2002

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

where available

Jurisdiction Report

68

Orange County Town of Gordonsville Town of Orange

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
- 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

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

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT 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 Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Or	ange Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Orange County														
3	4.89	12000	F	From:		Culpeper County Line			0.078	F	0.531	12000	F	2002
3	0.12	23000	F	From: 95%	0%	SR 20 Wilderness 1% 1% 3%	0%	F	0.074	F	0.501	23000	F	2002
T. (C.) 31						Spotsylvania County Line								
Town of Gordonsville				From:		SCL Gordonsville								
15 Martinsburg Ave	1.12	8600	F	88% To:	1%	3% 1% 8% S SR 231	0%	F	0.085	F	0.589	8600	F	2002
15)	0.18	12000	N	88% To:	1%	US 33 4% 1% 5% NCL Gordonsville	0%	N	0.087	N	0.564	12000	N	2002
Orange County						NCL Goldonsvine	L							
<u>Orange County</u>				From:		NCL Gordonsville								
[15]	4.51	12000	F	88%	1%	4% 1% 5% 68-639	0%	F	0.087	F	0.564	12000	F	2002
15	2.25	9900	F	From: 88% To:	1%	4% 1% 5% SCL Orange	0%	С	0.08	F	0.507	10000	F	2002
Town of Orange						202000000								
15 James Madison Highwa	1.13	11000	F	From: 90%	1%	SCL Orange 3% 1% 5%	0%	F	0.088	F	0.506	11000	F	2002
				To: From:		Old Gordonsville Road	-							
15 Caroline Street	0.28	14000	F	91%	1%	3% 1% 4%	0%	С	0.086	F	0.526	14000	F	2002
15)	0.17	13000	F	From: 88%	1%	S SR 20 4% 1% 5%	0%	F	0.085	F	0.509	13000	F	2002
15 Madison Street	0.24	8500	F	From: 93%	1%	SR 20 Caroline Street 3% 0% 3%	0%	С	0.085	F	0.520	8500	F	2002
15 Madison Street	0.61	16000	F	From: 95%	1%	Main Street 2% 0% 2%	0%	С	0.086	F	0.545	16000	F	2002
Madison Street	0.01		•	To:	170	Lafayette Street			0.000	•	0.010	10000	•	2002
15 James Madison Highwa	1.10	8400	F	93% To:	0%	2% 1% 4% 68-721 NCL Orange	0%	С	0.087	F	0.517	8500	F	2002
Orange County						00-721 NCL Orange								
<u>Orange County</u>				From:		68-721 NCL Orange								
[15]	1.32	8100	F	To:		Madigan County Line			0.086	F	0.526	8100	F	2002
				From:		Madison County Line								
20 Stony Point Rd	1.30	2200	F	96%	0%	Albemarle County Line 2% 1% 1%	0%	F	0.106	F	0.583	2200	F	2002
20 (22)	0.22	6300	F	From: 89%	0%	W US 33 2% 4% 5%	0%	F	0.092	F	0.583	6300	F	2002
20 (33)	V.ZZ		•	To:		E US 33			0.002		0.000			
20	5.63	2600	F	94%	1%	2% 1% 3%	0%	С	0.087	F	0.516	2600	F	2002
(20)	5.76	4000	F	From: 95%	0%	SR 231 2% 1% 2%	0%	С	0.086	F	0.541	4000	F	2002
				To:		WCL Orange								
Town of Orange				From:		WCL Orange	1							
20 W Main Street	0.47	5300	F	96%	1%	1% 1% 1%	0%	С	0.095	F	0.534	5300	F	2002
20)	0.15	5200	F	From: 95% To:	0%	SR 20 Bus 2% 1% 2%	0%	F	0.089	F	0.514	5300	F	2002
				From:		N US 15 W US 15								
20 (15)	0.17	13000	F	88% To:	1%	4% 1% 5% E RT 15	0%	F	0.085	F	0.509	13000	F	2002
Down Lill Dan-d	0.00	0000	-	From:	40/	S US 15 Caroline Street	00/	_	0.000	-	0.500	0000	_	2000
20 Berry Hill Road	0.66	9800	F	94% To:	1%	2% 1% 3% 68-612	0%	F	0.088	F	0.529	9900	F	2002

					01	ange mantenane)C / ((Ca								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Orange				From:		68-612		1							
20)	0.08	11000	F	94%	1%	2% 1%	3%	0%	F	0.086	F	0.585	11000	F	2002
				To-		ECL Orange		ļ							
Orange County				From:		ECL Orange									
20	2.24	11000	N	94%	1%	2% 1%	3%	0%	N	0.086	Ν	0.585	11000	N	2002
				From:		68-629									
20	6.01	7700	F	94%	1%	2% 1%	3%	0%	F	0.078	F	0.557	7800	F	2002
	2.28	6400	F	94%	1%	US 522 East of Unio 2% 1%	nville 3%	0%	F	0.079	F	0.553	6400	F	2002
20	2.20	0-100		To	170	68-650			•	0.070		0.000	0400	•	2002
20)	6.38	6200	F	94%	1%	2% 1%	3%	0%	F	0.075	F	0.509	6300	F	2002
				To: From:		68-611									
20)	4.73	8000	Α	94%	1%	2% 1%	3%	0%	Α	0.096	Α	0.547	7700	Α	2002
				To:		SR 3 Wildernes	S								
Town of Orange Bus				From:		Caroline Street		1							
20 Main Street	0.24	5700	F	97%	0%	1% 1%	1%	0%	С	0.096	F	0.525	5700	F	2002
Bus				To: From:		Main Street E		<u></u>							
20 Byrd Street	0.47	6900	F	99%	0%	0% 0%	0%	0%	С	0.09	F	0.51	6900	F	2002
				To:		N INT Berry Hill	Rd								
Orange County				r				-							
33 Spotswood Trail	4.51	6400	F	90%	1%	Greene County Li 2% 3%	4%	0%	С	0.095	F	0.542	6400	F	2002
(33) Spoterroom 114			•	To	. , ,	W SR 20	.,,			0.000		0.0.2	0.00		
(33)	0.22	6300	F	From: 89%	0%	2% 4%	5%	0%	F	0.092	F	0.583	6300	F	2002
<u> </u>				To:		E SR 20									
33	5.44	5000	F	From: 89%	0%	2% 4%	5%	0%	С	0.094	F	0.546	5100	F	2002
				To:		WCL Gordonsvil	le	ļ							
Town of Gordonsville				From:		WCL Gordonsvil	la.	- 1							
(33)	0.01	5000	N	89%	0%	2% 4%	5%	0%	Ν	0.094	Ν	0.546	5100	Ν	2002
				To: From:	SI	R 231 Old Blue Ridg	e Trnpk								
(33)	0.15	6200	F	90%	1%	2% 2%	4%	0%	С	0.091	F	0.540	6300	F	2002
				To: From:		US 15 S SR 231									
33 (15) Martinsburg Ave	1.12	8600	F	88%	1%	3% 1%	8%	0%	F	0.085	F	0.589	8600	F	2002
				To:		SCL Gordonsvill	le								
Orange County															
(224)	0.58	4500	F	95%	0%	Louisa County Li 2% 0%	ne 3%	0%	F	0.088	F	0.631	4500	F	2002
231	0.00	4000	•	To:	070	SCL Gordonsvill		070	•	0.000	•	0.001	4000	•	2002
Town of Gordonsville															
	0.50	4500		From:	00/	SCL Gordonsvill		00/		0.000		0.004	4500		0000
231	0.58	4500	N	95% To:	0%	2% 0% US 15 South of Gordo	3%	0%	N	0.088	N	0.631	4500	N	2002
				From:		5 & RT 33 GORDO		7							
(231) (33)	0.15	6200	F	90%	1%	2% 2%	4%	0%	С	0.091	F	0.540	6300	F	2002
			_	From:		WEST OF GORDO			_		_				
231	0.02	910	F	94% To:	1%	2% 2% NCL Gordonsvil	2% le	0%	С	0.105	F	0.583	920	F	2002
Orange County						TACE GOLDONSVII	10								
CTARCE COUNTY				From-		NCL Gordonsvil									
(231)	6.09	910	N	94%	1%	2% 2%	2%	0%	Ν	0.105	N	0.583	920	N	2002
Div Di T	0.50	4000		From:	401	SR 20	001	201		0.000		0.000	1000		0000
