2001

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

Jurisdiction Report

78

Rappahannock County Town of Washington

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

Design Hour: The estimate of the traffic volume for the 30^{th} highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

QW: Quality of AAWDT:

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

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rout	te
600	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
\ /	

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

				Ra	appaha	nnock Ma	aintenanc	e Area							
Route	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle			QC	Design	QK	AAWDT	QW	Year
Rappahannock County						ZAXIE	3+AXIE	TITAII	2Trail		Hour				
(211)	7.09	1800	G	94%	Page 0	County Line 3%	Skyline Di	rive 2%	 0%	F	200	G	1700	G	2001
(211)	7.00	1000		To:	170	US 522 Sp		270	¬	•	200		1700		2001
(211)	4.62	4800	G	94%	1%	3%	0%	2%	0%	F	410	G	4800	G	2001
<u> </u>				To: From:	US 21	1 Bus South	of Washing	gton							
211	0.68	4800	G	94% To:	1%	3%	0%	2%	0%	F	460	G	4700	G	2001
T				10.		WCL Was	nington								
Town of Washington				From:		WCL Was	hington								
[211]	0.02	4800	N	94% To:	1%	3%	0%	2%	¬ 0%	N	460	N	4700	N	2001
Daniel anniel Campto				10.		ECL Wasl	nington								
Rannahannock County				From:		ECL Wasl									
[211]	0.39	4800	N	94%	1%	3%	0%	2%	0%	N	460	N	4700	N	2001
	2 20	EEOO		From:		1 Bus East			00/	F	E00		E400		2004
(211)	2.38	5500	G	94%	1%	3%	0%	2%	0%	F	500	G	5400	G	2001
(211)	9.17	4700	G	From: 95%	U	S 522 Mass 2%	ies Corner 1%	1%	0%	F	430	G	4700	G	2001
(211)				To:		Culpeper Co		. , ,		-					
Culpeper County				Paras.											
(211)	2.95	8600	G	95%	Rap 1%	pahannock 2%	County Lin 1%	e 1%	0%	F	730	G	8500	G	2001
[211]	2.00			To:	170	SR 22		170	٠		700		0000		2001
211	0.95	13000	G	95%	1%	2%	1%	1%	0%	F	1100	G	13000	G	2001
<u> </u>				To:	I	Fauquier Co	unty Line								
Rannahannock County				From:	HC	211 C	CW-1:4-								
Bus (211)	0.72	1400	G	98%	0%	211 South o 2%	0%	0%	0%	F	130	G	1400	G	2001
<u></u>				To:		SCL Wasl	nington								
Town of Washington				From:		CCL WI			1						
Bus (211)	0.63	1400	N	98%	0%	SCL Wasl	0%	0%	0%	N	130	N	1400	N	2001
211)				To:		ECL Wasl									
Rannahannock County				r					_						
Bus (211)	0.15	1400	N	98%	0%	ECL Wasl	nington 0%	0%	」 0%	N	130	N	1400	N	2001
(211)	0.10	1400	.,	To:		211 East of				.,		.,	1100	.,	2001
				From:		Madison Co	unty Line								
231 Ft Valley Rd	8.19	1300	G	96% To:	1%	1%	1%	1%	0%	F	120	G	1300	G	2001
				From:		S 522 Sperr									
(522)	4.67	2000	G	93%	1%	Culpeper Co 3%	unty Line 1%	2%	0%	F	180	G	2000	G	2001
<u> </u>				To:		78-61	18		_						
522	4.02	1900	G	93%	1%	3%	1%	2%	0%	F	170	G	1900	G	2001
$\overline{}$				To: From:		SR 23 SR 231 Ft V									
522 Sperryville Pike	0.77	3400	G	93%	1%	3%	1%	3%	0%	F	310	G	3400	G	2001
<u></u>				To: From:		S US 211 I	ee Hwy		1						
(522)(211)	4.62	4800	G	94%	1%	3%	0%	2%	0%	F	410	G	4800	G	2001
				I IOIII.		S SOUTH (_						
522 (211)	0.68	4800	G	94% To:	1%	3%	0%	2%	0%	F	460	G	4700	G	2001
TE CYNY 11						CL Wash	ington								
Town of Washington				From:		CL Wash	ington								
(522)(211)	0.02	4800	N	94%	1%	3%	0%	2%	0%	Ν	460	Ν	4700	N	2001
<u>~~~</u>				To:		CL Wash	ington								

