### 2001

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

Jurisdiction Report 88

> Spotsylvania County City of Fredericksburg

### 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.

							Tru				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Spotsylvania County				From:	(	Caroline Co	unty Line		I						
(1)	2.61	7400	G	93%	1%	2%	1%	2%	0%	F	700	G	7500	G	2001
$\sim$	4.05	2222		From:	40/	88-606 Th		20/			000		10000		2004
(1)	4.25	9900	G	93%	1%	2%	1%	2%	0% ¬	F	990	G	10000	G	2001
1	2.52	15000	G	From: 93%	1%	2%	1%	2%	0%	F	1500	G	16000	G	2001
_				To: From:		US 1	.7		<u> </u>						
1	0.93	34000	G	98%	0%	1%	0%	0%	0%	F	3200	G	36000	G	2001
	0.96	21000	G	From: 98%	0%	I-95 1%	0%	0%	0%	F	2000	G	22000	G	2001
1	0.00	21000		To			Four Mile 1		7		2000		22000		2001
(1)	1.30	26000	G	98%	0%	1%	0%	0%	0%	F	2600	G	27000	G	2001
				To:		SCL Freder	icksburg								
City of Fredericksburg				From:		SCL Freder	icksburg		1						
1 Jefferson Davis Blvd	1.48	32000	Α	98%	0%	1%	0%	0%	0%	Α	3100	Α	34000	Α	2001
Jefferson Davis Blvd	0.90	30000	G	From: 98%	1%	SR :	3 0%	1%	0%	С	NA		31000	G	2001
Jefferson Davis Blvd	0.90	30000	G	90%	1 70			1 %	U% 	C	INA		31000	G	2001
Jefferson Davis Blvd	0.59	30000	G	98%	0%	College 1%	0%	0%	0%	С	NA		32000	G	2001
				To: From:		Fall Hill	Ave								
1 Jefferson Davis Blvd	0.29	23000	G	98%	0%	1%	0%	0%	0%	F	NA		24000	G	2001
Jefferson Davis Blvd	0.11	28000	N	From: 98%	Bus	US 1 Prince 1%	ess Anne Av 0%	ve 0%	0%	N	2500	N	30000	N	2001
Jefferson Davis Blvd	0.11	20000	14	To:		NCL Freder		0 70		IN	2300	IN	30000	IN	2001
Spotsylvania County				From:											
Bus 1 LaFayette Blvd	1.52	19000	G	95%	1%	US 1, SI 2%	1%	1%	0%	С	1900	G	20000	G	2001
				To:		SCL Freder	icksburg								
<u>City of Fredericksburg</u> Bus				From:		SCL Freder	icksburg								
1 LaFayette Blvd	1.42	21000	G	95%	1%	2%	1%	1%	0%	F	NA		22000	G	2001
Bus				To: From:	SR 3	; Blue and C	Grey Parkwa	ay	]						
1 LaFayette Blvd	0.38	11000	G	95%	1%	2%	1%	1%	0%	F	NA		11000	G	2001
Bus				From:	1	11-3957 St	ınken Rd		]						
1 LaFayette Blvd	0.56	9400	G	95%	1%	2%	1%	1%	0%	F	NA		9800	G	2001
Bus				To: From:	11	1-3961 Kei	nmore Ave								
1 LaFayette Blvd	0.10	5100	N	98%	0%	1%	0%	0%	0%	Ν	NA		5300	N	2001
Bus				From: Bu	ıs US 1 P	ar, Bus 17 I	Par Princess	Anne St							
1 LaFayette Blvd	0.06	5100	G	98%	0%	1%	0%	0%	0%	F	NA		5300	G	2001
Combin	ed Traffic:	10000	G	98%	0%	1%	0%	0%	0%	F	NA		11000	G	2001
Bus				To: From:		us US 17 C US 17, La	aroline St fayette Blvd	[							
(1) Caroline St	0.38	3700	G	98%	0%	1%	0%	0%	0%	F	NA		3900	G	2001
Combin	ed Traffic:	8700	G	97%	0%	1%	1%	1%	0%	F	NA		9000	G	2001
Bus				From:	]	Bus SR 3 W	illiam St		]						
1 Caroline St	0.51	5300	G	98%	0%	1%	0%	0%	0%	С	NA		5500	G	2001
Combin	ed Traffic:	13000	G	97%	0%	1%	1%	1%	0%	С	NA		14000	G	2001
Bus				To: From:		Herndo Carolin									
Herndon St	0.06	5200	G	98%	0%	1%	0%	0%	0%	F	NA		5400	G	2001
Combin	ed Traffic:	10000	G	98%	0%	1%	0%	0%	0%	F	NA		11000	G	2001
				To:	Bus U	JS 1 Par Pri	ncess Anne	St							

					Spotsylva	ania Mair	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus	2Avlo	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Fredericksburg						ZAXIC	JTAXIE	TITALI	ZIIali		rioui				
Bus	0.70	40000	•	From:		US 1 Par I		40/			NIA		10000		2004
1 Princess Anne St	0.70	12000	G	98% To:	0%	1% Jefferson Da	0%	1%	つ 0%	С	NA		12000	G	2001
Rue				From:		, Bus US 1		•	1						
Bus 1 Princess Anne St	0.37	4900	G	96%	0%	2%	1%	1%	0%	F	NA		5200	G	2001
Princess Anne St Combine			G	97%	0%	1%	1%	1%	0%	F	NA		9000	G	2001
				To:	В	Bus SR 3 W	illiam St		<b></b>						
Bus 1 Princess Anne St	0.52	0400	G	96%	0%	2%	1%	1%	0%	С	NA		8400	G	2001
Princess Anne St Combine		8100 13000	G	97%	0%	1%	1%	1%	0%	С	NA		14000	G	2001
Combine	u manic.	13000	G	To:		us US 1 He		1 /0	7 070	C	INA		14000	O	2001
Spotsylvania County				•					•						
				From:		aroline Cou									
2)	1.36	5100	G	91%	1%	2%	3%	2%	0%	F	450	G	5100	G	2001
Bus				To: From:		US 17 I	Bus		]						
2 (17)	3.69	12000	G	90%	1%	3%	2%	4%	0%	F	940	G	12000	G	2001
				To		88-130	)1		<b></b>						
Bus	0.04	47000	•	From:	10/			40/	00/	_	1500	C	19000	C	2001
2 [17]	0.84	17000	G	90% To:	1%	3% FREDERI	2%	4%	つ 0%	F	1500	G	18000	G	2001
N. 6E 1 11				<u> </u>	ECL	TREDERI	CKSBOKO								
City of Fredericksburg Bus				From:	ECL	FREDERI	CKSBURG	+							
2) (17) Dixon St	0.11	18000	G	92%	1%	2%	2%	4%	0%	С	NA		19000	G	2001
				To: From:		HOWISON	I AVE		_						
Bus 2) 17 Dixon St	0.08	21000	G	92%	1%	2%	2%	4%	 0%	F	NA		22000	G	2001
2 17 Dixon St	0.00	21000		T	. 70			170	¬ ~~	•			22000	Ü	2001
Bus				From:		GLOVE			_						
2 (17) Dixon St	0.62	9000	G	97%	1%	2%	0%	0%	0%	С	NA		9400	G	2001
Bus				From:		CHARLE	S ST								
2) (17) Dixon St	0.06	4800	G	97%	1%	2%	0%	0%	0%	F	NA		5000	G	2001
Combine	d Traffic:	11000	G	97%	1%	1%	0%	0%	0%	F	NA		11000	G	2001
				To: From:	PF	RINCESS A									
Bus Charles Street	0.26	5800	G	97%	1%	DIXON 1%	1%	0%	0%	С	NA		6100	G	2001
2 (17) Charles Street Combine			G	97%	0%	1%	1%	0%	0%	C	NA		8100	G	2001
Combino	a mamo.	7000		To:	0 70	RT 1 B		0 70	٦	Ū			0.00	Ü	2001
Bus				From:		RTE 1 E									
2) [1] Princess Anne	0.37	4900	G	96%	0%	2%	1%	1%	0%	F	NA		5200	G	2001
Combine	d Traffic:	8700	G	97% To:	0%	1% US SR 3 W	1%	1%	一 0%	F	NA		9000	G	2001
					Б	US SK 3 W	illialli St								
Spotsylvania County				From:		Orange Cou	nty Line								
3	5.27	16000	G	94%	1%	2%	1%	3%	0%	F	1300	G	16000	G	2001
				To:	88-	-610 Chanc	ellorsville		<b>—</b>						
3	4.66	24000	G	94%	1%	2%	1%	3%	0%	С	2100	G	25000	G	2001
				To	88	3-610 Five N	Aile Fork								
3	2.28	62000	G	94%	1%	2%	1%	3%	0%	F	5300	G	65000	G	2001
				To:	V	VCL Freder	icksburg								
City of Fredericksburg				Erom:											
3 Plank Rd	0.34	77000	G	95%	0%	VCL Freder 1%	icksburg 1%	3%	0%	F	NA		80000	G	2001
3 Plank Rd	0.34	11000	G	9370	U 70		1 70	J 70	U 70	ı	IVA		00000	G	200 I
Plank Pd	0.61	E2000		From:	00/	I-95	10/	20/	00/		NI A		EE000		2004
3 Plank Rd	0.61	52000	G	95%	0%	1%	1%	3%	0%	F	NA		55000	G	2001
Dlank Dd	0.00	40000		From:	00/	Oakwoo		20/		^	NI A		44000		2004
3 Plank Rd	0.63	43000	G	95% To:	0%	1%	1%	3%	0%	С	NA		44000	G	2001
					US.	1 Jefferson	vavis HWy								

				-	Spoisylv		ntenance Tru				Design				
Route	Lengtl	n <b>AADT</b>	QA	4Tire	Bus		11u 3+Axle			QC	Hour	QK	AAWDT	QW	Year
ity of Fredericksburg															
	0.24	24000	•	From:		1 Jefferson		40/	00/	0	NIA		25000	0	2001
3	0.24	34000	G	93%	0%	1%	1%	4%	0%	С	NA		35000	G	2001
Divisional Crew Day	alou 0.50	00000		From:		Bus SR 3 W		40/			NIA		22000		2004
3 Blue and Grey Pa	rkw 0.53	22000	G	92%	1%	2%	1%	4%	0%	С	NA		23000	G	2001
				From:		s US 1 LaF		10/							
3 Blue and Grey Pa	rkw 1.00	28000	G	91%	1%	2%	2%	4%	0%	С	NA		30000	G	2001
				To: From:		s US 17 SR			<u> </u>						
3) Blue and Grey Pa	rkw 0.36	28000	G	91% To:	1%	2%	2%	4%	0%	F	NA		29000	G	2001
						ECL Freder									
3 William St	0.14	16000	G	98%	SR 3	Blue and C	Grey Parkwa 0%	y 0%	0%	F	1400	G	17000	G	2001
3 William St	0.14	10000	G	30 /0				0 70	<b>-</b> 0 / 0	'	1400	O	17000	O	2001
Bus				From:	1	11-3958 Ha	anover St								
3 ) William St	0.30	13000	G	98%	0%	1%	0%	0%	0%	С	NA		14000	G	2001
Our .				To: From:	1	11-3955 Co	llege Ave								
3 William St	0.48	15000	G	99%	0%	1%	0%	0%	0%	С	NA		15000	G	2001
3)			_	To:					¬	_					
<u>Bus</u>				From:			hington Ave								
3) William St	0.37	6100	G	98%	0%	1%	0%	0%	0%	С	550	G	6400	G	2001
Con	nbined Traff	ic: <b>13000</b>	G	98%	0%	1%	0%	0%	0%	F	NA		13000	G	2001
Bus				To: From:	Е	Bus US 1 Ca	aroline St								
3) William St	0.07	9100	G	98%	0%	1%	0%	0%	0%	F	NA		9500	G	2001
	nbined Traff	ic: <b>15000</b>	G	98%	0%	1%	0%	0%	0%	F	NA		16000	G	2001
				To	Bu	ıs SR 3 Par,	Sophia St								
3 William St	0.03	17000	G	98%	0%	1%	0%	0%	<b>-</b> 0%	F	NA		18000	G	2001
3 William St	0.03	17000	G	90 70 To:		ECL Freder		0 70	7 0%	Г	INA		10000	G	2001
Que.				From:		Bus SR 3 W									
3 Washington Ave	0.07	6600	G	98%	0%	1%	0%	0%	0%	F	NA		6900	G	2001
P /	nbined Traff		G	98%	0%	1%	0%	0%	0%	F	NA		13000	G	2001
				To:		111-3963 A									
Bus			_	From:			hington Ave			_					
3 Amelia St	0.43	5300	G	98%	0%	1%	0%	0%	0%	С	NA		5500	G	2001
Con	nbined Traff	ic: <b>11000</b>	G	98%	0%	1%	0%	0%	¬ 0%	С	NA		12000	G	2001
Bus				From:		111-3973 S 111-3973, A									
3 Sophia St	0.07	6300	G	99%	0%	0%	0%	0%	0%	С	NA		6500	G	2001
	nbined Traff	ic: <b>15000</b>	G	98%	0%	1%	0%	0%	0%	F	NA		16000	G	2001
				To:	I	Bus SR 3 W	illiam St								
notsylvania County				P					ī						
17 Mills Dr	1.89	4200	G	92%	0%	Caroline Cor 2%	unty Line 1%	5%	0%	F	330	G	3800	G	2001
17 Mills Dr	1.09	4200	G	3Z /0	U /0			J /0	70		550	G	3000	3	200 I
Mille Dr	2.75	E200		From:	10/	SR 2 Nev		<b>Q</b> 0/	00/		400		4700		2004
17) Mills Dr	2.75	5300	G	85%	1%	2%	4%	8%	0%	F	400	G	4700	G	2001
Malla D	2.22	45000		From:		8-608 Benc		F0/			4000		45000		0001
17 Mills Dr	3.00	17000	G	92% To:	0%	2%	1%	5%	0%	F	1200	G	15000	G	2001
-				From:		US 1									
17) (1)	0.93	34000	G	98%	0%	1%	0%	0%	0%	F	3200	G	36000	G	2001
$\sim$				To:		I-95									
	0.04			From:	Ca- !	US OF for dis		roffic	luma asi	limata :	forth:	0 a m = ::	<b>.</b> +		
17) 95)	2.81	io: 404000	•	700/	See 1-						for this s	-		_	2004
Con	nbined Traff	U. 104000	G	79% To:		2% SCL Freder	1%	16%	1% <b>7</b>	F	5000	G	91000	G	2001
					i	OCT LIGHT	icksouig								

					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ariia iviai					Dooign				
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
ity of Frederick	sburg			From:	S	SCL Freder	ickshuro		1						
17) (95)	0.89							traffic vo	∟ lume est	timates	s for this se	egmen	ıt.		
	Combined Traffic:	104000	G	79%	1%	2%	1%	16%	1%	F	5000	Ğ	91000	G	2001
~~~				To: From:		SR :			]						
17 (95)	2.29				See I-	95 for di	rectional	traffic vo	lume est	timates	s for this s	egmen	ıt.		
~ ~	Combined Traffic:	137000	G	79%	1%	2%	1%	16%	1%	F	8000	G	120000	G	2001
				To:	S	tafford Cou	unty Line								
<b>potsvlvania Cou</b> Bus	ntv			From:	S	SR 2 & 17 1	Newnost		1						
17	3.69	12000	G	90%	1%	3%	2%	4%	0%	F	940	G	12000	G	2001
				To:		88-13	01								
Bus	0.84	17000	G	90%	1%	3%	2%	4%	<b>-</b> 0%	F	1500	G	18000	G	2001
17	0.04	17000	G	90 76 To:		ECL Freder		4 70	7	Г	1500	G	10000	G	2001
try of Eugelouisly	ahuua					SCE Freder	icksourg								
<mark>itv of Frederick</mark> Bus	SUULE			From:	E	CL Freder	ricksburg								
Dixon St	0.11	18000	G	92%	1%	2%	2%	4%	0%	С	NA		19000	G	2001
~ <u></u>				To: From:		Howison	n Ave		]						
Bus 17 Dixon St	0.08	21000	G	92%	1%	2%	2%	4%	0%	F	NA		22000	G	2001
17) 51,1011 61	0.00	21000		Ta:	170			170	7	•			22000	Ū	200
3us_				From:		Glove								_	
17) Dixon St	0.62	9000	G	97%	1%	2%	0%	0%	0%	С	NA		9400	G	2001
Bus				From:		Charle	s St								
Dixon St	0.06	4800	G	97%	1%	2%	0%	0%	0%	F	NA		5000	G	2001
	Combined Traffic:	11000	G	97%	1%	1%	0%	0%	0%	F	NA		11000	G	2001
				To		Princess A	Anne St		<b></b>						
Bus 17 Dixon St	0.06	2600	G	98%	0%	1%	0%	0%	<b>-</b> 0%	С	NA		2700	G	2001
Dixon St	Combined Traffic:		G	97%	0%	1%	0%	0%	0%	С	NA		8800	G	200
	Combined Trailic.	0400	G	To:	0 76	Carolin		0 70	7 0 /%	C	INA		8800	G	200
Bus				From:		Dixon S									
<sub>17</sub> } Caroline S		2000	G	96%	0%	1%	2%	0%	0%	С	NA		2100	G	2001
~	Combined Traffic:	7800	G	97% To:	0%	1%	1%	0%	<b>0</b> %	С	NA		8100	G	2001
Bus Bus				From:	I.	Layfayett AFAYETT									
~~	oline St 0.38	3700	G	98%	0%	1%	0%	0%	0%	F	NA		3900	G	2001
	Combined Traffic:	8700	G	97%	0%	1%	1%	1%	0%	F	NA		9000	G	2001
				To: From:	В	US SR 3 V	Villiam St		7——						
Bus Bus Card	oline St 0.51	5300	G	98%	0%	1%	0%	0%	<b>-</b> 0%	С	NA		5500	G	2001
17) (1) Card	Combined Traffic:		G	97%	0%	1%	1%	1%	0%	С	NA NA		14000	G	2001
	Combined Traine.	15000	J	To:	0 70	Herndo		1 70	7	O	INA		14000	O	2001
Bus Bus				From:		Carolin									
17	idon St 0.06	5200	G	98%	0%	1%	0%	0%	0%	F	NA		5400	G	2001
~ ~	Combined Traffic:	10000	G	98% To:	0%	1%	0%	0%	0%	F	NA		11000	G	2001
Bus Bus				From:			incess Anne Herndon S		+						
~~	cess Anne 0.70	12000	G	98%	0%	1%	0%	1%	0%	С	NA		12000	G	2001
~ ·				To:			avis Highw		1						
Bus	oreon Davia 0 11	20000	N.	From:			ess Anne A			K.I	2500	K.I	30000	N.I	2004
17) (1) Jeffe	erson Davis 0.11	28000	N	98% To:	0% N	1% ICL Freder	0%	0%	0% 7	N	2500	N	30000	N	2001
Que.				From:	1				<del>1</del>						
Bus 17 Charles St	reet 0.26	5800	G	97%	1%	Dixon S 1%	1%	0%	<b>」</b> 0%	С	NA		6100	G	2001
₽ ) Sa.100 Ot				97%	0%	1%	1%		0%						2001
·	Combined Traffic:	7800	G	9/%	U 7n	1 70	1 70	0%	U 7n	С	NA		8100	G	2001

					Spotsylv	/ania Mai	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Spotsylvania Co	untv					2Axie	3+Axle	1 I rail	2Trail		Hour				
North	untv			From:		Caroline Co									
95)	1.61	34000	F	79%	1%	2%	1%	17%	1%	F	1700	F	31000	F	2001
	Combined Traffic:	73000	F	79%	1%	2%	1%	16%	1%	F	4000	F	65000	F	2001
North				From:		88-606 Th	ornburg								
95)	7.71	40000	G	79%	1%	2%	1%	17%	1%	F	5100	G	40000	G	2001
	Combined Traffic:	83000	G	79%	1%	2%	1%	16%	1%	F	9900	G	77000	G	2001
				To: From:		US 1 Ove	erpass		<b>—</b>						
North	0.26	40000	G	79%	1%	2%	1%	17%	<b></b> 1%	F	5100	G	40000	G	2001
95	Combined Traffic:		G	79%	1%	2%	1%	16%	1%	F	7900	G	86000	G	2001
	Combined Traile.	32000	•	7 3 70	1 /0			10 70	7	•	7300	J	00000	O	2001
North				From:		US 1; U									
95)	2.81	51000	G	79%	1%	2%	1%	17%	1%	F	2200	G	45000	G	2001
<u> </u>	Combined Traffic:	104000	G	79% To:	1%	2%	1%	16%	1%	F	5000	G	91000	G	2001
				10.		SCL Freder	icksburg								
<b>City of Frederic</b> North	ksburg			From:		SCL Freder	ickshuro		1						
95)	0.89	51000	G	79%	1%	2%	1%	17%	1%	F	2200	G	45000	G	2001
	Combined Traffic:	104000	G	79%	1%	2%	1%	16%	1%	F	5000	G	91000	G	2001
				To:		SR	3		¬						
Vorth	2.29	60000	_	700/	40/	2%		17%	10/	F	2600	_	61000	_	2004
95		69000	G	79% 79%	1% 1%	2% 2%	1% 1%	16%	1%	F	3600	G	61000	G	2001 2001
	Combined Traffic:	137000	G	79% To:		Z 76 Stafford Cou		10%	<b>1</b> %	Г	8000	G	120000	G	2001
					•	stariora co	anty Eme								
<b>potsylvania Co</b> South	untv			From:	(	Caroline Co	unty Line								
95)	2.07	39000	F	80%	1%	2%	1%	16%	1%	F	2300	F	34000	F	2001
	Combined Traffic:	73000	F	79%	1%	2%	1%	16%	1%	F	4000	F	65000	F	2001
\4b				To: From:		88-606 Th	ornburg								
95)	7.27	43000	Α	80%	1%	2%	1%	16%	 1%	Α	4700	Α	38000	Α	2001
95)	Combined Traffic:		G	79%	1%	2%	1%	16%	1%	F	9900	G	77000	G	2001
				To:		US 1; U			¬	•					
South	0.00		_	From:	40/			400/	40/	_	0000	_	40000	•	0004
95	2.90	53000	G	80%	1%	2%	1%	16%	1%	F	2800	G	46000	G	2001
	Combined Traffic:	104000	G	79% To:	1%	2% SCL Freder	1%	16%	1%	F	5000	G	91000	G	2001
						SCL Fleder	icksburg								
City of Frederic South	kshurg			From:		SCL Freder	icksburg		1						
95	1.61	53000	G	80%	1%	2%	1%	16%	1%	F	2800	G	46000	G	2001
	Combined Traffic:	104000	G	79%	1%	2%	1%	16%	1%	F	5000	G	91000	G	2001
				To: From:		SR :	3		7						
South	1.76	68000	G	80%	1%	2%	1%	16%	1%	F	4400	G	59000	G	2001
95	Combined Traffic:		G	79%	1%	2%	1%	16%	1%	r F	8000	G	120000	G	2001
	Combined Traine.	107000	•	То:		Stafford Cou		1070	┐ '″	•	0000	Ü	120000	J	2001
notsylvania Co	untv						*		•						
	untv			From:		Louisa Cou	nty Line								
208)	3.64	3400	G	90%	1%	3%	1%	5%	0%	F	300	G	3400	G	2001
				To: From:		88-60	)1		7						
208)	8.85	4800	G	90%	1%	3%	1%	5%	0%	F	420	G	4900	G	2001
				To: From:		88-64	18		¬——						
208)	2.43	3600	G	90%	1%	3%	1%	5%	0%	F	330	G	3600	G	2001
				To:		88-606 Sn	ell P O		¬						
208)	3.95	4300	G	From:	1%	3%	1%	5%	0%	F	390	G	4400	G	2001
				To:		-613 Spotsy									
208)	3.53	16000	G	90%	1%	-613 Spoisy 3%	1%	5%	0%	F	1300	G	16000	G	2001
200	3.33		-	To:	. , ,	88-62		- / 0	7	-	. 200	•		-	
						88-62	<b>4</b> 7								

					Spotsylv	ania Main									
Route	Length	AADT	QA	4Tire	Bus		Trı	ıck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Spotsylvania County						ZAXIC	JTAXIC	IIIali	ZIIali		Hour				
	0.05			From:	40/	88-629		<b>5</b> 0/		_	0000	_	00000	_	0004
208	3.05	30000	G	90% To:	1%	3% US 1 Four M	1%	5%	0%	F	2800	G	32000	G	2001
				From:											
(522)	1.01	1900	G	87%	0%	Louisa Coun 3%	1%	8%	0%	F	190	G	1900	G	2001
522		1000	•	To:	• 70				7	•					
F22)	0.94	1800	G	From: 87%	0%	88-612 <b>3</b> %	1%	8%	0%	F	170	G	1800	G	2001
522	0.04	1000	Ŭ	To:		Orange Cour		070	7 ~~	•	170	Ü	1000	Ü	2001
				From:		Orange Cour									
704	0.05	90	N	<u> </u>							NA		NA		1999
68				To:		88-60	1								
$\bigcirc$				From:		88-613	3								
600	0.64	170	R								NA		NA		1995
				From:		0.65 MN 8	8-613		]						
(600)	0.66	210	R								NA		NA		1995
600				To: From:		88-690	)		<u> </u>						
(600)	0.50	300	R						_		NA		NA		1995
				To:		88-62									
	1.84	620	G	93%	1%	Louisa Coun 3%	ty Line 0%	2%	<b>」</b> ○%	F	60	G	620	G	2001
601)	1.04	620	G	93%	1 70			270	U 76	Г	00	G	020	G	2001
	3.21	000	G	From: 93%	1%	88-622 NO 4%	ORTH 0%	2%	0%	С	100	G	970	G	2001
601)	3.21	960	G	93%	1 70			270	U 76	C	100	G	970	G	2001
	2.72	1400		From:	10/	88-614 NO		20/			120		1400		2001
601)	3.73	1400	G	93% To:	1%	3% SR 208 SO	0%	2%	0%	F	120	G	1400	G	2001
				From:		SR 208 NC									
601)	1.59	1600	G	92%	0%	2%	1%	5%	0%	С	130	G	1600	G	2001
				To: From:		88-72	1		]						
601)	2.96	1100	G	92%	0%	2%	0%	5%	0%	F	90	G	1100	G	2001
				To: From:		88-612	2								
601)	0.97	530	R								NA		NA		1995
				To: From:		88-653	3		]						
601)	1.92	330	R								NA		NA		1995
<u> </u>				To: From:		88-652	2		]						
(601)	2.15	580	G	92%	0%	2%	1%	5%	0%	F	60	G	580	G	2001
<u> </u>				To: From:		88-65	1		<u> </u>						
601)	0.94	1300	G	92%	0%	2%	0%	5%	0%	F	120	G	1300	G	2001
				To:		88-608									
	4 74	470	_	From:		Dead E	nd				NIA		NIA		4005
602	1.71	470	R	To:		SR 20	Q		1		NA		NA		1995
				From:					1						
603	0.70	640	R			Caroline Cou	nty Line				NA		NA		1995
003)			•••	To:		99.704	-		_						
603	0.89	2800	G	From: 97%	0%	88-605 <b>2</b> %	1%	1%	0%	С	260	G	2800	G	2001
603	0.00		•	To	0,0	US 1		. , ,	7	•					
				From:		88-605									
604)	1.93	200	R						_		NA		NA		1995
				To:	(	Caroline Cou	nty Line								
$\widehat{}$				From:		Dead E	nd								
605)	1.00	210	R	т		05 -:			_		NA		NA		1995
				To: From:		88-622 E			+						
605)	2.42	510	R			00-022 W	-U1		_		NA		NA		1995
				To:		88-738 NO	RTH								
			_												

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
notsylvania County				From:					1						
605)	1.95	480	R			88-738 SO	UIH		_		NA		NA		1995
	3.38	1000	G	To: From: 97%	0%	88-658 <b>1%</b>	3 1%	1%	0%	F	110	G	1100	G	2001
605				To:		88-647									
605)	3.16	2000	G	97%	0%	1%	1%	1%	0%	С	200	G	2000	G	2001
605)	0.26	400	R	From:		88-603	3		_		NA		NA		1995
				To:	(	Caroline Cou			1						
606	2.67	660	G	95%	1%	2%	1%	2%	0%	F	60	G	670	G	2001
				From:		88-612 W			]						
606)	0.93	1200	G	95%	1%	2%	1%	2%	0%	F	110	G	1200	G	2001
606)	3.80	730	G	From: 95%	1%	88-612 E	<u>4ST</u> 1%	2%	0%	F	70	G	730	G	2001
				To: From:		88-650									
606	4.14	1500	G	95% To:	1%	2% SR 208 W	1%	2%	0% ¬	С	140	G	1600	G	2001
$\overline{}$				From:		SR 208; 88	3-738		<b></b>						
606	3.15	5700	G	93%	1%	2%	1%	3%	0% ¬	С	490	G	5700	G	2001
606	1.41	7500	G	94%	1%	88-617 <b>2</b> %	1%	3%	0%	С	640	G	7600	G	2001
	0.51	0000		From:	10/	US 1	10/	40/			900		0200		2004
606)	0.51	9200	G	91%	1%	3% I-95	1%	4%	0% 	С	800	G	9300	G	2001
606)	1.00	1800	G	From:		1-93					NA		1800	G	2001
				To:	(	Caroline Cou	nty Line								
607)	1.20	960	R	From:		US 1					NA		NA		199
				To: From:		88-633	3		]						
607	2.30	810	R	To:	-	Caroline Cou	nty Lina		7		NA		NA		1995
				From:		Orange Cour									
608)	1.04	1300	G	97%	0%	2%	0%	1%	0%	F	120	G	1300	G	2001
	6.02	930	G	From: 97%	0%	88-606 <b>2</b> %	0%	1%	0%	F	80	G	940	G	200
608	0.02	930		To:	0 70	88-612 W		1 /0	7	'	00		940		200
608	0.28	1800	G	97%	0%	2%	0%	1%	0%	С	150	G	1800	G	2001