Blue Ridge Turnpike	0.58	1200	F	93% To:	1%	4% 1% Madison County L	2%	0%	F	0.096	F	0.629	1200	F	2002
						iviauison County L	ше	l							

					U	iange mantenar	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Orange County				r				-							
(===)	8.87	1900	F	91%	0%	Spotsylvania Count 2% 2%	y Line 5%	0%	С	0.083	F	0.656	2000	F	2002
522	0.07	1900	г	9170	076		370	0%	C	0.063	г	0.050	2000	Г	2002
~~~	C 04	2700		From:	00/	SR 20	<b>F</b> 0/			0.004		0.054	2700		2002
522	6.84	3700	F	91% To:	0%	2% 2% Culpeper County	5%	0%	F	0.084	F	0.654	3700	F	2002
				From:			LIIIC								
600	4.70	540	R			68-629				NA			NA		12/02/200
600	1.70	0.0	•••	To:		SR 20 EAST				10.			147		12/02/200
<u> </u>				From:		SR 20 WEST	,								
600	1.50	170	R							NA			NA		11/25/200
				To: From:		1.50 MN SR 2	0	-							
(600)	1.56	130	R							NA			NA		11/25/200
$\bigcup$				To:		68-615									
<u> </u>				From:		SR 20									
601)	3.70	570	R							NA			NA		1999
				To: From:		68-603									
601)	0.60	930	R							NA			NA		1999
				To:		SR 3									
				From:		68-741									
602	2.20	390	R							NA			NA		1999
				To:		68-621 WEST									
	1.50	400	В	From:		68-621 EAST	•			NΙΛ			NΙΛ		1000
602	1.50	480	R							NA			NA		1999
				From:		68-622		-							
602)	1.50	160	R							NA			NA		12/02/200
				To: From:		68-692		-							
602	3.30	70	R							NA			NA		12/02/200
				To:		68-611									
$\sim$				From:		68-611									
603	1.20	250	R							NA			NA		1999
				To: From:		68-685		-							
603	0.30	250	R							NA			NA		1999
				To:		0.30 MN 68-68	35	1							
(603)	0.20	60	R	From:						NA			NA		12/02/200
				To		68-715									
(603)	2.90	80	R	From:		08-713				NA			NA		12/02/200
(003)		•	••	Total		20010100									0
	0.12	70	R	From:		2.90 MN 68-7	15			NA			NA		1999
603	0.12	70	K							INA			INA		1999
	4.70	200		From:		68-614				NI A			NIA		4000
603	1.70	320	R	To:		68-601				NA			NA		1999
	0.30	70	R	From:		Dead End				NA			NA		12/02/200
604	0.30	70	K							INA			INA		12/02/200
	0.40			From:	00/	68-621	40/			0.005		0.500	200		0000
604)	2.10	690	F	92% To:	3%	3% 0%	1%	0%	С	0.095	F	0.530	690	F	2002
						68-611									
	0.30	120	ь	From:		68-621				NIA			NIA		12/02/202
605)	0.30	120	R							NA			NA		12/02/200
				From:		68-698									
605	0.90	80	R	т. —						NA			NA		12/02/200
				10:		Dead End		ļ.							
$\bigcirc$				From:		68-692									
606	1.80	90	R							NA			NA		12/02/200
				To:		68-608									

Route	Length	AADT	QA	4Tire	Bus	Tr			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:				ZIIGII		rioui		1 dotoi			
607)	0.90	3400	F	98% To:	0%	Greene County L	0%	0%	С	0.107	F	0.568	3500	F	2002
				From:		US 33 Spotsylvania County	v Line	I							
608)	1.00	1600	F	90%	2%	5% 1%	3%	0%	С	0.101	F	0.611	1600	F	2002
608	1.30	1700	F	From: 90%	2%	68-606 5% 1%	3%	0%	F	0.092	F	0.655	1700	F	2002
				To: From:		68-621 WEST									
608	1.00	130	R			68-621 EAST				NA			NA		12/02/2002
				To:		Dead End									
609	0.10	400	F	97%	0%	Greene County L 1% 1%	ine 1%	0%	F	0.120	F	0.542	400	F	2002
				To- From:		68-610									
609	0.79	330	F	97%	0%	1% 1%	1%	0%	F	0.134	F	0.555	340	F	2002
609	1.47	320	F	From: 97%	0%	68-676 1% 1%	1%	0%	F	0.127	F	0.593	320	F	2002
(009)			-	To: From:		68-644	.,,		•		•			•	
609	2.40	920	F	97%	0%	1% 1%	1%	0%	С	0.105	F	0.602	920	F	2002
				From:		SR 20 Greene County L	ine	1							
610	1.30	120	R	<u> </u>		Greene County L	inc			NA			NA		09/03/2002
				To:		68-609									
611)	2.60	470	F	From:		US 522				0.089	F	0.633	470	F	2002
				To:		68-663									
611)	2.44	420	F	97%	0%	2% 1%	1%	0%	F	0.096	F	0.565	420	F	2002
	1.90	660	F	From:		68-672				0.090	F	0.519	660	F	2002
611)	1.90	000		To:		68-692 EAST				0.030	ı	0.519	000	'	2002
611)	4.46	1100	F	97%	0%	2% 1%	1%	0%	С	0.095	F	0.696	1100	F	2002
				To: From:		SR 20									
611)	1.30	1200	F	95%	0%	2% 2%	2%	0%	С	0.098	F	0.562	1200	F	2002
(611)	1.50	250	R	From:		68-604				NA			NA		1999
				To:		Spotsylvania County	y Line								
(612)	0.01	320	R	From:		Spotsylvania County	y Line			NA			NA		11/25/2002
(012)	0.01			To:		68-661				10.					11/20/2002
(612)	2.51	370	R	From:		69-661				NA			NA		11/25/2002
				To: From:		68-651 EAST									
612	0.05	640	R							NA			NA		11/25/2002
	1.12	540	R	From:		68-651 WEST				NA			NA		11/25/2002
612	1.12	<b>0</b> +0		To:		68-669 EAST				11/7			14/4		11/25/2002
612	2.48	1100	F	98%	0%	68-669 WEST 1% 1%	1%	0%	F	0.091	F	0.544	1100	F	2002
(012)				From:		68-703		<u>-</u>							
(612)	3.90	1400	F	98%	0%	1% 1%	1%	0%	С	0.089	F	0.619	1400	F	2002
<u> </u>	0.00	4000	_	From:	00/	68-637	40/	00/		0.000		0.607	1000		2002
(612)	0.90	1800	F	98% To:	0%	1% 1% 68-631	1%	0%	F	0.093	F	0.667	1900	F	2002
<u></u>	1.98	1800	F	From: 98%	0%	69-631 1% 1%	1%	0%	F	0.091	F	0.621	1800	F	2002
612	1.90	1800	r	98% To:	U-70	1% 1% SR 20	I 70	0%	r	0.091	۲	0.021	1800	r	2002

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			$\cap$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		Dead End		-							
613	0.40	170	R			Dead End				NA			NA		09/03/2002
				To:		68-670									
	2.00	220	R	From:		68-611				NΙΔ			NIA		1000
614)	3.98	330	ĸ	To:		68-603				NA			NA		1999
				From:		ECL Orange		1							
615)	3.30	1200	F	89%	1%	3% 5%	2%	0%	F	0.097	F	0.611	1200	F	2002
615)	1.18	1300	F	From: 89%	1%	68-600 3% 5%	2%	0%	F	0.099	F	0.668	1300	F	2002
				To: From:		68-627		-							
615)	1.13	1100	F	89%	1%	3% 5%	2%	0%	F	0.105	F	0.643	1100	F	2002
				To:		Culpeper County l	Line								
	0.79	100	R	From:		Dead End				NA			NA		11/14/200
616)	0.79	100	K	т						INA			INA		11/14/200
616	0.11	100	R	From:		0.79 ME Dead E	nd			NA			NA		11/14/200
010	<b>0</b>			To:		68-633									
616       616	0.30	380	R	From:		08-033				NA			NA		11/14/200
0.0				To:		68-641		- 1							
616	0.61	620	R	From:		00 0.11				NA			NA		11/14/200
				To:		SR 20									
$\bigcirc$				From:		SR 20									
617)	1.67	540	R					_		NA			NA		1999