Route	Length	AADT	QA	4Tire	Bus	nnock Ma		uck		QC	Design	OK	AAWDT	O\\\'	Year
	Length	AADI	ŲA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDI	QVV	rear
Rappahannock County				From:		CL Wash									
[522][211]	0.39	4800	N	94%	1%	3%	0%	2%	0%	N	460	N	4700	N	2001
(522)(211)	2.38	5500	G	From: [JS 211 BU 1%	JS EAST C	OF WASHII 0%	NGTON 2%	0%	F	500	G	5400	G	2001
(322)(211)				To		N US 211 I									
(522)	2.82	2800	G	94%	0%	3%	1%	2%	0%	F	270	G	2700	G	2001
~	7.00	0.400		From:	00/	N 78-		00/			200		2000		0004
[522]	7.26	3400	G	94% To:	0%	3% Warren Cou	1% unty Line	2%	0%	F	330	G	3300	G	2001
Bus Bus				From:		SOUTH OF		GTON							
(522)(211)	0.72	1400	G	98% To:	0%	2%	0%	0%	□ 0%	F	130	G	1400	G	2001
Town of Washington						CL Wash	iington								
Bus Bus				From:	201	CL Wash		201			400		4.00		2221
[522][211]	0.63	1400	N	98% To:	0%	2% CL Wash	0% nington	0%	□ 0%	N	130	N	1400	N	2001
Rappahannock County															
Bus Bus	0.15	1400	N	98%	0%	CL Wash 2%	nington 0%	0%	0%	N	130	N	1400	N	2001
522 (211)	0.13	1400	IN	To:		EAST OF				IN	130	14	1400	IN	2001
				From:		78-6	81								
600	2.30	30	R						_		NA		NA		06/15/2000
(600)	1.85	60	R	From:		78-6	08		_		NA		NA		06/22/2000
(000)	1.00			To: From:		1.85 MN	78-608								00/22/2000
(600)	0.10	60	R	From:		1.00 1111	70 000				NA		NA		06/22/2000
				To: From:		78-6	67]						
600	0.85	20	R						_		NA		NA		06/22/2000
600	0.15	140	R	From:		0.85 MN	78-667				NA		NA		06/22/2000
600				To:		8-1001 Gap			1						
(600)	0.30	40	R	From:	L	JS 211 Gap	Terminus				NA		NA		06/22/2000
		-		To: From:		78-6	71		—						
600	1.00	240	R	PIOIII.							NA		NA		1997
	2.22			From:	201	78-612 1		00/	<u> </u>		40		440		2004
(600)	0.30	410	G	89%	2%	9%	0%	0%	0%	С	48	G	410	G	2001
(600)	2.05	190	R	From:		78-612 V	WEST				NA		NA		06/22/2000
				To: From:		78-6	53								
600	0.10	40	R						_		NA		NA		06/22/2000
				To: From:		Dead 1									
(601) Peola Mills Rd	1.20	270	R	rioni.		SR 2	31				NA		NA		06/15/2000
				To:		78-70									
600	0.10	180	R	From:	N	Madison Co	unty Line				NA		NA		06/15/2000
602	0.10	100		To:		78-6	01				INC		11/7		30/13/2000
				From:	N	Madison Co	unty Line								
603	1.30	30	R	To:		78-70	07		_		NA		NA		06/15/2000
				From:	(Culpeper Co			+						
604)	0.40	160	R						_		NA		NA		06/15/2000
				To:		78-707 V	WEST								

Route	Length	AADT	QA	4Tire	Bus		Tri	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rappahannock County				From:				ıııalı	Z I I dil		i ioui				
(604)	2.50	180	R	From:		78-707 E	AST				NA		NA		06/15/2000
				To:		US 52	2								
\bigcirc	0.70	70	_	From:	C	ulpeper Cou	ınty Line				NIA		NIA		4007
605)	0.70	70	R	To:		78-70	7		7		NA		NA		1997
				From:		78-62									
606	1.00	420	G	96%	1%	2%	0%	1%	0%	С	40	G	420	G	2001
				To:		78-64									
607	4.20	40	R	From:		78-70	7				NA		NA		06/15/2000
607)	0		.,	To:		78-61	8								
				From:		78-60	0								
608	0.64	90	R								NA		NA		06/15/2000
	0.26	440	R	From:		0.64 ME 7	8-600		<u> </u>		NA		NA		06/15/2000
608	0.20	110	ĸ	To:		SR 23	1		1		INA		INA		00/15/2000
				From:		Dead E									
609	0.50	NA		_					_		NA		NA		
				To: From:		78-62									
610)	0.88	530	R	rioni.		Dead E	nd				NA		NA		1997
610				To:		78-68	6								
(610)	0.10	660	R	From:		70 00			<u> </u>		NA		NA		1997
				To: From:		78-67	0]—						
610	0.15	790	R								NA		NA		1997
	0.50			From:	00/	78-66		00/	<u> </u>		100				
610	0.52	970	G	93%	2%	4%	0%	0%	0%	F	100	G	960	G	2001
610	0.17	1100	G	From: 93%	2%	78-66 4%	6 0%	0%	0%	С	110	G	1100	G	2001
610	0.11	1100		To:	270	US 52		070	<u> </u>		110		1100		2001
				From:	C	Culpeper Cou									
611)	0.70	760	G	93% To:	3%	4%	0%	0%	0%	С	80	G	750	G	2001
				From:		78-642 E 78-642 W									
(611)	0.80	130	R								NA		NA		1997
	0.70			From:		0.80 MN 7	8-642]						1007
(611)	0.70	130	R						_		NA		NA		1997
611)	0.60	260	R	From:		78-64	8				NA		NA		1997
611)	0.00	200		To:		US 21	1								1001
				From:		Dead E	nd								
612	0.83	60	R								NA		NA		06/22/2000
	0.50	400		To: From:		78-65	3				NIA		NIA.		00/00/0000
612	2.50	100	R	To:		78-600 W	EST		7		NA		NA		06/22/2000
	4.00			From:	201	78-600 E	AST	201		_				_	
612)	1.00	390	G	90% To:	3%	7% US 21	0%	0%	0%	С	46	G	380	G	2001
				From:	C	Culpeper Cou									
613)	0.14	450	R						<u>-</u>		NA		NA		1997
				To:	C	Culpeper Cou									
<u></u>	3.10	150	R	From:		Dead E	nd				NA		NA		06/19/2000
614)	J. 10	130	^	To:		78-62	3		1		14/7		11/7		
					•	_	_	_			_		_		-

