; New Route 676											
				To:	US 15											
(686)	0.57	2800	R								NA	NA			1995	
				From:	23-776											
(686)	0.78	1500	R								NA	NA			1995	
				From:	23-765											
(686)	0.40	1600	R								NA	NA			1995	
				From:	US 522											
				To:	23-762											
(687)	0.17	190	R								NA	NA			1995	
				From:	Dead End											
				To:	Dead End											
(688)	0.93	70	R								NA	NA			1999	
				From:	23-647											
				To:	23-655											
(689)	0.10	7	R								NA	NA			1995	
				From:	Dead End Gap Terminus											
(689)	0.50	10	R								NA	NA			1995	
				From:	US 522											

Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Culpeper County</b>																
690	0.09	7	R			From: US 15 To: Dead End					NA		NA		1995	
691	0.30	120	R			From: US 15 To: 23-657					NA		NA		1995	
692	0.80	45	R			From: 23-649 To: 23-617					NA		NA		1999	
692	0.80	100	R			From: 23-617 To: 23-617					NA		NA		1995	
692	0.07	620	G	97%	0%	From: US 15 SOUTH To: 23-1101				0%	F	60	G	620	G	2001
692	0.21	550	G	97%	0%	From: 23-1101 SOUTH To: 23-1102				0%	F	60	G	560	G	2001
692	0.11	580	G	97%	0%	From: 23-1102 To: 23-1101 NORTH				0%	F	60	G	580	G	2001
692	0.16	680	G	97%	0%	From: 23-1101 NORTH To: 23-603				0%	F	70	G	680	G	2001
692	1.25	1200	G	97%	0%	From: 23-603 To: US 15 NORTH				0%	C	130	G	1200	G	2001
693	1.89	50	R			From: 23-624 To: 1.89 MN 23-624					NA		NA		1995	
693	0.76	600	R			From: 1.89 MN 23-624 To: 23-802					NA		NA		1995	
694	0.23	1900	R			From: ECL CULPEPER US 15 BUS To: 0.24 MN US 15 BUS					NA		NA		1995	
694	0.47	60	R			From: 0.24 MN US 15 BUS To: Dead End					NA		NA		1995	
695	0.58	40	R			From: US 522 To: 23-707					NA		NA		1995	
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	100	R			From: ECL CULPEPER To: 0.81 ME OF ECL					NA		NA		1995	
699	0.14	190	R			From: 0.81 ME OF ECL To: 23-667					NA		NA		1995	
700	0.16	840	G	87%	2%	From: 63-663 To: 23-669				7%	C	90	G	840	G	2001
701	1.00	70	R			From: 23-619 To: Dead End					NA		NA		1999	

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(702)	0.35	170	R			From: 23-633					NA		NA		1999
(702)	0.09	60	R			From: 23-725					NA		NA		1999
						To: Dead End									
(703)	0.87	80	R			From: 23-666					NA		NA		1995
(703)	0.48	140	R			From: 23-709					NA		NA		1995
						To: 23-684									
(704)	0.70	20	R			From: Dead End					NA		NA		1995
						To: 23-605									
(705)	0.07	30	R			From: 23-600					NA		NA		1999
						To: Dead End									
(706)	2.50	30	R			From: 23-666					NA		NA		1995
						To: 23-684									
(707)	1.14	520	G	92%	3%	From: Rappahannock County Line				F	60	G	530	G	2001
(707)	0.66	570	G	92%	3%	From: 23-749				F	60	G	580	G	2001
						To: 23-650									
(707)	0.39	630	G	92%	3%	From: 23-695				F	60	G	640	G	2001
(707)	0.30	680	G	92%	3%	From: 23-695				C	70	G	690	G	2001
						To: US 522									
(708)	0.44	100	R			From: SR 229 SOUTH					NA		NA		1995
						To: SR 229 NORTH									
(710)	3.20	20	R			From: 23-621					NA		NA		1995
						To: 23-625									
(711)	2.00	90	R			From: 23-630					NA		NA		1995
						To: 23-625									
(712)	0.13	90	R			From: Cul-de-Sac					NA		NA		1999
						To: US 522									
(713)	1.70	20	R			From: 23-714					NA		NA		1995
						To: 23-729									
(714)	0.30	120	R			From: 23-646					NA		NA		1995
						To: 23-713									
(714)	1.70	520	R			From: 23-713					NA		NA		1995
						To: 23-729									
(715)	2.95	210	R			From: 23-608					NA		NA		1995
						To: 23-644									
(716)	0.08	150	R			From: 23-634					NA		NA		1995
						To: 23-1045									

Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(716)	0.02	80	R			From: 23-1045					NA		NA		1995
(716)	0.60	70	R			From: 0.02 ME 23-1045					NA		NA		1995
(716)	1.00	150	R			From: 23-636					NA		NA		1995
(716)						To: 23-633									
(717)	0.52	120	R			From: US 29					NA		NA		1995
(717)						To: 23-643									
(718)	1.50	1500	R			From: US 29					NA		NA		1995
(718)						To: 23-641									
(719)	1.50	1000	R			From: 23-633					NA		NA		1995
(719)						To: 23-641									
(720)	1.36	120	R			From: 23-601					NA		NA		1995
(720)						To: 1.37 ME 23-601									
(720)	0.59	530	R			From: 23-686					NA		NA		1995
(720)						To: 23-686									
(721)	1.10	80	R			From: US 15 NORTH					NA		NA		1995
(721)						To: US 15 SOUTH									
(721)	2.90	40	R			From: 23-614					NA		NA		1999
(721)						To: 23-614									
(722)	1.10	150	R			From: 23-652					NA		NA		1995
(722)						To: Dead End									
(723)	1.60	10	R			From: 23-647					NA		NA		1999
(723)						To: 23-661									
(724)	1.60	80	R			From: 23-610					NA		NA		1995
(724)						To: 23-672									
(725)	0.13	220	R			From: US 29					NA		NA		1999
(725)						To: 23-702									
(726)	0.20	330	R			From: SR 229					NA		NA		1995
(726)						To: 23-624									
(727)	0.26	160	R			From: 23-729					NA		NA		1999
(727)						To: 23-728									
(728)	0.07	70	R			From: 23-727					NA		NA		1999
(728)						To: Dead End									
(729)	1.37	3000	G	95%	1%	2%	1%	1%	0%	C	320	G	3000	G	2001
(729)						From: 23-1050									
(729)	0.32	3000	G	95%	1%	2%	1%	1%	0%	F	340	G	3100	G	2001
(729)						From: 23-685									
(729)	0.44	3700	G	95%	1%	2%	1%	1%	0%	F	420	G	3700	G	2001
(729)						From: 23-638 EAST									



Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(729)	0.45	3200	G	95%	1%	2%	1%	1%	0%	F	380	G	3200	G	2001
				From:	23-638 EAST										
				To:	23-638 WEST										
(729)	3.70	1500	G	95%	1%	2%	1%	1%	0%	F	180	G	1600	G	2001
				From:	23-629 NORTH										
				To:	23-714										
(729)	0.16	1900	G	95%	1%	2%	1%	1%	0%	F	220	G	2000	G	2001
				From:	23-713										
				To:	Rappahannock County Line										
(729)	1.08	1400	G	95%	1%	2%	1%	1%	0%	F	160	G	1400	G	2001
				From:	23-713										
				To:	Rappahannock County Line										
(729)	3.18	1100	G	95%	1%	2%	1%	1%	0%	F	110	G	1100	G	2001
				From:	Rappahannock County Line										
				To:	Rappahannock County Line										
(730)	2.00	70	R								NA		NA		1995
				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										
				To:	23-1090										
(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	30	R								NA		NA		1995
				From:	23-669										
				To:	Dead End										
(735)	0.60	20	R								NA		NA		1999
				From:	Dead End										
				To:	23-610										
(736)	1.30	70	R								NA		NA		1995
				From:	23-647										
				To:	Orange County Line:68-689										
(737)	0.20	80	R								NA		NA		1995
				From:	23-738										
				To:	Dead End										
(738)	0.37	180	R								NA		NA		1995
				From:	US 522										
				To:	23-629										
(738)	0.43	260	R								NA		NA		1995
				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	120	R								NA		NA		1999
				From:	US 522										
				To:	Dead End										
(742)	0.50	120	R								NA		NA		1995
				From:	23-638										
				To:	Dead End										