	4.75		_	From:		68-666									4000
617)	1.75	380	R							NA			NA		1999
	1.10	400	_	From:		68-627				NIA			NIA		4000
617)	1.10	460	R	To:		US 522				NA			NA		1999
				From:		Greene County L	ine	1							
618)	0.90	160	R			Greene County E	inc			NA			NA		09/03/200
				To:		68-657									
				From:		68-624									
619	2.80	90	R	To:		(0, (02				NA			NA		12/02/200
				From:		68-692	T	1							
620	1.45	70	R	r ioni.		68-611 SOUTI	1			NA			NA		12/02/200
020				To:		68-681									0
620	2.75	90	R	From:		08-081				NA			NA		12/02/200
020				To:		68-611 NORTI	I								
				From:		Dead End									
621)	0.30	20	R			***************************************				NA			NA		12/02/200
				To: From:		US 522 NORTI US 522 SOUTI									
(621)	2.03	1000	R							NA			NA		12/02/2002
$\overline{}$				To: From:		2.03 ME US 52	2								
621)	0.07	1000	R							NA			NA		12/02/2002
				To: From:		68-770 WEST	ı	}							
(621)	0.19	830	R							NA			NA		1999
				From:		68-770 EAST									
(621)	0.05	800	R							NA			NA		1999
		a	_	From:		68-602 WEST									10/00/55
621)	0.33	970	R	To:		68-602 EAST				NA			NA		12/02/2002
						00-002 EAST									

					Or	ange Maintenan				Daale		D:-			
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		68-602 EAST	,	1							
621)	2.07	870	R							NA			NA		1999
				To: From:		SR 20 WEST SR 20 EAST	•								
621)	1.70	1800	F	95%	0%	2% 0%	2%	0%	F	0.101	F	0.637	1800	F	2002
				To: From:		68-692		}							
621)	2.00	1400	F	95%	0%	2% 0%	2%	0%	F	0.091	F	0.514	1400	F	2002
	2.00	1900	F	From: 95%	0%	68-608 WEST 2% 0%	2%	0%	F	0.092	F	0.643	1900	F	2002
621)				To- From:		68-604									
621)	1.20	1400	R							NA			NA		1999
				To: From:		Spotsylvania Count 68-602	y Line								
622	1.60	220	R			08-002				NA			NA		12/02/200
				To: From:		68-672									
622	2.30	250	R	To:		(0.((2				NA			NA		1999
				From:		68-663 SR 20									
623)	1.00	80	R	<u> </u>		510 20				NA			NA		12/02/200
				Tn·		Dead End									
624)	3.50	140	R	From:		68-651				NA			NA		1999
024				To: From:		68-619		1							
624	2.50	450	R	rioiii.						NA			NA		1999
				To: From:		68-650									
625)	1.05	930	R	rioin.		Dead End				NA			NA		11/25/200
				To: From:		68-712									
625	0.35	930	R	To:		GD 20				NA			NA		11/25/200
				From:		SR 20 68-627		1							
(626)	3.90	30	R	<u> </u>		00-027				NA			NA		12/02/200
				To:		68-636									
627)	0.40	530	R	From:		68-615				NA			NA		1999
627				To: From:		68-636									
627)	4.40	330	R	From:						NA			NA		1999
				From:		68-626									
627)	0.50	570	R	To:		68-617		1		NA			NA		1999
				From:		SR 20									
628	2.70	47	R					_		NA			NA		12/02/2002
	1.00	80	R	From:		68-747				NA			NA		1999
628	1.00	80	K	To:		68-627				INA			INA		1999
				From:		68-651									
629	1.51	380	R							NA			NA		1999
	1.74	520	F	From: 98%	0%	US 522 1% 1%	1%	0%	F	0.106	F	0.589	530	F	2002
629	1.17	J_J	•	To		68-669	1 /0		•	5.100	•	0.000		•	
629	1.22	650	F	98%	0%	1% 1%	1%	0%	F	0.096	F	0.529	660	F	2002
				To: From:		66-630 68-630									
629	2.07	760	F	98%	0%	1% 1%	1%	0%	С	0.087	F	0.563	770	F	2002
$\overline{}$				To:		68-724									

					Or	ange Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		68-724		ī							
629	1.06	1100	F	98%	0%	1% 1%	1%	0%	F	0.094	F	0.613	1100	F	2002
629	0.99	1300	F	98%	0%	68-739 1% 1%	1%	0%	F	0.095	F	0.613	1300	F	2002
629	0.99	1800	F	98% To:	0%	68-1101 1% 1% SR 20	1%	0%	F	0.105	F	0.601	1800	F	2002
				From:		68-669									
630	0.55	70	R	Ta:		68-677				NA			NA		11/25/2002
630	0.10	50	R	From:			-			NA			NA		11/25/2002
630)	1.75	45	R	From: To:		0.10 MN 68-677 68-629	/			NA			NA		11/25/2002
				From:		68-612									
631)	1.40	440	R	To:		68-629				NA			NA		11/25/2002
(631)	1.10	420	R	From:		00-02)				NA			NA		11/25/2002
				To:		SR 20									
	0.00	470	_	From:		US 15				NΙΔ			NIA		11/05/2002
632	0.23	470	R							NA			NA		11/25/2002
632)	0.05	150	R	From:		68-700		•		NA			NA		11/25/2002
632	0.55	90	R	From:		68-717				NA			NA		11/25/2002
	0.25	60	R	From:		0.55 ME 68-717	7	-		NA			NA		11/25/2002
632	0.23	00		To:		Dead End				INA			14/3		11/20/2002
				From:		68-616									
633)	2.51	240	R							NA			NA		11/25/2002
633)	0.19	350	R	From:		68-736				NA			NA		11/25/2002
000				To:		68-674									
633	0.87	600	F	95%	0%	3% 1% 68-635	1%	0%	F	0.102	F	0.636	610	F	2002
633	0.42	650	F	95% To:	0%	3% 1% WCL Orange	1%	0%	С	0.113	F	0.628	660	F	2002
				From:		Madison County L	ine								
634)	0.54	20	R							NA			NA		11/25/2002
				To:		US 15									
635)	0.79	80	R	From:		Dead End				NA			NA		11/25/2002
635)	1.20	47	R	From:		SR 20				NA			NA		11/25/2002
000				To:		68-633									
				From:		68-627									
636)	1.50	220	R	To:		68-689				NA			NA		1999
636	1.50	150	R	From:						NA			NA		1999
636	3.10	60	R	From:		1.50 MN 68-689	9			NA			NA		12/02/2002
				To: From:		68-626									
636	0.50	200	R	To:		US 522				NA			NA		1999
						US 322		J							

					UI	ange Maintena									
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		68-647		i							
(637)	2.18	530	F	97%	1%	2% 0%	1%	0%	С	0.12	F	0.559	530	F	2002
(001)				To		68-612									
				From:		68-612									
638)	3.79	160	R							NA			NA		11/21/200
_				To: From:		3.79 MS 68-6	12								
638	1.81	530	R							NA			NA		11/21/200
				From:		68-643									
638	2.60	1200	R	To:		68-647				NA			NA		11/21/200
				From:		Louisa County	Lina	<u>-</u>							
639	2.59	360	R			Louisa County	Line			NA			NA		11/21/200
(000)				To		68-643									
639	2.90	750	F	96%	1%	2% 0%	1%	0%	F	0.131	F	0.68	750	F	2002
				To:		68-647		1							
639	0.20	1600	F	96%	1%	2% 0%	1%	0%	F	0.115	F	0.589	1600	F	2002
				To		US 15									
639	0.75	270	R	From:						NA			NA		11/14/200
				To:		0.75 MW US	15								
(639)	0.35	100	R	From:						NA			NA		11/14/200
				To: From:		1.10 MW US	15	-							
639	2.30	100	R					_		NA			NA		11/14/200
				To:		68-655		-							