Route	Length	AADT	QA	4Tire	Rue	Truck 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Rannahannock County				From:	78-623	3							
(614)	1.20	170	R						NA		NA		06/19/2000
				To:	78-622								
615	4.40	50	R	From:	23-650; 78	-650			NA		NA		06/29/2000
615	1.10		• • • • • • • • • • • • • • • • • • • •	To	70 (15	7	_				101		00/20/2000
615)	1.00	140	R	From:	78-617				NA		NA		06/29/2000
				To: From:	1.00 MN 78	8-617	¬						
615)	0.90	190	R	From:					NA		NA		06/29/2000
				To: From:	78-649)							
615)	0.30	290	R				_		NA		NA		06/29/2000
				To:	78-729								
	2.60	70	R	From:	78-626	<u>;</u>			NA		NA		06/29/2000
616)	2.00	70	K	To:	78-617	7	$\overline{}$		INA		INA		00/29/2000
				From:	78-615								
617)	0.60	70	R						NA		NA		06/29/2000
				To: From:	78-616	5							
617)	1.30	160	R						NA		NA		06/29/2000
				To:	78-618								
	3.47	20	В	From:	SR 23	<u>[</u>			NA		NA		06/20/2000
618)	3.47	30	R						INA		INA		06/29/2000
640	1.40	100	R	From:	78-607	<u>'</u>			NA		NA		06/29/2000
618)	1.40	100	• • • • • • • • • • • • • • • • • • • •	To:	US 522 SO	UTH	\neg		147 (147.		00/20/2000
	0.00			From:	US 522 NC								00/00/000
618)	0.30	90	R						NA		NA		06/29/2000
	1 20	00	R	From:	0.30 MN U	S 522	_		NIA		NΙΔ		06/20/2000
618)	1.20	90	ĸ	. —					NA		NA		06/29/2000
640	2.40	45	R	To: From:	78-658	<u> </u>			NA		NA		06/29/2000
618)	2.40		11	To:	78-626 SO	UTH	\neg		147 (147.		00/20/2000
				From:	78-626 NO								
618)	1.40	260	R						NA		NA		06/29/2000
	2.00	500		From:	78-617	1			NIA		NΙΔ		06/20/2000
618)	3.00	520	R	To:	78-729)	\neg		NA		NA		06/29/2000
				From:	78-626								
(619)	1.79	60	R		70 020	<u> </u>			NA		NA		06/29/2000
				To: From:	1.79 ME 78	3-626	—						
(619)	0.03	60	R	PIOIII.					NA		NA		06/29/2000
				To:	78-618	3							
	0.50	440	,	From:	US 522	2			NIA		NIA		00/00/0000
620	2.50	140	R						NA		NA		06/22/2000
<u></u>	1.25	120	R	From:	78-621				NA		NA		06/22/2000
620	1.20	120	ĸ	To:	Dead E	nd	\neg		INA		INA		00/22/2000
				From:	SR 23		1						
(621)	1.80	150	R						NA		NA		1997
				To: From:	78-609)							
(621)	2.10	70	R				_		NA		NA		06/15/2000
				To: From:	US 522 NO US 522 SO								
(621)	1.50	180	R	L	03 322 80	0 111			NA		NA		06/22/2000
				To:	1.50 MN U	S 522	ī						