	4.05	4400		From:		88-612 E	AST				NIA		NIA.		400
608	1.85	1100	R	Ter		00 640 11	DOT.		_		NA		NA		1995
608	2.01	1500	R	From:		88-649 W	ES1				NA		NA		1995
				To: From:		88-693	3								
608)	1.65	1600	R						_		NA		NA		1995
608)	0.36	2300	R	From:		88-747	/				NA		NA		1995
				To: From:		88-648									
608)	1.17	6000	G	96% To:	1%	<b>2%</b> 613 GAP TE	0%	1%	0%	С	510	G	6100	G	2001
				From:		SR 208 Ga	p Ter		<del>」</del>						
608	3.88	2500	G	94%	1%	2%	2%	1%	0%	F	240	G	2500	G	2001
	1.07	6700	G	From: 94%	1%	88-628 <b>2%</b>	<u>2%</u>	1%	0%	С	680	G	6800	G	2001
608)				To:	. , ,	US 1		. , ,						-	

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Spotsylvania County				From:		US 1	[								
608	2.56	3600	G	•							300	G	3600	G	2001
	1.07	4700		To: From:		88-66	8		]		160		1700		2001
608)	1.97	1700	G	To:		US 17 W;	88-736		1		160	G	1700	G	2001
	2.65	2222		From:		US 17 E; 8			j		210		2200		2001
608	2.65	2200	G	To:		US 17 E	BUS		7		210	G	2200	G	2001
				From:	(	Caroline Cou									
609)	1.86	690	R	т		****	m . aa		_		NA		NA		1995
				From:		US 17 BY									
509	1.51	720	R						_		NA		NA		1995
				To: From:		US 17 E			1						
510	3.90	2100	G			Culpeper Cou	unty Line		_		200	G	2100	G	2001
				To: From:		88-61	6		<del></del>						
610	0.98	3400	G						<del>-</del>		330	G	3400	G	2001
				To: From:		SR3 WI			-						
610)	1.85	1600	G	96%	0%	2%	1%	1%	0%	С	160	G	1600	G	2001
				To: From:		88-61			]						
610	2.85	7700	G	97%	0%	1%	1%	0%	0%	С	700	G	7800	G	2001
	0.21	2600	G	From: 97%	0%	88-620 E 1%	1%	0%	0%	F	230	G	2700	G	2001
610	0.21	2000	G	91 /0	0 70			0 /0	7	ı	230	G	2700	G	2001
610	0.51	6800	G	97%	0%	88-62 1%	1%	0%	0%	F	NA		7100	G	2001
				To:		SR 3 EA	AST		]						
$\odot$	0.25	80	_	From:		Dead F	End				NIA		NIA		1000
611)	0.35	80	R	Tax		00.00			7		NA		NA		1989
611)	0.20	200	R	From:		88-68	72				NA		NA		1995
				To: From:		88-62	:1		<b></b>						
611)	1.10	160	R						<del>-</del>		NA		NA		1995
				To:		Orange Cou			<u> </u>						
612	1.46	320	R	From:		Orange Cou	nty Line		_		NA		NA		1995
012)				To:		US 52	22		1						
612	2.53	360	G	From:					<b>-</b>		30	G	370	G	2001
				To: From:		88-719 W 88-719 E									
612	0.38	830	G			00 717 2	. 10 1		_		80	G	830	G	2001
				From:		88-66	i3								
612	3.87	650	G								50	G	650	G	2001
	2 10	640		From:		88-60	1		]		60		650		2001
612	3.18	640	G	To:		88-606 W	/EST		7		60	G	650	G	2001
	, , ,	700		From:	00/	88-606 E	AST	40/	]	_	00		700		0001
612	4.14	720	G	96% To:	0%	3% 88-608 W	1% VEST	1%	0% 7	F	60	G	730	G	2001
$\overline{}$				From:		88-608 E	AST	401	<b></b>		15-				
612	3.24	1600	G	96% To:	0%	3% 88-613 SC	1% OUTH	1%	0% 7	F	150	G	1600	G	2001
				From:		88-613 NO	ORTH								
612	4.30	3100	G	96%	0%	3%	0%	1%	0%	С	280	G	3100	G	2001

Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
	Longui	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<b>4</b> 7		240	2Axle	3+Axle	1Trail	2Trail	۷0	Hour	σιτ	, , , , , , , , ,	Q.11	· cui
Spotsvlvania Countv				From:		SR 208									
613)	1.63	3400	G	96%	1%	2%	1%	1%	0%	С	330	G	3500	G	2001
613)	3.25	3700	G	Fmm: 96%	1%	88-648 <b>2</b> %	1%	1%	0%	F	360	G	3700	G	2001
<u>(613)</u>				To:		88-623			<b>_</b>						
613)	3.73	1800	G	96%	1%	2%	1%	1%	0%	F	180	G	1800	G	2001
	0.00	2422		From:	40/	88-600		40/			000		0.400		0004
613)	3.33	2400	G	96% To:	1%	2% SR 3	1%	1%	O%	F	230	G	2400	G	2001
				From:		Dead E									
614)	0.20	30	R	•					<del>-</del>		NA		NA		1995
	1 20	200		From:		88-152	0				NA		NIA		1005
614)	1.30	280	R	To:		88-601 NO	RTH		1		INA		NA		1995
	1.60	200		From:		88-601 SO					NIA		NIA		1005
614)	1.60	260	R	To:		00.65	,		_		NA		NA		1995
614)	1.57	130	R	From:		88-657	1				NA		NA		1995
				To:		88-179	7		<b>—</b>						
614)	0.20	180	R	rioin.							NA		NA		1995
	0.40			To: From:		.21ME 88-	1797		]—						4005
614)	0.43	180	R						_		NA		NA		1995
614)	1.95	400	R	From:		88-656	5				NA		NA		1995
014)				To:		88-738	3		1						
$\bigcirc$	0.45	0.10	_	From:		88-610	)								4000
615)	0.45	340	R						_		NA		NA		1986
615)	0.47	430	R	From:		88-753	3				NA		NA		1995
019				To: From:		0.480 N 88	3-753		<b>_</b>						
615)	1.10	220	R						_		NA		NA		1999
				To: From:		Dead E									
(616)	2.29	760	R	From:		88-610	)		_		NA		NA		1995
0.10				To:		88-620	)		]						
$\bigcirc$	4.00	0.40	_	From:		88-605	5				NIA		NIA		1005
(617)	1.80	340	R	т		00.644			_		NA		NA		1995
617)	1.20	1000	R	From:		88-645	)				NA		NA		1995
				To:		88-606	5								
	0.76	440	_	From:		SR 3					NIA		NIA		1005
618	0.76	410	R	To:		00.150	0		_		NA		NA		1995
618)	0.14	360	R	From:		88-179	U				NA		NA		1995
				To: From:		.14ME 88-	1790		]						
618)	0.05	360	R								NA		NA		1995
		255		From:		88-179	4		]——		N/ A		N. A		400-
618)	0.38	360	R						_		NA		NA		1995
	0.82	350	R	From:		88-173	6				NA		NA		1995
618)	0.02		••	To:		88-620	)				14/1				.555
618)	1.47	980	R	From:					<u>-</u>		NA		NA		1995
				To:		88-174	0		]						

Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Spotsylvania County				From:		88-174			1						
618)	0.67	1200	R	<u> </u>		00-174	.0				NA		NA		1995
618)	1.14	1300	R	To: From:		88-173	7				NA		NA		1995
	1.33	1700	R	From:		88-175	0		]		NA		NA		1995
618)				To: From:	1	.33 M FRM	88-1750								
618)	0.91	1700	R	To:		88-639	9				NA		NA		1995
619	1.25	180	R	From:		88-620	)				NA		NA		1987
	0.20	NA		To: From:		Dead E 88-103					NA		NA		
619	0.30	NA		To:		Cul-de-S	Sac				INA		NA		
620	1.24	750	R	From:		88-610	)				NA		NA		1995
620	0.74	140	R	From:		88-173			]—— ¬		NA		NA		1995
620	1.80	130	R	From:		0.740 E 88 0.74 MF 88			<del> </del>		NA		NA		1995
	1.92	160	R	To: From:		88-610	6		<u> </u>		NA		NA		1995
620				To: From:		88-618	3		]						
620	2.65	960	R	To:		SR 3 WI			1		NA		NA		1995
620	0.49	4400	G	98%	0%	SR 3 EA 1%	0%	0%	0%	F	490	G	4600	G	2001
620	0.59	10000	G	From: 98%	0%	88-62° 1%	0%	0%	0%	F	1100	G	10000	G	2001
620	1.09	12000	G	From: 98%	0%	88-700 1%	0%	0%	0%	F	1400	G	13000	G	2001
(620)	1.73	12000	G	From: 98%	0%	88-639 W 1%	EST 0%	0%	0%	С	1400	G	13000	G	2001
620	0.92	13000	G	From: 98%	0%	88-134 <b>1</b> %	0%	0%	0%	F	1500	G	14000	G	2001
	0.40			From:	00/	US 1 Al		201			140		4500		
620	0.18	4300	G	97% To:	0%	2% US 1 BI	US	0%	0%	С	440	G	4500	G	2001
621)	1.60	1400	R	From:		Orange Cour	nty Line				NA		NA		1995
<u>(621)</u>	3.30	2900	G	From: 94%	1%	88-61 2%	1%	1%	0%	С	270	G	2900	G	2001
<u>(621)</u>	2.10	5000	R	From:		88-613			]—— -		NA		NA		1995
				To: From:		SR 3			1						
622	0.95	220	R	To					<b>-</b> -		NA		NA		1995
622	1.20	980	R	From:		88-60					NA		NA		1995
622)	1.60	640	R	From:		88-605 W	EST				NA		NA		1995
$\bigcirc$				To:		88-738	3		Ī						

					3potsylv.	ania Main	Tr				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle		1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Spotsylvania County				From:		88-613	3								
623	0.90	80	R						<u>-</u>		NA		NA		1995
				To:		88-612									
624	2.10	520	R	From:		88-613	3				NA		NA		1995
624	2.10	320		To:		88-612	2		1		14/1		14/ (		1000
				From:		Dead E	nd								
625	0.50	150	R								NA		NA		1986
	4.00			To: From:		88-714	ļ		]		<b></b>				1000
625	1.00	430	R	To:		88-674	1		7		NA		NA		1986
				From:		88-610									
626	0.41	5000	R						_		NA		NA		1995
				To:		SR 3									
	1.45	2500	G	97%	1%	88-613 <b>1%</b>	1%	0%	」 ○%	F	260	G	2500	G	2001
627)	1.43	2500	G	31 /0	1 /0			0 70	7	'	200	J	2500	O	2001
627)	2.07	3300	G	From: 97%	1%	88-732 1%	1%	0%	0%	F	340	G	3300	G	2001
027)				To		88-628			1						
627 627	0.91	7500	G	97%	1%	1%	1%	0%	0%	F	700	G	7600	G	2001
				To: From:		88-674			]						
(627)	1.42	9800	G	97%	1%	1%	1%	0%	0%	С	1000	G	10000	G	2001
				To: From:		88-620			]						
627)	0.12	7900	G	97% To:	1%	1% 88-610	1%	0%	0%	F	760	G	8300	G	2001
				From:		88-608									
628	1.80	3000	R	l		00 000	,				NA		NA		1995
				To: From:		88-639	)								
628)	1.50	3200	R								NA		NA		1995
				From:	201	SR 208		10/	]						
628	1.60	6500	G	95%	0%	2%	2%	1%	0%	С	650	G	6800	G	2001
628)	0.91	3500	G	From: 95%	0%	88-115 <b>2%</b>	<sup>7</sup> 2%	1%	0%	F	340	G	3500	G	2001
(020)	0.01	0000		To:	0 70	88-627		170		•	0.10		0000		2001
				From:		88-628	3								
(629)	0.56	3000	R	To:		an ac	_		_		NA		NA		1995
				From:		SR 208									
630	0.38	20	R			88-655	)				NA		NA		1999
000				To:		SR 208	3								
$\bigcirc$				From:		SR 208	3								
631)	0.05	800	R						_		NA		NA		1999
	0.16	650	R	From:		88-742	2				NA		NA		1999
631)	0.10	030	K	To:		SR 208	3		7		INA		INA		1999
				From:		US 1 SOU	JTH								
632	1.00	150	R	· <u> </u>							NA		NA		1985
	0.10			To: From:		1.00 MN U	S 1 S		]				***		4001
632)	0.12	120	R								NA		NA		1991
<u></u>	0.96	100	R	From:	De	ead End Gap	Termin				NA		NA		1995
632	0.90	100		To:		US 1 M	ID		L		INA		INA		1990
$\bigcirc$	0.40		_	From:		US 1 NOI					N/A		N/A		1005
632	3.40	890	R	To:		88-608	₹		7		NA		NA		1995
						00-000	,								

Route	Length	AADT	QA		Bus		Tru	ıck		. 00	Design	OK	AAWDT	OW	Year
Spotsylvania County	Longth	AADI	Q,A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	70.0001	QII	rear
	4.40	400	_	From:		88-607	7								1005
633)	1.40	190	R	To:		88-608	}		7		NA		NA		1995
				From:		88-607									
634)	2.60	560	R			00 00			_		NA		NA		1995
				To:		88-608	3								
				From:		US 17									100-
635)	2.53	390	R	To:		88-736	<u> </u>		7		NA		NA		1995
				From:		SR 208 E.			1						
636)	0.09	1300	R			51t 200 E.	1.01				NA		NA		1995
				To: From:		88-120	9								
636)	0.30	1500	R								NA		NA		1995
				To: From:		SR 208 W	EST		]						
636)	0.44	13000	R								NA		NA		1995
	4 47	44000		From:	40/	US 1	40/	40/			4000		44000		0004
(636)	1.47	11000	G	95%	1%	3%	1%	1%	0%	С	1000	G	11000	G	2001
636) 636)	2.30	3000	G	From: 95%	1%	88-638 <b>3</b> %	1%	1%	0%	F	280	G	3000	G	2001
(636)	2.50	3000	J	To:	1 /0	88-608		1 /0	7	'	200	J	3000	O	2001
-				From:		Dead E									
637)	0.09	60	R						_		NA		NA		1986
				To:		88-636									
600	1.92	5900	G	97%	0%	88-636 <b>2</b> %	0%	1%	<b>」</b> ○%	С	570	G	6100	G	2001
638)	1.02	3300	0	To:		FREDERIC			7	O	370	O	0100	O	2001
				From:		88-628									
639	1.48	1800	R						_		NA		NA		1995
				To: From:		88-748	3		]——						
639)	0.43	5900	R								NA		NA		1995
	0.00		_	From:		88-129	0				NIA		NIA		4005
639	0.69	5900	R						_		NA		NA		1995
(639)	2.08	18000	G	From: 98%	1%	SR 203	0%	0%	0%	С	1800	G	19000	G	2001
(639)	2.00	10000	Ü	To:	1 70	88-620 W		070	٦	Ü	1000	Ü	10000	Ü	2001
$\bigcirc$	4.45	24222	_	From:	00/	88-620 E		00/	00/	0	0000	0	05000	0	0004
639	1.45	24000	G	98% To:	0%	1% SR 3 WE	0%	0%	0% T	С	2300	G	25000	G	2001
				From:		SR 3 EA	ST								
639	0.91	11000	G	98% To:	0%	1%	0%	0%	0%	F	1100	G	11000	G	2001
				From:		88-618			_						
640)	1.60	740	R			SR 3			_		NA		NA		1999
040				To:		Dead E	nd		1						
				From:		88-738	3								
641)	0.20	160	R	To		00.65	,		7		NA		NA		1995
				From:		88-657			<u> </u>						
642	0.80	200	R	· <u>L</u>		Dead E	iu		_		NA		NA		1995
		-		To:		88-612	2								
				From:		88-655	5								
643) 643)	2.50	30	R						_		NA		NA		1995
	0.00	040		From:		88-60					NIA		N/A		1005
(643)	0.96	210	R	To:		Dead E	nd		7		NA		NA		1995
						Deau E	N		1						

Route	Length	AADT	QA	4Tire	Bus	2Axle				QC	Design Hour	QK	AAWDT	QW	Year
potsylvania County				From:		US 1 BU	IS		1						
644)	0.09	200	R	-					_		NA		NA		1986
	0.07	150	R	To: From:	0.	.09 ME US	1 BUS				NA		NA		1986
644)	0.07	150	K	To:		Dead En	ıd				INA		INA		1900
				From:		88-606									
645)	1.20	550	R						<del></del>		NA		NA		1995
	0.05	F 40		To: From:		88-646					NIA		NIA		1005
645)	0.85	540	R	To:		0.05.140.00	646		_		NA		NA		1995
645)	0.25	690	R	From:		0.85 MS 88	-646				NA		NA		1995
0.19				To:		88-617									
				From:		88-605									
646)	3.48	840	R	To:		00.645					NA		NA		1995
				From:		88-645			1						
647)	0.10	100	R	. rom.		Dead En	ıa				NA		NA		1995
647)				To:		88-605									
647)	3.80	300	R	From:		88-003					NA		NA		1995
				To:		88-738									
$\overline{}$				From:		88-738									
648	2.26	130	R						_		NA		NA		1995
	1.15	370	R	From:		2.27 MN 88	-738				NA		NA		1995
648)	1.13	370	K	To:		GD 200			_		INA		INA		1995
648)	2.94	4800	G	From: 96%	0%	SR 208 2%	1%	1%	0%	С	440	G	4800	G	2001
				To:		88-608			٦						
648)	1.12	1400	G	96%	0%	2%	1%	1%	0%	F	130	G	1400	G	2001
				To:		88-613									
$\bigcirc$				From:		88-606									
649	1.10	640	R						_		NA		NA		1995
	1.20	770	R	From:		88-703			_		NA		NA		1995
649	1.20	770	K	To:		88-608 WI	EST		7		INA		INA		1990
$\bigcirc$				From:		88-608 EA									
649	2.30	390	R	To:		88-612			7		NA		NA		1995
				From:		88-733									
650	1.30	440	R	<u> </u>		00-/33					NA		NA		1995
000				To:		88-606									
				From:	O	range Count	ty Line								
651)	0.10	410	R								NA		NA		1995
				To: From:		88-601									400=
651)	0.25	70	R	To:		Dead En	ıd				NA		NA		1995
				From:		88-719			<u> </u>						
652	1.00	530	R			00-/19			_		NA		NA		1995
				To:		88-653 SOU	JTH		<b></b>						
652	2.10	410	R	From:		20 000 000			_		NA		NA		1995
				To:		88-601									
$\bigcirc$				From:	0	range Count	ty Line								
653)	1.90	150	R	To:		00 (52 NO	DTH				NA		NA		1995
				To:		88-652 NOI	KIH								

Pouto	Longth	AADT	0.4		Spotsylvania Maintenance			QC	Design	OK	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	O\4/	Voor
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle	1Trail	2Trail	QC	Hour	ŲK	AAWDT	QW	Year
Spotsylvania County				From:	88-652 SOUTH								
(653)	1.70	220	R				_		NA		NA		1995
				To:	88-601								
650	0.55	50	R	From:	88-612		_		NA		NA		1995
654)	0.55	30	IX	To:	00.1545		7		INA		14/5		1000
654)	0.03	5	R	From:	88-1545		_		NA		NA		1995
034)				To:	Dead End								
				From:	SR 208								
655	1.78	160	R						NA		NA		1995
	1 15	200	_	From:	88-643		_		NΙΔ		NΙΔ		1005
655)	1.45	200	R	To:	88-601		7		NA		NA		1995
				From:	88-614								
656	2.77	90	R		00 011				NA		NA		1995
				To: From:	2.78 MN 88-614		]						
656	0.13	290	R	From:					NA		NA		1995
				To: From:	88-691		]——						
656	2.30	520	R	т			_		NA		NA		1995
				To:	SR 208								
657	3.40	240	R	From:	88-614				NA		NA		1995
657)	0.40	240	IX	To:	88-738		7		INA		14/5		1000
				From:	Hanover County Line								
658)	3.10	340	R				_		NA		NA		1995
				To: From:	88-738 WEST 88-738 EAST								
658	2.00	360	G	93%	1% 2% 1%	4%	0%	С	40	G	360	G	2001
				To:	88-605								
				From:	SR 208								
659	2.80	100	R	To:	00.00		7		NA		NA		1995
				From:	88-606								
660	0.70	140	R	Tioni.	88-634				NA		NA		1995
000				To:	Dead End								
				From:	Dead End								
(661)	0.30	1200	R						NA		NA		1995
<u> </u>				To: From:	US 1		]						
661)	0.31	1800	R	т	****		-		NA		NA		1995
				To:	US 1 BUS								
(663)	1.92	90	R	From:	88-669				NA		NA		1995
662				To:	88-658								
				From:	Dead End								
663	0.97	340	R				_		NA		NA		1995
				To:	88-612		<u> </u>						
<u> </u>	1 10	90	В	From:	88-601				NIA		NIA		1005
664)	1.10	80	R	To:	88-680		7		NA		NA		1995
				From:	88-601		1						
665)	0.60	330	R		00 001				NA		NA		1998
				To: From:	0.60 ME 88-601		Ī						
665)	1.40	190	R	1 10III.			_		NA		NA		1998
(000)				To:	Dead End								

Route	Length	AADT	QA	4Tire	Bus 2Axle	Truck 3+Axle 1	Trail 2T	rail QC	Design Hour	QK AAWDT	QW	Year
Spotsylvania County				From:	Dead F	End						
666)	0.57	30	R						NA	NA		1995
				To:	88-65							
667	0.80	180	R	From:	88-60	1			NA	NA		1995
667)	0.00	100	IX.	To:	0.00 Mg 0	10 (01			IVA	IVA		1000
667)	0.41	80	R	From:	0.80 MS 8	88-601			NA	NA		1991
007				To:	Cul-de-	Sac						
				From:	88-60	8						
668)	2.84	480	R	. —					NA	NA		199
				To:	Caroline Cou							
600	0.27	60	R	From:	Caroline Cou	inty Line			NA	NA		1995
669	0.27	00	IX.	т					IVA	IVA		1000
660)	0.33	50	R	From:	0.27 MN 1	6-669			NA	NA		1995
669	0.00		.,	To:	99.77	2			1473	10.		1000
660	1.39	130	R	From:	88-66	02			NA	NA		1995
669				To	1.40 MN 8	29 662						
669	0.81	240	R	From:	1.40 WIN 6	38-002			NA	NA		1995
				To:	88-738 SC							
	1.15	260	R	From:	88-738 NO	ORTH			NA	NA		1995
669	1.13	200	K	To:	Caroline Cou	inty Line			INA	NA.		1990
				From:	88-73							
670	1.65	420	R			<u>*                                    </u>			NA	NA		1995
				To:	88-60	15						
$\bigcirc$	• • • •		_	From:	SR 20	08						4004
671	0.41	60	R	To:	88-103	2.1			NA	NA		1986
				From:			<u>_</u>					
672)	0.44	450	R		88-60	18			NA	NA		1995
672)				To:	Dead F	End						
				From:	88-62	8						
673)	0.30	3500	R						NA	NA		1995
				To: From:	88-11:	54						
673)	0.68	3600	R						NA	NA		1995
				From:	88-110	00						
673)	1.20	4800	R	To:	88-62	.0			NA	NA		1995
				From:								
674)	0.50	2000	R	10.11	88-61	0			NA	NA		1995
074)				To	88-62	5						
674)	0.60	1400	R	From:	88-02	.5			NA	NA		1995
<u> </u>				To:	0.60 M FRM							
	0.90	1400	R	From:	0.60 M FRM	1 88 625			NA	NA		1995
674)	0.90	1400	ĸ	To	88-62	.7			INA	INA		1990
				From:	SR 3		<u> </u>					
675)	1.00	1000	R		SA 3				NA	NA		1999
				To:	Dead E	End						
			_	From:	88-61	3						
676)	0.90	220	R	To:	Dead E	and .			NA	NA		1999
				From:			<u> </u>					
677		4.40	_		Dead F	and			NA	NA		1986
<sup>677</sup>	0.23	140	R						INA	11/		1900

Route	Length	AADT	QA	4Tire	Bus 2Axle	Truck- 3+Axle 1	Trail 2Tra	QC ail	Design Hour	QK AAWE	T QW	Year
Spotsvlvania Countv				From:	88-60	)5						
678)	3.03	620	R						NA	NA		1999
				To: From:	Dead F							
679)	1.10	80	R		Caroline Cou	inty Line			NA	NA		1995
9				To:	88-73	18						
$\overline{}$				From:	88-66	4						
680	1.20	60	R						NA	NA		1995
	1.00	70	R	From:	1.20 MN 8	38-664			NA	NA		1991
580	1.00	70	K	To:	88-60	)1			INA	INA		199
				From:	US 1 B	US						
581)	0.12	1100	R						NA	NA		1986
				To: From:	88-120	01						
681)	0.12	920	R						NA	NA		1986
	0.40	0.40		From:	88-1204; 8	8-1219			NIA	NIA.		4000
581)	0.13	840	R	_					NA	NA		1986
	0.06	670	R	From:	88-122	22			NA	NA		1986
681)	0.00	0/0		To:	00 12	20			IVA	IVA		1300
681)	0.03	130	R	From:	88-122	20			NA	NA		1986
				To:	88-939	93						
681)	0.08	160	R	From:	00 75.	,,,			NA	NA		1995
				To:	88-13	70						
	0.05		_	From:	88-61	1			NIA	NIA		400
682	0.95	60	R	To:	Dead F	End			NA	NA		1995
				From:	Dead F		<u> </u>					
683	0.17	20	R						NA	NA		1999
				To: From:	88-69	98						
683)	0.30	20	R						NA	NA		1999
				To: From:	Dead F							
684)	0.65	240	R	r toin.	88-60	08			NA	NA		1999
004)				To	88-75	i.4						
684)	0.95	140	R	From:	00-73	<del>, , , , , , , , , , , , , , , , , , , </del>			NA	NA		1999
				To:	Dead F	End						
$\bigcirc$	0.45	400		From:	Dead F	End			NIA	NIA		4000
685	0.45	120	R	To:	88-64	18			NA	NA		1986
				From:	US 1							
686)	0.16	160	R						NA	NA		1986
				To:	US 1 B	US						
	1.00	60	В	From:	88-65	i3			NIA	NΙΔ		1005
687)	1.20	60	R	To:	Orange Cou	nty Line			NA	NA		1995
				From:	SR 3		<del></del>					
688)	1.01	350	R						NA	NA		1986
				To:	Dead I							
<u></u>	0.30	F0	Б	From:	88-60	)1			NA	NA		1999
689	0.30	50	R	To:	Dead F	End			INA	INA		1999
				From:	Dead F							
690	0.40	150	R						NA	NA		1999
				To:	0.40 MN D	ead End						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Spotsvlvania County				From:							
690)	0.60	130	R	Piolii.	0.40 MN Dead End	_		NA	NA		1986
090)				To:	88-600	1					
				From:	88-656						
691)	1.51	140	R	_		-		NA	NA		1995
				To:	SR 208						
	0.75	40	R	From:	Dead End	_		NA	NA		1995
692)	0.75	40	K	To:	88-608	1		INA	NA		1990
				From:	88-608	1					
693)	0.40	30	R			_		NA	NA		1995
				To:	Dead End						
$\bigcirc$				From:	SR 3						
694)	0.35	2100	R					NA	NA		1995
				From:	88-745	]					
694)	0.13	630	R			_		NA	NA		1986
	0.07	470		From:	88-1160	<del> </del>		NIA	<b>81</b> A		4000
694)	0.37	170	R	To:	Dead End	٦		NA	NA		1986
				From:	US 1						
695)	0.16	1000	R	<u> </u>	USI	_		NA	NA		1986
				To:	US 1 BUS						
				From:	Dead End						
696)	1.10	50	R			_		NA	NA		1995
				To	88-606						