639	0.33	480	R							NA			NA		11/14/200
				Tn-		SR 20									
$\bigcirc$	0.00	40	_	From:		68-692				NIA			NIA		40/00/000
640	0.20	40	R	To:		Dead End				NA			NA		12/02/200
				From:		SR 231									
(641)	0.07	120	R			5K 251				NA			NA		11/14/200
				To:		0.07 ME SR 2	31								
(641)	2.24	110	R	From:		0.07 1/12 0102				NA			NA		11/14/200
				To:		2.31 ME SR 2	31								
641)	0.46	150	R	From:				·		NA			NA		11/14/200
				To: From:		68-693		1							
(641)	0.50	400	R	riom.						NA			NA		11/14/200
				To:		68-616									
$\bigcirc$				From:		68-647									
642	0.45	380	R							NA			NA		11/21/200
	0.45	450		From:		68-694		-							44/04/000
642	0.15	150	R	To:		68-639				NA			NA		11/21/200
Town of Gordonsville				II.		00 037		ı							
10wii of Gordonsville				From:		68-1014									
(643)	0.32	590	F	96%	1%	3% 0%	0%	0%	С	0.111	F	0.677	600	F	2002
				To-		ECL Gordonsv	rille								
Orange County				From:		ECL Gordonsv	rille	ı							
(643)	0.09	870	F	96%	1%	3% 0%	0%	0%	F	0.111	F	0.630	880	F	2002
<b>0</b> TO				To:		68-750									- *-
643	0.58	510	F	From: 96%	1%	3% 0%	0%	0%	F	0.108	F	0.684	510	F	2002
643)				Tav		68-690									- +-
				From:		しつ-ロブリ									
643)	5.57	330	F	96%	1%	3% 0%	0%	0%	F	0.140	F	0.634	330	F	2002

					Or	ange Maint	enance	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+			2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		68-6	39									
643)	0.73	830	R	. —							NA			NA		11/21/2002
				To:		68-6										
644	2.20	320	R	From:		Albemarle C	ounty L	ine			NA			NA		09/03/2002
644)				To:		US	33									
644	1.13	900	F	98%	0%		2%	0%	0%	F	0.100	F	0.564	910	F	2002
				To: From:		68-6	57		]							
644	1.12	780	F	98%	0%	1%	2%	0%	0%	С	0.099	F	0.564	780	F	2002
	4 = 0			From:	201	68-6		201	22/							
644)	1.76	650	F	98% To:	0%	1% 5	2%	0%	0%	F	0.110	F	0.52	650	F	2002
				From:		Albemarle C		ina								
645)	0.50	180	R			7 Hoemane C	Ounty L	iii C			NA			NA		11/18/2002
				To:		US	33									
				From:		Albemarle C	ounty L	ine								
646	0.60	300	R								NA			NA		11/18/2002
	2.10	460		From:		US	33				NΙΛ			NIA		44/40/2000
646	2.10	160	R	To:		SR 2	31		1		NA			NA		11/18/2002
				From:		68-6			1							
647)	1.57	940	F	96%	1%		1%	1%	0%	F	0.102	F	0.529	950	F	2002
				To: From:		68-638;	68-688									
647)	0.31	2200	F	96%	1%		1%	1%	0%	F	0.094	F	0.545	2200	F	2002
				To: From:		68-6	37									
647)	1.65	2600	F	96%	1%		1%	1%	0%	С	0.093	F	0.58	2600	F	2002
				To: From:		SCL O										
(249)	0.67	10	R	From:		Dead	End				NA			NA		11/21/2002
648	0.07		• • • • • • • • • • • • • • • • • • • •	To:		0.67 MN F	\	1			14/1			14/1		1 1/2 1/2002
648)	0.40	230	R	From:		0.67 MN I	eau En				NA			NA		11/21/2002
010				To-		68-6	43									
				From:		US 5	22									
649	2.18	80	R	To:		(0. (	20				NA			NA		11/25/2002
				From:		68-6 Dead										
(650)	0.20	120	R			Dead	EIIU				NA			NA		12/02/2002
000				To:		68-6	69		1							
650	0.50	430	R	From:			-				NA			NA		12/02/2002
				To: From:		US 5	22									
650	3.30	460	R								NA			NA		1999
				From:		68-6	24		-							
650	0.09	1300	R	. —							NA			NA		1999
				To:		SR										
651)	2.20	170	R	From:		Louisa Cou	ınty Lın	e			NA			NA		11/25/2002
<u> </u>				To:		68-612 V										
<u>—</u>	0.40	200	Б	From:		68-612	EAST				NIA			NIA.		11/05/0000
651)	3.10	320	R								NA			NA		11/25/2002
	2.50	200	R	From:		US 5	22				NA			NA		1999
<b>651</b> )	2.50			To:		68-6	20				14/7			14/7		1000
(651)	1.50	320	R	From:		08-0	<u> </u>		[		NA			NA		1999
		-		To:		68-6	24									

					Orange Maintenance Area	Dools	D:-			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT	QW	Year
Orange County				From:	68-624					
(651)	2.90	250	R		06-024	NA		NA		1999
				To: From:	68-692					
651)	1.00	420	R	To:	Spotsylvania County Line	NA I		NA		1999
				From:	US 33					
652	1.40	100	R		03 33	NA NA		NA	(	09/03/200
				Tn·	Dead End					
	1.50	180	R	From:	68-651	NA		NA		1999
653)	1.50	100	K	To:	Spotsylvania County Line	INA 		INA		1999
				From:	SR 231 SOUTH					
(654)	0.50	50	R			NA		NA		11/14/200
				To: From:	68-732					
654)	0.40	40	R	To:	SR 231 NORTH	NA I		NA		11/14/200
				From:	68-644					
655	1.80	90	R	<u> </u>	00 011	NA NA		NA	1	09/03/200
				To: From:	68-656					
655	1.89	130	R			NA		NA	(	09/03/200
				From:	1.89 ME 68-656					
655)	0.03	130	R	To:	SR 20 NORTH	NA I		NA	(	09/03/200
				From:	SR 20 NORTH SR 20 SOUTH					
655	1.93	320	R	т	an wan my	NA		NA		11/14/200
				From:	SR 231 NORTH SR 231 SOUTH					
655	3.10	190	R			NA		NA		11/14/200
				To:	68-639					
	0.60	4E	В	From:	68-655	NIA.		NIA		00/02/200
656	0.62	45	R	To:	Dead End	NA I		NA	,	09/03/200
				From:	US 33					
(657)	1.75	400	R			NA		NA	1	09/03/200
				To: From:	68-644					
657)	0.95	370	R			NA		NA	(	09/03/200
	4.00	420	_	From:	68-618	NIA		NIA		00/02/200
657	1.60	130	R	To:	Greene County Line	NA I		NA	,	09/03/200
				From:	Dead End					
658	0.65	150	R			NA		NA	1	09/03/200
				To: From:	68-659					
658)	0.80	300	R	To:	110.22	NA I		NA	(	09/03/200
				From:	US 33					
659	0.60	140	R		Dead End	l NA		NA	1	09/03/200
000				To:	68-658					
$\bigcirc$				From:	68-621					
660	2.00	60	R	To:	68-692	NA I		NA	,	12/02/2002
				From:	Dead End					
(661)	0.50	30	R	<u> </u>	Deau Ellu	NA		NA		11/25/200
				To	68-612					
				From:	Dead End					
662	0.30	130	R	To:	68-621	NA I		NA		11/21/200
					08-0∠1					

					O	range Mainten	ance Area	ì							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			$\cap$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		US 522									
663	1.35	470	R	_		03 322			-	NA			NA		1999
	1.20	110	_	From:		68-622				NIA			NIA		1999
663	1.20	140	R	To:		68-611			Ī	NA			NA		1999
				From:		Albemarle Cou	ntv Line								
664)	1.10	180	R							NA			NA		09/03/200
				To		US 33									
	0.50	290	R	From:		68-738				NA			NA		09/03/200
665	0.50	250		To:		Dead En	d			IVA			11/5		03/03/200
				From:		68-617									