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(743)	0.60	20	R			From: Dead End					NA		NA		1999
						To: 23-619									
(744)	0.58	100	R			From: Dead End					NA		NA		1995
						To: 23-627									
(745)	0.54	160	R			From: Dead End					NA		NA		1995
						To: US 522									
(746)	0.75	200	R			From: Dead End					NA		NA		1999
						To: 23-714									
(747)	0.24	160	R			From: 23-1014					NA		NA		1999
						To: 23-1013									
(747)	0.12	330	R			From: 23-616					NA		NA		1999
						To: 23-616									
(748)	0.30	110	R			From: Dead End					NA		NA		1995
						To: US 522									
(749)	0.70	60	R			From: Rappahannock County Line					NA		NA		1995
						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	280	R			From: Dead End					NA		NA		1995
						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		1995
						To: 23-674									
(755)	0.15	7	R			From: Dead End					NA		NA		1995
						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	30	R			From: NCL CULPEPER					NA		NA		1995
						To: Dead End									
(759)	0.08	40	R			From: 23-643					NA		NA		1999
						To: Dead End									
(760)	0.32	150	R			From: Dead End					NA		NA		1999
						To: 23-692									

Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail								
<b>Culpeper County</b>																	
(761)	0.21	240	R			From: 23-685 WEST					NA		NA		1999		
(761)	0.54	160	R			From: 23-777					NA		NA		1999		
(761)						To: 23-685 EAST											
(762)	0.35	2200	G			From: US 15 US 29, US 15 BUS, US 29 BUS											
(762)						89%	1%	5%	1%	4%	0%	C	200	G	2200	G	2001
(762)	0.14	1900	G			From: 23-780											
(762)						89%	1%	5%	0%	4%	0%	F	180	G	1900	G	2001
(762)	1.87	1700	G			From: SR 342					170		G	1700	G	2001	
(762)	0.09	3200	G			From: 23-663					310		G	3200	G	2001	
(762)	0.14	70	R			From: 23-669							NA		NA	1995	
(762)						To: Dead End											
(763)	0.70	220	R			From: US 522							NA		NA	1999	
(763)						To: Dead End											
(764)	0.28	150	R			From: Dead End							NA		NA	1999	
(764)	0.17	270	R			From: 23-697							NA		NA	1999	
(764)						To: 23-641											
(765)	0.19	80	R			From: Dead End							NA		NA	1999	
(765)						To: 23-686											
(766)	0.15	10	R			From: 23-685							NA		NA	1999	
(766)						To: 23-632											
(767)	0.28	320	R			From: US 522							NA		NA	1999	
(767)	0.11	90	R			From: Dead End Gap Termin							NA		NA	1999	
(767)						To: 23-1010											
(768)	0.19	160	R			From: US 522							NA		NA	1999	
(768)						To: Dead End											
(769)	0.18	90	R			From: Dead End							NA		NA	1999	
(769)						To: 23-641											
(770)	0.21	1000	R			From: Dead End							NA		NA	1999	
(770)						To: 23-638											
(771)	0.26	160	R			From: Dead End							NA		NA	1999	
(771)						To: SR 229											
(772)	0.65	250	R			From: 23-613							NA		NA	1999	
(772)						To: Dead End											
(773)	0.10	50	R			From: Dead End							NA		NA	1999	
(773)						To: 23-648											

Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(774)	0.61	110	R								NA		NA		1995
(775)	0.45	100	R								NA		NA		1995
(776)	0.16	590	R								NA		NA		1999
(777)	0.08	40	R								NA		NA		1999
(778)	0.20	140	R								NA		NA		1999
(779)	0.20	NA									NA		NA		
(780)	0.14	90	R								NA		NA		1995
(781)	0.16	140	R								NA		NA		1999
(781)	0.12	330	R								NA		NA		1999
(782)	0.19	80	R								NA		NA		1999
(782)	0.20	60	R								NA		NA		1999
(786)	0.47	1700	R								NA		NA		1999
(787)	0.23	100	R								NA		NA		1999
(789)	0.22	NA									NA		NA		
(802)	1.00	820	G	94%	2%	3%	1%	0%	0%	C	90	G	820	G	2001
(802)	0.40	1100	G	94%	2%	3%	1%	1%	0%	F	100	G	1100	G	2001
(802)	0.17	1400	G	94%	2%	3%	1%	1%	0%	F	140	G	1500	G	2001
(802)	2.65	1100	R								NA		NA		1995
(810)	0.52	NA									NA		NA		
(820)	0.29	150	R								NA		NA		1999

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(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	48	R			From: 23-852					NA		NA		1999
(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	NA				From: Dead End					NA		NA		
(900)						To: 23-615									
(930)	0.28	NA				From: 23-929					NA		NA		
(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									

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
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	40	R			From: Dead End					NA	NA			1999
						To: 23-1011									
1012	0.12	40	R			From: 23-1011					NA	NA			1999
						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	NA				From: 23-786					NA	NA			
						To: Dead End									
1017	0.13	NA				From: 23-1009					NA	NA			
						To: Cul-de-Sac									
1018	0.33	NA				From: Cul-de-Sac					NA	NA			
						To: 23-1009 Gap Terminus EAST									
1019	0.34	NA				From: SR 229					NA	NA			
						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	NA				From: 23-663					NA	NA			
						To: 23-663									

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
1023	0.66	NA				From: C4US-00015(B)/					NA		NA		
						To: 23-00666(B)/									
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	NA				From: 23-633 WEST					NA		NA		
						To: 23-633 EAST									
1031	0.04	NA				From: 23-1030 WEST					NA		NA		
						To: 23-1030 EAST									
1032	0.11	NA				From: 23-1030					NA		NA		
						To: Dead End									
1035	0.37	140	R			From: 23-633					NA		NA		1999
						To: Cul-de-Sac									
1037	0.08	40	R			From: Cul-de-Sac					NA		NA		1999
						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)/									
1043	0.15	NA				From: 23-01042(L)/					NA		NA		
						To: Cul-de-Sac/									

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(1045)	0.49	NA				From: 23-634					NA		NA		
						To: 23-716									
(1046)	0.20	NA				From: Cul-de-Sac					NA		NA		
						To: 23-1045									
(1047)	0.17	NA				From: Cul-de-Sac					NA		NA		
						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	NA				From: Cul-de-Sac					NA		NA		
						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: 23-1062									
(1060)	0.23	190	R			From: 23-1062					NA		NA		1999
						To: Dead End									
(1060)	0.08	20	R			From: 23-1060					NA		NA		1999
						To: 23-1062									
(1061)	0.21	120	R			From: 23-1061					NA		NA		1999
						To: 23-1060									
(1062)	0.12	70	R			From: 23-1066 BEGINNING OF LOOP					NA		NA		1999
						To: US 211									
(1065)	0.14	NA				From: 23-1065 BEGINNING OF LOOP					NA		NA		
						To: Shadow of:727287 END OF LOOP									
(1066)	1.30	NA				From: 23-1066 WEST					NA		NA		
						To: 23-1066 EAST									
(1067)	0.14	NA				From: JB-78-23 RAPPAHANNOCK00- CULPEPER					NA		NA		
						To: 23-1066									
(1068)	0.16	NA				From: 23-613					NA		NA		1999
						To: Cul-de-Sac									



Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(1070)	0.34	940	R			From: US 211					NA		NA		1999
(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									
(1075)	0.32	730	R			From: Dead End					NA		NA		1999
						To: 23-1078									
(1075)	0.13	820	R			From: 23-1077					NA		NA		1999
						To: 23-1077									
(1075)	0.12	930	R			From: 23-1076					NA		NA		1999
						To: 23-1076									
(1075)	0.10	1200	R			From: SR 229					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	NA				From: Dead End					NA		NA		
						To: 23-1075									
(1080)	0.07	NA				From: Dead End					NA		NA		
						To: 23-1079									
(1081)	0.15	NA				From: Dead End					NA		NA		
						To: 23-1079; 23-1082									
(1082)	0.07	NA				From: 23-1079; 23-1081					NA		NA		
						To: Cul-de-Sac									
(1083)	0.15	NA				From: Dead End					NA		NA		
						To: 23-1075									
(1083)	0.11	NA				From: 23-1084					NA		NA		
						To: 23-1084									
(1083)	1.12	NA				From: SR 229					NA		NA		
						To: SR 229									
(1084)	0.10	NA				From: 23-1083					NA		NA		
						To: Cul-de-Sac									
(1085)	0.20	NA				From: 23-01083(B)/					NA		NA		
						To: Dead End/									

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(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: 23-1091					NA		NA		1999
						To: 23-732									
(1091)	0.06	40	R			From: Cul-de-Sac					NA		NA		1999
						To: 23-1090									
(1097)	0.22	80	R			From: Cul-de-Sac					NA		NA		1999
						To: 23-1098									
(1097)	0.07	180	R			From: 23-1098					NA		NA		1999
						To: 23-641									
(1098)	0.05	50	R			From: 23-1097					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: 23-603					NA		NA		1999
						To: 23-1100									
(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	60	R			From: 23-692					NA		NA		1986
						To: 23-1107									
(1106)	0.26	NA				From: 23-1107					NA		NA		
						To: Dead End									
(1107)	0.06	30	R			From: 23-1106					NA		NA		1986
						To: 23-1108									

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
1107	0.49	NA					From: 23-1108				NA		NA		
							To: 23-1106								
1108	0.07	20	R				From: Dead End				NA		NA		1986
							To: 23-1107								
1109	0.11	NA					From: Cul-de-Sac				NA		NA		
							To: 23-603								
1110	0.13	40	R				From: 23-643				NA		NA		1999
							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
							To: 23-1104								
1112	0.08	60	R				From: Cul-de-Sac				NA		NA		1999
							To: Cul-de-Sac								
1113	0.17	NA					From: Dead End				NA		NA		
							To: 23-1114								
1114	0.07	NA					From: 23-1113				NA		NA		
							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
							To: 23-1122								
1120	0.19	20	R				From: Cul-de-Sac				NA		NA		1999
							To: 23-718								
1121	0.10	190	R				From: 23-1122				NA		NA		1999
							To: Cul-de-Sac								
1121	0.24	110	R				From: Cul-de-Sac				NA		NA		1999
							To: 23-1121								
1122	0.16	70	R				From: 23-1120				NA		NA		1999
							To: 23-1120								
1122	0.06	120	R				From: 23-1123				NA		NA		1999
							To: Dead End								
1122	0.04	40	R				From: Cul-de-Sac				NA		NA		1999
							To: 23-1122								
1123	0.08	50	R				From: 23-601 SOUTH				NA		NA		1999
							To: 23-1126								
1125	0.34	80	R				From: 23-1126				NA		NA		1999
							To: 23-601 NORTH								

Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(1126)	0.06	30	R			From: Dead End					NA		NA		1999
(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
(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	NA				From: Cul-de-Sac					NA		NA		
						To: 23-714									
(1141)	0.08	40	R			From: 23-1147					NA		NA		1999
						To: Cul-de-Sac									
(1142)	0.14	80	R			From: 23-1148					NA		NA		1999
						To: Cul-de-Sac									
(1143)	0.24	NA				From: Cul-de-Sac					NA		NA		
						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									
(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		1999
						To: 23-1148									
(1150)	0.38	350	R			From: 23-692					NA		NA		1999
						To: 23-1156									


Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(1150)	0.21	220	R			From: 23-1156					NA	NA			1999
(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	45	R			From: Cul-de-Sac					NA	NA			1999
						To: 23-1150									
(1156)	0.18	70	R			From: 23-1150					NA	NA			1999
						To: Cul-de-Sac									
(1157)	0.14	40	R			From: 23-1150					NA	NA			1999
						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			1999
						To: 23-1154									
(1165)	0.19	70	R			From: 23-717					NA	NA			1999
						To: Cul-de-Sac									
(1170)	0.67	NA				From: 23-626					NA	NA			
						To: 23-1171									
(1170)	1.30	NA				From: 23-639					NA	NA			
						To: 23-1170									
(1171)	0.91	NA				From: 23-1170					NA	NA			
						To: 23-1173 NORTH									
(1172)	0.09	NA				From: Dead End					NA	NA			
						To: 23-1171									
(1173)	0.79	NA				From: 23-1171 SOUTH					NA	NA			
						To: 23-1171 NORTH									
(1174)	0.07	NA				From: 23-1173					NA	NA			
						To: Dead End									
(1175)	0.25	NA				From: Dead End					NA	NA			
						To: 23-1170									

Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Culpeper County</b>															
(1176)	0.24	NA				From: Dead End To: 23-1170					NA		NA		
(1177)	0.25	NA				From: Dead End To: 23-1170					NA		NA		
(1178)	0.15	NA				From: Dead End To: 23-1177					NA		NA		
(1179)	0.14	NA				From: 23-1170 To: Dead End					NA		NA		
(9486)	0.25	140	R			From: US 15 To: PIEDMONT VOC SCH					NA		NA		1999
(9537)	0.37	3100	R			From: SR 229 To: 0.37 ME SR 229					NA		NA		1999
(9537)	0.17	2700	R			From: 0.54 ME SR 229 To: 0.58 ME SR 229					NA		NA		1999
(9537)	0.03	710	R			From: 6.58 ME SR 229 To: 0.58 ME SR 229					NA		NA		1999
(9537)	0.26	910	R			From: 6.58 ME SR 229 To: CULPEPER HIGH SCH					NA		NA		1999
(9566)	0.25	1500	R			From: US 15 To: SAMPLE ELEM SCH					NA		NA		1999
<b>Town of Culpeper</b>															
(1 <sub>204</sub> )	West Street	0.05	2600	G	98%	0%	1%	0%	0%	0%	C	NA	2700	G	2001
(1 <sub>204</sub> )	Old Rixeyville Road	0.77	2400	G	98%	0%	1%	0%	0%	0%	C	NA	2500	G	2001
(1 <sub>204</sub> )	Old Rixeyville Road	0.07	1200	G	98%	0%	2%	0%	0%	0%	C	NA	1200	G	2001
(3651 <sub>204</sub> )	Orange Road	0.33	6200	G	91%	1%	3%	2%	2%	0%	C	NA	6500	G	2001
(3652 <sub>204</sub> )	Chandler Street	0.17	640	G	98%	0%	1%	0%	0%	0%	C	NA	660	G	2001
(3652 <sub>204</sub> )	Chandler Street	0.75	310	G	92%	1%	7%	0%	0%	0%	C	NA	320	G	2001
(3653 <sub>204</sub> )	Laurel Street	0.84	2100	G	98%	0%	2%	0%	0%	0%	C	NA	2200	G	2001
(3656 <sub>204</sub> )	Piedmont Street	0.27	3300	G	98%	0%	2%	0%	0%	0%	C	NA	3400	G	2001
(3656 <sub>204</sub> )	Old Brandy Road	0.20	3300	G	98%	0%	1%	0%	0%	0%	C	NA	3400	G	2001
(3656 <sub>204</sub> )	Old Brandy Road	0.56	3000	G	96%	0%	2%	0%	1%	0%	C	NA	3100	G	2001

Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Culpeper Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Culpeper</b>															
 West Street	0.91	3900	G	From: Madison Street											
				To: Evans Street											
Cameron St	7.75	340	G	From: Blue Ridge Ave											
				To: US 29 Bus S Main St											
East Street	7.75	NA		From: Walter Street											
				To: Mason Street											
Fairview Rd	7.75	130	G	From: SR 229 Main St											
				To: Hendrick St											
Virginia Avenue	7.75	NA		From: Sperryville Pike											
				To: First Street											