	0.50	040	_	From:	Dead End			NA	NA		1006
697)	0.50	240	R	To:	88-613	7		INA	NA		1986
				From:	US 17 BUS	1					
698)	0.10	80	R	<u> </u>	03 17 803	_		NA	NA		1999
				To:	88-683						
<u> </u>				From:	Caroline County Line						
699)	0.96	270	R	_		-		NA	NA		1995
				To:	88-605	<u> </u>					
	0.20	670	ь	From:	US 17 BUS ECL Fredericksburg	_		NΙΛ	NΙΔ		1006
700)	0.20	670	R	To:	Dead End	1		NA	NA		1986
				From:	Dead End	1					
701)	0.70	20	R			_		NA	NA		1995
$\bigcup$				To:	SR 208	1					
$\bigcirc$		_	_	From:	88-606						
702	0.90	340	R	To:	D IT I	7		NA	NA		1995
				From:	Dead End	<u> </u>					
703)	0.20	80	R	. rom.	Dead End			NA	NA		1995
103)	J.20			To:	88-649	1					
				From:	88-605						
704)	1.05	160	R			<del>-</del>		NA	NA		1995
				To:	Dead End						
	A ==	. = .	_	From:	Dead End						
705)	0.50	150	R	To:	99 409	7		NA	NA		1995
				From:	88-608	<u> </u>					
706	0.65	1700	G	98%	88-620 0% 1% 0% 0%	」 0%	С	190	G 1800	G	2001
(100)	0.00	1700	9	To:	88-610	7.0	J	100	3 1000	J	2001

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	C Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	SR 3				
707)	0.40	130	R		51.7		NA	NA	1986
				To: From:	0.40 MN SR 3				
707)	0.07	220	R	To:	Dead End		NA	NA	1995
				From:	SR 3				
708)	0.18	110	R			<u> </u>	NA	NA	1986
				To:	Dead End				
700)	0.54	180	R	From:	Dead End		NA	NA	1995
709	0.04	100		To:	88-648		101	14/1	1000
				From:	SR 3				
710	0.16	4100	R	To:	20 1115	_	NA	NA	1995
				From:	38-1115 88-1115				
710	0.16	1400	R				NA	NA	1986
	0.07	4000		From:	88-1130		NIA	NIA.	4000
710	0.27	1300	R	т	00.1122	_	NA	NA	1986
710	0.11	70	R	From:	88-1133		NA	NA	1986
(10)	-			To:	Dead End				
$\sim$				From:	88-1590				
711)	0.11	580	R			_	NA	NA	1995
	0.31	400	R	From:	SR 208		NA	NA	1986
711)	0.51	400	IX.	To:	88-746	_	INA	INA	1900
711) 711)	0.27	140	R	From:	88-740		NA	NA	1986
				To:	Dead End				
	0.40	440	_	From:	SR 208				1005
712)	0.40	110	R	To:	Dead End	_	NA	NA	1995
				From:	Dead End				
713	1.41	70	R			<del></del>	NA	NA	1986
				To:	88-601				
714)	0.36	380	R	From:	Dead End	_	NA	NA	1995
714)				To	0.23 MN 80-2065	<b></b>			
714)	0.34	130	R	From:	0.25 WIN 00-2005		NA	NA	1986
				To:	88-625				
	0.50	230	R	From:	88-648		NA	NA	1987
715	0.30	230	K	To:	Dead End		INA	INA	1907
_				From:	US 1 BUS				
716	0.28	420	R				NA	NA	1986
	0.05	400		To: From:	88-1219		NIA	NIA.	4000
716)	0.05	120	R	To:	88-1203	$\neg$	NA	NA	1986
				From:	Dead End				
718)	0.60	140	R			<del></del>	NA	NA	1999
				To:	SR 208				
710)	2.83	260	R	From:	Orange County Line		NA	NA	1995
719				To:	88-652	_		•	
719	1.83	480	R	From:			NA	NA	1995
$\bigcirc$				To:	88-612 EAST				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsvlvania Countv				From:	88-612 EAST					
719)	1.18	710	R		88-012 EAS1	_		NA	NA	1995
				To:	Louisa County Line	]				
_				From:	Dead End					
720	0.25	40	R			_		NA	NA	1999
				To:	SR 208					
	4.04	00	_	From:	88-601			NIA	NIA	4005
721)	4.01	90	R	To:	88-612	1		NA	NA	1995
				From:	88-606	_				
722	0.82	130	R		88-000	_		NA	NA	1986
122				To	88-1430	1				
722)	0.08	40	R	From:	00-1430	_		NA	NA	1995
122)		_		To:	Dead End					
				From:	Dead End					
723)	0.92	90	R					NA	NA	1998
				To:	88-612					
$\overline{}$				From:	Dead End					
724)	0.50	20	R	To:	00.650	7		NA	NA	1995
				From:	88-658	<u> </u>				
	0.70	160	R	From:	Dead End	_		NA	NA	1995
725)	0.70	100	K	To:	88-613	7		INA	IVA	1995
				From:	SR 208	1				
726)	0.65	90	R	<u>.                                    </u>	SK 200	_		NA	NA	1995
				To:	88-601					
				From:	Dead End					
727)	0.20	40	R			_		NA	NA	1999
				To:	US 17 BUS					
				From:	Dead End					400=
728)	0.65	110	R	To:	88-650	7		NA	NA	1995
				From:		1				
729)	0.19	670	R	riom.	US 1	J		NA	NA	1986
729	0.10	0.0		To:	US 1 BUS	1		10.	177	1000
				From:	US 1					
730)	0.16	260	R	<u> </u>	351	_		NA	NA	1986
				To:	US 1 BUS					
				From:	88-627					
732)	0.30	40	R			_		NA	NA	1999
				To:	Dead End					
	0.00	000	_	From:	SR 208 SOUTH	J		NIA	NIA	4005
733)	0.68	360	R	To:	SR 208 NORTH	7		NA	NA	1995
				From:		1				
734)	0.80	430	R		SR 3	J		NA	NA	1986
137				To:	88-735	L				
				From:	88-639					
735)	0.09	390	R		•	_		NA	NA	1986
				To:	88-734	1				
				From:	US 17; 88-608					
736)	0.05	680	R					NA	NA	1995
				To: From:	88-635	}				
736	0.36	90	R		Dead End	_		NA	NA	1995
100										

Route	Length	AADT	QA	4Tire	Bus			uck		QC	Design	QK	AAWDT	QW	Year
Spotsylvania County	-					ZAXIE	3+AXIE	1Trail	2 i rail		Hour				
	4.00	4000		From:		aroline Cou		00/		_	1.10		4000	_	0004
738)	1.98	1200	G	95%	0%	2%	0%	2%	0%	F	140	G	1300	G	2001
$\bigcirc$	2.97	1300	G	From: 95%	0%	88-658 E	AST 0%	2%	0%	С	130	G	1300	G	2001
738	2.91	1300	G	9576	0%			Z 70	U% <b>-</b>	C	130	G	1300	G	200
720	3.83	1900	G	From: 95%	0%	88-605 NO 2%	0%	2%	0%	F	170	G	1900	G	2001
738	0.00			To:	0 70	88-64			٠,,,	•	170		1000		200
738	1.74	2700	G	95%	0%	2%	0%	2%	0%	F	240	G	2800	G	2001
100				To		88-64									
738)	2.01	3400	G	97%	0%	2%	0%	1%	0%	С	300	G	3500	G	2001
				To:		SR 208; 8	8-606								
$\bigcirc$				From:		88-62	0								
739	0.03	380	R						_		NA		NA		1986
	0.04	100	_	From:		88-120	00				NIA		NIA		4000
739	0.31	460	R	To:		88-61	0		1		NA		NA		1986
				From:		Dead F			1						
740	0.05	30	R			Dead I					NA		NA		1986
				To: From:		88-74	·1		<b>—</b>						
740	0.04	40	R	rioni.							NA		NA		1986
				To:		SR 3	}								
$\bigcirc$	0.00	440		From:		88-74	.0				NIA		NIA		4000
741)	0.02	110	R	To:		SR 3	ł		1		NA		NA		1986
				From:		88-66									
742	0.54	130	R			88-00	17		_		NA		NA		1999
				То:		Cul-de-	Sac								
				From:		Dead I	End								
743	0.79	1400	R	To:		00.61	0		_		NA		NA		1995
				From:		88-61			1						
744)	0.26	220	R	rion.		88-62	:0		_		NA		NA		1986
(144)				To:		88-61	0								
_				From:		Dead E	End								
745)	0.13	40	R								NA		NA		1986
				To: From:		88-11	72		]						
745	0.18	320	R	To:		00.55	.4		_		NA		NA		1986
				From:		88-69			<u> </u>						
746)	0.05	70	R			Dead I	ena		_		NA		NA		1986
746				To:		88-71	1		1		•		<b>,</b>		
				From:		88-172	26								
747)	1.54	100	R								NA		NA		1999
				To: From:		88-172	25		]						
747)	0.35	600	R			00.00	.0		_		NA		NA		1999
				To:		88-60			1						
749	0.12	NA		From:		Cul-de-	Sac		_		NA		NA		
748)	0.12	NA.		To:		00.10	20		_		I N/-X		13/7		
748	0.91	260	R	From:		88-192	29				NA		NA		1986
748)				To:		88-63	9		1						
				From:		Dead I									
749	0.44	120	R						_		NA		NA		1995
				To:		US 1									

				4.7"	Bus 20 years 4 Tabila			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDT QW	Year
Spotsylvania County				From:	88-636					
750	0.30	130	R			_		NA	NA	1986
				To:	BATTLEFIELD RD					
	0.40	440		From:	88-601			NIA	NIA	1000
752	0.49	140	R	To:	SR 208	1		NA	NA	1999
				From:	88-615	1				
753)	0.45	220	R	<u> </u>	60 613	_		NA	NA	1995
				To:	Dead End					
$\sim$				From:	88-684					
754)	0.30	70	R	To:	D 15 1	_		NA	NA	1995
				From:	Dead End	1				
755	0.17	110	R	rioiii.	US 1	_		NA	NA	1986
(755)	0.17	110		To:	Dead End				177	1000
				From:	Dead End					
756	0.41	950	R			_		NA	NA	1986
				To: From:	US 17 BUS	]				
756	0.43	600	R			_		NA	NA	1995
				To:	Dead End	<u> </u>				
		_		From:	Dead End					100-
757)	0.27	8	R	To:	88-601	_		NA	NA	1995
				From:	88-635	1				
758)	0.20	1000	R	<u> </u>	66-033			NA	NA	1999
				To:	Dead End					
				From:	FR-163					
759	0.73	100	R	_		<b>—</b> 1		NA	NA	1995
				To:	Caroline County Line					
700	0.20	1300	R	From:	SR 3			NA	NA	1999
760	0.20	1000		To:	00 1755 GOLITYI	_		1471	14/1	1000
760	0.11	720	R	From:	88-1755 SOUTH			NA	NA	1999
(100)				To:	88-1755 NORTH					
(760)	0.06	690	R	From:	00-1/33 NOR111	_		NA	NA	1999
				To	88-1756					
760)	0.05	400	R	From:	00-1730	_		NA	NA	1999
				To: From:	88-1757	1				
760	0.11	350	R	r.rom:	······································	_		NA	NA	1999
				To:	88-1758					
	0.50			From:	Dead End					4605
762	0.52	10	R	To:	88-719	7		NA	NA	1995
				From:	88-719 88-719	1				
(763)	0.60	70	R	<u> </u>	00-/17			NA	NA	1995
				To:	Dead End					
				From:	88-639				<u> </u>	
764)	0.53	500	R	т.		_		NA	NA	1995
				To:	88-1292					
<del></del>	0.47	80	R	From:	Dead End			NA	NA	1995
765)	0.47	00	ĸ	To:	US 17 BUS; 88-608	1		INA	INA	1990
				From:	Cul-de-Sac	i				
766	0.61	100	R			_		NA	NA	1999
				To:	88-634					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
potsylvania County				From:						
767)	0.11	NA			Dead End	_		NA	NA	
				To:	88-635					
$\bigcirc$				From:	Dead End					
770	0.64	810	R	To:	FD (0)	7		NA	NA	1999
				From:	FR-696	1				
771)	0.31	780	R	110.11.	Dead End			NA	NA	1999
				To	FR-696	1				
771)	0.03	3000	R	From:	11000	_1		NA	NA	1999
				To:	US 17; 88-1035					
$\overline{}$				From:	88-639					
775)	0.06	3100	R	To:	99.777	7		NA	NA	1999
				From:	88-776	1				
776	0.09	90	R	110.11.	Cul-de-Sac			NA	NA	1999
110				To:	88-775	1				
776)	0.17	3100	R	From:	00-113			NA	NA	1999
				To:	88-1118					
				From:	Dead End					
777	0.16	NA		To:	00.512	_		NA	NA	
				To:	88-612	<u> </u>				
770	0.07	NA		From:	88-777			NA	NA	
778)	0.01	NA.		To	Dead End	1		1471	10.0	
				From:	88-608					
780	0.58	1100	R			_		NA	NA	1999
				To:	Dead End					
$\bigcirc$	0.07	400		From:	US 17 BUS			NIA	NIA	4005
790	0.07	180	R	To:	Dead End	1		NA	NA	1995
				From:	88-00656(B)/	-! 				
990)	0.85	NA			66 66656(B)	_1		NA	NA	
				To:	Cul-de-Sac/					
$\sim$				From:	Cul-de-Sac/					
991)	0.15	NA		To:	00 00000 DV	_		NA	NA	
				From:	88-00990(B)/	<u> </u>				
002)	0.39	NA		Tioni.	88-00656(B)/			NA	NA	
992	0.00			To:	Cul-de-Sac/	1				
				From:	88-1274					
999	0.16	90	R			_		NA	NA	1995
				To:	88-1002					
	0.13	900	R	From:	88-639			NA	NA	1995
1000	0.13	900	ĸ	To:	88-1002	1		INA	INA	1995
				From:	Cul-de-Sac	1				
1001	0.07	40	R		Cai de Sae	_		NA	NA	1995
$\bigcup$				To:	88-1000					
$\overline{}$				From:	88-1274 BEGIN LOOP					
1002	0.79	80	R	To:	This i con	7		NA	NA	1995
				To:	END LOOP	1				
				From:	Cul-de-Sac					
1004)	0.21	40	R					NA	NA	1995

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsvlvania County				From:	88-639	1				
1005)	0.76	50	R		88-037	_		NA	NA	1995
				To:	Cul-de-Sac					
$\overline{}$				From:	88-1005 SOUTH					
1006	0.46	150	R	To:	99 1005 NODTH	7		NA	NA	1995
				From:	88-1005 NORTH					
1007	0.05	50	R		88-1005	_		NA	NA	1995
1007)				To:	Cul-de-Sac	1				
				From:	88-1006					
1008	0.16	160	R	. —		_		NA	NA	1995
				To:	88-1016					
	0.05	110	R	From:	88-1005	_		NA	NA	1995
1009	0.00	110	IX.	To:	Cul-de-Sac	7		IVA	IVA	1000
				From:	Cul-de-Sac					
1010	0.46	100	R			_		NA	NA	1995
				To:	US 522					
$\overline{}$			_	From:	88-608					
1012	0.34	60	R	To:	88-1013	7		NA	NA	1986
				From:		1				
1013)	0.09	40	R		Cul-de-Sac			NA	NA	1986
1013)				To:	88-1012					
				From	88-1274					
1014	0.09	60	R			_		NA	NA	1995
				To:	Cul-de-Sac	1				
	0.05	20	_	From:	Cul-de-Sac			NIA	NIA	1005
1015)	0.05	30	R	To:	88-1014	7		NA	NA	1995
				From:	Cul-de-Sac	1				
1016)	0.80	40	R		Cur-uc-suc	_		NA	NA	1995
				To:	88-1274 WEST					
				From:	Cul-de-Sac					
1017)	0.18	NA		т	00.500	_		NA	NA	
				To:	88-608	1				
	0.04	30	R	From:	88-1024			NA	NA	1999
1018)				To:	Cul-de-Sac	1		. 4/ \	17/1	
				From:	88-1024 WEST					
1019	0.06	260	R			_		NA	NA	1999
				To: From:	88-1020	]				
1019	0.06	140	R			_		NA	NA	1999
				To:	88-1024 EAST					
$\overline{}$	0.09	440	В	From:	Cul-de-Sac	J		NA	NIA	1000
1020	0.09	110	R	To:	88-1019	1		INA	NA	1999
				From:	88-1035	1				
1021)	0.10	250	R		00 1033	_		NA	NA	1999
<u> </u>				To	88-1022	1				
1021)	0.07	70	R	From:				NA	NA	1999
				To:	Cul-de-Sac					
				From:	88-1021					
1022	0.14	140	R	т	22.405	-		NA	NA	1999
				To:	88-1023	<u> </u>				

Route	Length	AADT	QA	4Tire	Bus OA-la OLA-la AT-ril		QC	Design	QK AAWDT QW	Year
Spotsylvania County	· ·				2Axle 3+Axle 1Trail	2Trail		Hour		
$\sim$	0.06	90	Ъ	From:	88-1023			NIA	NIA	1000
1022	0.06	80	R	To:	88-1024	٦		NA	NA	1999
				From:	Cul-de-Sac					
1023	0.05	40	R			_		NA	NA	1999
				To:	88-1022					
1024	0.12	100	R	From:	Cul-de-Sac			NA	NA	1999
1024	0.12		.`	To:	88-1019 EAST			101		1000
1024	0.23	160	R	From:	00-1017 LAG1	_		NA	NA	1999
				To: From:	88-1019 WEST	]				
1024	0.18	480	R					NA	NA	1999
				To: From:	88-1018	]——				
1024	0.08	580	R					NA	NA	1999
	0.07	070		From:	88-1022			NIA	NIA	4000
1024	0.07	670	R	To:	88-1035	7		NA	NA	1999
				From:	Cul-de-Sac					
1025	0.04	48	R			<b>-</b>		NA	NA	1986
				To:	88-1117					
$\bigcirc$	0.02	60		From:	Cul-de-Sac			NIA	NIA	1006
1026	0.03	60	R	To:	88-1117	7		NA	NA	1986
				From:	88-1028	1				
1027	0.06	NA				<del>-</del>		NA	NA	
				To:	88-663					
	1.33	NA		From:	BEGIN LOOP			NA	NA	
1028	1.33	NA		т	22.102	_		INA	INA	
1028	0.11	NA		From:	88-1027			NA	NA	
1020)				To:	END LOOP					
				From:	88-635					
1029	0.42	NA		To:	D 1F 1	_		NA	NA	
				From:	Dead End 88-671					
1030)	0.07	50	R		88-0/1			NA	NA	1995
				To:	Cul-de-Sac					
$\sim$				From:	Dead End					
1031	0.06	NA		To:	88-671	7		NA	NA	
				From:	88-1033					
1032	0.09	30	R	<u> </u>	00-1033	_		NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.75			From:	88-619					
1033	0.75	NA		To:	Cul-de-Sac	7		NA	NA	
				From:	88-1036	1				
1034	0.58	840	R			<b>-</b>		NA	NA	1999
				To:	Dead End	1				
	4.04	N/ A		From:	US 17			NI A	NIA.	
1035)	1.04	NA		To:	Cul-de-Sac	7		NA	NA	
				From:	88-1034					
1036	0.22	NA				<b>-</b>		NA	NA	
$\smile$				To:	88-1035	Ī				

Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail QC	Design Hour	QK AAWDT QW	Year
			From:	88-1035				
0.15	NA		<u> </u>		_	NA	NA	
	4500		To: From:	88-1045	]	NIA	N/A	4000
0.33	1500	R			_	NA	NA	1999
0.15	1300	R	From:	88-1061		NA	NA	1999
			To:	88-1063	7			
0.39	NA				<b>_</b>	NA	NA	
0.05	30		From:	88-1034	_	NΑ	NΔ	1999
0.00			To:	Cul-de-Sac		1471	14/1	1000
			From:	Cul-de-Sac				
0.13	100	R				NA	NA	1999
			To: From:	88-1034	]			
0.05	40	R	To:	Cul-de-Sac	٦	NA	NA	1999
					1			
0.02	30	R	<u> </u>	00-1170	_	NA	NA	1995
			To:	Cul-de-Sac				
0.00			From:	88-1196		NIA	NIA	4005
0.02	30	R	To:	Cul-de-Sac	7	NA	NA	1995
			From:					
0.02	40	R			<b>_</b>	NA	NA	1995
			To:	Cul-de-Sac				
0.00	40	_	From:	88-1196		NIA	NIA	4005
0.02	40	К	To:	Cul-de-Sac	7	NA	NA	1995
			From:		1			
0.12	NA			Doug End		NA	NA	
			To:	88-1034				
0.00	20		From:	Cul-de-Sac		NIA	NIA	4000
0.08	90	К	_		_	NA	NA	1999
0.04	240	R	From:	88-1046		NΑ	NΔ	1999
0.04	240	11	To:	00 1027	7	14/1	14/1	1000
0.04	450	R	From:	88-103/		NA	NA	1999
			To	88-1048	¬			
0.06	260	R	From:	******	_	NA	NA	1999
			To: From:	88-1049	]			
0.17	170	R			_	NA	NA	1999
			1					
0.05	150		riom:	88-1045	_	NA	NA	1999
			To	99 1047	<b></b>		17/1	
0.08	80	R	From:	00-104/		NA	NA	1999
			То:	Cul-de-Sac				
			From:	Cul-de-Sac				
0.07	60	R	To:	00 1047	_	NA	NA	1999
			From:	C-1 4- C				
0.11	80	R	From:	Cul-de-Sac		NA	NA	1999
	0.15 0.33 0.15 0.39 0.05 0.13 0.05 0.02 0.02 0.02 0.02 0.02 0.04 0.04	0.15 NA 0.33 1500 0.15 1300 0.39 NA 0.05 30 0.13 100 0.05 40 0.02 30 0.02 30 0.02 40 0.02 40 0.02 NA 0.02 NA 0.08 90 0.04 240 0.04 240 0.04 250 0.06 260 0.17 170 0.05 150 0.08 80	0.15 NA  0.33 1500 R  0.15 1300 R  0.39 NA  0.05 30 R  0.013 100 R  0.02 30 R  0.02 30 R  0.02 40 R  0.02 40 R  0.02 NA  0.02 NA  0.012 NA	O.15   NA	SANG   STANG   TITAL	Second   S	NA	NA

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:		1				
1048)	0.10	120	R		88-1045	_		NA	NA	1999
				To:	Cul-de-Sac					
$\sim$				From:	Cul-de-Sac					
1049	0.09	100	R	To:	00.1045	7		NA	NA	1999
				From:	88-1045					
(1050)	0.04	80	R	rioni.	88-1118	_		NA	NA	1995
1050	0.01		.`	To:	Cul-de-Sac			101	101	1000
				From:	88-1044					
1051)	0.20	NA		_		_		NA	NA	
				To:	Cul-de-Sac					
	0.32	NA		From:	88-1205			NA	NA	
1052	0.32	NA		To:	88-1053	7		INA	IVA	
				From:	88-1205	Ì				
1053)	0.13	NA				<b>-</b>		NA	NA	
				To:	88-1052					
$\bigcirc$	^ <del>-</del> -			From:	Cul-de-Sac				<b>N1A</b>	
1054	0.79	NA		To:	88-612	7		NA	NA	
				From:	88-1059					
1055	0.31	200	R	<u> </u>	88-1059			NA	NA	1995
1039				To:	88-673					
				From:	88-1055					
1056	0.16	170	R			_		NA	NA	1995
				To:	88-1100					
	0.16	400	_	From:	88-1055	_		NIA	NIA	1005
1057)	0.16	180	R	To:	88-1100	7		NA	NA	1995
				From:	88-1055	1				
1058	0.17	170	R	<u> </u>	00-1033	_1		NA	NA	1995
				To:	88-1100					
				From:	88-1055					
1059	0.19	150	R	т	00.1100	7		NA	NA	1995
				To:	88-1100					
	0.19	NA		From:	88-01044(B)/	J		NA	NA	
1060				To:	Cul-de-Sac/	1				
				From:	88-1037	l				
1061	0.05	220	R	•				NA	NA	1999
				To: From:	88-1062	—				
1061	0.16	150	R	rioni.		_		NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.00		_	From:	88-1061					4000
1062	0.06	60	R	To	Cul-de-Sac	7		NA	NA	1999
				From:	88-1037	1				
1063	0.05	240	R		00-103/			NA	NA	1999
				To	88-1064			· •		
1063	0.11	110	R	From:	00-1004			NA	NA	1999
				To:	Cul-de-Sac					
				From:	88-1063					
1064)	0.16	120	R			=		NA	NA	1999
				To:	Cul-de-Sac	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
potsylvania County				From:	88-673	1				
1065	0.20	110	R		00 0/3	_		NA	NA	1995
				To:	Cul-de-Sac					
	0.46	70	R	From:	Dead End			NA	NA	1995
1066	0.40	70	ĸ	To:	88-1065 EAST	1		INA	IVA	1990
				From:	Dead End					
1067	0.14	70	R	·		_		NA	NA	1995
				To:	Cul-de-Sac	<u> </u>				
1068	0.19	NA		From:	Cul-de-Sac			NA	NA	
1008)	00			To:	88-1091	]				
				From:	88-1068					
1069	0.06	NA		To:	211.2	_		NA	NA	
				From:	Cul-de-Sac	1				
1070	0.07	60	R	rioni.	88-1237			NA	NA	1995
				To:	Cul-de-Sac					
$\overline{}$				From:	88-1237 WEST					
1071	0.23	60	R	To:	88-1237 EAST	1		NA	NA	1995
_				From:	Cul-de-Sac					
1072	0.30	20	R		Cui-de-Sac			NA	NA	1999
				To:	US 522					
				From:	Cul-de-Sac					
1073	0.30	10	R	To:	88-1010; 88-1074	7		NA	NA	1999
				From:	88-1010; 88-1074	1				
1074	0.05	10	R		00-1010, 00-1074	_		NA	NA	1999
				To:	Cul-de-Sac					
$\overline{}$	0.40			From:	Cul-de-Sac					
1075	0.48	NA		To:	88-608	1		NA	NA	
_				From:	88-1075					
1076)	0.14	20	R		** ***	_		NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.09	NA		From:	Cul-de-Sac			NA	NA	
1077	0.09	NA		To:	88-1091	1		INA	INA	
				From:	Cul-de-Sac					
1078	0.80	NA				_		NA	NA	
				To:	88-649	1				
1070)	0.18	NA		From:	Cul-de-Sac	J		NA	NA	
1079	J. 10	11/1		To:	88-1078					
				From:	Cul-de-Sac					
1082	0.04	NA		To	00.1145	7		NA	NA	
				To: From:	88-1145	1				
1083	0.03	NA		- 10111.	Dead End			NA	NA	
				To:	88-1145				· · ·	
				From:	Dead End					
1084	0.04	NA		To:	00 1145	7		NA	NA	
				From:	88-1145	1				
					88-1146	_				
1085	0.33	440	R					NA	NA	1995

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:						
(1086)	0.15	500	R	rioin.	88-1085			NA	NA	1995
				To:	88-1146					
$\bigcirc$				From:	Cul-de-Sac					
1087	0.03	50	R	To:	88-1085	7		NA	NA	1995
				From:	Cul-de-Sac	<u> </u>				
1088	0.04	50	R		Cui-de-Sac	_		NA	NA	1995
				To: From:	88-1085	7				
1088	0.05	100	R					NA	NA	1995
				To:	Cul-de-Sac					
	0.13	NA		From:	88-1099			NA	NA	
1089	0.13	NA		To:	Cul-de-Sac	7		INA	INA	
				From:	88-608	Ī				
1090	0.49	NA				_		NA	NA	
				To:	88-608					
$\bigcirc$	0.09	NA		From:	Dead End			NA	NA	
(1091)	0.09	NA		_		_		NA	NA	
(1091)	0.56	NA		From:	88-1090			NA	NA	
(1091)	0.50	NA.		To:	Dead End			INA	IVA	
				From:	Dead End					
1092	0.23	NA						NA	NA	
				To:	88-1091					
	0.34	NA		From:	Cul-de-Sac			NA	NA	
1093	0.54	INA		To:	88-1091			INA	IVA	
				From:	88-1090					
1094	0.07	NA						NA	NA	
				To:	88-1093					
	0.34	NA		From:	Cul-de-Sac			NA	NA	
1095	0.54	INA		To:	88-625	7		INA	IVA	
				From:	Cul-de-Sac	1				
1096	0.15	NA				_		NA	NA	
				To:	88-1095					
$\bigcirc$	0.06	NIA		From:	Cul-de-Sac			NIA	NIA	
(1097)	0.06	NA		To:	88-1095			NA	NA	
				From:	88-1091	i				
1098	0.16	NA		_	JU 10/1	_		NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$	0.44	- N. A		From:	88-1089			NI A	NIA.	