666	1.60	60	R	. —					Ī	NA			NA		12/02/200
				10.		68-627									
(667)	0.09	46	R	riom.		SR 3				NA			NA		12/02/200
007				To:		0.09 MN S	R 3								, 0 _,
(667)	1.00	46	R	From:		0.07 WIN 5	K 5			NA			NA		12/02/200
				To:		Dead En	d								
$\bigcirc$			_	From:		SR 20									00/00/000
668	0.25	90	R	To:		Dead En	d		Ì	NA			NA		09/03/2002
				From:		Louisa Count									
669	1.25	770	F	96%	0%	2% 1%	1%	0%	F	0.091	F	0.662	770	F	2002
(669)	0.10	1200	F	From: 96%	0%	68-612 SOU 2% 1%		0%	С	0.087	F	0.626	1200	F	2002
				From:		68-612 NOI									
669	3.78	470	F	96%	0%	2% 1%	1%	0%	F	0.099	F	0.729	470	F	2002
	4.70	200	_	From:		68-629				NIA			NIA		1004
669	4.70	380	R	To:		68-671				NA			NA		1994
				From:		Greene Count	y Line								
(670)	1.25	550	R							NA			NA		09/03/2002
				To:		68-607									
<del>(671)</del>	0.86	590	R	From:		SR 20 WE	ST			NA			NA		12/02/2002
(671)	0.00			To:		68-669				1471			107		12/02/2007
(671)	0.84	880	R	From:		08-009				NA			NA		12/02/2002
				To:		US 522 Gap Te									
<del>(671)</del>	0.47	70	R	From:		SR 20 MI	D			NA			NA		12/02/2002
(671)	0.41	,,		To:		SR 20 EA	ST			1471			147 (		12/02/2007
				From:		68-622									
(672)	2.00	200	R						· 1	NA			NA		1999
				To:		68-611									
(672)	2.60	47	R	From:		68-700				NA			NA		11/25/2002
673	2.00	71		To:		68-615				1 1/71			11/7		11/20/2002
				From:		68-633									
674	0.28	340	R		_					NA			NA		11/25/2002
				To: From:		68-737									
674)	1.62	300	R	To:		US 15		1	İ	NA			NA		11/29/2002
				From:		Dead En	d								
675)	0.40	80	R	<u> </u>		Deau En	u		l	NA			NA		11/14/2002
				To:		SR 20									

Douts	,	4457	<u> </u>	4.7.	Bus 20 do 21 Auto 4 Tabil 27 and	Peak	Dir	A A1A/DT - 01	A/ >/
Route	Length	AADT	QA	4 ⁻ Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hour	QK Factor	AAWDT Q	W Year
Orange County				From:	68-609				
(676)	0.70	90	R	To:	D. IE I	NA I		NA	09/03/2002
				From:	Dead End				
677	1.71	70	R	Piolii.	68-612	NA NA		NA	11/25/2002
677				To:	68-630				
				From:	US 33 NORTH				
678)	0.50	230	R			NA		NA	09/03/2002
				From:	SR 20				
678)	0.05	220	R			NA		NA	09/03/2002
	0.00	200		From:	68-738	)		NIA	00/00/000
678)	0.83	360	R	To:	US 33 SOUTH	NA I		NA	09/03/2002
				From:					
679	0.80	30	R		Dead End	NA NA		NA	11/14/200
079	0.00			To:	SR 231	1			
				From:	Dead End				
680	0.11	60	R			NA		NA	1999
				To-	68-647				
$\bigcirc$	4.00	00		From:	68-620	NIA.		NIA	40/00/000
681	1.00	30	R	To:	Dead End	NA I		NA	12/02/2002
				From:	Dead End				
682	0.55	160	R		Dead End	NA NA		NA	11/21/2002
002)				To:	68-638				
				From:	68-624				
683	0.23	40	R			NA		NA	12/26/2002
				To:	Cul-de-Sac				
	0.50	00	_	From:	Dead End	]		<b>N</b> IA	40/00/000
684)	0.50	30	R	To:	68-611	NA I		NA	12/02/2002
				From:	68-603				
(685)	0.35	90	R	<u> </u>	30 303	NA		NA	12/02/2002
				To:	Dead End				
				From:	US 15 SOUTH				
686	0.80	70	R			NA		NA	11/21/2002
				To:	US 15 NORTH				
(a)	1.90	80	R	From:	Spotsylvania County Line	NA NA		NA	12/02/2002
(687)	1.50	00	IX.	To:	68-651	]		INA	12/02/2002
				From:	68-647				
688)	0.30	360	R			NA		NA	11/21/2002
				To:	68-637				
				From:	Culpeper County Line				
689	0.31	10	R	To:	(0.626	NA I		NA	12/02/2002
				From:	68-636	1			
600	0.69	700	R	From:	68-643	NA NA		NA	11/21/2002
690	0.00	700		To:	US 15	]		IVA	11/21/2002
Town of Gordonsville									
				From:	SCL Gordonsville				
(691)	0.12	1000	R	т —	60.101.5	NA I		NA	11/18/2002
				To-	68-1015				
Orange County				From:	68-651				
(692)	2.20	530	R		55 551	NA		NA	1999
$\bigcup$				To:	68-619; 68-660	1			

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:			519; 68-660		ī							
692	0.90	680	R			50-0	, 00 000				NA			NA		1999
	0.70	800	R	To: From:			68-606				NA			NA		1999
692				To: From:			68-621		]							
692	2.00	340	R	To:		SR	20 WEST				NA			NA		1999
	1.40	870	F	98%	0%		20 EAST 1%	1%	0%	F	0.087	F	0.731	870	F	2002
692	1.40			To:	0 70		68-602	1 /0	070	'	0.007		0.731		'	2002
692)	1.74	440	F	98%	0%	1%	1%	1%	0%	F	0.09	F	0.552	440	F	2002
692)	1.30	370	F	From: 98%	0%	1%	68-640 <b>1%</b>	1%	0%	F	0.104	F	0.506	370	F	2002
				To: From:			68-611									
692	0.03	90	R	_							NA			NA		1999
692)	0.96	90	R	From:		0.03	MN 68-61	1	•		NA			NA		1999
				To: From:			Dead End									
693)	0.60	360	R	From:			SR 20				NA			NA		11/14/200
				To: From:			68-641									
(694)	0.20	60	R	From:			68-642				NA			NA		11/21/200
				To: From:			Dead End									
695)	0.30	80	R	<u> </u>			68-602				NA			NA		1999
				To: From:			0ead End 68-612									
696)	0.80	80	R	<u> </u>							NA			NA		11/25/200
				To: From:			0ead End 68-627									
(697)	1.60	290	R								NA			NA		1999
				To: From:			0ead End 68-605									
698)	0.30	40	R	To:							NA			NA		12/02/200
				From:			Dead End Dead End									
699	0.30	40	R	To:			68-674				NA			NA		11/25/200
				From:			68-632									
700	1.70	310	R								NA			NA		11/25/200
700	0.70	110	R	From:		1.70	ME 68-632	2			NA			NA		11/25/200
				To: From:			68-673		}							
700	2.00	60	R	To:			68-615				NA			NA		11/25/200
				From:			68-617									
701)	0.40	290	R	To:		1	US 522				NA			NA		1999
				From:			68-641									
702	0.24	260	R	To:		D	Dead End				NA			NA		11/14/200
				From:			68-612									
703)	0.20	70	R	To:		n	Dead End				NA			NA		11/21/200

					Orang	ge Maintenar	nce Area								
Route	Length	AADT	QA	4Tire	Duo	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Orange County															
(704)	0.15	90	R	From:		Dead End				NA			NA		12/02/2002
(704)				To-	Spo	otsylvania Count	ty Line								
Spotsylvania County															
(704)	0.05	90	R	From:	(	Orange County I	Line			NA			NA		12/02/2002
(704)	0.00			To:		88-601									12/02/2002
Orange County				T											
(705)	0.54	60	R	From:		Dead End				NA			NA		11/14/2002
705	0.01			To:		SR 231									1111112001
				From:		Dead End									
(706)	0.40	30	R	To:		110.15				NA			NA		11/21/200