				R	appana	nnock Ma	intenanc Tru				Decian				
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rappahannock County				From:		1.50 MN U	IC 522								
621)	0.90	180	R						⊣ –		NA		NA		06/22/2000
621)	0.80	180	R	From:		2.40 MN U	JS 522				NA		NA		06/22/2000
<u>621</u>	1.50	170	R	From:		78-62	20]		NA		NA		06/22/2000
				To: From:		78-622 W									
621)	1.45	40	R						_ _		NA		NA		06/26/2000
621)	0.10	40	R	From:		1.45 MN 7	78-622				NA		NA		06/26/2000
(621)	1.00	140	R	From:		78-67] 		NA		NA		06/26/2000
				To:		78-62	26								
Town of Washington				From:		78-110	01								
622	0.04	160	R	To:		70.70	10		_ ¬		NA		NA		1997
622	0.21	780	R	From:		78-62 NCL Wash					NA		NA		1997
Rappahannock County				I		NCL Wasi	iiiigtoii								
	4.40	=00		From:		NCL Wash	nington								4007
622	1.10	780	N	т		=0.0			_		NA		NA		1997
622	1.40	240	R	From:		78-62	24				NA		NA		1997
622	4.80	47	R	To: From:		78-62	25				NA		NA		06/19/2000
622)				To:		78-62	23								
622	0.80	250	R	From:					<u>-</u>		NA		NA		06/19/2000
622)	2.00	530	G	From: 88%	3%	78-61 9%	0%	0%	0%	С	50	G	530	G	2001
				To: From:		US 211 V			1						
(622)	2.25	440	R	Troin.		US 211 E	EASI				NA		NA		1997
022)				To:		78-621 E	EAST		—						
622)	1.89	330	R	From:					_		NA		NA		1997
\bigcirc	0.04			From:		1.89 ME 7	78-621]		NIA		NIA		4007
(622)	0.21	330	R	т		=0 (a(v	· mam		_		NA		NA		1997
622	0.05	150	R	From:		78-626 W	VEST				NA		NA		06/26/2000
622)	0.85	70	R	From:		78-626 E	EAST]——		NA		NA		06/26/2000
				To: From:		0.85 ME 7	78-626]——						
622)	0.75	210	R	To		78-66	:1		_		NA		NA		1997
622	1.40	330	R	From:							NA		NA		1997
622)	0.85	330	R	From:		78-65	56		_		NA		NA		1997
622				To:		78-72	29								
				From:		78-61	4								
623	0.50	70	R	To:		78-62))		7		NA		NA		06/19/2000
				From:		78-62			1						
624)	1.00	90	R						-		NA		NA		06/19/2000
				To:		Dead E	End								

Route	Length	AADT	QA	4Tire	Bus	20vla	Tri	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rannahannock County								ıııalı	ZIIdli		11001				
625)	0.40	50	R	From:		78-622	2				NA		NA		06/19/2000
				To:		0.40 MN 78									
625)	0.62	50	R	From:		0.40 MN	622				NA		NA		06/19/2000
023)				To:		Dead E	nd								
				From:		Dead E	nd								
626	0.50	80	R	To:	W	CL WASHI	NGTON		7		NA		NA		1997
Town of Washington					VV	CL WASIII	NOTON								
				From:	W	CL WASHI	NGTON								
(626)	0.30	250	R	To:	11	S 211 BUS 1	МОРТИ		7		NA		NA		1997
				From:		S 211 BUS									
(626)	0.04	510	R								NA		NA		1997
<u> </u>				To: From:		78-110	1								
626	0.26	600	R	To:		ECL Washi	natan		7		NA		NA		1997
Rannahannock County						ECL Wasiii	ngton								
				From:		ECL Washi	ngton								
626)	0.02	600	N						_		NA		NA		1997
	1.47	680	R	From:	U	S 211; 522 E	BYPASS				NA		NA		06/29/2000
626	1.47	000	ĸ	To		70.621			- 1		INA		INA		00/29/2000
626	1.20	240	R	From:		78-621					NA		NA		06/29/2000
020				To:		78-627	7		_						
(626)	2.40	30	R	From:		78-027	<u>'</u>				NA		NA		06/29/2000
				To: From:		78-622 EA									
626	0.30	210	R	T KMII.		78-622 W	ESI				NA		NA		06/29/2000
020				To		0.30 MW 7	8-622								
626	0.95	210	R	From:					_		NA		NA		06/29/2000
				To: From:		1.25 MW 7	8-622]						
626	0.25	200	R								NA		NA		06/29/2000
				To: From:		78-619)								00/00/000
626	1.10	210	R						_		NA		NA		06/29/2000
	2.50	260	G	From: 90%	2%	78-618 SO 6%	UTH 1%	2%	0%	F	30	G	260	G	2001
626	2.50	200	G	30 /0	2 /0			2 /0	7	'	30	J	200	U	2001
626	0.80	370	G	From: 90%	2%	78-616 6%	1%	1%	0%	F	47	G	370	G	2001
020				To		78-680			T						
626	1.00	420	G	90%	2%	6%	1%	1%	0%	С	45	G	420	G	2001
				To:		US 522									
	1.60	30	R	From:		78-626	5				NA		NA		06/26/2000
627)	1.00	30	ĸ	т					_		INA		INA		00/20/2000
(627)	1.10	110	R	From:		78-633	3				NA		NA		06/26/2000
021)				To:		US 21	1								
Town of Washington				r											
629	0.01	NA		From:		Dead E	nd		_		NA		NA		
628)	J.01			To:		US 211 B	PIIS				14/7				
628	0.10	1400	G	From: 93%	1%	4%	1%	1%	0%	С	160	G	1400	G	2001
				To		78-622									
628	0.20	720	G	93%	1%	4%	1%	1%	0%	F	90	G	710	G	2001
\smile				To:	N	CL WASHII	NGTON								

Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rappahannock County				From:	NC	L WASHI	NGTON		T						
628	3.85	430	G	93%	1%	4%	0%	1%	0%	F	40	G	420	G	2001
	0.75	190	R	To: From:		78-60	6				NA		NA		1997
628	0.73	190	K	To		78-62	0				INA		INA		1997
628	0.37	170	R	From:		78-02	9				NA		NA		1997
				To: From:	(0.37 MN 7	8-629		_						
628)	0.07	170	R						_		NA		NA		1997
628)	0.44	280	G	From: 93%	1%	78-65 4%	9 1%	1%	0%	F	30	G	280	G	2001
				To: From:		78-66	3		<u> </u>						
628	1.06	260	G	93% To:	2%	4%	0%	1%	0%	F	40	G	250	G	2001
				From:		78-63 Dead E									
629	2.35	50	R								NA		NA		06/19/200
				To: From:		78-62			1						
630	1.50	60	R	Pioni.		Dead E	ind		_		NA		NA		06/19/2000
				To: From:		78-63	1								
630	0.80	260	R								NA		NA		1997
	0.70	340	G	From: 93%	2%	78-62 4%	8 0%	1%	0%	С	40	G	330	G	2001
630	0.70	340		To:	2 /0	US 52		1 /0	7		40		330		2001
				From:		78-63	0								
631)	1.80	80	R	To:		Dead E	and		ī		NA		NA		06/19/200
_				From:		US 52									
632	0.60	80	R								NA		NA		06/19/200
	0.05	10	R	From:		78-63	4				NA		NA		06/19/200
632	0.00			To:	Fau	uquier Cou	ınty Line				IVA		14/-3		00/13/200
\bigcirc	4.50		_	From:		Dead E	End								00/00/000
633	1.50	50	R	To:		78-62	7		7		NA		NA		06/26/200
				From:		78-63									
634)	0.90	20	R	To:	Eor	uquier Cou	inty Lina		_		NA		NA		1997
				From:	rat	US 52									
(635)	0.70	390	R						-		NA		NA		1997
				To: From:	Fau	uquier Cou									
636)	0.49	40	R	Troni.		Dead E	ena		_		NA		NA		06/26/2000
				To: From:	0	0.06 MN 78	8-9917		_						
636	0.21	560	R	To:		US 21	1		_		NA		NA		06/26/2000
				From:		78-64			\pm						
637)	3.20	200	R	<u> </u>							NA		NA		06/26/2000
				To: From:		78-68	7]—		N/A		.		4007
637)	2.00	220	R	To:		78-647 V	Vest		╗		NA		NA		1997
\bigcirc	0.00			From:		78-647 I					N 1.6		A.I.A		00/40/222
637)	2.90	90	R	To:	2	2.90 MW 7	78-647		7		NA		NA		06/19/2000
					2	2.90 MW /	/ 8-64 /								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Rappahannock County								TTrail	ZTrall		Hour				
(637)	2.60	80	R	From:		2.90 Mi W	78-647				NA		NA		1997
037)				To:	4	5.50 Mi W	78-647								
\bigcirc	4.40		_	From:		5.50 MW									4007
637	1.10	220	R	To:		US 52	22		1		NA		NA		1997
				From:		78-72									
638)	2.50	40	R			70 72			_		NA		NA		06/26/200
				To:		78-64	17								
\bigcirc				From:	Cı	ulpeper Co	unty Line								
639	0.20	490	R								NA		NA		1997
	0.70			From:		US 2	11		_		NIA		NIA		4007
639	0.70	240	R	To:		Dead I	End		-		NA		NA		1997
				From:	C	ulpeper Co			1						
640	0.90	300	R			шререг со	unty Line		_		NA		NA		06/29/2000
				To: From:		78-64	12		T						
640	0.70	1100	G	98%	0%	2%	0%	0%	0%	С	100	G	1100	G	2001
				To: From:		78-729 SO									
640	0.03	130	R	<u> </u>		78-729 N	ORTH				NA		NA		06/29/2000
				To		0.03 MN	78-729		_						
640	2.11	130	R	From:		0.03 1111	10 12)				NA		NA		06/29/2000
				To		2.14 MN ′	78-729		T						
640	0.60	190	R	From:							NA		NA		06/29/2000
				To: From:		2.74 MN 7	78-729		—						
640)	1.00	190	R						_		NA		NA		06/29/2000
				To:		US 2									
	1.10	220	R	From:		US 522 S	OUTH				NA		NA		1997
641)	1.10	220		To:		70.66	\c		_		14/1		14/ (1007
641)	0.14	480	G	From: 92%	2%	78-60 5 %	1%	0%	0%	F	48	G	480	G	2001
041)				To:		78-65			٦						
(641)	0.28	760	G	91%	2%	5%	1%	0%	0%	С	70	G	750	G	2001
				To:		US 522 N									
				From:		78-64									
(642)	0.79	1200	G	97%	0%	2%	0%	0%	0%	F	120	G	1200	G	2001
\bigcirc				From:	201	78-64		22/]				4=00		
642 642	2.26	1500	G	97%	0%	2%	0%	0%	0%	F	140	G	1500	G	2001
	1.00	2200		From:	00/	78-611 E		00/	00/		220		2200		2001
(642)	1.00	2300	G	97% To:	0%	2% US 2	0%	0%	0%	С	220	G	2200	G	2001
				From:		US 2			1						
643)	2.00	400	R			052			_		NA		NA		1997
				To:		Dead I	End								
		4	_	From:	Cı	ulpeper Co	unty Line								00/45/005
644)	0.30	150	R	To:		78-70)7		7		NA		NA		06/15/2000
				From:		US 2									
645)	0.30	710	R			US 2	11		_		NA		NA		1997
				To		78-63	37								
645)	2.40	320	R	From:		, 0-02			_		NA		NA		1997
				To:	Fa	auquier Co	unty Line								