(1099)	0.11	NA		To:	88-1098	7		NA	NA	
				From:	Cul-de-Sac	1				
1100	0.22	380	R			_		NA	NA	1986
				To: From:	88-1164					
1100	0.10	490	R			_		NA	NA	1986
<u> </u>				To:	88-673					
$\cap$	0.42	200	Б	From:	88-1106			NIA	NIA.	1000
(1101)	0.13	390	R		_	_		NA	NA	1999
(1101)	0.07	450	R	From:	88-1105			NA	NA	1999
			- Ri					INC	LN/C	וטטט

				,	Spotsylv	ania Mair					<u> </u>				
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		OTroil	QC	Design Hour	QK	AAWDT	QW	Year
Spotsylvania County						ZAXIE	STAXIE	TITAL	ZIIdli		Houi				
	0.04	E00	R	From:		88-110	04				NIA		NIA		1999
(1101)	0.04	580	ĸ	To:		00.114	22		_		NA		NA		1999
(1101)	0.06	610	R	From:		88-110	03				NA		NA		1999
				To:		SR 3	}								
$\bigcirc$	0.00	400	_	From:		88-110	06								1000
(1102)	0.20	130	R	To:		88-110	03		7		NA		NA		1999
				From:		Dead E									
1103	0.03	20	R	<u></u>			-				NA		NA		1999
_				To: From:		88-110	02		]						
1103	0.07	170	R	To:		00 11/	0.1				NA		NA		1999
				From:		88-110									
(1104)	0.12	390	R			88-110	JI				NA		NA		1999
				To		88-110	09		<b></b>						
1104	0.05	490	R	1 TOIII.							NA		NA		1999
				From:		88-110	08								
1104	0.03	710	R	To:		00.11	10		7		NA		NA		1999
				From:		88-11									
(1105)	0.03	47	R			88-110	J1				NA		NA		1999
				To:		Cul-de-	Sac								
$\bigcirc$	0.00		_	From:		Dead E	End								1000
(1106)	0.02	40	R						_		NA		NA		1986
	0.08	90	R	From:		88-110	02				NA		NA		1986
(1106)	0.00	30	IX.	To:		00.11/	0.1		_		INA		INA		1900
(1106)	0.04	110	R	From:		88-110	J1				NA		NA		1986
				To:		88-110	07		<b>—</b>						
1106	0.06	100	R	From:			* '				NA		NA		1986
_				To: From:		88-110	08		]						
(1106)	0.03	20	R								NA		NA		1986
	0.00	000		From:	8	8-1112 Gar	Termin				NIA		NIA		4000
(1106)	0.06	380	R	. —					_		NA		NA		1986
(1106)	0.05	340	R	From:		88-128	80				NA		NA		1986
(1100)				To		88-11	14								
(1106)	0.19	580	R	From:		00-11	14				NA		NA		1986
				To: From:		88-118	86								
1106	0.10	620	R								NA		NA		1986
$\widehat{}$				To: From:		88-118	85								
(1106)	0.03	640	R	To:		88-639; 88	2-1111				NA		NA		1986
				From:		88-110									
(1107)	0.14	40	R	_		55 110	· ·		_		NA		NA		1999
				To:		88-110									
<u> </u>	0.12	E40		From:		88-110	06				NA		N/A		1000
1108	0.12	540	R	To:		00.4	27		<b>-1</b>		INA		NA		1999
(1108)	0.17	660	R	From:		88-110	J/				NA		NA		1999
1100)	<u> </u>			To:		88-110	04		1						
	· · · · · · · · · · · · · · · · · · ·	·									·				

					Spotsylva	ania Mainte				Desi				
Route	Length	AADT	QA	4Tire	Bus	2Axle 3		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Spotsylvania County														
(1109)	0.11	70	R	From:		Cul-de-Sac				NA		NA		1986
(1109)	••••			To:		88-1104								
				From:		88-639								
(1110)	0.28	150	R	To:		88-1111		1		NA		NA		1986
				From:		88-639; 88-11	106	1						
(1111)	0.20	80	R			00-039, 00-11	100	_		NA		NA		1986
				To:		88-1110								
	2.12			From:		88-1114								1000
1112	0.18	230	R					_		NA		NA		1986
	0.16	220	R	From:		88-1331		_		NA		NA		1986
(1112)	0.10	220	K	To:		00 1201		7		INA		INA		1300
	0.26	260	R	From:		88-1281				NA		NA		1986
(1112)				To		88-1106								
(1112)	0.07	550	R	From:		50-1100		_		NA		NA		1986
				To: From:		88-1113		1—						
1112	0.06	760	R	. 10011.				_		NA		NA		1986
				To: From:		88-1282		]						
(1112)	0.19	940	R							NA		NA		1986
	2.12			To: From:		88-1104		]						1000
1112	0.10	1300	R	To:		SR 3		7		NA		NA		1986
				From:		88-1112		+						
1113	0.11	170	R			00-1112		_		NA		NA		1986
				To: From:		88-1114		<del></del>						
1113	0.10	150	R					_		NA		NA		1986
				To:		Dead End								
	0.05	820	R	From:		88-639		_		NA		NA		1986
1114	0.00	020		To:		88-1112				107		14/1		1000
(1114)	0.09	520	R	From:		88-1112				NA		NA		1986
				To		88-1330		<b>—</b>						
(1114)	0.19	460	R	From:						NA		NA		1986
				To: From:		88-1330		]						
1114	0.07	500	R							NA		NA		1986
				To: From:		88-1106		}—						
1114	0.07	260	R					_		NA		NA		1986
	0.06	220	R	From:		88-1113				NA		NA		1986
1114	0.00	220	K	т		00.400		_		INA		INA		1900
(1114)	0.28	1000	R	From:		88-1282				NA		NA		1995
				To:		SR 3								
				From:		88-1563								
1115	0.32	700	R							NA		NA		1995
	2 2 2	FA.		To: From:		88-1117		]		<b>.</b>		<b>.</b>		4000
(1115)	0.06	500	R					_		NA		NA		1986
	0.29	1400	R	From:		88-1116		 		NA		NA		1986
1115	0.28	1400	ĸ	To:		88-710		7		INA		INA		1900
				From:		88-1117								
(1116)	0.12	1100	R					<u>-</u> -		NA		NA		1986
				To:		88-1122								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	88-1122					
1116	0.07	1000	R		00 1122			NA	NA	1986
<u> </u>	0.44			To: From:	88-1119					4000
1116	0.14	1000	R	To:	88-1115	1		NA	NA	1986
				From:	88-1118					
1117)	0.06	1300	R					NA	NA	1986
	0.07			To: From:	88-1116			NIA	NIA.	4000
1117)	0.07	390	R	т	20.4422	_		NA	NA	1986
1117	0.05	270	R	From:	88-1123			NA	NA	1986
				To: From:	88-1026	<b>—</b>				
1117)	0.04	260	R	From:				NA	NA	1986
				To: From:	88-1025					
1117)	0.11	220	R			_		NA	NA	1986
	0.06	290	R	From:	88-1123			NA	NA	1986
1117	0.00	230	IX.	To:	88-1122	_		INA	IVA	1900
1117)	0.02	260	R	From:	88-1122			NA	NA	1986
				To: From:	88-1121	]				
1117)	0.06	420	R					NA	NA	1986
				To: From:	88-1120					4000
1117)	0.06	450	R	To	88-1115	1		NA	NA	1986
				From:	88-639					
1118	0.07	1400	R					NA	NA	1986
				To: From:	88-1117	]				
1118	0.12	700	R	. —		_		NA	NA	1995
1118	0.05	600	R	From:	88-1050			NA	NA	1995
1110				To	88-1119					
1118	0.11	60	R	From:	00 1117			NA	NA	1995
				To:	Cul-de-Sac					
	0.04	60	R	From:	Cul-de-Sac			NA	NA	1986
1119	0.04			To:	88-1116			1471	14/1	1000
	0.05	100	R	From:	88-116			NA	NA	1995
1119	0.03	100	IX.	To:	88-1118			INA	IVA	1995
_				From:	88-1117					
1120	0.04	40	R	To	0.1.1.0	_		NA	NA	1986
				To: From:	Cul-de-Sac					
1121)	0.06	60	R		Cul-de-Sac			NA	NA	1986
				To	88-1117					
$\overline{}$				From:	88-1117					100-
1122	0.11	80	R	To:	88-1116	1		NA	NA	1986
				From:	88-1117					
1123	0.06	160	R		50-111/			NA	NA	1986
				To: From:	88-1124					
1123	0.10	120	R					NA	NA	1986
$\sim$				To:	88-1117					

Pouto	Longth	AADT	ΟΛ		Spotsylvania Maintenance Area		QC	Design	QK AAWDT QW	Voor
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDI QW	Year
Spotsylvania County				From:	Cul-de-Sac					
(1124)	0.03	40	R		22.442	_		NA	NA	1986
				To: From:	88-1123	1				
1125	0.10	70	R		88-1133	_		NA	NA	1999
1123				To:	Cul-de-Sac					
				From:	88-1133					
1126	0.05	48	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	88-1133					
(1127)	0.05	50	R		00-1133	_		NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.00			From:	88-1146					4000
1128	0.09	100	R	To:	Cul-de-Sac	7		NA	NA	1986
				From:	88-1141	<del> </del>				
1129	0.03	40	R	<u> </u>	00-11-1	_		NA	NA	1986
				To:	Cul-de-Sac	1				
$\bigcirc$	0.00	4465	-	From:	88-1131			N I O	NIA	4000
(1130)	0.09	1100	R	To:	88-710	7		NA	NA	1999
				From:	88-1133	1				
1131)	0.09	220	R		30 1133	_		NA	NA	1999
				To: From:	88-1139	<del>1</del> —				
1131)	0.04	240	R			_		NA	NA	1999
				To: From:	88-1138 38-1138	+				
(1131)	0.31	460	R	<u> </u>	30 1130	_		NA	NA	1999
				To: From:	88-1130	<del>1</del> —				
1131	0.02	580	R			<u> </u>		NA	NA	1999
				To: From:	88-1137	]				
(1131)	0.10	340	R					NA	NA	1999
	0.05			From:	88-1135	]		NIA	NIA	4000
1131)	0.05	380	R			_		NA	NA	1999
	0.06	440	R	From:	88-1134			NA	NA	1999
1131	0.00	770	11	To:	00 1122			14/1	14/1	1000
(1131)	0.07	210	R	From:	88-1133			NA	NA	1999
				To:	88-1132	1				
$\widehat{}$				From:	Cul-de-Sac					
(1132)	0.04	60	R			_		NA	NA	1999
	0.46	100	R	From:	88-1136			NA	NIA	1000
(1132)	0.16	190	ĸ	To:	88-1131	7		INA	NA	1999
				From:	Dead End	İ				
(1133)	0.08	60	R	<u></u>		_		NA	NA	1999
				To: From:	88-1131					
(1133)	0.07	160	R					NA	NA	1999
				To: From:	88-1127	]				40
1133	0.06	140	R			_		NA	NA	1999
	0.07	420		To: From:	88-1126			NA	NA	1000
(1133)	0.07	120	R	т_		_		INA	NA	1999
(1122)	0.06	220	R	From:	88-1135			NA	NA	1999
1133	0.00			To:	88-1134					.000

				```			ntenance Tru				Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Hour	QK	AAWDT	QW	Year
Spotsylvania County								i i i i			11001				
1122	0.04	240	R	From:		88-11	34				NA		NA		1999
1133	0.01			To:		88-11	25								1000
1133	0.16	350	R	From:		00-11	23		_		NA		NA		1999
				To: From:		88-11	36		]						
1133	0.16	410	R								NA		NA		1999
	0.04	4000	_	To: From:		88-11	31				NIA		NIA		4000
1133	0.04	1200	R	To:		88-71	10		7		NA		NA		1999
				From:		88-11									
1134	0.15	60	R	J		00 11	33		_		NA		NA		1999
				From:		88-11	36		]						
1134	0.16	190	R								NA		NA		1999
				To:		88-11									
1125	0.10	60	R	From:		88-11	33		_		NA		NA		1999
1135	0.10			To:		00 11	20								1000
1135	0.06	140	R	From:		88-11	38				NA		NA		1999
1100				To:		88-11	36								
1135)	0.20	200	R	From:		00 11	30				NA		NA		1999
				To:		88-11	31								
$\overline{}$				From:		88-11	35		_						
1136	0.06	80	R								NA		NA		1999
	0.07	440	_	From:		88-11	34				NIA		NIA		4000
1136	0.07	110	R	_					_		NA		NA		1999
	0.07	60	R	From:		88-11	33		_		NA		NA		1999
1136	0.07	00	IX	To:		88-11	32		7		11/3		INA		1000
				From:		88-11									
1137)	0.26	240	R								NA		NA		1999
				To:		88-11									
	0.09	20	R	From:		88-11	31				NA		NA		1999
1138	0.09	20	ĸ	. —					_		INA		INA		1999
1138)	0.09	49	R	From:		88-11	37		_		NA		NA		1999
1138)	0.00	43		To:		88-11	35				147 (		147 (		1000
				From:		Cul-de-	Sac								
1139	0.08	50	R						_		NA		NA		1999
				To:		88-11									
	0.03	1600	R	From:		Dead I	End				NA		NA		1986
1140	0.00	1000		To:		00.11	4.5		_		14/1		147.		1000
1140	0.04	1600	R	From:		88-11	45				NA		NA		1986
				To:		88-11	49								
1140	0.07	1700	R	From:		30 11					NA		NA		1986
				To: From:		88-11	43		1						
1140	0.08	1900	R	- NAME							NA		NA		1986
				To: From:		88-11	41								
1140	0.21	2400	R								NA		NA		1986
				To: From:		88-11	78		]—						
1140	0.21	2700	R	To		CD 1	2		_		NA		NA		1986
				To:		SR 3	5								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle		QC	Design Hour	QK AAW	DT C	QW	Year
Spotsvlvania County				From:	88-1145							
1141)	0.09	140	R		00 11 15			NA	NA			1986
$\bigcirc$	0.09	240	R	To: From:	88-1129	]		NA	N/			1986
1141)	0.09	210	ĸ	To	99 1146			INA	IN/-	1		1900
1141)	0.14	760	R	From:	88-1146	_		NA	N.A	\		1986
				To: From:	88-1140	]—						
1141)	0.13	450	R			_		NA	N/	١		1986
1141)	0.08	240	R	From:	88-1142			NA	N/			1986
1141)			• • • • • • • • • • • • • • • • • • • •	To:	88-706					•		
	0.00		_	From:	Cul-de-Sac							1000
1142	0.03	50	R			_		NA	NA	١		1986
1142	0.13	120	R	From:	88-1143			NA	NA			1986
		•	- •	To:	88-1144			• • •				
1142	0.05	230	R	From:		<u></u>		NA	N/	١		1986
				To:	88-1141							
1143	0.05	140	R	From:	88-1142	_		NA	NA.			1986
		•	- •	To:	88-1140			• • •				
1143	0.12	NA		From:		_		NA	NA.	١		
				To:	88-1145							
	0.03	60	R	From:	88-1142			NA	NA.			1986
1144	0.00			To:	Cul-de-Sac			14/4	147	`		1300
				From:	88-706							
(1145)	0.10	1600	R	To:	00 1005 C T	_		NA	N/	١		1986
				From:	88-1085 Gap Termin 88-1140							
1145	0.15	NA						NA	N/	١.		
	0.40			To: From:	88-1085	]		NIA	N. (			4000
1145	0.13	240	R			_		NA	N/	١		1999
$\bigcirc$	0.10	70	R	From:	88-1146			NA	N.A			1986
(1145)			.``	To:	88-1141					•		.000
1145	0.03	60	R	From:	00-1141	_		NA	N.A			1986
				To:	Cul-de-Sac							
$\bigcirc$	0.08	440	R	From:	88-1141			NA	N/			1986
1146	0.06	440	ĸ	т	00.1145	_		INA	INF			1900
(1146)	0.10	300	R	From:	88-1145	_		NA	N.A			1986
1146		-		Tor	88-1128							
1146	0.12	150	R	From:	******			NA	NA.	١		1995
				To: From:	88-1085	]——						
1146	0.06	120	R	To:	Cal 3- 0	_		NA	N/A	١		1995
				From:	Cul-de-Sac 88-1279							
1147	0.05	380	R		00-12/7	_		NA	N.A			1986
				To: From:	88-1311							
1147)	0.11	360	R	. 10111.	-			NA	NA.	١		1986
				To: From:	88-1175	_						
(1147)	0.18	790	R	To:	00.1140	_		NA	N/A	١		1986
					88-1148							

					Spotsylva	nia Maint									
Route	Length	AADT	QA	4Tire	Bus					QC	Design Hour	QK	AAWDT	QW	Year
Spotsylvania County						2Axle		HHall	ZITali		Houi				
(1147)	0.02	1100	R	From:		88-1148	8				NA		NA		1986
(1147)	0.02		• • • • • • • • • • • • • • • • • • • •	To:		88-1177	7								1000
(1147)	0.09	1300	R	From:			•				NA		NA		1986
	0.04	4500		To: From:		88-1279	9				NIA		NIA.		4000
(1147)	0.04	1500	R	To:		00 1140	0		<b>-</b>		NA		NA		1986
(1147)	0.06	1600	R	From:		88-1148	8				NA		NA		1986
				To:		88-620									
(1148)	0.19	60	R	From:		88-1147	7		_		NA		NA		1986
(1140)				To:		88-1147	7								
$\bigcirc$	0.00		_	From:		Cul-de-S	ac				NIA		NIA		4000
(1149)	0.06	60	R	To:		88-1140	0		1		NA		NA		1986
				From:		88-1154									
1150	0.20	200	R						_		NA		NA		1999
(1150)	0.09	240	R	From:		88-1153	3		_		NA		NA		1999
(1150)				To:		88-1152	2								
(1150)	0.13	250	R	From:							NA		NA		1999
				To: From:		88-115	1								1000
(1150)	0.03	480	R	To:		88-673	i		7		NA		NA		1999
				From:		88-1150									
(1151)	0.20	210	R	To:		D. I.E.	1		_		NA		NA		1999
				From:		Dead En									
(1152)	0.05	70	R			Cui-uc-b	ac		<b>-</b>		NA		NA		1999
				To:		88-1150									
(1153)	0.03	70	R	From:		Cul-de-S	ac				NA		NA		1999
(1133)				To:		88-1150	0								
$\bigcirc$	0.00	70	_	From:		Dead En	nd				NIA		NIA		1000
(1154)	0.08	70	R	To:		00 1150	0				NA		NA		1999
1154	0.03	210	R	From:		88-1150	<u> </u>				NA		NA		1999
				To:		88-673									
1155	0.09	70	R	From:		88-673	i				NA		NA		1986
1155	0.00			To:		Cul-de-S	ac								1000
$\bigcirc$				From:		88-673									1000
(1156)	0.13	80	R	To:		Cul-de-S	ac		1		NA		NA		1986
				From:		88-628									
1157	0.15	210	R								NA		NA		1999
	0.16	110	R	To: From:		88-1158	8				NA		NA		1999
(1157)	0.10	110	r\	To:		Dead En	nd		1		INA		INA		1333
				From:		88-1157									
(1158)	0.17	240	R	To:		88-1159	9		_		NA		NA		1986
				From:		Cul-de-S			+						
(1159)	0.02	30	R						<del>-</del>		NA		NA		1999
				To:		88-1158	8								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	88-1158	1				
1159)	0.09	290	R		00-1130	_		NA	NA	1999
				To:	88-673	1				
$\overline{}$				From:	88-1163					
1160	0.06	210	R					NA	NA	1999
				From:	88-1162	}				
1160	0.06	280	R			_		NA	NA	1999
$\overline{}$	0.10	200	_	To: From:	88-1161	_		NIA	NIA	1000
1160)	0.10	380	R	To:	88-694	7		NA	NA	1999
				From:	Cul-de-Sac	1				
1161)	0.06	80	R		Cul-uc-Sac	_		NA	NA	1999
				To:	88-1160					
				From:	Cul-de-Sac					
1162	0.06	46	R			_		NA	NA	1999
				To:	88-1160					
	0.00	120		From:	Dead End	_		NA	NA	1000
1163	0.09	120	R	_		_		NA	NA	1999
$\overline{}$	0.08	70	R	From:	88-1160	_		NA	NA	1999
1163	0.06	70	K	To:	Dead End	7		INA	INA	1999
				From:	88-1100					
1164	0.05	110	R		86-1100	_		NA	NA	1986
				To:	Cul-de-Sac					
<u> </u>				From:	88-638					
1165	0.05	440	R					NA	NA	1986
				To: From:	88-1167	]				
1165	0.06	360	R					NA	NA	1986
				To: From:	88-1168	]				
1165	0.15	250	R					NA	NA	1986
				To: From:	88-1170	]				
1165	0.06	190	R	т	00.11.	_		NA	NA	1986
				To: From:	88-1171					
	0.11	90	R	rioiii.	Dead End			NA	NA	1986
1166	0.11	30	11	To:	00.1160	7		14/1	14/1	1000
	0.08	430	R	From:	88-1169			NA	NA	1986
1166	0.00		••	To:	00.1170	_				.000
1166	0.03	450	R	From:	88-1168			NA	NA	1986
1100)				To:	88-638	1				
				From:	88-1165	]				
1167	0.17	100	R			_		NA	NA	1986
				To:	88-1168	<u> </u>				
$\overline{}$	0.44			From:	88-1165			A I A	NIA.	4000
1168	0.14	80	R			_		NA	NA	1986
$\overline{}$	0.07	400		To: From:	88-1167			NI A	NIA.	1000
1168	0.07	120	R	To:	88-1166	7		NA	NA	1986
				From:	88-1166	<del>1</del>				
1169)	0.09	280	R		00-1100			NA	NA	1986
				To	88-1170					
1169	0.08	180	R	From:	00-11/0			NA	NA	1986
				To:	88-1171	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:		1				
(1169)	0.03	50	R	rioin.	88-1171	_		NA	NA	1986
				To:	Dead End					
$\sim$				From:	88-1165					
(1170)	0.13	140	R	To:	00 11/0	7		NA	NA	1986
				From:	88-1169	1				
1171	0.11	160	R		88-1165	_		NA	NA	1986
				To:	88-1169					
				From:	88-1173					
1172	0.13	290	R	To:	00.745	7		NA	NA	1986
				From:	88-745					
1173	0.18	230	R	110.11.	88-1174	_		NA	NA	1986
1179				To:	88-1172	<b></b>				
1173	0.10	90	R	From:	00-11/2	_		NA	NA	1986
				To:	Dead End					
				From:	Dead End					
1174	0.15	30	R					NA	NA	1986
				To: From:	88-1173	]				4000
1174	0.06	70	R	To:	Dood End	7		NA	NA	1986
				From:	Dead End					
1175	0.38	90	R		88-1316 EAST	_		NA	NA	1995
				To	88-1316 WEST					
1175)	0.10	120	R	From:	00-1310 WEST	_		NA	NA	1995
				To: From:	0.110 N 88-1316	1				
1175	0.03	20	R	rioii.				NA	NA	1986
				To: From:	88-1176	]——				
1175	0.27	220	R					NA	NA	1986
				To: From:	88-1147	]				
1175	0.21	120	R	To:	00 1177	7		NA	NA	1986
				From:	88-1177					
1176	0.03	50	R	110.11.	Cul-de-Sac	_		NA	NA	1986
1179				To:	88-1175					
_				From:	88-1279					
(1177)	0.06	60	R					NA	NA	1986
				To: From:	88-1175	]				
1177	0.14	160	R	To:	00 1147	7		NA	NA	1986
				From:	88-1147					
1178	0.06	80	R	r toin.	Dead End			NA	NA	1986
1170			•••	To:	88-1140					
1178	0.04	90	R	From:	00-1140			NA	NA	1986
				To	88-1179	7				
1178	0.05	48	R	From:	V **!/			NA	NA	1986
				To:	Dead End					
$\bigcirc$				From:	Cul-de-Sac					4.5
(1179)	0.04	50	R	To:	90 1170	7		NA	NA	1986
				From:	88-1178 88-674	+				
1180	) 0.05	230	R		88-0/4	_		NA	NA	1986
				To:	88-1181					
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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
potsylvania County				From:	88-1181					
1180	0.16	60	R			_		NA	NA	1986
	0.27	60	R	To: From:	88-1182	_		NA	NA	1995
1180	0.21	00	ĸ	To:	Cul-de-Sac			INA	INA	1995
				From:	88-1610					
1181	0.11	NA				_		NA	NA	
1101	0.21	100	R	From:	88-1182 EAST	_		NA	NA	1995
1181				To:	88-1180					
1181)	0.17	90	R	From:				NA	NA	1986
				To: From:	88-1182 WEST					
1181)	0.11	80	R	To:	Cul-de-Sac	1		NA	NA	1995
				From:	88-1181 WEST					
1182	0.06	90	R	-				NA	NA	1995
	0.00			To: From:	88-1180	]——		AIA	NIA	4005
1182	0.06	20	R	т	00.1101.77.177	<b>-</b>		NA	NA	1985
1182	0.11	70	R	From:	88-1181 EAST			NA	NA	1995
				To: From:	88-1610	<b>—</b>				
1182	0.18	NA				_		NA	NA	
				To:	88-1611					
1183	0.05	50	R		Cul-de-Sac			NA	NA	1999
				To: From:	88-1187	<del>_</del>				
1183	0.11	230	R					NA	NA	1999
	0.44	400		From:	88-1294	]				1000
1183	0.11	420	R	To:	88-1195	7		NA	NA	1999
_				From:	Cul-de-Sac					
1184	0.09	60	R					NA	NA	1999
	0.22	330	R	From:	88-1187			NA	NA	1999
1184	0.22	330	ĸ	To:	88-1195	1		INA	INA	1999
				From:	88-1106					
1185)	0.09	120	R	To:	Cul-de-Sac	_		NA	NA	1986
				From:	88-1106					
1186	0.03	60	R			<u>-</u>		NA	NA	1986
				To:	Cul-de-Sac					
1187	0.06	170	R	From:	88-1183			NA	NA	1986
1187		-		To: From:	88-1199	<b>_</b>				
1187	0.05	250	R	rom.				NA	NA	1986
				To: From:	88-1184	]			<b></b>	4000
1187	0.06	360	R			_		NA	NA	1986
1187	0.11	180	R	From:	88-639	_		NA	NA	1986
1187	J.11	.50		To:	88-1188			, .		. 500
1187	0.11	1700	R	From:	00 1100			NA	NA	1986
				To: From:	88-1189	]——				
1187	0.04	1900	R	To:		_		NA	NA	1986

Route	Length	AADT	QA	4Tire	Rue	Truc 3+Axle		QC	Design Hour	QK A	AAWDT	QW	Year
potsylvania County				From:	88-12		Ī						
1187)	0.05	2100	R	<u> </u>	00-12	ω r	1		NA		NA		1986
				To: From:	GLENSIE	DE CIR	]						
1187	0.05	120	R						NA		NA		1995
	0.00	200	R	From:	88-13	59	}		NA		NIA		4005
1187	0.06	260	ĸ	To:	00.12	50	1		INA		NA		1995
1187	0.11	200	R	From:	88-13	58			NA		NA		1995
				To:	88-13	56	]						
1187	0.07	260	R	From:					NA		NA		1995
				To: From:	88-1355; 8	38-1360	}						
1187	0.09	330	R	To:	GD 200 0	0.1222	1		NA		NA		1995
				From:	SR 208; 8		<u> </u>						
1188	0.10	230	R		88-11	8/	1		NA		NA		1986
		<b>-</b>		To:	88-11	90	1		-				
1188	0.10	140	R	From:	00-11				NA		NA		1986
				To: From:	88-11	92	 }						
1188	0.05	70	R						NA		NA		1986
				To: From:	88-11	89	}						
1188	0.10	400	R						NA		NA		1995
	0.05	440	R	From:	88-14	90			NA		NA		1995
1188	0.05	440	ĸ	To:	00.1261.0	OLUTIA	7		INA		INA		1995
(1188)	0.09	580	R	From:	88-1361 S	OUTH	]		NA		NA		1995
1188				To:	88-14	.91	1						
1188	0.09	600	R	From:	001.		1		NA		NA		1995
				To: From:	88-14	92	}						
1188	0.08	700	R						NA		NA		1995
				To: From:	88-13	63	<del> </del>						
1188	0.08	1000	R				_		NA		NA		1995
$\overline{}$	0.06	4200		From:	88-14	96	<u> </u>		NA		NA		1995
1188	0.06	1200	R				1		NA		INA		1995
(1188)	0.30	1500	R	From:	88-1361 N	ORTH	]		NA		NA		1995
(1100)				To:	88-15	190	1						
(1188)	0.10	1600	R	From:	00-13	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1		NA		NA		1995
				To:	SR 20	08							
$\bigcirc$	0.11	400	-	From:	88-11	88			A I A		NIA		4000
1189	0.14	130	R	_			7		NA		NA		1986
(400)	0.10	150	R	From:	88-11	90			NA		NA		1986
(1189)	0.10	130	11	To:	88-11	87	1		INC		14/7		1900
				From:	88-11								
1190	0.05	60	R				-		NA		NA		1986
<u> </u>				To: From:	88-11	94	]——						
(1190)	0.07	210	R	_			 _		NA		NA		1986
	0.00	440		To: From:	88-11	88	}		A I A		NI A		4000