				From:		US 15									
707)	0.58	170	R	r toni.		Dead End				NA			NA		11/25/2002
(101)				То:		68-629									
				From:		SR 3									
(708)	0.40	100	R	To:		D IF I				NA			NA		1999
				From:		Dead End									
709	0.80	80	R			68-608				NA			NA		12/02/2002
(109)				To-		Dead End									
				From:		Dead End									
(710)	0.20	20	R	т		aar a 1	-11			NA			NA		11/18/2002
				To:		SCL Gordonsvi	ille								
(711)	0.20	340	R			SR 3				NA			NA		1999
				То:		Dead End									
				From:		Dead End									
712	0.30	NA		To:						NA			NA		
				From:		68-625									
(713)	0.60	100	R	r toni.		US 33				NA			NA		09/03/2002
(10)				To:		Dead End									
				From:		68-600									
(714)	0.70	110	R	To:		D IF I				NA			NA		12/02/2002
				From:		Dead End 68-603									
715)	0.25	20	R			08-003				NA			NA		12/02/2002
(10)				To:		Dead End									
				From:		68-604									
716)	0.25	20	R	To:		D1E-1				NA			NA		12/02/2002
				From:		Dead End									
(717)	0.20	30	R			Dead End				NA			NA		11/25/2002
				To:		68-632									
				From:		Dead End									
718)	0.40	590	R	To		110.15				NA			NA		11/21/2002
				From:		US 15		<u> </u>							
710	0.97	300	R			US 522				NA			NA		1999
719				To:	Spo	otsylvania Count	ty Line								
				From:		SR 20									
720	0.07	NA								NA			NA		
				Tn-	Spo	otsylvania Count	ty Line								

					Orange Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	()K	AAWDT QV	V Year
Orange County				From:	US 15 SOUTH	i			
721)	0.54	40	R	<u> </u>	05 15 500 111	NA		NA	11/25/200
				To:	US 15 NORTH				
$\bigcirc$			_	From:	68-721	]			
722	0.02	20	R	To:	US 15	NA 1		NA	11/25/2002
				From:	US 15 SOUTH				
723	0.25	30	R		03 13 300 111	NA		NA	11/25/200
				To:	US 15 NORTH				
				From:	68-629				
724)	0.50	130	R	To:	D. IE I	NA 1		NA	11/25/200
				From:	Dead End				
705	0.90	130	R	From:	SR 20	I NA		NA	1999
725)	0.50	100	1	To:	Dead End	]		IVA	1000
				From:	Dead End				
726	0.35	45	R			NA		NA	11/14/200
				To:	SR 231				
$\bigcirc$				From:	68-741				
(727)	0.45	140	R	To:	Dead End	NA 1		NA	1999
				From:	68-629				
729	0.10	60	R		08-029	J NA		NA	11/25/2002
728				To:	Dead End	]			
				From:	SR 20				
729	0.47	70	R	_		NA		NA	12/02/2002
				To-	Dead End				
$\bigcirc$	0.40			From:	Dead End	]		NIA	44/04/0000
730	0.40	50	R	To:	68-639	NA 1		NA	11/21/2002
				From:	Dead End	<u>.                                    </u>			
(731)	0.50	110	R		Dead End	NA		NA	09/03/2002
				To:	68-644				
				From:	Dead End				
(732)	1.30	60	R			NA 1		NA	11/14/2002
				To:	68-654				
(722)	0.23	30	R	From:	68-612 SOUTH	NA		NA	11/21/2002
(733)	0.23	30	1	To:	68-612 NORTH	]		IVA	11/21/2002
				From:	Dead End				
(734)	0.50	110	R			NA		NA	1999
				To:	68-624				
$\bigcirc$			_	From:	Cul-de-Sac				4000
735	0.20	120	R	To:	68-647	NA 1		NA	1999
				From:	68-633	<u> </u>			
736	0.40	70	R	<u> </u>	08-033	NA		NA	1999
				To:	68-674				
				From:	68-674				
737)	0.43	60	R			NA		NA	11/29/2002
				To:	Dead End				
$\bigcirc$	0.06	240	Б.	From:	SR 20 WEST	NIA		NA	00/03/300
738	0.26	240	R	_		NA •		NA	09/03/2002
_	1.00	240	P	To: From:	US 33	NIA.		NA	09/03/2002
738)	1.00	310	R	To:	SR 20 MID	NA <b>1</b>		INA	09/03/2002
					OR EV MID	1			

					Orange Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea Hou	()K	AAWDT QW	Year
Orange County				From:	SR 20 MID	i			
738)	0.30	30	R	<u> </u>	SK 20 WID	I NA		NA	09/03/200
				To-	SR 20 EAST				
$\bigcirc$				From:	68-629				
739	0.60	180	R	To:	DJrJ	NA I		NA	11/25/200
				From:	Dead End SR 20 WEST	<u> </u>			
740	0.60	80	R		SR 20 WEST	I NA		NA	1999
7-9				To:	SR 20 EAST				
				From:	SR 20 WEST				
741)	1.02	790	R			NA		NA	1999
				To: From:	68-602	}			
741)	0.72	390	R			NA 1		NA	1999
				To:	SR 20 EAST				
$\overline{\Omega}$	0.67	110	R	From:	68-621	l NA		NA	1999
742)	0.07	110	K	To:	SR 20	]	•	INA	1999
_				From:	SR 20				
743)	0.10	270	R		22120	NA	<u>.</u>	NA	12/02/200
$\overline{}$				To:	68-741				
$\bigcirc$				From:	Dead End				
744)	0.25	130	R	To:	(0.620	NA I		NA	11/25/200
				From:	68-629				
745	0.12	45	R	Piolii.	Dead End	l NA		NA	11/21/20
745	0.12	-10	• • • • • • • • • • • • • • • • • • • •	To:	US 15	]	•	10.0	11/21/20
				From:	68-655				
746	0.13	20	R			NA		NA	11/14/200
				To:	Dead End				
$\bigcirc$				From:	Dead End				10/00/00
747)	0.25	60	R	To:	68-628	NA I		NA	12/02/20
				From:	Dead End				
748)	0.30	80	R		Dead End	I NA		NA	09/03/20
140				To:	SR 20				
				From:	68-643				
750)	0.06	320	R			NA		NA	1999
				To:	68-752				
	0.18	70	R	From:	Dead End	NA NA		NA	11/14/20
751)	0.10	10	ĸ	To:	68-616	NA 	1	INA	11/14/200
				From:	68-750	<u> </u>			
752	0.04	40	R			NA	ı	NA	11/21/200
				To:	Cul-de-Sac				
$\widehat{}$				From:	Dead End/				
753)	0.16	NA		To:	C9 0004CT \	NA 1	ı	NA	
				From:	68-00646(L)/	<u> </u>			
754)	0.14	NA			Cul-de-Sac/	l NA		NA	
754)				To:	68-00643(B)/		· 		
				From:	Dead End				
755	0.60	220	R			NA		NA	12/02/200
				To:	68-692				
$\bigcirc$				From:	Cul-de-Sac/				
756	0.33	NA		т	(0.00/08/70)/	NA 1		NA	
				To-	68-00608(B)/				

					Orange Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:	68-611							
(757)	0.90	170	R		00 011		NA			NA		1999
<u> </u>				To:	Cul-de-Sac							
	0.86	120	R	From:	SR 3		NA			NA		1999
760	0.00	120	K	To:	Cul-de-Sac		IVA			INA		1999
				From:	68-602							
(762)	0.50	180	R			ı	NA			NA		1999
				To: From:	Dead End							
765	0.61	180	R	rioiii.	US 33		NA			NA		1999
765)	0.0.			To:	68-766							
(765)	0.11	45	R	From:	00-700		NA			NA		11/18/2002
(100)				To:	Dead End							
				From:	68-765							
766	0.08	50	R	To:	D 15 1	1	NA			NA		1999
				From:	Dead End							
(770)	0.28	30	R	From:	68-621 SOUTH		NA			NA		12/02/2002
770	0.20			To:	68-621 NORTH		107					12/02/2001
				From:	Albemarle County Line							
(777)	0.80	300	R			•	NA			NA		09/03/2002
				To:	68-678							
Town of Gordonsville				From:	68-1014							