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tr 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rappahannock County				From:		Dead			1						
(646)	0.80	180	R						_		NA		NA		1997
				To:		78-6	46								
\bigcirc				From:	101	US 5		221		_				_	2221
647)	2.09	490	G	95%	1%	2%	0%	2%	0%	С	46	G	490	G	2001
\bigcap	1.51	420	G	From:	40/	2.09 ME 1		20/		F	40	G	400		2004
647)	1.51	420	G	95%	1%	2%	0%	2%	0%	Г	40	G	420	G	2001
	1.20	440	G	From: 95%	1%	78-63 2 %	38 0%	2%	0%	F	40	G	440	G	2001
647)	1.20	770	J	To:		Fauquier Co		270	٦	•	40	Ü	440	O	2001
				From:		Dead 1									
648)	0.35	40	R								NA		NA		06/26/2000
				To:		78-6	11								
\bigcirc				From:		78-6	15								
649	2.59	60	R								NA		NA		06/29/2000
	0.00			From:		2.60 MN	78-615		}—						00/00/000
649	0.03	60	R	To:		78-6	10		7		NA		NA		06/29/2000
				From:		78-6			1						
650	0.41	50	R	<u> </u>		/8-0	13		_		NA		NA		06/29/2000
000				To:		Dead	End								
				From:		US 2	11								
651)	0.70	280	R						_		NA		NA		1997
				To:		Dead 1									
\bigcirc	0.75	50	В	From:		Dead	End				NA		NA		06/15/2000
652	0.75	50	R	To:		SR 2	31		7		INA		NA		06/15/2000
				From:		78-6			1						
653	0.70	40	R			76-0	12		_		NA		NA		06/22/2000
				To:		78-6	00								
				From:		Dead	End								
(654)	0.30	50	R	To:		=0.6			_		NA		NA		06/19/2000
				From:		78-62									
(655)	0.10	60	R	Piolii.		US 5	22				NA		NA		06/22/2000
(033)	00		• • • • • • • • • • • • • • • • • • • •	To:		78-62	20		7						00,22,200
				From:		78-62	22								
656	1.00	90	R								NA		NA		06/26/2000
				To:		Dead 1	End								
\bigcirc	0.00	40	_	From:		78-6	64				NIA		NΙΔ		06/19/2000
657)	0.28	40	R	To:		Dead 1	End		1		NA		NA		06/19/2000
				From:		78-6									
658)	1.53	40	R			76-0	10				NA		NA		06/29/2000
				To:		Dead 1	End								
				From:		78-6									
659	1.30	280	G	93%	1%	4%		0%	0%	С	30	G	270	G	2001
				To: From:		78-6			<u> </u>						
660	0.38	10	R	. IOIII.		Dead	End		_		NA		NA		1997
(000)	0.00			To:		0.20 3.01.0	JF 1		_						1001
660	0.11	130	R	To: From:		0.38 MN D	ead End				NA		NA		1997
000	<u> </u>			To		78-6	70								
660	0.15	390	R	From:		/8-6	/U				NA		NA		1997
(000)				To:		78-6			_						