(1190)	0.06	110	R	_					NA		NA		1986
	0.06	60	R	From:	88-11	93	J———		NA		NA		1986
(1190)	0.00	00	I.	To:	88-11				13/7		14/1		1300

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	Design Hour	QK AAWDT QW	Year
potsylvania County				From:	Cul-de-Sac				
1191	0.09	130	R		cui de sue	_	NA	NA	1986
				To: From:	88-1190	]			4000
1191	0.09	200	R	To:	88-639	7	NA	NA	1986
				From:	88-1188				
1192	0.04	47	R			_	NA	NA	1986
				To: From:	Cul-de-Sac				
1193	0.04	30	R	rioin.	88-1190		NA	NA	1986
				To:	Cul-de-Sac	1			
$\bigcirc$	0.06	00	_	From:	88-1190		NA	NIA	1006
1194)	0.06	80	R	To:	Cul-de-Sac	1	INA	NA	1986
				From:	Cul-de-Sac				
1195	0.11	130	R			_ ¬	NA	NA	1999
				To: From:	88-1239 88-1293				
1195	0.06	630	R			_	NA	NA	1999
	2.22			To: From:	88-1297	]——	<b></b>	<b></b>	400-
1195	0.06	880	R	_		_	NA	NA	1999
	0.06	1600	R	From:	88-1183		NA	NA	1999
1195				To:	88-1199	1			
1195	0.05	1700	R	From:	***************************************		NA	NA	1999
				To: From:	88-1184	]——			
1195	0.06	1800	R	To:	88-639	7	NA	NA	1999
				From:	88-1198	<u> </u>			
1196	0.28	380	R		00 1170		NA	NA	1986
				To: From:	88-1197				
1196)	0.07	450	R	To:	99 (20	7	NA	NA	1986
				From:	88-620 88-1196				
1197)	0.03	50	R		00-1190		NA	NA	1986
				To:	Cul-de-Sac	1			
1198)	0.02	47	R	From:	88-1196		NA	NA	1986
1198)	0.02			To:	Cul-de-Sac		IVA	INA	1300
				From:	Cul-de-Sac				
1199	0.12	170	R			_	NA	NA	1999
	0.21	340	R	From:	88-1187		NA	NA	1999
1199	0.21	J+U		To:	88-1195		INA	11/7	1999
1199	0.10	2400	R	From:	00-1173		NA	NA	1999
				To:	SR 208	<u></u>			
	0.08	60	В	From:	88-739		NA	NA	1986
1200	0.08	bU	R	To:	Cul-de-Sac		INA	INA	1986
				From:	88-1202				
(1201)	0.06	130	R	_		<b>-</b> -	NA	NA	1986
				To:	88-681				
1202)	0.13	330	R	From:	US 1 BUS	_	NA	NA	1986
1202	0.10	300	1	To:	88-1201	1	14/1	1 1/1	1000

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
potsylvania County				From:	88-1201	T				
1202	0.12	210	R			_		NA	NA	1986
	0.05	90	R	To: From:	88-1219			NA	NA	1986
1202)	0.03	30	, ,	To:	88-1203			INA	INA	1900
$\overline{}$	2.25		_	From:	88-716					1000
1203	0.05	70	R	To:	88-1202	1		NA	NA	1986
_				From:	US 1 BUS					
1204	0.24	1800	R			_		NA	NA	1999
1204)	0.07	1400	R	From:	88-1231			NA	NA	1999
1204)	0.07	1400		To: From:	88-1237					1000
1204	0.06	810	R	From:				NA	NA	1999
				From:	88-1239					1000
1204	0.17	820	R			_		NA	NA	1999
1204)	0.05	710	R	From:	88-1336			NA	NA	1999
				To: From:	88-1237 NORTH	<u> </u>				
1204	0.12	290	R					NA	NA	1999
	0.09	740	R	To: From:	88-1237 SOUTH			NA	NA	1999
1204	0.09	740	ĸ	To:	88-1269 NORTH			INA	IVA	1999
1204	0.22	510	R	From:	88-1209 NORTH			NA	NA	1999
				To: From:	88-1269 SOUTH					
1204	0.04	780	R			_		NA	NA	1999
	0.10	780	R	From:	88-1220	_		NA	NA	1999
1204	0.10			To:	88-1221					1000
1204)	0.06	880	R	From:	00.221			NA	NA	1999
				To: From:	88-1231	]				1000
1204	0.05	1100	R	To:	88-681; 88-1219			NA	NA	1999
$\bigcirc$	0.00			From:	88-1219; 88-1235			NIA	NIA	
1204	0.06	NA		To:	Dead End			NA	NA	
				From:	88-1240					
1205	0.44	170	R					NA	NA	1986
	0.24	170	R	From:	88-1208			NA	NA	1986
1205	0.27	110		To:	88-1207	<b></b>		14/1	14/4	1000
1205	0.10	290	R	From:	JO 1207	_		NA	NA	1986
				To: From:	88-1206	]				
1205	0.24	350	R	To:	88-638			NA	NA	1986
				From:	88-1205	1				
1206	0.10	50	R	т		_		NA	NA	1986
				To: From:	Dead End					
1207	0.14	100	R		Dead End	_		NA	NA	1986
				To:	88-1205					
	0.08	100	R	From:	88-1205			NA	NA	1986
1208	0.00	100	ĸ	To:	Dead End	1		INA.	IVA	1900

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	88-636	Ī				
1209	0.15	250	R	<u> </u>	00-030	_		NA	NA	1986
				To:	Dead End					
$\overline{}$				From:	US 1 BUS					
1210	0.15	220	R					NA	NA	1986
	2.12			From:	88-1211					
1210	0.13	140	R	To:	Dead End	_		NA	NA	1986
_				From:	88-1212	l				
1211)	0.08	310	R	<u> </u>	00-1212			NA	NA	1986
1211				To:	88-1214					
1211	0.06	100	R	From:	00-121-			NA	NA	1986
				To:	88-1215					
1211)	0.06	140	R	From:	00-1213			NA	NA	1986
				To:	88-1210					
1211)	0.06	70	R	From:	66 1210			NA	NA	1986
$\bigcirc$				To	88-1216					
1211	0.06	30	R	From:	00 1210			NA	NA	1986
$\bigcup$				To:	Dead End					
				From:	Dead End					
1212	0.04	40	R					NA	NA	1986
				To: From:	88-1211					
1212	0.09	46	R	To:	D 1E 1	_		NA	NA	1986
				From:	Dead End					
	0.05	120	R	From:	US 1 BUS			NA	NA	1986
1213	0.00	120	1	To:	Dead End	1		14/3	IVA	1300
				From:	US 1 BUS	i				
1214	0.12	230	R					NA	NA	1986
$\bigcup$				To:	88-1211	1				
1214)	0.10	110	R	From:				NA	NA	1986
				To:	Dead End					
$\overline{}$				From:	US 1 BUS					
1215	0.14	240	R	To:	00.1011	$\neg$		NA	NA	1986
				From:	88-1211					
(1010)	0.14	230	R	Troin.	US 1 BUS			NA	NA	1986
1216)	• • • • • • • • • • • • • • • • • • • •	200	• • •	To:	00 1211	_				
1216	0.10	90	R	From:	88-1211			NA	NA	1986
1216				To:	Dead End					
				From:	88-1227 US 1 BUS					
1217	0.09	140	R					NA	NA	1986
$\overline{}$				To:	Dead End					
$\bigcirc$	0.40		_	From:	Dead End					1000
1218	0.10	80	R	To	88-636	_		NA	NA	1986
_				From:		<u> </u>				
1219)	0.06	210	R		88-1235	_		NA	NA	1986
				To:	88-1236					
(1219)	0.09	300	R	From:	00-1230			NA	NA	1986
1219				To:	00 716					
1210	0.04	190	R	From:	88-716			NA	NA	1986
(1219)	J.J.		- •	To:	88-1202					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
potsylvania County				From:		u				
1219)	0.06	240	R	From:	88-1202	_		NA	NA	1986
1219				To:	88-681; 88-1204					
				From:	88-681					
1220	0.11	140	R					NA	NA	1986
	0.00			From:	88-1204	]				4005
1220	0.08	60	R	To:	Cul-de-Sac	7		NA	NA	1995
				From:	Dead End	<u> </u>				
1221)	0.04	50	R	<u> </u>	Dead End	_		NA	NA	1986
				To:	88-1204					
$\sim$				From:	88-681					
1222	0.04	50	R	To:	D 15 1	_		NA	NA	1986
				To: From:	Dead End	1				
1000	0.17	220	R	rioiii.	SR 208; 88-1187	_		NA	NA	1986
1223				To	90 1224 COLUTIA					
1223	0.12	130	R	From:	88-1224 SOUTH			NA	NA	1986
1223			-	To	88-1224 NORTH					
1223	0.13	80	R	From:	00-1224 NORTH	_		NA	NA	1986
				To:	Dead End Gap Terminus					
(100)	0.23	NA		From:	88-1982 Gap Terminus			NA	NA	
1223	0.20	NA.		To	00 1005	_		INA	IVA	
	0.06	NA		From:	88-1005			NA	NA	
1223	0.00			To:	Dead End	7				
				From:	88-1223					
1224	0.21	70	R			_		NA	NA	1986
				To:	88-1223	<u> </u>				
	0.06	40	ъ.	From:	Dead End			NΙΔ	NIA	1006
1225	0.06	10	R	_		_		NA	NA	1986
	0.05	50	R	From:	88-1226 NORTH	_		NA	NA	1986
1225	0.00	30	IX.	To:	00 100 ( 00 VIIIV	_		IVA	IVA	1300
1225	0.05	80	R	From:	88-1226 SOUTH			NA	NA	1986
1225)	0.00			To:	88-636	1				
				From:	88-1225 SOUTH					
1226	0.02	40	R	-				NA	NA	1986
<u> </u>				From:	88-1245	]——				
1226	0.07	20	R		00.45	_		NA	NA	1986
				To:	88-1225 NORTH	<u> </u>				
1227)	0.38	1400	R	From:	88-1217 US 1 BUS	_		NA	NA	1986
1221)	0.50	1700	11	To:	Dead End	7		INA	I WCI	1000
				From:	US 1 BUS	1				
1228	0.08	1400	R			_		NA	NA	1986
				To: From:	88-1229					
1228	0.06	720	R	- 10.11.		_		NA	NA	1986
				To: From:	88-1230					
1228	0.06	610	R			_		NA	NA	1986
				To:	88-1231	<u> </u>				
$\bigcirc$	0.00		_	From:	88-1228			NIA	NIA	1000
1229	0.08	90	R	To:	Cul-de-Sac	7		NA	NA	1986
					Cui-ue-Sac	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
potsvlvania Countv				From:	88-1228					
1230)	0.07	100	R			<del>-</del>		NA	NA	1986
				To:	Cul-de-Sac					
	0.05	400	R	From:	88-1204			NA	NA	1986
1231	0.00	400		To	88-1233	1			177	1000
1231	0.06	520	R	From:	88-1233			NA	NA	1986
				To: From:	88-1228					
1231	0.03	390	R	Piolii.				NA	NA	1986
				To: From:	88-1232 NORTH	]——				
1231	0.11	360	R					NA	NA	1986
				To: From:	88-1232 SOUTH	]				
1231)	0.07	410	R	To:	88 1204	7		NA	NA	1986
				From:	88-1204					
1232	0.10	80	R		88-1231 SOUTH			NA	NA	1986
				To	88-1244	<b></b>				
1232	0.11	160	R	From:	50 <b>.2</b>	_		NA	NA	1986
				To: From:	88-1231 NORTH	<u></u>				
1232	0.03	40	R			_		NA	NA	1986
				To:	Cul-de-Sac					
$\bigcirc$	0.04	60		From:	Cul-de-Sac			NIA	NIA	4000
1233	0.04	60	R	_		_		NA	NA	1986
	0.17	80	R	From:	88-1231			NA	NA	1995
1233	0.17	00	IX.	To:	88-1204	1		11/5	IVA	1555
				From:	US 1 BUS					
1234	0.29	1000	R			<del>-</del>		NA	NA	1986
				To: From:	88-1235 88-01235(L)/					
1234)	0.39	NA			60-01233(E)/	_		NA	NA	
				To: From:	88-00636(B)/	1				
1234	0.64	NA		From:		_		NA	NA	
				To:	Cul-de-Sac/					
$\bigcirc$	0.40	070	_	From:	88-1234			NIA	NIA	4000
1235	0.10	370	R	_				NA	NA	1986
	0.13	180	R	From:	88-1219			NA	NA	1986
1235)	0.13	100	K	To:	Dead End	7		INA	INA	1300
				From:	88-1219					
1236	0.06	100	R			- -		NA	NA	1986
				To:	Cul-de-Sac	<u> </u>				
<u></u>	0.24	440	Б	From:	US 1 BUS			NIA	NIA	1000
1237	0.24	140	R	_		7		NA	NA	1986
1007	0.08	340	R	From:	88-1238			NA	NA	1986
1237)	0.00	J-10	11	To:	00.1004	7		14/5	14/1	1000
1237)	0.05	350	R	From:	88-1204			NA	NA	1986
1231)				To:	88-1336					
1237	0.32	240	R	From:	00-1330			NA	NA	1986
				To: From:	88-1337	<b>1</b>				
1237	0.07	170	R	From:	00-1001	_		NA	NA	1986
				To:	88-1204	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle	Truck	 Trail 2	Trail	QC C	esign Hour	QK A	AWDT	QW	Year
Spotsylvania County				From:	88-120		ı							
1237	0.11	120	R		00-120	<del>/</del>				NA		NA		1986
				To: From:	88-133	\$8								
1237	0.14	220	R	To:	99.120	).d				NA		NA		1986
				From:	88-120									
1238	0.13	240	R		88-123	) /				NA		NA		1986
				To: From:	88-124	43								
1238)	0.07	70	R	rion.						NA		NA		1986
				To: From:	88-123	39								
1238	0.04	60	R	To:	D4E	1				NA		NA		1986
				From:	Dead E									
1239	0.16	330	R		88-120	<u> 14                                   </u>				NA		NA		1986
				To:	88-123	38								
				From:	88-638	8								
1240	0.18	70	R							NA		NA		1986
	0.40	60		From:	88-1241 E	EAST				NIA		NIA		4000
1240	0.12	60	R	_						NA		NA		1986
	0.32	40	R	From:	88-1241 W	VEST				NA		NA		1986
1240)	0.02	40	IX.	To:	Dead E	ind				IVA		INA		1500
				From:	88-1240 W									
1241)	0.43	20	R	-						NA		NA		1986
				To:	88-1240 E									
	0.29	250	R	From:	88-628	8				NA		NA		1999
1242	0.29	250	K	To:	Cul-de-S	Sac				INA		INA		1998
				From:	88-123		1							
1243)	0.03	60	R							NA		NA		1986
				To:	Cul-de-S									
$\bigcirc$	0.04	70		From:	88-123	32				NIA		NIA		1000
1244)	0.04	70	R	To:	Cul-de-S	Sac				NA		NA		1986
				From:	Dead E									
1245)	0.03	20	R							NA		NA		1986
				To:	88-122	26								
$\bigcirc$	0.45	2000	_	From:	88-124	17				NIA		NIA		4005
1246	0.45	8600	R	To:	US 1 ENT S	SER RD	1			NA		NA		1995
				From:	88-124									
1247)	0.18	900	R							NA		NA		1986
				To:	Cul-de-S	Sac								
$\bigcirc$	0.50	0.40	_	From:	88-630	6				NIA		NI A		4000
1248	0.50	640	R	To:	Dead E	nd				NA		NA		1986
				From:	Dead E		<del>-  </del>							
1249	0.21	210	R							NA		NA		1999
				To: From:	88-205	53								
1249	0.04	340	R							NA		NA		1999
				To: From:	88-205	52								
1249	0.03	420	R							NA		NA		1999
<u> </u>				From:	88-205	50								
1249	0.06	1000	R	To:	00.53					NA		NA		1999
					88-630	D	L							

					Spotsylva	ania Mai	ntenance								
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	5					2Axle	3+Axle	1Trail	2Trail		Hour				
Spotsylvania County				From:		88-63	36		1						
(1249)	0.09	240	R						_		NA		NA		1999
				To: From:		88-12	50		<u> </u>						
(1249)	0.16	90	R	_					_		NA		NA		1999
				To:		Cul-de-			<u> </u>						
	0.20	140	R	From:		88-12	49				NA		NA		1986
(1250)	0.20	140	K	To:		88-12	51				INA		INA		1900
				From:		88-63			i						
(1251)	0.08	120	R	<u> </u>					_		NA		NA		1986
				To: From:		88-12	50		<del></del>						
(1251)	0.06	10	R	11000							NA		NA		1999
				To: From:		88-13	17								
1251	0.12	20	R						_		NA		NA		1999
				To:		Cul-de-									
	0.05	220	R	From:		US	1				NA		NA		1986
(1252)	0.03	220	K	To:		Dead I	End				INA		INA		1900
				From:		Cul-de-			i						
(1253)	0.30	290	R			cui uc	Suc				NA		NA		1999
				To:		88-63	36								
$\bigcirc$				From:		Dead I	End								
1254	0.05	60	R								NA		NA		1995
	0.05			To: From:		88-11	87		]						1000
(1254)	0.05	90	R	To:		Cul-de-	Saa		_		NA		NA		1986
				From:		Cul-de-									
(1255)	0.15	130	R	<u></u>		Cui-uc-	-Sac		_		NA		NA		1986
				To:		88-12	64		٦						
(1255)	0.06	270	R	From:		00 12					NA		NA		1986
				To: From:		88-12	63		7——						
1255	0.06	400	R	riom:							NA		NA		1986
				To: From:		88-12	62								
(1255)	0.06	530	R								NA		NA		1986
				To: From:		88-12	61								
(1255)	0.06	650	R								NA		NA		1986
				To: From:		88-12	60								
(1255)	0.06	900	R	_							NA		NA		1986
	2.22			From:		88-12	59		]		<b>.</b>		N.1.6		4000
1255	0.06	1000	R						_		NA		NA		1986
	0.06	1100	R	From:		88-12	58	· <u> </u>			NA		NA		1986
(1255)	0.00	1100	ĸ	т.					_		INA		NA		1900
	0.07	1100	R	From:		88-12	56				NA		NA		1986
1255	0.07	1100	ĸ	To:		88-63	39		1		INA		INA		1300
				From:		88-12									
1256	0.23	220	R						_		NA		NA		1986
				To:		88-12	57								
$\bigcirc$			_	From:		88-12	76								
1257	0.12	120	R	_							NA		NA		1986
	0.00			From:		88-12	64				NI C		N 1 A		4000
(1257)	0.06	300	R	To:		88-12	63		7		NA		NA		1986
						00-12	03								

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT QW	Year
	Longin	77751	<b>Q</b> A	71110	2Axle 3+Axle 1Trail	2Trail	QU	Hour	QIC /VIVIDI QVV	rear
Spotsvlvania Countv				From:	88-1263					
1257)	0.06	520	R					NA	NA	1986
	0.00			To: From:	88-1262	_				1000
1257	0.06	640	R			_		NA	NA	1986
1057	0.06	600	R	From:	88-1261			NA	NA	1986
1257	0.00	000		To	88-1260			IVA	IVA	1300
1257	0.06	720	R	From:	88-1200			NA	NA	1986
				To: From:	88-1259					
1257)	0.06	960	R	rioin.				NA	NA	1986
_				To: From:	88-1258					
1257	0.06	1100	R					NA	NA	1986
	0.07			From:	88-1256					1000
1257	0.07	1200	R	To:	88-639	7		NA	NA	1986
				From:	88-1255					
1258)	0.23	120	R		00 1200			NA	NA	1986
				To:	88-1257					
$\bigcirc$	0.00	440		From:	88-1255			NIA	NIA	1006
1259	0.23	140	R	To:	88-1257	$\neg$		NA	NA	1986
				From:	88-1255	i				
1260	0.24	170	R					NA	NA	1986
				To:	88-1257					
	0.25	190	R	From:	88-1255			NA	NA	1986
1261	0.23	130	IX.	To:	88-1257	7		INA	IVA	1300
				From:	88-1255					
1262	0.13	140	R					NA	NA	1986
_				To: From:	88-1275					
1262	0.13	160	R	To:	88-1257	_		NA	NA	1986
				From:	88-1255	1				
1263)	0.14	150	R	<u> </u>	80-1233			NA	NA	1986
				To: From:	88-1275	<b>—</b>				
1263	0.13	120	R			_		NA	NA	1986
				To:	88-1257					
	0.20	140	R	From:	88-1255			NA	NA	1986
1264	0.20	140		To:	99 1276	_		1471	14/1	1000
1264)	0.08	120	R	From:	88-1276			NA	NA	1986
				To:	88-1257					
$\bigcirc$	22:	4=-		From:	88-1266 SOUTH					4000
1265	0.24	450	R			_		NA	NA	1999
	0.07	1000	R	To: From:	88-1266 NORTH			NA	NA	1999
1265	0.07	1000	Λ.	To:	88-636	7		11/7	IVA	1999
				From:	88-1265 N BEGIN LOOP					
1266)	0.30	100	R	-		_		NA	NA	1999
				To: From:	88-1265 SOUTH	]—				
1266	0.43	350	R	To:	00 12/5 NEND LOOP	_		NA	NA	1999
					88-1265 N END LOOP					

Douts	اللب سما	AACT			Spotsylvania Maintenance Area		QC	Design	OK AMAIDT OM	V
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDT QW	Year
Spotsylvania County				From:	Cul-de-Sac	T				
1267)	0.04	60	R		ou de sue			NA	NA	1999
				To:	88-636					
$\bigcirc$	0.00	40	-	From:	88-1220			NIA	NIA	1005
1268	0.09	40	R	To:	Cul-de-Sac	7		NA	NA	1995
				From:	88-1204 WEST					
1269	0.23	60	R		00-120 <del>1</del> WES1			NA	NA	1995
				To:	88-1204 EAST					
				From:	88-1821 NORTH					
1270	0.77	460	R					NA	NA	1986
	0.45	400		From:	88-639			NIA	NIA .	4000
1270	0.15	460	R			_		NA	NA	1986
	0.05	200		From:	88-1271			NΙΛ	NΙΛ	1006
1270)	0.05	300	R			_		NA	NA	1986
	0.19	180	R	From:	88-1272			NA	NA	1986
1270	0.10	100	Λ.	To:	88-1274	7		14/7	I W.T.	1300
				From:	Cul-de-Sac					
1271)	0.13	130	R			_		NA	NA	1986
				To:	88-1270					
$\bigcirc$	0.40		_	From:	88-1274			NIA	NIA	4000
1272	0.10	70	R	To:	88-1270	$\neg$		NA	NA	1986
				From:	88-1274	l I				
1273)	0.12	120	R	<u> </u>	00-12/4			NA	NA	1995
				To:	88-1270					
				From:	Cul-de-Sac					
1274	0.98	70	R	To:	00.1002	<del>-1</del>		NA	NA	1995
				From:	88-1002	_				
1275)	0.05	40	R	110.11.	88-1263	_		NA	NA	1986
1273				To:	88-1262					
				From:	Cul-de-Sac					
1276)	0.03	60	R					NA	NA	1986
<u> </u>				To: From:	88-1257	]				
1276	0.09	110	R	To:	00.1064	_		NA	NA	1986
				From:	88-1264	1				
1277	0.12	70	R	110111	Dead End			NA	NA	1995
1211)				To:	88-1247					
				From:	88-1312					
1278	0.26	310	R	. —		_		NA	NA	1986
				To:	88-1147					
	0.22	90	R	From:	88-1312			NA	NA	1986
1279	0.22	30	11	To:	00 1145	_		T N/-1	ING	. 500
1270	0.06	70	R	From:	88-1147			NA	NA	1986
1279				To:	88-1314	¬				
1279	0.07	60	R	From:	00-1314			NA	NA	1986
				To:	88-1313	٦				
1279 1279	0.07	60	R	From:	00-1313	_	· <u> </u>	NA	NA	1986
				To	88-1177	<b></b>				
1279)	0.12	60	R	From:	27	_		NA	NA	1986
				To:	88-1300					

Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
notsylvania County								TTTAII	ZIIali		rioui				
	0.16	70	R	From:		88-1300	)				NA		NA		1986
1279	0.10	70	K	To:		88-1147	,		7		INA		INA		1900
				From:		88-1281									
1280	0.19	120	R	-							NA		NA		1986
				To: From:		88-1330	)		]—						
1280	0.07	70	R	_					_		NA		NA		1986
				To:		88-1106									
	0.06	130	R	From:		88-1112	!				NA		NA		1986
1281	0.00	100		To		00.1200			_		14/1		107		1000
1201	0.04	100	R	From:		88-1280	)				NA		NA		1995
1281	0.0 .			To:		88-1332	!		]						
				From:		88-1112	)								
1282	0.04	290	R						<u> </u>		NA		NA		1986
				To: From:		88-1283			]						
1282	0.07	260	R								NA		NA		1986
				To: From:		88-1114	ļ		]						
1282	0.07	70	R	т					_		NA		NA		1986
				To:		Cul-de-Sa									
	0.04	40	R	From:		88-1282	!		_		NA		NA		1986
1283	0.04	40	K	To:		Cul-de-Sa	ac		7		INA		INA		1300
				From:		88-1286			i						
1284	0.12	350	G	97%	0%	3%	0%	0%	0%	F	NA		370	G	2001
				To: From:		88-1473	<b>,</b>		7——						
1284	0.24	440	G	97%	0%	3%	0%	0%	0%	С	NA		460	G	2001
				To:		88-620									
$\bigcirc$	2.22			From:		Cul-de-Sa	ac								4000
1285	0.09	47	R	To:		88-1293			7		NA		NA		1999
				From:		88-639			1						
1286	0.06	410	R			88-039					NA		NA		1986
				To		88-1287	,								
1286	0.06	230	R	From:		00 1207					NA		NA		1986
				To:		88-1288 SOI	UTH		1						
1286	0.20	80	R	rioin.							NA		NA		1986
				To: From:		88-1288 NO	RTH		]						
1286	0.05	210	R						<u> </u>		NA		NA		1986
				To: From:		88-1289	)		]						
1286	0.12	310	R								NA		NA		1986
				To: From:		88-1287	1								
1286	0.06	420	R						_		NA		NA		1986
				To:		88-620			<u> </u>						
	0.24	60	R	From:		88-1286 SOI	UTH				NA		NA		1986
1287	U. <b>∠</b> 4	90	ĸ			00.15			_		INA		INA		1900
4007	0.13	100	R	From:		88-1289	)				NA		NA		1986
1287	5.15	100	11	To:		88-1286 NO	RTH		7		14/5		14/4		. 500
				From:		88-1286 SOI			Ì						
1288	0.19	60	R	1					<b>-</b>		NA		NA		1986
				To:		88-1286 NO	RTH		7						

					Spotsylv	ania Ma	intenance								
Route	Length	AADT	QA	4Tire	Bus	2010	3+Axle		 2Trail	QC	Design Hour	QK .	AAWDT	QW	Year
Spotsylvania County								ıııalı	∠IIdli		11001				
	0.09	40	R	From:		88-12	286				NA		NA		1986
(1289)	0.09	40	IX.	To:		88-12	287				INA		INA		1900
				From:		88-12	292								
(1290)	0.05	260	R								NA		NA		1999
<u> </u>				To: From:		88-13	347								
(1290)	0.06	100	R						_		NA		NA		1999
<u></u>	0.06	610	R	From:		88-13	346				NA		NA		1999
(1290)	0.00	010		To:		88-13	2/5						10,		1000
(1290)	0.04	910	R	From:		00-1.	<del>545</del>				NA		NA		1999
				To: From:		88-12	291								
1290	0.05	1400	R						_		NA		NA		1999
	• • •			To: From:		88-7	64								100-
1290	0.25	2200	R	To:		88-6	39		1		NA		NA		1999
				From:		88-12									
(1291)	0.22	410	R			55 12					NA		NA		1999
				To: From:		88-12	290		]						
(1291)	0.17	290	R								NA		NA		1999
<u> </u>				To: From:		88-13	349								1000
(1291)	0.13	160	R	To:		88-1292	FAST		1		NA		NA		1999
				From:		88-6									
(1292)	0.06	450	R								NA		NA		1986
				To: From:		88-12	291								
(1292)	0.06	370	R								NA		NA		1986
				From:		88-13	345								1000
(1292)	0.06	280	R	_					_		NA		NA		1986
<u> </u>	0.06	210	R	From:		88-13	346				NA		NA		1986
(1292)	0.00	210		To:		88-13	2.47						10.		1000
(1292)	0.16	130	R	From:		00-12	547				NA		NA		1986
				To: From:		88-12	290		T						
1292	0.23	80	R						-		NA		NA		1995
			_	To: From:		88-1347	EAST								4
(1292)	0.07	320	R	To:		88-13	346		1		NA		NA		1995
				From:		88-1346									
1292	0.07	320	R	_					_		NA		NA		1995
	0.07	250		From:		88-1345	EAST				NIA		NI A		1005
(1292)	0.07	350	R	To:		88-1291	EAST		1		NA		NA		1995
$\bigcirc$	^		_	From:		88-12							h ! ^		400-
(1292)	0.07	370	R						_		NA		NA		1995
	0.05	380	R	From:		88-7	64				NA		NA		1995
(1292)	0.00	300		To:		00.10	265				11/24		14/4		1990
(1292)	0.04	45	R	From:		88-13	505				NA		NA		1995
				To:		Cul-de	-Sac								
$\bigcirc$				From:		Cul-de	-Sac								1000
1293	0.05	40	R	To:		88-12	294		1		NA		NA		1999
						00-12	L/T		ı						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	88-1294					