(1000)	0.12	50	R	<u> </u>	00-1014		NA			NA		12/02/2002
				To:	Dead End							
				From:	68-1002							
(1001)	0.11	90	R	To:	60 1011	1	NA			NA		11/21/2002
				From:	68-1011							
1002	0.24	70	R	rioni.	68-1001		NA			NA		11/21/2002
(1002)	0.21			To:	68-1004		10,					11/21/2002
				From:	Dead End							
1003	0.10	110	R				NA			NA		11/18/2002
				To: From:	68-1004							
(1003)	0.13	440	R	т	GD 001	1	NA			NA		11/18/2002
				To: From:	SR 231							
(1004)	0.09	200	R	rioni.	Duke Street		NA			NA		11/18/2002
(1004)	0.00		• • •	To:	68-1003	I						11/10/2002
(1004)	0.24	460	R	From:	08-1003		NA			NA		11/18/2002
1004				To:	68-1009							
(1004)	0.09	410	R	From:	08-1009		NA			NA		11/18/2002
				To:	US 15							
(1004)	0.07	660	R	From:			NA			NA		11/21/2002
<u> </u>				To: From:	68-1030							
(1004)	0.41	670	R				NA			NA		11/21/2002
				To:	68-643							
$\bigcirc$	0.04	440		From:	68-1004		NI A			NIA		11/04/0000
1005	0.34	140	R	To:	68-1030	ı	NA			NA		11/21/2002
				From:	US 15							
(1006)	0.60	2900	F	Ш.	05 15	ı	0.081	F	0.613	2900	F	2002
				To-	SR 231							

					Or	range Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Gordonsville				From:		68-1029									
(1007)	0.06	60	R	_						NA			NA		11/18/2002
(1007)	0.10	280	R	From:		68-1006				NA			NA		11/18/2002
(1007)	0.10		• • • • • • • • • • • • • • • • • • • •	To:		Dead End				10.					1171072002
				From:		68-1006									
1008	0.16	340	R							NA			NA		11/18/2002
	0.24	170	R	From:		US 15				NA			NA		11/21/2002
1008	0.24	170		To:		68-1004				INA			IVA		11/21/2002
				From:		68-1008									
(1009)	0.10	30	R	To:		60.1004				NA			NA		11/18/2002
				From:		68-1004									
(1010)	0.08	120	R			68-1011				NA			NA		11/21/2002
				То:		68-1008									
$\bigcirc$	2.12			From:		US 15									
(1011)	0.18	530	R	To:		68-1002		1		NA			NA		11/21/2002
				From:		68-1024									
1012)	0.11	420	R							NA			NA		11/18/2002
				From:		68-1013									
(1012)	0.10	940	F	97%	0%	2% 0%	0%	0%	С	0.109	F	0.663	950	F	2002
	0.00	240	_	From:		US 15				NΙΔ			NIA		44/40/2002
(1012)	0.26	240	R	To:		68-1028				NA			NA		11/18/2002
				From:		68-1012									
(1013)	0.08	620	F	97%	0%	2% 0%	0%	0%	С	0.093	F	0.536	620	F	2002
				To:		68-1014									
(1014)	0.16	300	R	From:		68-1024				NA			NA		11/18/2002
1014)	0.10			To:		68-1013		1							1171072002
(1014)	0.04	450	F	98%	1%	1% 0%	0%	0%	С	0.112	F	0.674	450	F	2002
				To:		68-643									
	0.16	240	R	From:		SCL Gordonsvill	e			NA			NA		11/18/2002
1015)	0.16	240	K	Tai		(0, (01		1		INA			INA		11/10/2002
(1015)	0.22	1200	R	From:		68-691				NA			NA		11/18/2002
1019				To:		US 15									
	211			From:		68-1008									
1016	0.11	60	R							NA			NA		11/18/2002
	0.16	80	R	From:		68-1004				NA			NA		11/18/2002
(1016)	0.10	00		To:		SR 231				INA			IVA		11/10/2002
_				From:		68-1037									
1017)	0.23	410	R	To:		(0.100)				NA			NA		11/18/2002
				From:		68-1006									
(1018)	0.07	60	R			US 15				NA			NA		11/18/2002
				To:		68-1017									
(1018)	0.06	60	R	From:						NA			NA		11/18/2002
				To-		68-1012									
	0.11	140	R	From:		68-1037				NA			NA		11/18/2002
(1019)	0.11	140	ĸ	To:		US 15				INA			INA		11/10/2002

					Ora	ange Maintena	nce Area								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Gordonsville				From:		110.15									
(1019)	0.10	NA		r toin.		US 15				NA			NA		
(1019)	00			To-		68-1015									
				From:		68-1011									
1020	0.10	20	R							NA			NA		11/21/2002
				To:		68-1008									
(1021)	0.09	NA		From:		68-1012				NA			NA		
	0.00	400	_	From:		68-1007				N.1.0			NIA		44/40/0000
1021)	0.09	130	R	To:	ī	Dead End; Gap To	erminus	_		NA			NA		11/18/2002
				From:		68-1004	criminus								
1021	0.21	320	R							NA			NA		11/18/2002
				To:		SR 231									
				From:		68-1015									
(1022)	0.20	220	R	To:		69 1014		_		NA			NA		11/18/2002
				From:		68-1014									
	0.17	40	R	rioiii.		68-1002				NA			NA		11/21/2002
1023)	0.17	70	1	To:		68-1008				IVA			14/5		11/21/2002
				From:		Dead End		İ							
1024	0.10	180	R	<u> </u>		Dead Blid				NA			NA		11/18/2002
				To:		68-1012									
(1024)	0.07	160	R	From:		00-1012				NA			NA		11/18/2002
(1024)				To:		68-1014									
1024	0.27	80	R	From:		06-1014				NA			NA		11/18/2002
1024)	-			To:	6	8-225, ECL Gord	lonsville								
				From:		SR 231									
1025	0.10	900	R							NA			NA		11/18/2002
				To:		NCL Gordons	ville								
				From:		68-1014									
(1026)	0.11	230	R	To:						NA			NA		11/18/2002
				10.		Dead End									
Orange County				From:		Dead End									
(1027)	0.10	60	R	<u> </u>		Dead End				NA			NA		11/18/2002
				To:		SR 231									
Town of Gordonsville															
				From:		68-1012									
(1028)	0.09	70	R	To:		D J.F J				NA			NA		11/18/2002
						Dead End		_							
	0.21	40	R	From:		68-1012				NA			NA		11/18/2002
(1029)	0.21	40	K	To-		Dead End				IVA			INA		11/10/2002
				From:		68-1004		_							
(1030)	0.24	330	R	<u> </u>		00-1004				NA			NA		11/21/2002
(1000)				To:		69 1005									
(1030)	0.04	580	R	From:		68-1005				NA			NA		11/21/2002
				To		US 15									
				From:		Dead End							· ·		
(1031)	0.04	40	R	-						NA			NA		11/21/2002
$\bigcup$				To:		68-1030									
				From:		68-1030									
1032)	0.08	60	R							NA			NA		11/21/2002
				To:		68-1005									

					Orange Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Gordonsville				From:		1	11001		1 40101			
(1033)	0.14	40	R	From.	68-1030	1	NA			NA		11/21/2002
(1000)				To:	68-1005							
$\widehat{}$				From:	Dead End							
(1034)	0.23	800	R	To:	68-1006	1	NA			NA		11/18/2002
Oranga Caunty				1	08-1000							
Orange County				From:	Dead End							
(1035)	0.05	40	R				NA			NA		1999
				To: From:	68-1036	}						
(1035)	0.06	70	R	To:	WCL Gordonsville	1	NA			NA		1999
T				-	WCL Goldonsvine							
Town of Gordonsville				From:	WCL Gordonsville							
(1035)	0.11	110	R				NA			NA		1999