Route	Length	AADT	QA	4Tire	Rue	Truck 3+Axle 1		QC	Design Hour	QK	AAWDT	QW	Year
Rannahannock County				From:	Dead F	End							
(661)	0.21	49	R				- -		NA		NA		06/26/2000
				To:	78-62								
	0.90	30	R	From:	Dead F	End]		NA		NA		06/19/2000
662	0.90	30	ĸ	To:	US 522 S0	OUTH	1		INA		INA		06/19/2000
\sim				From:	US 522 N	ORTH							
662	0.52	210	R						NA		NA		1997
				From:	78-67	13]						
662	1.28	80	R	To:	Dead F	End	7		NA		NA		06/19/2000
				From:	Dead I								
663	0.34	170	R		Dead I	ing .			NA		NA		1997
				To:	0.34 ME De	ead End							
663	0.81	60	R	From:	0.54 WIL DO	zad End	_		NA		NA		06/19/2000
				To:	78-62	28							
				From:	US 52	22							
664)	0.39	70	R						NA		NA		1997
				To: From:	78-65	7]						
664	0.26	30	R	To:	US 52	22	7		NA		NA		1997
				From:			<u> </u>						
(665)	0.03	740	R		78-61	.0			NA		NA		1997
000)				To:	Warren Cou	ınty Line]						
				From:	Dead I	End							
(666)	0.30	150	R						NA		NA		1997
				To:	78-61	.0							
\bigcirc	0.40	440	_	From:	78-60	00			NIA		NIA		00/00/0000
667	0.10	110	R	To:	US 21	11	1		NA		NA		06/22/2000
				From:	78-62								
668	0.60	70	R		78-02	.0			NA		NA		06/26/2000
				To:	Dead I	End							
				From:	78-61	3							
(669)	1.50	260	R				7		NA		NA		1997
				To:	Dead F								
670	0.15	230	R	From:	78-66	0			NA		NA		1997
670)	0.10	200		To:	78-61	0	1		100		14/1		1001
				From:	US 21								
671)	0.20	390	R				_		NA		NA		06/22/2000
\bigcup				To:	78-60)0							
\bigcirc	0.00			From:	Dead F	End							00/40/0000
672	0.36	30	R	To:	78-61	4	7		NA		NA		06/19/2000
				From:	78-66)]						
673	0.55	60	R		78-00	12	J		NA		NA		06/19/2000
				To:	Dead I	End							
				From:	Dead F	End							
674)	1.49	220	R	To:			7		NA		NA		06/26/2000
				To:	78-62		<u> </u>						
676	0.45	40	R	From:	US 211 V	VEST	<u>.</u>		NA		NA		06/26/2000
675)	0.40	70	17	To:	US 211 E	EAST	1		14/5		14/-1		35/20/2000
				From:	Dead F		1						
676	0.10	60	R				_		NA		NA		06/29/2000
\bigcirc				To:	78-72	29	1						

Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Rappahannock County							J'AXIC	TITAL	ZIIali		rioui				
	0.14	110	R	From:		US 522					NA		NA		1997
(677)	0.14	110	11	To:		Dead End	i				IVA		IVA		1007
				From:		US 211									
678)	0.55	20	R						_		NA		NA		1997
				To: From:		US 211									
(679)	0.33	30	R	rioin.		US 211			_		NA		NA		06/26/2000
073				To:		Dead End	d		1						
\sim				From:		Dead End	d								
680	0.79	140	R	To:		78-626			7		NA		NA		06/29/2000
				From:		Dead End	1		1						
(681)	2.63	90	R			Dead End	.1				NA		NA		06/15/2000
				To:		SR 231									
683	0.39	60	R	From:		US 211 BU	JS			NIA					
				To:		US 211			7		NA		NA		1997
				From:		Dead End									
684)	0.15	48	R	<u> </u>		Don't Ell	•		_1		NA		NA		1997
				To:		US 211									
\bigcirc	0.00	400	_	From:		78-610					NIA		NIA		4007
686	0.28	130	R	To:		Dead End	i		7		NA		NA		1997
				From:		78-00637(I									
687)	0.46	NA					/-		-		NA		NA		
				To:		Cul-de-Sa	c/		<u> </u>						
	0.38	20	R	From:		Dead End	d				NA		NA		06/15/2000
707	0.50	20	IX	To:	M	- 1: C	T i				IVA		IVA		00/13/2000
(707) Sharp Rock Rd	0.40	240	R	From:	Mi	adison Count	ly Line				NA		NA		06/15/2000
				To:		-601 Peola M									
(707) Sharp Rock Rd	1.29	60	R	From:	78-	601 Peola M	illls Rd				NA		NA		06/15/2000
(707) Sharp Hook Ha	1.20			To:		1.29 ME 78-	-601		1				10.		00/10/2000
Sharp Book Bd	0.10	60	В	From:		1.30 ME 78-	-601				NΙΛ		NΙΔ		06/15/2000
707) Sharp Rock Rd	0.10	60	R	т					_		NA		NA		00/13/2000
(707) Slate Mills Rd	3.10	440	G	From: 90%	3%	R 231 Ft Vall 5%	ley Rd 2%	0%	0%	С	40	G	430	G	2001
(101)				To:		78-607			¬						
(707) Slate Mills Rd	1.70	450	G	90%	3%	4%	2%	0%	0%	F	40	G	440	G	2001
				To: From:		78-644									
(707) Slate Mills Rd	0.50	510	G	90%	3%	5%	2%	0%	0%	F	48	G	500	G	2001
				To:		lpeper Coun									
(729)	0.11	920	G	87%	1%	llpeper Coun 8%	ty Line 0%	3%	0%	С	90	G	910	G	2001
(129)				To:		78-615			¬						
729	1.10	840	G	From: 87%	1%	8%	0%	3%	0%	F	80	G	840	G	2001
\cup				To: From:		78-676									
(729)	1.53	870	G	87%	1%	8%	0%	3%	0%	F	80	G	860	G	2001
729 729				To: From:		78-640 SOU			<u> </u>						
(729)	0.07	920	G	87%	1%	8%	0%	3%	0%	F	80	G	910	G	2001
729	0.00	700		From:		78-640 NOR		20/	00/		70	<u> </u>	770		2004
(720)	0.90	780	G	87% To:	1%	8%	0%	3%	0%	F	70	G	770	G	2001