1293)	0.14	140	R		00-127-	_		NA	NA	1999
				To:	88-1195					
$\bigcirc$	0.05	440	_	From:	88-1293			NIA	NIA	4000
1294	0.05	110	R	_		-		NA	NA	1999
	0.05	100	R	From:	88-1297			NA	NA	1999
1294	0.00	100		To:	88-1183	1		IVA	14/1	1000
				From:	88-674					
1295	0.06	150	R			_		NA	NA	1986
				To: From:	88-1296	]				
1295	0.33	90	R					NA	NA	1986
				To: From:	88-1305	}				
1295	0.06	20	R	To:	Cal da Car	7		NA	NA	1986
				From:	Cul-de-Sac					
1296	0.19	40	R		88-1295			NA	NA	1986
1230				То:	Cul-de-Sac					
				From:	88-1294					
1297)	0.12	110	R			-		NA	NA	1999
				To:	88-1195					
	0.64	150	R	From:	88-638	J		NA	NA	1986
1298)	0.04	130	K	To:	Dead End	1		INA	INA	1300
				From:	88-620					
1299	0.55	140	R			_		NA	NA	1986
<u> </u>				To:	Cul-de-Sac					
	0.05	40	В	From:	88-1279	_		NIA	NIA	1006
1300	0.05	40	R	То:	Cul-de-Sac	1		NA	NA	1986
				From:	US 17 BUS	Ì				
1301)	0.17	890	R					NA	NA	1999
				To: From:	88-1306	<u> </u>				
1301)	0.17	610	R			_		NA	NA	1999
				To: From:	88-1302	]				
1301)	0.20	430	R					NA	NA	1999
				To: From:	88-1304	]				1000
(1301)	0.05	60	R	To:	88-1309	7		NA	NA	1999
				From:	88-1303	1				
1302	0.05	70	R	<u> </u>	00-1303	_		NA	NA	1999
				To:	88-1301					
				From:	US 17 BUS					
(1303)	0.18	590	R			_		NA	NA	1999
	6.47	400		To: From:	88-1306	]		h	NIA.	4000
(1303)	0.17	420	R			_		NA	NA	1999
1303	0.00	242		To: From:	88-1302			NI A	NIA	1000
(1303)	0.20	210	R	To:	88-1304	1		NA	NA	1999
				From:	88-1310	<u> </u>				
1304	0.06	130	R	<u> </u>	50.55.0	_1		NA	NA	1999
				To: From:	88-1303	1				
1304	0.05	180	R	rrom:		_		NA	NA	1999
$\overline{}$				To:	88-1301					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	88-1301	ı				
1304)	0.08	110	R		88-1301			NA	NA	1999
				To:	Dead End					
				From:	Cul-de-Sac					
1305)	0.14	50	R					NA	NA	1986
				To:	88-1295					
	0.06	220	R	From:	88-1310			NA	NA	1999
1306	0.00	220	K	To:	88-1303	7		INA	INA	1999
				From:	28-1303					
1306	0.05	40	R			_		NA	NA	1999
				To:	88-1301					
	0.02	270	В	From:	US 17 BUS			NA	NA	1000
1307	0.02	270	R			_		INA	INA	1999
	0.20	00		From:	88-1308 SOUTH			NIA	NΙΔ	1000
1307	0.28	80	R			_		NA	NA	1999
	0.25	E0.	R	From:	88-1308 NORTH	_		NA	NIA	1000
1307	0.25	50	ĸ	To:	Dead End	7		INA	NA	1999
				From:	88-1307	<del>-</del>				
1308	0.30	70	R		00-130/	_		NA	NA	1999
				To:	88-1307					
				From:	Dead End					
1309	0.05	46	R			_		NA	NA	1999
				To:	88-1301					
	2.22	4000		From:	US 17 BUS					4000
1310	0.20	1800	R					NA	NA	1999
	0.07			To: From:	88-1306					4000
1310	0.37	390	R	To:	88-1304	_		NA	NA	1999
				From:						
1311)	0.21	220	R		88-1312			NA	NA	1986
(1311)	V			To:	88-1147					
				From:	Cul-de-Sac					
1312	0.10	110	R					NA	NA	1986
				To: From:	88-1278					
1312	0.05	90	R			_		NA	NA	1986
				To: From:	88-1311	]—				
1312	0.05	80	R					NA	NA	1986
				To: From:	88-1279	]—				
1312	0.06	NA				_		NA	NA	
				To:	88-2010					
$\cap$	0.00	40	_	From:	88-1279			NIA	NIA	4000
1313)	0.03	40	R	To:	Cul-de-Sac	_		NA	NA	1986
				From:	88-1279	+				
1314	0.05	40	R	<u> </u>	00-12/7	_		NA	NA	1986
				To:	Cul-de-Sac	1				
				From:	88-609					
1315)	0.22	90	R		•	_		NA	NA	1986
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
(1316)	0.12	70	R			_		NA	NA	1995
				To:	88-1175 EAST					

				•	Spotsylvania Maintenance Area			Docina		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County								. ioui		
	0.16	110	R	From:	88-1251			NA	NA	1999
(1317)	0.10	110	K	To:	Cul-de-Sac	1		INA	INA	1999
				From:	88-1319					
(1318)	0.04	1700	R			_		NA	NA	1999
				To:	88-636					
	0.30	190	R	From:	Cul-de-Sac			NA	NA	1999
1319	0.30	130	K	т	20.4440	_		INA	NA .	1999
(1319)	0.22	NA		From:	88-1318			NA	NA	
(1319)				To:	88-1397					
				From:	US 17 BUS					
1320	0.09	440	R					NA	NA	1986
				From:	88-1323	]				
1320	0.34	300	R	To:	00 1222	_		NA	NA	1986
				From:	88-1322					
(1321)	0.11	680	R		US 17 BUS	_		NA	NA	1986
				To:	88-1323	<b>—</b>				
(1321)	0.34	540	R	From:	00 1525	_		NA	NA	1986
				To:	88-1322					
$\bigcirc$	0.45		_	From:	Cul-de-Sac					4000
1322	0.15	240	R					NA	NA	1986
	0.06	210	R	From:	88-1321			NA	NA	1986
(1322)	0.00	210	IX.	То:	88-1320	1		IVA	IVA	1500
				From:	88-1320	i				
(1323)	0.06	50	R					NA	NA	1986
				To:	88-1321					
$\bigcirc$	0.20	NIA		From:	FR-691			NIA	NIA	
(1324)	0.20	NA		To:	US 1 BUS	$\neg$		NA	NA	
				From:	88-1326					
(1325)	0.09	80	R		00 1320			NA	NA	1999
				To:	88-1328					
$\bigcirc$	2.22			From:	88-1340				NIC	100-
(1326)	0.28	100	R					NA	NA	1999
(1326) (1326) (1326)	0.00			From:	88-1327			NI A	NA	1000
(1326)	0.08	60	R			_		NA	NA	1999
(1226)	0.06	110	R	From:	88-1328	_		NA	NA	1999
(1320)	0.00			To:	88-1322	1		11/-1	I WCI	1000
				From:	88-1326		_			
(1327)	0.09	130	R			_		NA	NA	1999
				To:	88-1328					
$\bigcirc$	0.30	040		From:	US 17 BUS	J		NIA.	NA	1000
(1328)	0.38	910	R	_		_		NA	NA	1999
(1328)	0.45	E00	R	To: From:	88-1327			NIA	NIA	1000
(1328)	0.15	500	ĸ	To:	88-1326	_		NA	NA	1999
				From:	88-1326	i				
(1329)	0.08	60	R		30 1320	_		NA	NA	1999
				То:	88-1328					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
potsylvania County				From:	88-1112	<u> </u>				
330)	0.13	60	R	<u> </u>	00 1112			NA	NA	1995
	0.04			To: From:	88-1114 SOUTH	]		NIA	NIA.	4000
1330	0.34	90	R			_		NA	NA	1986
1330)	0.08	100	R	From:	88-1114 NORTH			NA	NA	1986
1330	0.00			To:	88-1280 NORTH					
				From:	88-1112					
1331)	0.13	90	R	To:	C-1 1- C	_		NA	NA	1995
				From:	Cul-de-Sac 88-1112					
1332	0.22	80	R		00-1112	_		NA	NA	1995
				To:	88-1114					
$\sim$				From:	88-1332					400
333)	0.04	60	R	To:	Cul-de-Sac	7		NA	NA	1995
				From:	88-1326					
1334	0.11	60	R		00 1320			NA	NA	1995
				To:	88-1328					
$\bigcirc$	0.10	70	_	From:	88-1326			NIA	NIA	1005
1335	0.10	70	R	To:	88-1328	7		NA	NA	1995
				From:	88-1237					
1336	0.15	200	R					NA	NA	1986
				To: From:	88-1337	]				
1336	0.05	90	R			_		NA	NA	1986
				To:	88-1204					
1997	0.07	120	R	From:	88-1237			NA	NA	1986
1337	0.07	120	.,	To:	88-1339	_		1471	14/1	1000
1337	0.06	90	R	From:	88-1339			NA	NA	1986
				To:	88-1336					
$\widehat{}$				From:	88-1237					
1338)	0.03	50	R	To:	Cul-de-Sac	_		NA	NA	1986
				From:	Cul-de-Sac					
1339)	0.11	40	R		Cui-de-Sac	_		NA	NA	1986
				To:	88-1337					
				From:	88-1326					
1340	0.09	240	R	To:	88-1328	_		NA	NA	1999
				From:						
1341)	0.06	80	R		88-1343			NA	NA	1986
				To:	88-1342					
1341)	0.05	100	R	From:	vv -v 14	<b>_</b>		NA	NA	1986
				To:	88-620	1				
$\overline{}$	0.05		-	From:	Cul-de-Sac			NIA		4000
1342	0.25	60	R	To:	88-1341	7		NA	NA	1986
				From:	88-1344 88-1344	1				
1343)	0.12	70	R	<u> </u>	00-1 <i>J</i> <del>44</del>	_		NA	NA	1986
				To	88-1341	<b>—</b>				
1343)	0.13	80	R	From:		<b>_</b>		NA	NA	1995
				To:	88-1353					

Route	Length	AADT	QA	4Tire	Bus 2Axle	3+Axle	2Trail	QC	Design Hour	QK .	AAWDT	QW	Year
Spotsylvania County				From:	88-13	353							
(1343)	0.05	80	R						NA		NA		1995
	0.00			To: From:	88-13	352			NIA		NIA		4005
(1343)	0.06	90	R	To:	88-13	344	7		NA		NA		1995
				From:	Cul-de								
(1344)	0.18	60	R				_		NA		NA		1995
				To: From:	88-13	343	]						
(1344)	0.06	80	R				_		NA		NA		1995
	0.10	80	R	From:	88-13	351			NA		NA		1995
1344	0.10	80	K	To	00.10		_		INA		INA		1995
(1344)	0.07	120	R	From:	88-13	143			NA		NA		1986
				To	88-6	20	¬						
1344	0.04	3100	R	From:	00 0		<u> </u>		NA		NA		1999
				To: From:	88-1580 5	SOUTH	]—						
1344	0.06	2800	R						NA		NA		1999
	0.00			From:	88-15	581			NIA		NIA		4000
1344	0.08	2500	R	_			_		NA		NA		1999
	0.48	2200	R	From:	88-1580 N	NORTH			NA		NA		1999
1344	0.10			To:	88-15	583					1.7.		1000
(1344)	0.08	1900	R	From:	00-10	163			NA		NA		1999
				To: From:	88-15	584	<b>—</b>						
(1344)	0.08	1800	R	Troni.			<u> </u>		NA		NA		1999
				To: From:	88-15	585							
1344)	0.05	1700	R				_		NA		NA		1999
	0.06	840	R	To: From:	88-15	576	_		NA		NA		1999
1344	0.00	040	K	To	00.10		_		INA		INA		1999
(1344)	0.06	740	R	From:	88-15	577			NA		NA		1999
1044)				To	88-15	578	¬						
(1344)	0.06	680	R	From:	00 10	,,,,	_		NA		NA		1999
				To: From:	88-15	579	]—						
(1344)	0.01	570	R	. —			_		NA		NA		1999
				To: From:	Dead		<u> </u>						
(1345)	0.13	70	R	rioni.	Dead	End			NA		NA		1986
1040				To	88-1292	WEST	¬						
(1345)	0.20	90	R	From:		<u></u>			NA		NA		1986
				To: From:	88-12	290	]—						
(1345)	0.18	90	R						NA		NA		1995
	0.00	400		To: From:	88-13	349							4005
1345)	0.09	100	R	To:	88-1292	EAST	_		NA		NA		1995
				From:	88-1292		<del>-</del>						
(1346)	0.17	60	R		50 12/2		_		NA		NA		1986
				To: From:	88-12	290	]						
(1346)	0.24	90	R				 _		NA		NA		1995
				To:	88-1292								
(1347)	0.15	100	R	From:	88-1292	WEST	_		NA		NA		1986
1341)	0.10			To:	88-12	290	1						. 500

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
potsvlvania Countv				From:	88-1290	1				
1347)	0.20	100	R	<u> </u>	00 1270	_		NA	NA	1995
				To:	88-1292 EAST					
$\bigcirc$	0.00			From:	88-764					4005
1348	0.08	60	R	To:	Cul do Soo	7		NA	NA	1995
				From:	Cul-de-Sac	1				
1349	0.26	50	R		88-1345	_		NA	NA	1995
1949				To:	Dead End					
				From:	Cul-de-Sac					
1350	0.81	120	R			_		NA	NA	1995
				To:	88-628					
	0.05	40	_	From:	Dead End			NIA	NIA	4005
1351	0.05	40	R			_		NA	NA	1995
	0.05	50		From:	88-1344			NIA	NIA	1005
1351	0.05	50	R	To:	Cul-de-Sac	7		NA	NA	1995
				From:	Cul-de-Sac	1				
1352	0.10	60	R	<u> </u>	Cui-uc-sac	_		NA	NA	1995
				To:	88-1343					
				From:	88-1343	_				
1353	0.04	60	R			_		NA	NA	1995
				To:	Cul-de-Sac					
	0.04	20	_	From:	88-1187			NIA	NIA	4000
1354	0.04	30	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	88-1356					
1355	0.13	70	R		00-1330	_		NA	NA	1995
1000)				To:	88-1187; 88-1360					
				From:	Dead End					
1356	0.26	70	R			_		NA	NA	1995
				To:	Cul-de-Sac					
	0.07			From:	Cul-de-Sac					4005
1357)	0.07	60	R	To:	88-1356	7		NA	NA	1995
				From:	Cul-de-Sac	1				
1358)	0.04	60	R		Cui-de-Sac	_		NA	NA	1995
1330)				To:	88-1187	1				
				From:	Dead End					
1359	0.08	50	R					NA	NA	1995
_				To: From:	88-1187	}—				
1359	0.09	50	R			_		NA	NA	1995
				To:	Cul-de-Sac	<u> </u>				
$\cap$	0.40		-	From:	88-1187; 88-1355			N1A	NIA	4005
1360)	0.10	60	R	To:	Cul-de-Sac	7		NA	NA	1995
				From:		<del> </del>				
1361)	0.44	90	R		88-1188 WEST	_		NA	NA	1995
1301)	<u> </u>			To:	88-1188 EAST	1				
				From:	Cul-de-Sac					
1362	0.07	50	R		18.44 E			NA	NA	1995
				To:	88-1361					
				From:	Cul-de-Sac					
1363	0.10	80	R	<sub>T-</sub>	paa	<b>-</b>		NA	NA	1995
				To:	88-1188	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	Cul-de-Sac	1				
1364)	0.10	90	R	<u> </u>	cui de suc	_		NA	NA	1995
				To:	88-1363					
$\bigcirc$	0.05		_	From:	Cul-de-Sac			NIA	NIA	4005
1365	0.05	80	R	To:	88-1292	╗		NA	NA	1995
				From:	88-764					
1366	0.09	80	R		00-70 <del>1</del>			NA	NA	1995
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1367	0.06	70	R	To:	88-1349	7		NA	NA	1995
				From:						
1368	0.09	NA			88-1374			NA	NA	
1300)				To:	88-1372					
1368	0.07	250	R	From:	86-1372			NA	NA	1999
				To	88-1369					
1368	0.27	610	R	From:				NA	NA	1999
				To:	US 17 BUS					
	0.05	400	_	From:	88-1368					4000
1369	0.25	160	R	To:	88-1373	7		NA	NA	1999
				From:	Cul-de-Sac					
1370	0.35	60	R		Cui-uc-Suc			NA	NA	1995
				To	88-681					
				From:	Cul-de-Sac					
1371)	0.05	50	R	To:	00 1270	7		NA	NA	1995
				From:	88-1370	<u> </u>				
1372	0.25	110	R		88-1368	_		NA	NA	1999
1072				To:	88-1373					
				From:	88-1374					
1373	0.05	NA						NA	NA	
				To: From:	88-1372					
1373	0.09	140	R					NA	NA	1999
	0.00	NI A		From:	88-1369			NIA	NIA	
1373	0.26	NA		To:	88-1368			NA	NA	
				From:	88-1368					
1374	0.27	NA				_		NA	NA	
				To:	88-609					
	0.00	4400	-	From:	88-694			A.I.A.		400-
1375	0.29	1100	R	To:	88-1380	7		NA	NA	1995
				From:	88-1375					
1376	0.30	600	R	<u> </u>	30 1575	_		NA	NA	1995
				To:	88-1381					
$\overline{}$			_	From:	88-1376					400-
1377	0.29	110	R	To:	80 1202	7		NA	NA	1995
				From:	88-1382					
1378	0.18	80	R		88-1375	_		NA	NA	1995
				To:	88-1377	]			·	
				From:	88-1380					
1379	0.20	100	R			_		NA	NA	1995
$\sim$				To:	88-1380					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
notsvlvania Countv				From:	88-1375	ı				
1380	0.66	70	R		00-13/3	_		NA	NA	1995
				To:	Cul-de-Sac	1				
				From:	88-1375					
1381	0.42	320	R	т		_		NA	NA	1999
				To: From:	Cul-de-Sac					
1200	0.08	150	R	rioii.	88-1377			NA	NA	1995
1382	0.00	100	• • • • • • • • • • • • • • • • • • • •	To:	88-639			14/1	14/1	1000
				From:	88-636					
1383	0.30	NA				_		NA	NA	
				To:	Dead End					
$\overline{}$	2.22			From:	88-1385 WEST					400-
1384	0.29	90	R	To:	00 1205 FACT	_		NA	NA	1995
				From:	88-1385 EAST	1				
1385	0.51	100	R	. zoni.	88-1389	_		NA	NA	1995
1385				To:	88-639	1				
				From:	88-1385					
1386	0.18	80	R			_		NA	NA	1995
				To:	Cul-de-Sac					
$\sim$				From:	88-1389 WEST					
1387	0.64	90	R	To:	88-639			NA	NA	1995
				From:						
1200	0.05	60	R		88-1385			NA	NA	1995
1388	0.00	•	••	To:	Cul-de-Sac				177	1000
				From:	88-1394					
1389	0.46	NA		<u> </u>				NA	NA	
				To: From:	80-1387					
1389	0.06	50	R	rioii.				NA	NA	1995
				To: From:	88-1385	1				
1389	0.30	60	R			_		NA	NA	1995
				To:	End of Loop					
$\overline{}$	0.05		_	From:	Cul-de-Sac			NIA	NIA	4005
1390	0.35	70	R	To:	88-1350	_		NA	NA	1995
				From:	Dead End					
1392)	0.09	NA			Dead End			NA	NA	
1392)				To:	88-1350					
				From:	Cul-de-Sac					
1393)	0.12	48	R			_		NA	NA	1995
				To:	88-1350	<u> </u>				
$\bigcirc$	0.47			From:	88-1389 BEGINNING OF LOOP				A.I.A.	
1394)	0.17	NA		To:	Cul-de-Sac	7		NA	NA	
				From:		<del>                                     </del>				
1395	0.23	60	R		Cul-de-Sac	_		NA	NA	1995
1393)	0.20			To:	88-1246	1				
				From:	88-1246					
1396	0.13	60	R		•	_		NA	NA	1995
$\bigcirc$				To:	Cul-de-Sac					
				From:	88-636					
1397	0.38	NA		<sub>T-</sub>	po	<b>-</b>		NA	NA	
				To:	88-1522					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:		1				
(1397)	0.26	NA		From:	88-1522			NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$				From:	Cul-de-Sac					
(1398)	0.04	NA		To:	88-1397	7		NA	NA	
				From:	Cul-de-Sac	1				
(1399)	0.34	NA		<u> </u>	Cul-uc-buc			NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$	0.45			From:	Cul-de-Sac			NIA	NIA	4005
1400	0.15	50	R	To:	88-1405	1		NA	NA	1995
				From:	SR 208 GRANT DRIV					
(1401)	0.20	2700	R		on 200 on mil Bray			NA	NA	1999
				To: From:	88-1402	<b>_</b>				
1401)	0.09	1900	R					NA	NA	1999
				To: From:	88-1403	]				
(1401)	0.08	1600	R	_		_		NA	NA	1999
	0.00	4400	R	From:	88-1406	_		NIA	NIA.	1000
(1401)	0.06	1100	K			_		NA	NA	1999
	0.17	620	R	From:	88-1408			NA	NA	1999
(1401) (1401)	0.17	020	K	To:	00.1415	_		INA	INA	1999
(1401)	0.13	180	R	From:	88-1417			NA	NA	1999
(1401)				To:	88-1405					
				From:	88-1401					
1402	0.10	350	R					NA	NA	1999
	0.00			To: From:	88-1404	]		NIA	NIA .	4000
1402	0.06	80	R	To:	Dead End	7		NA	NA	1999
				From:	88-1421					
1403	0.08	80	R	<u> </u>				NA	NA	1995
				From:	88-1423	]				
(1403)	0.06	60	R					NA	NA	1995
				To: From:	88-1401	]				
1403	0.09	530	R			_		NA	NA	1999
	0.06	140	R	From:	88-1405			NA	NA	1999
1403	0.00	170		To	00 1404			INA	INC	1999
(1403)	0.04	40	R	From:	88-1404			NA	NA	1999
				To:	Dead End			-		
				From:	88-1402					
(1404)	0.07	330	R	_		_		NA	NA	1999
	0.40	222		To: From:	88-1403	]		NIA	NIA.	1000
1404	0.19	230	R	To:	88-1408	1		NA	NA	1999
				From:	Cul-de-Sac	1				
1405	0.10	80	R					NA	NA	1995
				To: From:	88-1421	]——				
(1405)	0.14	100	R					NA	NA	1995
(1405) (1405)				To: From:	88-1400	]				
(1405)	0.10	210	R	To:	00.1417	_		NA	NA	1999
				To:	88-1417					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	88-1417					
1405	0.07	170	R		30 1117			NA	NA	1999
	0.11	400		To: From:	88-1418			NIA	NIA	4000
1405	0.11	160	R	To	00.1401	_		NA	NA	1999
1405	0.12	190	R	From:	88-1401			NA	NA	1999
				To: From:	88-1408	<b>—</b>				
1405)	0.08	140	R	·				NA	NA	1999
	0.11	270		From:	88-1406			NA	NA	1999
1405)	0.11	270	R	To:	00 1402	_		IVA	INA	1998
1405	0.05	70	R	From:	88-1403			NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.07	270		From:	88-1401			NA	NA	1000
1406	0.07	270	R	To	00 1407			INA	INA	1999
1406	0.12	130	R	From:	88-1407			NA	NA	1999
				To:	88-1405	<u> </u>				
	0.04	60		From:	88-1406			NA	NA	1999
1407	0.04	60	R	To:	Dead End	1		IVA	INA	1998
				From:	88-1401					
1408	0.26	400	R	-		-		NA	NA	1999
	0.00			To: From:	88-1405			NIA	NIA.	4000
1408	0.06	220	R			_		NA	NA	1999
1408	0.06	110	R	From:	88-1404			NA	NA	1999
1400)				To:	88-1409					
$\overline{}$				From:	Cul-de-Sac					
1409	0.03	60	R	To:	88-1408	7		NA	NA	1999
				From:	88-1412	<u> </u>				
1410	0.09	240	R					NA	NA	1986
_			_	To: From:	88-1411					
1410	0.05	430	R			_		NA	NA	1986
1410	0.02	260	R	From:	88-1415			NA	NA	1986
1410)				To:	88-1413	_		1		. 500
1410	0.10	530	R	From:	30	_		NA	NA	1986
				To: From:	88-1414	_				
1410	0.09	790	R	To:	88-613	_		NA	NA	1986
				From:	88-1410	1				
1411)	0.07	49	R			<u> </u>		NA	NA	1986
				To:	Cul-de-Sac					
1413	0.16	120	R	From:	88-1437 WEST			NA	NA	1995
1412	0.10	120		To:	88-1437 EAST	¬			14/1	1000
1412	0.14	70	R	From:	00-143/ EAS1			NA	NA	1986
$\bigcup$				To:	Dead End					
1413)	0.00	22		From:	88-1410			NIA.	NIA	4000
(1413)	0.08	60	R	To:	Cul-de-Sac	_		NA	NA	1986

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
notsylvania County				From:	88-1437					
1414)	0.06	120	R		00 1137	_		NA	NA	1995
<u> </u>				To: From:	88-1415	]				
1414)	0.21	47	R			_		NA	NA	1986
	0.09	330	R	From:	88-1416			NA	NA	1986
1414)	0.09	330	K	To:	88-1410	7		INA	INA	1900
				From:	88-1414					
1415)	0.06	40	R					NA	NA	1986
				To: From:	88-1416	]—				
1415)	0.28	140	R	To:	88-1410	_		NA	NA	1986
				From:	88-1415	1				
1416	0.05	80	R		00-1413	_		NA	NA	1986
				To	88-1436					
1416	0.10	130	R	From:				NA	NA	1986
				From:	88-1435	]——				
1416	0.04	210	R	To:	00.4444	_		NA	NA	1986
				From:	88-1414	<u> </u>				
1417)	0.12	420	R	rioni.	88-1401	_		NA	NA	1999
				To:	88-1405	1				
				From:	Cul-de-Sac					
1418	0.04	50	R	To:	00 1405	<b>-</b>		NA	NA	1999
				From:	88-1405	<u> </u>				
1419)	0.24	90	R		88-613	_		NA	NA	1999
				To:	Cul-de-Sac					
				From:	Dead End					
1420	0.52	150	R	To:	88-608	_		NA	NA	1986
				From:	SR 208	<u> </u>				
1421)	1.43	600	R		SK 206	_		NA	NA	1995
				To:	Cul-de-Sac					
$\overline{}$				From:	88-1421					400-
1422	0.08	70	R	To:	Cul-de-Sac	7		NA	NA	1995
				From:	88-1403					
1423)	0.09	80	R		00-1403			NA	NA	1995
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1424	0.07	220	R					NA	NA	1986
$\overline{}$	0.10	40		From:	88-1425			NIA	NIA	1000
1424	0.19	40	R	To:	88-613	7		NA	NA	1986
				From:	88-1424					
1425)	0.09	430	R		~ · · · · · ·	<b>-</b>		NA	NA	1986
				To:	SR 208	1				
$\bigcirc$	0.00		_	From:	88-1421			N/ A	NIA.	400-
1426	80.0	60	R	To:	Cul-de-Sac	_		NA	NA	1995
				From:	88-1421	+				
1427	0.08	60	R		00-1421	_		NA	NA	1995
				To:	Cul-de-Sac					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail QC	Design Hour	QK AAWDT QW	Year
notsvlvania Countv				From:	88-606	1			
1428)	0.48	70	R			<del></del> 	NA	NA	1986
				To:	Cul-de-Sac				
	0.42	30	R	From:	88-606		NA	NA	1986
1429	0.42	30	K	To:	Cul-de-Sac		INA	IVA	1900
				From:	Cul-de-Sac				
1430	0.24	80	R				NA	NA	1986
				To: From:	88-722	]			
1430	0.17	80	R			_	NA	NA	1986
				To:	Cul-de-Sac				
	0.46	NA		From:	88-639 SOUTH		NA	NA	
1431	0.40	NA.		To:	88-639; 88-1114 NORTH		IVA	IVA	
				From:	Cul-de-Sac				
1432	0.07	NA				_	NA	NA	
				To:	88-1421				
$\cap$	0.17	NI A		From:	Cul-de-Sac		NIA	NIA	
1433	0.17	NA		To:	88-1421	7	NA	NA	
				From:	Cul-de-Sac				
1434)	0.20	NA		<u>L</u>	Cur de Sac		NA	NA	
				To:	88-1421				
$\overline{}$				From:	Cul-de-Sac				
1435	0.09	50	R	To:	88-1416	_	NA	NA	1986
				From:	Cul-de-Sac				
1436	0.05	40	R	<u> </u>	Cui-ue-Sac	_	NA	NA	1986
				To:	88-1416				
				From:	88-608				
1437	0.15	290	R				NA	NA	1995
				From:	88-1414				400-
1437)	0.20	190	R			_	NA	NA	1995
1437)	0.21	40	R	From:	88-1412 WEST		NA	NA	1985
1437)	0.21	40	ĸ	To:	88-1412 EAST		INA	INA	1900
				From:	88-1439				
1438)	0.09	110	R		00 0 100		NA	NA	1999
				To:	88-1421				
$\bigcirc$	0.00		_	From:	Cul-de-Sac				4000
1439	0.09	80	R	To:	88-1438		NA	NA	1999
				From:	Cul-de-Sac	<del></del>			
1440)	0.71	160	R	<u> </u>	Cui-uc-sac	_	NA	NA	1986
				To:	88-632				
				From:	Cul-de-Sac				
1441)	0.38	40	R	Ter	00 1440	¬	NA	NA	1995
				To: From:	88-1440	1			
1442	0.47	80	R	. 10/11.	Cul-de-Sac	_	NA	NA	1995
1772)				To:	88-1441	<u></u>			
				From:	Cul-de-Sac				
1443	0.15	80	R			· -	NA	NA	1995
				To:	88-1442				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	88-1440					
1444)	0.13	30	R		00-1440			NA	NA	1999
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1445	0.25	20	R	To:	00.400	_		NA	NA	1986
				From:	88-628	1				