				To: From:	68-1036	}						
1035	0.05	210	R	To:	68-1017	Ī	NA			NA		1999
Orange County					00-1017							
Orange County				From:	68-1035							
(1036)	0.11	160	R	т		1	NA			NA		1999
				To:	WCL Gordonsville							
Town of Gordonsville				From:	WCL Gordonsville							
(1036)	0.04	180	R			<b>4</b> .	NA			NA		1999
				To:	68-1035							
$\bigcirc$	0.40	400	_	From:	SCL Louisa		NIA			NIA		44/40/0000
1037	0.10	130	R	_		-	NA			NA		11/18/2002
	0.08	130	R	From:	68-1019		NA			NA		11/18/2002
(1037)	0.00	130	IX.	To:	68-1017	1	INA			INA		11/10/2002
				From:	Dead End							
(1038)	0.13	50	R	_		-	NA			NA		11/18/2002
				To:	68-1004							
Orange County				From:	Cul-de-Sac							
(1040)	0.09	20	R		our de Sav	1	NA			NA		11/21/2002
				To: From:	68-1041	<del> </del>						
(1040)	0.09	100	R			-	NA			NA		11/21/2002
				To:	68-647							
	0.06	30	R	From:	68-1040	j	NA			NA		11/21/2002
(1041)	0.00	50		To:	Cul-de-Sac	1	14/3			14/5		11/21/2002
				From:	Cul-de-Sac							
1050	1.43	210	R			-	NA			NA		12/02/2002
				To:	68-601							
(1054)	0.55	60	R	From:	68-1052	j	NA			NA		12/02/2002
1051)	0.55			To:	68-603	<u></u>	11/7			11/7		1210212002
				From:	68-1053							
(1052)	0.23	45	R			-	NA			NA		12/02/2002
				To:	68-1050							
	0.43	9	R	From:	68-1050	j	NA			NA		12/02/2002
1053	0.43	J	К	To:	68-1052	1	INA			INA		12/02/2002
					00 1002							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	Peak I Hour	()K	Dir Factor	AAWDT	QW	Year
Orange County				From:		11001		- 40101			
(1059)	0.14	6400	R		SR 3	J NA			NA		12/02/200
				To:	Dead End						
$\bigcirc$	0.00	20		From:	Cul-de-Sac	, NA			NIA		4000
1060	0.08	20	R	. —		NA T			NA		1999
(1060)	0.32	120	R	From:	68-1061 WEST	NA			NA		1999
(1060)	0.02	.=•	.``	To:	68-1061 EAST						1000
(1060)	0.06	250	R	From:	00*1001 EAS1	NA			NA		1999
				To:	68-692						
$\bigcirc$	0.50	400	_	From:	68-1060 WEST	]					4000
(1061)	0.56	100	R			NA -			NA		1999
	0.17	20	R	From:	68-1060 EAST	NA			NA		1999
(1061)	0.17	20	IX.	To:	Dead End				INA		1999
				From:	Dead End						
(1062)	0.57	200	R			NA			NA		12/02/2002
				To:	68-692						
	0.61	100	R	From:	Dead End	J NA			NA		12/02/200
(1063)	0.01	100	K	To:	68-1062	]			INA		12/02/200/
				From:	68-646						
1080	0.28	110	R			NA			NA		1999
				To: From:	68-1081	<u> </u>					
1080	0.29	80	R			NA			NA		1999
				To:	68-646 NORTH						
(100)	0.09	10	R	From:	68-1080	J NA			NA		1999
(1081)	0.03	10		To:	Cul-de-Sac				14/-3		1000
				From:	68-629						
(1101)	0.20	220	R			NA			NA		1999
				To: From:	68-1102	]					
(1101)	0.05	20	R	To:	D. J.F. J	NA T			NA		1999
				From:	Dead End 68-1101						
(1102)	0.08	70	R		00-1101	NA NA			NA		1999
				To:	Dead End						
				From:	US 15						
(1105)	0.19	120	R	To:	60.1106	NA			NA		11/21/2002
				From:	68-1106	<u> </u>					
(1106)	0.08	30	R	r tonii.	68-1105	J NA			NA		11/21/2002
(1100)				To:	Cul-de-Sac	]					
				From:	Cul-de-Sac						
(1120)	0.17	50	R			NA			NA		1999
				From:	68-1121	<u> </u>					
1120	0.35	270	R	To:	68-621	NA 1			NA		1999
				From:	Cul-de-Sac	<u>.                                    </u>					
(1121)	0.27	130	R	Ш.	Cui-uc-sac	NA NA			NA		1999
				To:	68-1120						
				From:	68-02013(B)/						
2011)	0.15	NA		т.	0.11.2.7	NA			NA		
				To-	Cul-de-Sac/						

					Or	ange Maintenance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		$\Omega$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Orange County														
	0.13	NA		From:		68-02013(B)/		j	NA			NA		
(2012)	0.13	IVA		To		Dead End/		1	INA			INA		
				From:		ECL Orange								
(2013)	0.14	80	R					1	NA			NA		11/25/200
				To:		SR 20								
$\bigcirc$				From:		Dead End								
(2014)	0.20	170	R	To:		SD 20		1	NA			NA		1999
				From:		SR 20								
(2015)	0.12	160	R			Dead End		į	NA			NA		1999
(2013)				To:		SR 20								
				From:		Begin Loop								
2016)	0.59	180	R					_	NA			NA		1999
				To: From:		End Loop		<del> </del>						
2016)	0.05	260	R					-	NA			NA		1999
				To:		SR 20								
$\bigcirc$	0.07			From:		68-2016								4000
(2017)	0.07	30	R	To:		Cul-de-Sac		1	NA			NA		1999
T. 60 1 11				L		Cui-uc-sac		1						
Town of Gordonsville				From:		68-1004								
9302)	80.0	130	R					_	NA			NA		1999
				To:		Gordonsville Elem Sch								
Orange County				From:		LIC 522								
(9521)	0.13	150	R	110111.		US 522		j	NA			NA		1999
9321)	00		•••	To		Lightfoot Sch		1						.000
				From:		US 522								
9725)	0.15	220	R					-	NA			NA		1999
				To:		Unionville Elem Sch								
Town of Orange				From:		CD 20 D 10:								
(842) Main Street E	0.66	2800	F	98%	1%	SR 20 Byrd Street 0% 0% 0%	0%	C	0.105	F	0.541	2800	F	2002
945) Main Stroot 2	0.00	2000	•	To:	170	275-844 Selma Rd	070	1	0.100	•	0.011	2000		2002
<u> </u>				From:		Selma Road								
842 Rapidan Road	0.18	2100	F	98% To:	1%	0% 0% 0%	0%	F 1	0.107	F	0.506	2100	F	2002
				From:		Boxley Lane Boxley Ln								
Main Street	0.28	1500	F	89%	1%	3% 5% 2%	0%	F	0.092	F	0.566	1500	F	2002
(7/5)				To:		68-615, NEW ECL Orange								
O				From:		SR 20 Constitution Road								
844 Selma Road	0.35	2800	F	97%	2%	0% 0% 0%	0%	F	0.137	F	0.711	2800	F	2002
				From:		RT 615 Main Street E		<u> </u>						
844 Red Hill Road	1.05	420	F	97% To:	2%	0% 0% 0% Dead End	0%	C 1	0.097	F	0.537	420	F	2002
				From:										
845) Spicers Mill Road	1.16	960	F	96%	1%	WCL Orange 68-633 1% 1% 0%	0%	C	0.152	F	0.535	970	F	2002
(845) Spicers Mill Road				Tn·	. 70	US 15 Madison Road	<b>3</b> / 0							
				From:	_	68-647 SCL Orange		1		•				
0ld Gordodsville Rd	0.35	2300	F	95%	1%	2% 1% 1%	0%	F	0.106	F	0.575	2300	F	2002
\2/5/				To:		Woodcrest Dr		1						
				Er.										
(846) Old Gordonsville Road	0.72	2400	F	From: 95%	1%	Woodcrest Drive 2% 1% 1%	0%	С	0.099	F	0.550	2400	F	2002

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Porterfield Drive		490	F	From-		WCL Orange			0.118	F		520	F	2002
				To:		Montevista Avenue								