Route Length AADT QA 4 Tire Bus Truck 2Axie 1 Trail 2 Trail 2 Trail QC Design Hour QK AAWDT QW					Ra	appahan	nock Ma	aintenanc	e Area							
Page	Doute	Longth	AADT		47:	Duo		Tru	Truck		- 00	Design	01/	A A14/DT	0147	V
Test	Route	Length	AADI	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDI	QVV	Year
1.69 530 G 87% 1% 8% 0% 3% 0% F 50 G 530 G	Rappahannock County				Erom		70.6	10								
Table Tabl	720	1 69	530	G		1%			3%	0%	F	50	G	530	G	2001
Town of Washineton Town of	(729)				To:	.,,			0,0	¬	•			000		
Total Tota	720	3.75	690	G	87%	1%			3%	0%	F	60	G	680	G	2001
1.00 230 R 1.00 1.00 1.00 G 985% 0% 0% 0% 0% 0% 0% 0%	(729)				To:	.,,					-					
1.00 230 R 1.00 230 R 1.00 1.00 230 R 1.00	729	3.50	550	R	From:		03.2	11				NA		NA		1997
Table Tabl	123				To:		US 52	22								
Total of Washineton Total of Washineton					From:	C	ulpeper Co	unty Line								
Madison County Line	(730)	1.00	230	R						_		NA		NA		1997
Total Color																
Dead End Frame		0.00	00	_	From:	M	ladison Co	unty Line				NIA		NIA		00/45/0000
Town of Washington Town	(749)	0.80	30	К	To:		Dead I	End		_		NA		NA		06/15/2000
Main St 0.20 1600 G 98% 0% 2% 0% 0% 0% C 160 G 1600 G										 						
To US 522 Sperryville Pike US 522 US 522 US 522 US 523 G	(1001) Main St	0.20	1600	G	98%				0%	0%	С	160	G	1600	G	2001
COC2					To:	US	522 Sperr	yville Pike								
Town of Washineton Town of					From:		US 5	22								
Town of Washineton Town of	(1002)	0.65	230	G		3%			1%	0%	С	30	G	230	G	2001
1003 260 G 89% 2% 6% 1% 3% 0% C 40 G 260 G																
Town of Washington Town of Washington Dead End Dead End		0.00	260	•		20/			20/		0	40	0	260	_	2001
Town of Washington	(1003)	0.06	260	G		Z70			3%	7 0%	C	40	G	200	G	2001
101	Town of Washington						652	11								
101	TOWN OF WASHINGTON				From:		Dead I	End								
101	(1101)	0.05	60	R								NA		NA		1997
1101 0.09 260 R					To: From:		78-62	26								
101 0.09 260 R	(1101)	0.20	620	R								NA		NA		1997
Table Trace T8-622 NA NA NA NA					From:		US 211	BUS								
101	(1101)	0.09	260	R								NA		NA		1997
To 78-628 From 78-1101 NA NA NA NA NA NA NA N					To: From:		78-62	22								
102 103 100	(1101)	0.12	80	R	Tar		70.6	30		_		NA		NA		1997
1102 0.04 190 R																
To US 211 BUS Dead End NA NA NA	(400)	0.04	190	R	From:		78-11	01				NΑ		NΔ		1997
1103 0.05 30 R	(1102)	0.04	130	IX.	To:		US 211	BUS		1		INA		11/5		1557
NA NA NA NA NA NA NA NA					From:		Dead I	End								
To	(1103)	0.05	30	R								NA		NA		1997
9908 0.10 500 R US 211 NA NA NA To RAPPAHANNOCK HI SCH 9917) 0.12 300 R NA NA					To:		US 211	BUS								
9908 0.10 500 R NA	Rannahannock County				P											
To RAPPAHANNOCK HI SCH From: 78-636 NA NA	(0000)	0.10	500	Р	From:		US 2	11		_		NΔ		NΔ		1997
9917) 0.12 300 R NA NA	(9908)	0.10	300	ĸ	To:	RAPI	PAHANNO	OCK HI SCI	H	7		INA		INA		1331
(9917) 0.12 300 R NA NA						70.11.1			-	i –						
	(9917)	0.12	300	R			70-0.			_		NA		NA		1997
A. I. T. HELLINGON BEEM	$\bigcup_{i \in \mathcal{I}} f_i$				To:	RAP	PAHANN	OCK ELEM	[