	0.40	NA		FIOIII.	Cul-de-Sac			NA	NA	
1446	0.40	11/4		To:	88-1440	7		14/1	14/1	
				From:	Cul-de-Sac					
1447)	0.19	NA						NA	NA	
				To:	88-1446					
$\bigcirc$	2.22			From:	Cul-de-Sac					
1448)	0.06	NA		To:	88-1447	_		NA	NA	
				From:		1				
1449	0.13	NA		<u> </u>	88-1431	_		NA	NA	
				To:	Cul-de-Sac					
				From:	88-1451					
1450	0.19	410	R			_		NA	NA	1999
				To:	SR 208					
	0.07	00	_	From:	Cul-de-Sac			NIA	NIA	4000
1451)	0.07	20	R					NA	NA	1999
	0.40	200	_	From:	88-1450	_		NIA	NIA	4000
1451)	0.10	320	R	To:	88-1452	1		NA	NA	1999
				From:	Dead End	1				
1452	0.04	10	R	<u> </u>	Dead End			NA	NA	1999
				To	88-1453	<b>7</b>				
1452	0.14	200	R	From:	00 1105			NA	NA	1999
				To	88-1451	7				
1452	0.20	60	R	From:				NA	NA	1999
				To:	Cul-de-Sac					
$\sim$				From:	Cul-de-Sac					
1453	0.17	170	R	To	00.1452	_		NA	NA	1999
				To: From:	88-1452					
	0.04	30	R	From:	88-1453			NA	NA	1999
1454	0.04	30	1	To:	Cul-de-Sac	1		11/3	IVA	1000
				From:	Dead End					
1455	0.13	NA		<u></u>	****	_		NA	NA	
				To: From:	88-1456	1—				
1455	0.32	390	R			_		NA	NA	1999
				To:	88-606	<u> </u>				
$\bigcirc$				From:	88-1455			N.1.0		4000
1456	0.07	70	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:		+				
1457)	0.15	260	R		SR 208	_		NA	NA	1999
				To:	00 1450					
1457	0.36	190	R	From:	88-1458			NA	NA	1999
1457				To:	88-1459					
1457)	0.16	100	R	From:	00-1437			NA	NA	1999
				To:	88-1460	1_				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
potsylvania County				From:	88-1460	I				
1457)	0.16	46	R		00-1-00			NA	NA	1999
				To:	Cul-de-Sac					
$\sim$				From:	88-1457					
1458	0.38	40	R	т	911.9	_		NA	NA	1999
				To: From:	Cul-de-Sac					
(10)	0.16	40	R	From:	Dead End	_		NA	NA	1999
1459	0.10	70	1	To:	88-1457	7		INA	INA	1000
				From:	Cul-de-Sac					
1460	0.14	40	R			_		NA	NA	1999
				To:	88-1457					
$\bigcirc$	2.24			From:	88-1469					
1461)	0.04	NA		To:	99 (20, 99 1200	7		NA	NA	
				From:	88-620; 88-1299	1				
1462)	0.27	60	R		Dead End	_		NA	NA	1999
1462				To:	QQ 1 <i>AG</i> 2	<b></b>		•		. 500
1462	0.29	200	R	From:	88-1463			NA	NA	1999
				To:	US 1	<b></b>				
1462	0.28	1300	R	From:	031			NA	NA	1999
				To:	88-632					
				From:	88-1464					
1463	0.27	30	R			_		NA	NA	1986
				To	88-1462					
	0.13	30	R	From:	Dead End			NA	NA	1986
1464	0.13	30	ĸ	_		_		INA	INA	1900
	0.12	20	R	From:	88-1463			NA	NA	1986
1464	0.12	20	K	To:	Dead End	7		INA	IVA	1900
				From:	Cul-de-Sac/					
1465	0.14	NA						NA	NA	
				To:	88-01431(B)/					
$\overline{}$				From:	88-1455					
1466	0.05	NA		To:	D 15 1	7		NA	NA	
				From:	Dead End					
447	0.38	NA		rioii.	Dead End			NA	NA	
1467	0.00	NA.		To:	88-639	7			147	
				From:	Cul-de-Sac					
1468	0.11	NA				_		NA	NA	
				To:	88-1467					
$\bigcirc$	0.11	N/ 2		From:	Cul-de-Sac			N1.0		
(1469)	0.11	NA		To:	Cul-de-Sac	7		NA	NA	
				From:	Cul-de-Sac	1				
1470	0.11	40	R	<u> </u>	Cui-uc-sac	_		NA	NA	1999
	·			To:	88-1575	<b></b>				
1470)	0.10	100	R	From:	00-13/3			NA	NA	1999
				To:	88-1574	<b></b>				
1470	0.21	280	R	From:	00-13/T	_		NA	NA	1999
				To:	88-1573	<b></b>				
(1470)	1.39	830	R	From:	50 1075	_1		NA	NA	1999
				To:	SR 208	7				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:		1				
(1471)	0.10	120	R	rioin.	Cul-de-Sac			NA	NA	1995
				To:	88-1470					
$\bigcirc$	0.00		_	From:	Cul-de-Sac			NIA	NIA	4005
1472	0.09	50	R	To:	88-1470	7		NA	NA	1995
				From:	88-639					
1473	0.22	80	R			<u>-</u>		NA	NA	1995
				To:	Cul-de-Sac					
(1474)	0.34	100	R	From:	88-1473			NA	NA	1995
1474)	0.04	100	11	To:	88-639			1471	14/1	1000
				From:	88-639					
1475)	0.86	150	R			_		NA	NA	1995
				To: From:	88-620					
1476	0.08	50	R	rioni.	88-1475			NA	NA	1995
				To:	Cul-de-Sac					
$\bigcirc$				From:	88-1475 SOUTH					
1477	0.43	50	R	To:	88-1475 NORTH	╗		NA	NA	1995
				From:	88-1475 NORTH 88-1477	1				
(1478)	0.10	110	R		00-14//			NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.00		_	From:	88-1477					4005
1479	0.09	50	R	To:	Cul-de-Sac	<b>-</b>		NA	NA	1995
				From:	Cul-de-Sac					
1480	0.07	60	R			<u>-</u>		NA	NA	1995
				To:	88-1477					
(1481)	0.07	48	R	From:	88-1477			NA	NA	1995
(1481)	0.07	40	IX	To:	Cul-de-Sac			INA	IVA	1990
_				From:	88-1477					
1482	0.11	70	R			_		NA	NA	1995
				To: From:	Cul-de-Sac	1				
(1483)	0.24	NA		rioin.	Cul-de-Sac			NA	NA	
(1400)				To:	88-1419					
$\bigcirc$				From:	Cul-de-Sac					
(1484)	0.07	NA		To:	88-1483	7		NA	NA	
				From:	88-1274					
(1485)	0.04	50	R		00-12/4	_		NA	NA	1995
				To:	Cul-de-Sac	<u> </u>				
$\bigcirc$	0.07	NA		From:	SR 208			NIA	NIA	
1486	0.37	NA		To:	Dead End	7		NA	NA	
				From:	Dead End					
(1487)	0.22	NA				<del>-</del>		NA	NA	
				To:	88-1486					
	0.09	NA		From:	88-1487			NA	NA	
1488	0.09	INA		To:	Dead End	1		11/7	INC	
				From:	FR-00692(R)/US-00001(B)/					
1489	0.21	NA				_		NA	NA	
				To:	88-01234(B)/					

					Spotsylvania Maintenance Area				
Route	I enath	AADT	QA	4Tire	BusTruck	OC.	Design	QK AAWDT QW	Year
	Longin	ולא	Q,A	41110	2Axle 3+Axle 1Trail	2Trail QO	Hour	QIC ARWDI QW	rear
Spotsylvania County				From:	88-1188				
(1490)	0.27	60	R	<u> </u>	00-1100		NA	NA	1995
1430	-			To:	Cul-de-Sac				
				From:	Cul-de-Sac				
(1491)	0.04	40	R			<u></u>	NA	NA	1995
				To:	88-1188				
				From:	88-1188				
1492	0.19	70	R	. —		<b>—</b>	NA	NA	1995
				To:	Cul-de-Sac				
$\bigcirc$	0.40	00	_	From:	Cul-de-Sac		NIA	NIA	4005
1493	0.13	60	R	To:	88-1492	_	NA	NA	1995
				From:					
	0.06	80	R	rioni.	Cul-de-Sac		NA	NA	1995
(1494)	0.00	00		To:	88-1493	$\neg$	10.	10.0	1000
				From:	88-1492	1			
(1495)	0.06	70	R	<u> </u>	00 11/2	_	NA	NA	1995
				To:	Cul-de-Sac				
				From:	88-1188				
1496	0.17	50	R			<u> </u>	NA	NA	1995
				To:	Cul-de-Sac				
				From:	88-1496				
(1497)	0.06	50	R				NA	NA	1995
				To:	Cul-de-Sac				
$\bigcirc$				From:	Cul-de-Sac				
(1501)	0.43	70	R				NA	NA	1999
				To: From:	88-1502				
1501	0.07	110	R	. —		<del></del> i	NA	NA	1999
				To:	88-622				
	0.44		_	From:	Cul-de-Sac				4000
1502	0.11	30	R	To:	88-1501	_	NA	NA	1999
				From:					
	0.11	10	R	rioni.	Cul-de-Sac		NA	NA	1999
1503	0.11	10	11	To:	88-1501	$\neg$	1471	14/1	1000
				From:	88-719				
(1505)	0.15	20	R	<u> </u>	00-717		NA	NA	1986
1303)				To:	PARKWOOD CIRCLE				
1505	0.43	10	R	From:	PARK WOOD CIRCLE		NA	NA	1986
1505	00		•••	To:	Cul-de-Sac				
				From:	88-1505				
(1506)	0.16	20	R	<u> </u>			NA	NA	1999
				To:	Cul-de-Sac				
				From:	88-1505				
(1507)	0.10	5	R				NA	NA	1999
				To:	Cul-de-Sac				
$\bigcirc$				From:	88-1505				
1508	0.13	10	R	т —			NA	NA	1995
				To:	Cul-de-Sac				
$\overline{}$	0.40	450	_	From:	88-738		NIA	NI A	1000
1510	0.40	150	R				NA	NA	1986
				To: From:	88-1511				
1510	0.47	40	R	т	0.1.1.0	_	NA	NA	1986
				To:	Cul-de-Sac				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	Dead End					
1511)	0.11	40	R			_		NA	NA	1986
				To:	88-1510	]——				
1511)	0.45	40	R	To:	Cul-de-Sac	7		NA	NA	1986
				From:	88-608	+				
1514	0.96	NA			00 000	_		NA	NA	
				To:	Dead End					
$\bigcirc$	0.24	NIA		From:	Cul-de-Sac			NA	NA	
1516	0.24	NA		To:	88-719	7		INA	INA	
				From:	Cul-de-Sac					
1517)	0.66	80	R			_		NA	NA	1999
				To:	88-719					
	0.24	NA		From:	88-01592(B)/	_		NA	NA	
1518	0.24	NA.		To:	Cul-de-Sac/			11/-3	INA	
				From:	88-01592(B)/					
1519	0.10	NA				_		NA	NA	
				To: From:	88-01518(B)/					
1520	0.20	30	R	rioin.	88-1521	_		NA	NA	1986
1520				To:	88-614					
				From:	Cul-de-Sac					
1521	0.28	20	R					NA	NA	1986
	0.00	40		To: From:	88-1520			NIA	NIA	4000
1521	0.06	10	R	To:	Dead End	7		NA	NA	1986
				From:	Cul-de-Sac/					
1522	0.20	NA				<b>-</b>		NA	NA	
				To:	Cul-de-Sac/	<u> </u>				
	0.12	NA		From:	Cul-de-Sac/	_		NA	NA	
1523	0.12	NA		To:	88-01397(B)/	7		INA	INA	
				From:	88-01397(B)/					
1524)	0.09	NA				_		NA	NA	
				To:	Cul-de-Sac/					
1525	0.03	20	R	From:	Cul-de-Sac	_		NA	NA	1999
1323)				To	88-1526					
1525	0.38	70	R	From:	00 1320	_		NA	NA	1999
				To:	88-601					
$\bigcap$	0.07	20	Р	From:	Cul-de-Sac			NIA	NIA.	1000
1526	0.27	30	R	To:	88-1525	7		NA	NA	1999
				From:	Cul-de-Sac					
1527	1.00	NA				_		NA	NA	
				To:	88-633	<u> </u>				
	0.40	NA		From:	Cul-de-Sac			NA	NA	· <u> </u>
1528	0.40	INA		To:	Cul-de-Sac	7		11/7	INC	
				From:	Cul-de-Sac					
1529	0.12	NA				_		NA	NA	
				To:	88-1527					

					Spotsylvania Maintenance Area			Doctor		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	C-1 1- C					
1530)	0.41	20	R	110m.	Cul-de-Sac			NA	NA	1986
1330)				To:	88-612					
$\sim$				From:	Cul-de-Sac					
1531	0.10	20	R	To:	00 (12	_		NA	NA	1986
				From:	88-612					
1534)	0.10	NA			Dead End			NA	NA	
				To:	88-719					
$\overline{}$				From:	Cul-de-Sac					
1535	0.37	40	R	To:	88-719	_		NA	NA	1986
				From:	88-1540	1				
1536	0.09	60	R		88-1340			NA	NA	1999
				To:	88-1539	¬				
1536	0.15	80	R	From:	00 1037	_		NA	NA	1999
				To: From:	88-1538					
1536	0.20	150	R	-				NA	NA	1999
				To: From:	88-1537					
1536	0.31	180	R	To:	00.710	_		NA	NA	1999
				From:	88-719					
1537)	0.18	40	R	110m.	88-1536			NA	NA	1999
1007)				To:	Cul-de-Sac					
				From:	88-1536					
1538	0.20	70	R			_		NA	NA	1999
				To:	Cul-de-Sac					
4520	0.22	30	R	From:	88-1536			NA	NA	1999
1539	0.22	00		To	88-1540	_		14/1	10/1	1000
1539	0.05	10	R	From:	66-1340			NA	NA	1999
				To:	Cul-de-Sac					
				From:	88-1536					
1540	0.28	50	R	To:	00.1520	_		NA	NA	1999
				From:	88-1539	1				
1541)	0.16	20	R	110.11.	Cul-de-Sac	_		NA	NA	1986
1341)				To:	88-719					
				From:	88-719					
1542	0.12	20	R					NA	NA	1986
				To: From:	88-1543					
(1542)	0.32	NA		To:	Dead End	7		NA	NA	
				From:	88-1542	<u> </u>				
1543)	0.46	20	R		JU-1J-12	_		NA	NA	1986
				To:	Cul-de-Sac					
$\bigcirc$				From:	Cul-de-Sac				NIC	4605
1545	0.62	80	R	To:	88-654	7		NA	NA	1999
				From:	88-1545	<u> </u>				
1546	0.12	30	R	· L	00-1343	_		NA	NA	1999
	-	-		To:	Dead End					
				From:	Cul-de-Sac/				<u> </u>	·
1548	0.10	NA		To:	00.01270777	_		NA	NA	
				To:	88-01368(B)/					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:						
(1549)	0.14	NA		Piolii.	Cul-de-Sac/	_		NA	NA	
				To:	88-01368(B)/					
$\bigcirc$	0.00		_	From:	Cul-de-Sac					4005
1550	0.28	90	R	To:	88-622	7		NA	NA	1995
				From:	88-1550					
(1551)	0.17	130	R			<b>_</b>		NA	NA	1995
				To:	88-1552					
	0.06	50	R	From:	Dead End			NA	NA	1995
1552	0.00	30	K	To:	00.1551	7		INA	INA	1990
(1552)	0.06	50	R	From:	88-1551			NA	NA	1995
(1332)				To:	Cul-de-Sac					
$\widehat{}$				From:	Cul-de-Sac					
1555	1.63	370	R	To:	88-608	_		NA	NA	1999
				From:	88-608 88-1555	+				
(1556)	0.17	80	R		00-1333	_		NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	2.12		_	From:	88-1555					100
1557	0.13	30	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	88-1115					
1560	0.10	60	R		00-1113	_		NA	NA	1995
				To:	Cul-de-Sac					
$\bigcirc$	0.00			From:	88-1563					400
(1561)	0.23	250	R	To:	88-1115	7		NA	NA	1995
				From:	88-1561	1				
(1562)	0.08	150	R		00 1301	_		NA	NA	1995
				To:	88-1115					
$\bigcirc$	0.16	50	_	From:	Cul-de-Sac			NIA	NIA	100
1563	0.16	50	R	. —		_		NA	NA	1995
(1563)	0.31	500	R	From:	88-1115			NA	NA	1995
(1563)	0.01		.,	To:	88-1564 EAST	1			147.	1000
				From:	Cul-de-Sac					
1564	0.04	30	R					NA	NA	1999
				From:	88-1568 SOUTH	]				4000
1564	0.24	80	R			_		NA	NA	1999
	0.07	160	R	From:	88-1569			NA	NA	1999
1564	0.07	100		To	00 15(0 NODTH			11/21	INC	1998
(1564)	0.16	320	R	From:	88-1568 NORTH		_	NA	NA	1999
<u> </u>		<b>-</b>		To:	88-1563 WEST			-		
(1564)	0.32	170	R	From:	00 1505 WEB1	_		NA	NA	1999
				To: From:	88-1566	<u></u>				
1564	0.05	120	R					NA	NA	1999
				To: From:	88-1563 EAST	]				
(1564)	0.24	90	R	To:	00.1575	7		NA	NA	1999
				From:	88-1565	1				
(1565)	0.16	90	R		88-1567 SOUTH	_		NA	NA	1999
				To:	88-1567 NORTH					

				;	Spotsylvania Maintenance Area				
Route	l enath	AADT	QA	4Tire	Bus CALL OLD TRUCK	OC.	Design	QK AAWDT QW	Year
	Longui	7701	Q,A	71110	2Axle 3+Axle 1Trail	2Trail QO	Hour	QIC ANIDI QII	i cai
Spotsylvania County				From:	88-1567 NORTH	1			
1565)	0.15	NA			66 1307 NORTH		NA	NA	
				To:	88-1563				
				From:	88-1564				
1566	0.05	NA				_	NA	NA	
				To:	Cul-de-Sac				
	0.05	440	_	From:	88-1565 NORTH		NIA	NIA	4000
1567	0.25	110	R	To:	88-1565 SOUTH	7	NA	NA	1999
				From:	88-1564 SOUTH				
1568	0.20	80	R		66-1304 300 111		NA	NA	1999
1300)				To:	88-1564 NORTH				
				From:	Cul-de-Sac				
1569	0.09	20	R			_	NA	NA	1999
				To:	88-1564				
				From:	Cul-de-Sac				
1571	0.08	NA		т.			NA	NA	
				To:	88-1470				
	0.00			From:	Cul-de-Sac		NIA	NIA	
1572	0.09	NA		To:	88-1470	7	NA	NA	
				From:					
1572	0.18	NA			Cul-de-Sac		NA	NA	
1573	0.10			To:	Cul-de-Sac		10.	177	
				From:	Cul-de-Sac				
1574	0.19	90	R	<u> </u>	2.0 2.0 2.0	_	NA	NA	1999
$\cup$				To:	88-1470				
				From:	Cul-de-Sac				
1575	0.04	80	R			_	NA	NA	1999
				To:	88-1470				
			_	From:	88-1344				4000
1576	0.06	80	R	To:	Cold Sec.	_	NA	NA	1999
				From:	Cul-de-Sac				
	0.06	80	R	FIOIII.	88-1344		NA	NA	1999
1577	0.00	00	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	$\neg$	147 (	14/1	1000
				From:	88-1344	Ī			
1578)	0.06	70	R		00 1311		NA	NA	1999
				To:	Cul-de-Sac				
				From:	88-1344				
1579)	0.06	80	R				NA	NA	1999
				To:	Cul-de-Sac				
$\bigcirc$	• • •			From:	Cul-de-Sac				
1580	0.12	120	R				NA	NA	1999
				To: From:	88-1344 SOUTH				
1580	0.57	80	R				NA	NA	1999
				To: From:	88-1344 NORTH				
1580	0.09	NA					NA	NA	
				To:	Cul-de-Sac				
$\bigcirc$	6.44		_	From:	Cul-de-Sac		N. A	N14	4000
1581	0.11	80	R			<u></u>	NA	NA	1999
				To: From:	88-1344				
1581	0.16	NA		To	P 17.		NA	NA	
				To:	Dead End				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
potsylvania County				From:	88-1580	1				
1582)	0.04	80	R	<u> </u>	00-1300	_		NA	NA	1999
$\bigcup$				To:	Cul-de-Sac					
$\overline{}$	0.00	400		From:	Cul-de-Sac			NIA	NIA	4000
1583	0.08	120	R	_		-		NA	NA	1999
1583	0.04	40	R	From:	88-1344			NA	NA	1999
1583)	0.04	70	IX.	To:	Cul-de-Sac	1		11/3	IVA	1000
				From:	Cul-de-Sac					
1584	0.04	NA				_		NA	NA	
				From:	88-1344	]				
1584	0.05	NA		To:		-		NA	NA	
				From:	Cul-de-Sac					
1595	0.20	180	R	. zoni.	Cul-de-Sac	J		NA	NA	1999
1585	J.20			To	88-1586					. 500
1585	0.13	350	R	From:	00-1300			NA	NA	1999
				To	88-1344	1				
1585	0.06	80	R	From:		_		NA	NA	1999
				To:	Cul-de-Sac					
$\overline{}$	0.00		_	From:	Cul-de-Sac					4000
1586	0.06	60	R	To:	88-1585	7		NA	NA	1999
				From:	Cul-de-Sac	1				
1587)	0.05	50	R		Cm-uc-suc	_		NA	NA	1999
				To:	88-1344					
$\bigcirc$				From:	Cul-de-Sac					
1588	0.04	20	R					NA	NA	1999
	0.00		_	To: From:	88-1591	<u> </u>		NIA		4000
1588	0.06	20	R	To:	88-601	7		NA	NA	1999
				From:	Cul-de-Sac					
1589	0.33	90	R		Cui de Sue	_		NA	NA	1999
				To:	88-601					
$\overline{}$				From:	88-1188					
1590	0.20	500	R	To:	88-711	7		NA	NA	1995
				From:	88-1588	<u> </u>				
1591)	0.21	4	R		00-1300			NA	NA	1999
				To:	Cul-de-Sac					
$\sim$				From:	BEGIN LOOP					
1592	0.75	NA		To:	99 (20	7		NA	NA	
				From:	88-639 88-719	1				
1593)	0.49	120	R	<u> </u>	00-/17			NA	NA	1999
		*		To:	Cul-de-Sac			-		
				From:	Cul-de-Sac					
1594	0.16	20	R					NA	NA	1999
				To: From:	88-1593	}				
1594	0.11	10	R	То:	Cul-de-Sac	7		NA	NA	1999
				From:		<del>                                     </del>				
1595	0.18	8	R		Cul-de-Sac	_		NA	NA	1999
		-		To:	88-1593	7				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
notsylvania County				From:	88-1593	1				
1596)	0.14	10	R	<u> </u>	00 1373	_		NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.40		_	From:	Cul-de-Sac					4000
1597	0.19	80	R	To:	88-1593	7		NA	NA	1999
				From:	88-1597	<del> </del>				
1598)	0.17	70	R		00-1377	_		NA	NA	1999
				To:	Cul-de-Sac					
				From:	88-1593					
1599	0.05	10	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:		1				
1601)	0.17	230	R		Dead End	_		NA	NA	1999
				To:	88-1602					
1601)	0.40	730	R	From:	00-1002	_		NA	NA	1999
				To:	88-621					
$\bigcirc$				From:	88-1601					
1602	0.03	30	R	To:	Dead End	7		NA	NA	1999
				From:		1				
1603)	0.07	80	R		Dead End	_		NA	NA	1999
				To	88-1607					
1603)	0.07	200	R	From:	00-1007	_		NA	NA	1999
				To: From:	88-1606	7				
1603	0.06	120	R	From:	00 1000			NA	NA	1999
				To: From:	88-1605	<del>-</del>				
1603	0.07	70	R	rioin.				NA	NA	1999
				To: From:	88-1604	<u> </u>				
1603)	0.07	100	R			_		NA	NA	1999
				To:	88-1601					
	0.05	40	R	From:	88-1603			NA	NA	1999
1604	0.00	40	IX.	To:	Cul-de-Sac	1		IVA	IVA	1000
				From:	88-1603					
1605)	0.06	70	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.00		_	From:	88-1603			NIA	NIA	4000
1606)	0.08	80	R	To:	Dead End	7		NA	NA	1999
				From:	88-1603	I				
1607)	0.07	280	R		00 1005			NA	NA	1999
				To: From:	88-1608	<b>─</b>				
1607	0.12	470	R			<u>-</u>		NA	NA	1999
				To:	88-1601	<u> </u>				
$\bigcirc$	0.07			From:	Dead End			NIA	NIΛ	1000
1608)	0.07	60	R	To:	88-1607	7		NA	NA	1999
				From:	88-1182	<del> </del>				
1610	0.14	NA		<u> </u>	00 1102	_		NA	NA	
				To:	88-1180					
$\overline{}$				From:	88-1182					
1611)	0.04	NA		To:	p in i	7		NA	NA	
				10.	Dead End					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	88-1638					
1613)	0.12	NA			00 1030	<b>-</b>		NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$	0.05	NA		From:	Cul-de-Sac			NΙΔ	NA	
1614	0.05	NA		To:	88-1613	7		NA	NA	
				From:	FR-696					
1615)	0.81	NA						NA	NA	
				To:	88-608					
$\bigcirc$	0.24	N1.0		From:	88-1615 WEST			NIA	NIA	
1616	0.34	NA		To:	88-1615 EAST	7		NA	NA	
				From:	Cul-de-Sac					
1617)	0.03	NA			our de sue			NA	NA	
				To:	88-1618; 88-1615					
$\bigcirc$	0.00	***		From:	88-1617; 88-1615					
1618)	80.0	NA		To:	Cul-de-Sac	7		NA	NA	
				From:	88-1615	<del>                                     </del>				
1619	0.08	NA			00-1013			NA	NA	
				To:	Cul-de-Sac					
				From:	SR 3					
1620	0.26	390	R	To:	00 1/21	7		NA	NA	1999
				From:	88-1621	_				
1621	0.98	330	R		88-1620	_		NA	NA	1999
1021)				To:	Cul-de-Sac	1				
				From:	88-1621					
1622	0.19	NA		To:		-		NA	NA	
				From:	Cul-de-Sac	1				
1623)	0.19	80	R	rioiii.	88-1621			NA	NA	1999
1023)	0.10			To:	Cul-de-Sac	1			177	1000
				From:	88-621					
1624	0.07	170	R					NA	NA	1999
				From:	88-1625	]				
1624	0.10	120	R					NA	NA	1999
	0.11	445		From:	88-1626	]——		NIA.	NIA	4000
1624	0.11	110	R			_		NA	NA	1999
	0.14	40		From:	88-1627			NA	NA	1999
1624	0.14	40	R	To:	Cul-de-Sac	7		IVA	INA	1999
				From:	Cul-de-Sac	Ī				
1625	0.13	30	R			_		NA	NA	1999
				To:	88-1624	<u></u>				
$\bigcirc$	0.44	40		From:	88-1624			N/A	NI A	4000
1626	0.11	40	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	88-1624					
1627	0.13	30	R	<u> </u>	00-102 <b>4</b>	_		NA	NA	1999
				To:	Cul-de-Sac					
$\overline{}$				From:	88-621					
1628)	0.17	50	R	To	0.11.0	7		NA	NA	1999
				To:	Cul-de-Sac					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsvlvania Countv				From:	88-621					
1629	0.12	100	R		00-021	_		NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.20	600		From:	88-608			NIA	NIA	1005
1630	0.29	600	R	To:	88-1631	٦		NA	NA	1995
				From:	88-1632	<u> </u>				
1631)	0.47	150	R	<u> </u>	00 1032	_		NA	NA	1995
				To:	Cul-de-Sac					
$\bigcirc$				From:	Dead End					
1632	0.08	60	R			_		NA	NA	1995
	0.16	40	_	From:	88-1631			NIA	NΙΔ	1005
1632	0.16	48	R	To:	Cul-de-Sac	1		NA	NA	1995
				From:	Cul-de-Sac					
1633	0.18	NA		<u> </u>	Cur-de-Sac	_		NA	NA	
				To:	88-1621					
$\bigcirc$				From:	88-1621					
1634	0.19	NA		To:	C-1 1- 0	7		NA	NA	
				From:	Cul-de-Sac	<u> </u>				
1635)	0.09	NA			Dead End			NA	NA	
10339				To:	88-780					
				From:	88-1638 SOUTHWEST					
1636	0.49	NA				_		NA	NA	
				To:	88-1638 NORTHEAST	<u> </u>				
	0.17	NA		From:	88-1643	_		NA	NA	
1637	0.17	NA.		To:	88-1638	1		IVA	IVA	
				From:	88-608					
1638	0.65	NA				<u>-</u>		NA	NA	
				To:	88-1647					
	0.00			From:	88-1638			NIA	NIA	
1639	0.06	NA		To:	Dead End	7		NA	NA	
				From:	SR 208					
1640)	0.98	NA			SR 200	_		NA	NA	
				To:	Shadow of:707789 END OF LOOP	1				
$\sim$				From:	88-1640					
1641)	0.11	NA		To:	0.1.1.0	7		NA	NA	
				From:	Cul-de-Sac	<u> </u>				
1642	0.05	NA		. comi.	88-1640	_		NA	NA	
1072				To:	Cul-de-Sac	]				
				From:	88-1636	]				
1643)	0.21	NA						NA	NA	
				To: From:	88-1638	]				
1643)	0.08	290	R					NA	NA	1999
				To: From:	88-1649	]——				
1643)	0.06	340	R					NA	NA	1999
				To: From:	88-1647	]				,=-:
1643	0.05	450	R					NA	NA	1999
	0.00	=0-	_	From:	88-1646			NIA.	NIA	4000
(1643)	0.09	560	R	To:	88-1645	7		NA	NA	1999
					00-1043					

					Spotsylv		ntenance								
Route	Length	AADT	QA	4Tire	Bus		Tru		OT :1	QC	Design	QK	AAWDT	QW	Year
Spotsylvania County	-					2Axle	3+Axle	1 I rail	21 rail		Hour				
				From:		88-16	45								
1643	0.07	690	R								NA		NA		1999
<u> </u>				To: From:		88-16	44								
(1643)	0.03	850	R	To:		99.71	20		_		NA		NA		1999
				From:		88-7									
1644	0.17	140	R			Cul-de-	-Sac		_		NA		NA		1999
1644	• • • • • • • • • • • • • • • • • • • •			To:		99 16	12								.000
(1644)	0.06	60	R	From:		88-16	143		_		NA		NA		1999
1049				To:		Cul-de	-Sac								
				From:		88-16	43								
1645	0.16	140	R						_		NA		NA		1999
				To:		Cul-de-	-Sac								
$\bigcirc$				From:		Cul-de-	-Sac								1000
(1646)	0.07	50	R								NA		NA		1999
	2 12			From:		88-16	643								4605
1646	0.13	140	R	To:		C-1 1	Coo		7		NA		NA		1999
						Cul-de-									
1647	0.04	NA		From:		88-16	38				NA		NA		
(1647)	0.04	NA.							_		INA		INA		
	0.10	160	R	From:		88-16	48		_		NA		NA		1999
(1647)	0.10	100	K	To:		88-16	543		7		INA		INA		1999
				From:		Cul-de									
(1648)	0.08	80	R	L.		Cui uc	Suc				NA		NA		1999
				To:		88-16	47								
				From:		Cul-de-	-Sac								
(1649)	0.06	50	R						_		NA		NA		1999
				To:		88-16									
	0.07			From:		88-62	28				NIA		NIA		4005
1650	0.97	200	R	To:		Cul-de	Saa		_		NA		NA		1995
				From:											
(1651)	0.16	800	R			88-62	28		_		NA		NA		1995
(1651)			•••	To:		00 1652 3	IODTH								
(1651)	0.06	100	R	From:		88-1652 N	OKIH				NA		NA		1995
				To		00.17	52								
(1651)	0.60	100	R	From:		88-16	133				NA		NA		1995
(1651)				To:		88-16	53								
				From:		88-16									
(1652)	0.57	160	R								NA		NA		1999
$\overline{}$				To:	Sl	nadow of:6	17080 EN								
				From:		Cul-de	-Sac								
(1653)	0.04	48	R								NA		NA		1999
				To: From:		88-16	666		]						
1653	0.14	140	R								NA		NA		1999
				To: From:		88-1651 N	ORTH		]						
1653	0.14	390	R								NA		NA		1999
				To: From:		88-16	51		]						
(1653)	0.10	160	R						-		NA		NA		1999
				To: From:		88-16	55		]						
(1653)	0.07	290	R	<u> </u>					_		NA		NA		1999
				To:	_	88-16	50								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	88-1650	Ī				
1653)	0.21	650	R		00-1030	_		NA	NA	1999
<u> </u>				To: From:	88-1662					1000
1653	0.09	450	R			_		NA	NA	1999
1653)	0.07	410	R	From:	88-1663			NA	NA	1999
(1653)				To:	88-1664					
1653	0.09	300	R	From:	***************************************			NA	NA	1999
				To: From:	88-1658					
1653	0.20	120	R	To:	Cul-de-Sac			NA	NA	1999
				From:	88-1653					
1655	0.41	100	R		00 1005			NA	NA	1995
				To:	88-1658					
1656	0.04	80	R	From:	Cul-de-Sac			NA	NA	1995
(1656)	0.04		11	To:	88-1655			1471	14/1	1000
				From:	88-1655					
(1657)	0.04	60	R	To:	0.1.1.0	_		NA	NA	1995
				From:	Cul-de-Sac 88-1907					
1658	1.02	120	R		88-1707			NA	NA	1995
				To:	Cul-de-Sac					
$\bigcirc$	0.12	40		From:	88-1650			NIA	NIA	1005
1659	0.12	48	R	To:	Cul-de-Sac			NA	NA	1995
				From:	88-1650	1				
1660)	0.08	50	R			_		NA	NA	1995
				To:	Cul-de-Sac					
1661)	0.08	50	R	From:	Cul-de-Sac; 0.08 MW			NA	NA	1995
(1001)				To	88-1658					
1661)	0.16	60	R	From:	00-1030			NA	NA	1995
				To:	Cul-de-Sac					
$\bigcirc$	0.12	400	_	From:	88-1653			NA	NΙΔ	1999
1662	0.13	100	R	To:	00.1772	_		INA	NA	1999
(1662)	0.18	130	R	From:	88-1663			NA	NA	1999
				To: From:	88-1658					
(1662)	0.24	320	R	From:		_		NA	NA	1999
				To: From:	88-1902					
(1662)	0.05	200	R			_		NA	NA	1999
	0.09	130	R	From:	88-1903			NA	NA	1999
1662	0.09	130	K	To:	88-1658 EAST			INA	INA	1999
				From:	88-1651					
(1663)	0.15	80	R			_		NA	NA	1995
<u> </u>				To: From:	88-1650					
(1663)	0.09	46	R					NA	NA	1999
	0.06	190	R	To: From:	88-1662	_		NA	NA	1999
(1663)	0.00	130	ĸ	To:	88-1653			INA	IVA	1999
						_		_		

Length	AADT	QA	4Tire	Rus	()(:	Design Hour	QK AAWDT QW	Year
			From:	88-1653				
0.15	90	R	<u> </u>	00 1033		NA	NA	1999
			To:	88-1658; 88-1906				
0.00	NIA		From:	88-1651 WEST		NIA	NIA	
0.06	NA		To:	88-1651 FAST	7	NA	NA	
			From:					
0.06	NA			Cui-de-Sac	_	NA	NA	
			To:	88-1653				
			From:	Cul-de-Sac				
0.13	NA					NA	NA	
			From:	88-1668				
0.21	NA		To:	00 1470	٦	NA	NA	
0.16	NA		<u> </u>	Dead End		NA	NA	
			To	88-1669	1			
0.07	NA		From:	00-1009		NA	NA	
			To:	88-628; 88-1651				
			From:	88-1668				
0.37	NA		To:	00.1670	_	NA	NA	
0.21	150	R	rioni.	88-627		NA	NA	1995
0.21	100	.,	To	88-1673			177	1000
			From:	88-1670				
0.23	100	R				NA	NA	1995
			To:	88-1675				
0.44	20	_	From:	88-1670		NIA	NIA	4005
0.14	80	ĸ	To:	Cul-de-Sac	7	NA	NA	1995
			From:					
0.23	80	R		00-1070	_	NA	NA	1995
			To:	88-1674				
			From:	88-1673				
0.17	70	R	To		_	NA	NA	1995
0.21	300	R	rioni.	88-16/3		NA	NA	1995
V. <u> </u>		•••	To:	88-627				
			From:	Cul-de-Sac				
0.07	NA				_	NA	NA	
0.22	NA		From:	Dead End/		NIA	NIA	
0.22	NA		To:	88-00628(B)/88-01651(U)/	٦	INA	INA	
			From:					
0.06	NA				_	NA	NA	
			To:	88-01667(B)/				
			From:	Cul-de-Sac				
0.63	NA		To:	SR 3	7	NA	NA	
				5K 3				
					1			
0.69	NA		From:	88-1680		NA	NA	
	0.15  0.06  0.06  0.13  0.21  0.16  0.07  0.21  0.23  0.14  0.23  0.17  0.21  0.22  0.06	0.15 90  0.06 NA  0.06 NA  0.13 NA  0.21 NA  0.16 NA  0.07 NA  0.37 NA  0.21 150  0.23 100  0.14 80  0.23 80  0.17 70  0.21 300  0.07 NA  0.21 NA	0.15 90 R  0.06 NA  0.06 NA  0.13 NA  0.21 NA  0.16 NA  0.07 NA  0.21 150 R  0.23 100 R  0.14 80 R  0.14 80 R  0.17 70 R  0.21 300 R  0.21 300 R  0.21 300 R	O.15   90   R     From     O.06   NA   To     From   O.06   NA   To   From   O.13   NA   O.21   NA   To   From   O.16   NA   O.21   NA   To   From   O.23   100   R   To   From   O.23   80   R   To   From   O.23   80   R   To   From   O.21   300   R   To   From   O.21   300   R   To   From   O.21   300   R   To   From   O.22   NA   To   From   O.22   NA   To   From   O.22   NA   To   From   O.22   NA   To   From   O.24   To   From   O.25   NA   To   From   O.26   NA   To   From   O.27   NA   To   From   O.28   NA   To   From   O.29   NA   To   From   O.20   NA   To   From   O.25   From   O.26   NA   To   From   O.27   To   From   O.28   To   From   O.28   To   From   O.29   To   From   O.20   To   Fr	Length   AADT   QA   4 lire   Bus   2 Axle   3 + Axle   1 Trail	Columbia   Columbia	Continue	1

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:		1				
(1682)	0.12	NA		Tioni.	88-01689(B)/			NA	NA	
				To:	Cul-de-Sac/					
$\bigcirc$	0.05			From:	88-01689(B)/			NIA	NIA	
1683	0.05	NA		To:	Cul-de-Sac/	_		NA	NA	
				From:	88-01691(L)/					
1684	0.29	NA			******( <del>=</del> )	<b>_</b>		NA	NA	
<u> </u>				To:	88-01615(B)/	<u> </u>				
$\bigcirc$	0.24	NA		From:	Cul-de-Sac/			NA	NA	
1685	0.24	NA		To:	Cul-de-Sac/	$\neg$		INA	INA	
				From:	88-1037	İ				
1686	0.28	NA				<b>_</b>		NA	NA	
				To:	88-1689	<u> </u>				
<u> </u>	0.04	NI A		From:	Cul-de-Sac			NA	NA	
1687	0.04	NA		To:	88-1686			INA	INA	
				From:	Cul-de-Sac					
1688	0.23	NA				_		NA	NA	
				To:	88-1686					
	0.70	NA		From:	Cul-de-Sac			NA	NA	
1689	0.70	NA		To:	Dead End	7		INA	INA	
				From:	88-629					
1690	0.69	290	R			<b>_</b>		NA	NA	1999
				To:	Cul-de-Sac					
	0.10	NIA		From:	Cul-de-Sac/			NIA	NIA	
1691)	0.10	NA		To:	88-01684(L)/	$\neg$		NA	NA	
				From:	88-00620(B)/	1				
(1696)	0.88	NA				<b>_</b>		NA	NA	
				To:	88-01698(B)/					
	0.26	NA		From:	88-01696(B)/			NA	NΙΔ	
(1697)	0.20	NA		To:	Cul-de-Sac/	$\neg$		INA	NA	
				From:	Dead End/	Ī				
(1698)	0.49	NA				<b>_</b>		NA	NA	
				To:	Cul-de-Sac/					
	0.12	NA		From:	88-01698(B)/			NA	NA	
1699	0.12	NA		To:	Cul-de-Sac/	1		INA	INA	
				From:	Cul-de-Sac					
(1700)	0.39	NA				_		NA	NA	
				To:	SR 208	<u> </u>				
$\bigcirc$	0.42	00		From:	END LOOP			NA	NA	1999
(1701)	0.42	90	R			_		NA	NA	1999
(70)	0.06	150	R	From:	88-1704			NA	NA	1999
(1701)	0.00	100		To:	DECIN LOOP			14/-1	IVA	1000
(1701)	0.14	250	R	From:	BEGIN LOOP			NA	NA	1999
				To:	88-1703					
(1701)	0.09	590	R	From:	00-1/03			NA	NA	1999
				To	88-1702	<b>1</b> —				
(1701)	0.14	470	R	From:		_		NA	NA	1999
$\overline{}$				To:	88-1705					

Route	Length	AADT	QA	4Tire	Bus 2Axle	Truck 3+Axle 1Trai	l 2Trail	QC	Design Hour	QK AAV	VDT	QW	Year
Spotsylvania County				From:	88-17	05							
1701)	0.13	650	R	<u> </u>	00 17	03			NA	N	IA		1999
				To:	88-62	27							
$\bigcirc$			_	From:	88-62	27							4000
1702	0.14	190	R	To:	00 17	0.1	_		NA	N	IA		1999
				From:	88-17		<del> </del>						
1703	0.34	220	R	1 tolli.	88-17	01			NA	N	IA		1999
1703)	0.01		•••	To:	00 17	0.4	<del></del>			•			1000
1703	0.19	70	R	From:	88-17	04			NA	N	IA		1999
1703)				To:	Dead I	End							
				From:	88-17	03							
1704)	0.15	70	R						NA	N	IA		1999
				To:	88-17	01							
$\bigcirc$				From:	88-17	01							4000
1705)	0.11	180	R						NA	N	IA		1999
	2 12		_	From:	88-17	06							4000
1705	0.13	110	R	To:	Cul-de-	Sac	$\neg$		NA	N	IA		1999
				From:									
1706	0.06	47	R		88-17	05			NA	N	IA		1999
1700)	0.00		•••	To:	Cul-de-	Sac				•			.000
				From:	88-1708; 8								
1707)	0.10	NA							NA	N	IA		
				To	88-61	16							
$\overline{}$				From:	88-1709; 8	8-1707				_			
1708	0.86	NA		To:	00.17	00	_		NA	N	IA		
				From:	88-17								
(700)	0.88	NA		Piolii.	88-1708; 8	8-1707			NA		IA		
1709	0.00	IVA		To:	88-17	10			1471	.,	., .		
				From:	88-61								
1710	0.98	NA							NA	N	IA		
				To:	Cul-de-	Sac							
$\bigcirc$				From:	88-61	12							
1712	0.27	NA		To:	00.15	12			NA	N	IA		
				From:	88-17		<u> </u>						
4740	0.35	NA		From:	88-17	12			NA		IA		
1713	0.00	IVA		To:	Dead I	End				•			
				From:	88-61								
1714	0.14	90	R						NA	N	IA		1986
				To: From:	88-17	15							
1714	0.36	90	R				_		NA	N	IA		1995
				To:	Cul-de-		L						
$\bigcirc$				From:	88-17	14							400-
1715	0.90	30	R	To:	Cv1 1-	Saa	_		NA	N	IA		1986
				From:	Cul-de-		1						
1716	0.18	NA			88-61	IU			NA	N	IA		
1710)	0.10			To:	Dead I	End	$\neg$		, .				
				From:	88-17		Ī						
1717	0.19	NA		-					NA	N	IA		
				To:	88-17	19							

					Spotsylvania Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Aylo 3.4Aylo 1Trail		QC	Design	QK AAWDT QW	Year
Spotsylvania County	-				2Axle 3+Axle 1Trail	21 rail		Hour		
				From:	88-1716					
(1718)	0.11	NA		To:	88-1719	_		NA	NA	
				From:	88-1716					
(1719)	0.22	NA			00 1/10			NA	NA	
				To:	88-1717					
$\bigcirc$	0.44	440	_	From:	88-620			NIA	NIA	4000
(1720)	0.41	140	R	_				NA	NA	1986
(1720)	0.06	60	R	From:	88-1722			NA	NA	1986
(1720)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac					.000
				From:	88-620					
(1721)	0.34	110	R			_		NA	NA	1986
				To:	88-1722					
(1723)	0.10	70	R	From:	88-1720			NA	NA	1986
1722	0.10			To:	88-1721					. 556
(1722)	0.10	180	R	From:	88-1/21			NA	NA	1986
				To:	Cul-de-Sac					
				From:	88-1726					
1725	0.59	120	R	To:	00.747	_		NA	NA	1986
				From:	88-747 88-1727	_				
(1726)	0.50	140	R	Tioni	88-1/2/			NA	NA	1986
				To:	88-747					
(1726)	0.36	70	R	From:	00-141			NA	NA	1986
				To: From:	88-1725	<b>—</b>				
1726	0.16	60	R					NA	NA	1995
				To:	Dead End					
	0.09	50	R	From:	Dead End			NA	NA	1995
1727	0.00	30	IX.	To:	00.1707	_		IVA	INA	1000
(1727)	0.06	NA		From:	88-1726			NA	NA	
(1721)				To:	Cul-de-Sac					
				From:	88-620					
1729	0.29	NA		To:	0.11.0	_		NA	NA	
				From:	Cul-de-Sac	<u> </u>				
(1730)	0.76	110	R		Cul-de-Sac			NA	NA	1986
	-			To:	88-620					-
				From:	Cul-de-Sac					
1731)	0.16	40	R					NA	NA	1986
	2.52			From:	88-1732			N/A	NIA.	4000
(1731)	0.50	90	R	To:	88-620			NA	NA	1986
				From:	88-1731	l l				
(1732)	0.27	50	R	<u> </u>	00 1/31			NA	NA	1986
				To:	Cul-de-Sac					
				From:	88-620					10
1733)	0.60	210	R			<u></u>		NA	NA	1986
	0.00	20		To: From:	88-1734			NIA	NIA	1000
(1733)	0.22	30	R	To:	Cul-de-Sac	$\neg$		NA	NA	1986
					Cur-uc-pac					

Deuts	1 0	445-			Spotsylvania Maintenance Area			Design	OK AMMET OM	\/ -
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDT QW	Year
Spotsylvania County				From:	Cul-de-Sac					
(1734)	0.26	40	R	<u> </u>	Cur de Sue	_		NA	NA	1986
				To:	88-1733					
$\bigcirc$	0.25	90	_	From:	Cul-de-Sac			NΙΔ	NIA	1005
1735	0.25	80	R	To:	88-618	$\neg$		NA	NA	1995
				From:	88-618					
1736)	0.18	40	R	<u> </u>	30 010			NA	NA	1986
				To:	Cul-de-Sac					
$\bigcirc$	2.21			From:	88-618					4000
1737	0.21	130	R					NA	NA	1999
	0.00		_	From:	88-1738	_		NIA	NIA	4000
1737	0.22	80	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	88-1737					
1738)	0.10	47	R		00-1/3/	_		NA	NA	1999
				To:	Cul-de-Sac					
$\overline{}$				From:	88-1741					
1739	0.12	60	R	To:	0.11.2	_		NA	NA	1995
				From:	Cul-de-Sac					
	0.13	600	R	From:	88-618			NA	NA	1999
1740	0.13	000	IX.	To:	00.1541	_		INA	INA	1333
1740	0.35	330	R	From:	88-1741			NA	NA	1999
1740	0.00	000		To	Cul-de-Sac				101	1000
				From:	Cul-de-Sac					
1741)	0.32	100	R			_		NA	NA	1999
				To: From:	88-1742	]				
1741)	0.48	220	R					NA	NA	1999
				To: From:	88-1740	<u> </u>				
1741)	0.64	140	R			_		NA	NA	1999
				To:	Dead End					
	0.13	60	R	From:	Cul-de-Sac			NA	NA	1999
1742	0.13	60	K			_		INA	IVA	1999
1742)	0.06	100	R	From:	88-1743			NA	NA	1999
1742)	0.00	100	IX.	To:	88-1741	7		IVA	IVA	1555
				From:	88-1742					
1743)	0.21	40	R					NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.00	070	_	From:	88-1740			<b></b>		4000
1744	0.62	270	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	88-1744	<u> </u>				
1745)	0.19	40	R	<u> </u>	00-1/44	_		NA	NA	1999
		-		To:	Cul-de-Sac					
				From:	88-1744					
1746	0.25	70	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.40	200	D	From:	SR 3			NIA	NIA	1000
1747	0.42	200	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	88-1741	+				
1748	0.20	40	R		00 1,71			NA	NA	1999
				To:	Cul-de-Sac					

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT QW	Year
	_5.19.11		٠,٠		2Axle 3+Axle 1Trail	2Trail		Hour		. 541
Spotsylvania County				From:	88-618					
(1750)	0.28	160	R					NA	NA	1999
	0.40			To: From:	88-1751			NIA	NIA.	4000
(1750)	0.12	50	R	To:	Cul-de-Sac	_		NA	NA	1999
				From:	88-1750					
(1751)	0.20	70	R	l	00 1700			NA	NA	1999
				To:	Cul-de-Sac					
	0.00	20		From:	88-610			NIA	NIA	4000
(1752)	0.28	60	R	To:	Cul-de-Sac			NA	NA	1986
				From:	Cul-de-Sac					
1755	0.04	30	R					NA	NA	1986
				To: From:	88-1756					
1755)	0.06	290	R					NA	NA	1986
				To: From:	88-760 SOUTH	]				
(1755) (1755)	0.20	20	R	To:	00 7/0 NODTH	_		NA	NA	1995
				From:	88-760 NORTH					
1756	0.23	180	R		88-760			NA	NA	1986
(1739)				To:	88-1755					
				From:	88-760					
1757	0.15	180	R					NA	NA	1999
				To: From:	88-1758 WEST					
1757	0.21	90	R	To:	88-1758 EAST			NA	NA	1999
				From:	88-1757 WEST					
1758	0.06	50	R	<u> </u>	00-1/37 WEST			NA	NA	1999
				To:	88-760					
1758	0.10	260	R	rioni.				NA	NA	1999
				From:	88-1757 EAST					
1758	0.11	320	R					NA	NA	1999
<u> </u>				To:	88-620					
1759	0.14	NA		From:	Cul-de-Sac/			NA	NA	
1759)	0.11	11/4		To:	88-01762(L)/			101	177	
				From:	88-1237					
1760	0.60	540	R			_		NA	NA	1999
				To:	Cul-de-Sac	<u> </u>				
(1764)	0.06	100	R	From:	Cul-de-Sac	_		NA	NA	1999
(1761)	0.00			To:	88-1760				14/4	
				From:	88-1759					
1762	0.25	NA				_		NA	NA	
				To: From:	88-1774	]				
(1762)	0.81	NA		To:	00.616			NA	NA	
				From:	88-616	1				
(1763)	0.38	NA		1 10III.	88-1762	_		NA	NA	
1703	0.00			To:	Cul-de-Sac				141	
				From:	Cul-de-Sac					
(1764)	0.10	NA				_		NA	NA	
				To:	88-1763					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	Dead End					
1765	0.07	60	R	<u> </u>		_		NA	NA	1995
<u> </u>	0.40			To: From:	88-1770	]——				4005
1765	0.18	60	R	т.,	00.4554	_		NA	NA	1995
1765	0.08	60	R	From:	88-1772			NA	NA	1995
				To: From:	88-1771	1				
1765	0.07	120	R	Prom.				NA	NA	1995
	0.40			To: From:	88-1770	]		NIA.	NIA.	4005
1765)	0.10	80	R	т	20.450	_		NA	NA	1995
1765	0.10	80	R	From:	88-1769			NA	NA	1995
				To: From:	88-1768	1				
1765	0.06	70	R	Prom.		_		NA	NA	1995
				To: From:	88-1767	]				
1765	0.05	330	R		e	_		NA	NA	1986
1765	0.05	310	R	From:	88-1766			NA	NA	1986
1703)				To:	88-610					
$\overline{}$	0.05		_	From:	88-1765					4000
1766	0.05	60	R	To:	Cul-de-Sac	1		NA	NA	1986
				From:	Cul-de-Sac					
1767	0.08	40	R	-		_		NA	NA	1986
				To: From:	88-1765					
1768)	0.10	80	R		88-1765	_		NA	NA	1995
				To:	88-1769	1				
$\bigcirc$	0.15	100	R	From:	88-1765			NA	NA	1995
1769	0.15	100	K	To:	88-1768	]		INA	IVA.	1993
				From:	Cul-de-Sac					
1770	0.32	80	R			_		NA	NA	1995
1770)	0.16	NA		From:	88-1771			NA	NA	
1770)	0.10	IIA		To:	88-1765			14/-3	IVA	
				From:	88-1765					
1771)	0.12	90	R	To:	88-1770	7		NA	NA	1995
				From:	88-1765					
1772	0.12	60	R			<b>-</b>		NA	NA	1995
				To:	88-1770					
1773	0.16	NA		From:	Cul-de-Sac			NA	NA	
				To:	88-1762	1				
$\overline{}$	0.00	N/A		From:	88-1762			NI A	NI A	
1774	0.32	NA		To:	88-1778	7		NA	NA	
				From:	SR 208					
1775	0.36	40	R	To		_		NA	NA	1986
				To: From:	Cul-de-Sac	<u> </u>				
1776	0.12	NA			88-1774; 88-1777			NA	NA	
<u> </u>				To:	Cul-de-Sac					

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()	C Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	Cul-de-Sac				
(1777)	0.12	NA				<b>-</b>	NA	NA	
$\bigcup$				To:	88-1774; 88-1776				
	0.40			From:	88-1774		NIA	NIA	
1778	0.13	NA		To:	Cul-de-Sac	7	NA	NA	
				From:	88-702				
(1779)	0.34	80	R		00 702	_	NA	NA	1995
				To:	Cul-de-Sac				
$\bigcirc$				From:	88-610				
1780	0.26	100	R	To:	00.1502	_	NA	NA	1986
				From:	88-1783	1			
(170)	0.19	60	R	From:	88-1780		NA	NA	1995
(1781)	0.13	00	IX.	To:	Dead End	7	IVA	14/4	1555
				From:	88-1780				
(1782)	0.20	80	R		30 2.00		NA	NA	1995
				To:	Dead End				
				From:	88-1782				
1783	0.13	70	R	т	9.1.1.9	_	NA	NA	1995
				To: From:	Cul-de-Sac				
(1700)	0.10	30	R	Floin.	88-618	_	NA	NA	1999
1786	0.10	30		To:	00.1505	_	IVA	14/4	1000
(1700)	0.16	10	R	From:	88-1787		NA	NA	1999
1786	0.10	.0		To:	00.1500	_	1471	11/1	1000
(1700)	0.10	2	R	From:	88-1788		NA	NA	1999
1786	0.10	_		To:	Dead End	7	1471	14/1	1000
				From:	88-1789				
1787	0.09	90	R				NA	NA	1999
				To: From:	88-1788	7			
(1787)	0.30	30	R	Prom.		_	NA	NA	1999
				To:	88-1786				
$\bigcirc$				From:	88-1787				
1788	0.40	6	R	To:	88-1786	7	NA	NA	1999
				From:					
(1789)	0.09	100	R	110411.	88-618	_	NA	NA	1999
(1769)				To:	00 1707	7			
(1789)	0.19	30	R	From:	88-1787		NA	NA	1999
(1769)				To:	Dead End	]			
				From:	SR 3				
(1790)	0.44	320	R			_ _	NA	NA	1995
				To:	88-618	<u> </u>			
$\bigcirc$	0.05		_	From:	88-1790		<b>.</b>	NIA	4005
(1791)	0.25	100	R	To:	Cul-de-Sac	7	NA	NA	1995
				From:	SR 3	1			
(1792)	0.27	280	R	Ш	SIV 3	_	NA	NA	1995
				To:	Cul-de-Sac				
				From:	Dead End				
(1793)	0.06	10	R			_	NA	NA	1999
				To: From:	88-1795				
1793	0.31	30	R			_ _	NA	NA	1999
				То:	88-618	1			

					Spotsylvania Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design	QK AAWDT QW	Year
Spotsylvania County					ZAXIE STAXIE ITTAII	ZITall		Hour		
	0.31	NA		From:	Cul-de-Sac			NA	NA	
(1794)	0.31	NA		To:	88-618	7		INA	IVA	
				From:	88-1793					
1795	0.24	30	R			_		NA	NA	1999
				To: From:	88-618					
(1796)	0.22	NA		rioni.	Cul-de-Sac	_		NA	NA	
(1739)				To:	SR 208					
$\bigcirc$				From:	88-614					
1797	0.58	NA		To:	Dead End	$\neg$		NA	NA	
				From:	Cul-de-Sac/	1				
(1798)	0.06	NA		<u> </u>	Cui-uc-Buc/			NA	NA	
				To:	88-01794(B)/					
	0.30	200		From:	SR 208			NIA	NIA	1005
(1800)	0.32	290	R	To:	Cul-de-Sac	_		NA	NA	1995
				From:	88-1800					
(1801)	0.14	60	R					NA	NA	1995
				To:	88-1802					
	0.10	70	R	From:	88-1800			NA	NA	1995
1802	0.10	70	K	To:	Cul-de-Sac			INA	INA	1995
				From:	88-00674(B)/	1				
1808)	0.23	NA						NA	NA	
				To:	88-01809(B)/					
	0.43	NA		From:	88-01808(B)/			NA	NA	
1809	0.40	NA.		To:	Cul-de-Sac/			107	14/ (	
_				From:	88-674					
1810	0.27	NA		т		_		NA	NA	
				To: From:	Cul-de-Sac					
(1811)	0.18	NA		rioni.	88-1810			NA	NA	
(1011)				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1812	0.04	NA		To:	00 1011	_		NA	NA	
				From:	88-1811 88-1811	1				
(1813)	0.13	NA			00-1011	_		NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$	0.04			From:	Cul-de-Sac			N 1 A	NIA	
(1814)	0.24	NA		To:	88-1813	_		NA	NA	
				From:	Cul-de-Sac	1				
(1815)	0.06	NA				_		NA	NA	
				To:	88-1814					
	0.06	NA		From:	88-674			NA	NA	
1816)	0.00	NA		To:	88-1814			INA	INA	
				From:	88-1818					
(1817)	0.13	NA				<u> </u>		NA	NA	
				To:	88-1270					
	0.16	NA		From:	Dead End			NA	NA	
1818)	0.10	IVA		To:	88-1270			INA	INA	
					30 12,0					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
potsylvania County				From:	88-1821					
1819)	0.06	NA				_		NA	NA	
				To:	Dead End					
1000	0.10	NA		From:	88-1270			NA	NA	
1820	0.10	NA.		To:	Cul-de-Sac			1471	107	
				From:	88-1270					
1821	0.31	NA		To:	00 1270 COLUTIA	7		NA	NA	
				From:	88-1270 SOUTH  Cul-de-Sac	+				
1822	0.14	NA			Cui-de-Sac			NA	NA	
				To:	88-1270					
$\bigcirc$	0.40			From:	88-743; 88-1824			NIA	NIA	
1823	0.10	NA		To:	Cul-de-Sac	7		NA	NA	
				From:	Cul-de-Sac					
1824)	0.04	NA				<u>-</u>		NA	NA	
				To:	88-743; 88-1823	<u> </u>				
	0.15	130	R	From:	Cul-de-Sac			NA	NA	1999
1825	U. 10	130		To	00 1020			11/7		
1825	0.12	280	R	From:	88-1828			NA	NA	1999
				To: From:	88-1827	1				
1825	0.22	500	R	FTOM:		_		NA	NA	1999
				To: From:	88-1826					
1825)	0.09	630	R	To:	00.742.00.1025	7		NA	NA	1999
				From:	88-743; 88-1835 88-1825	+				
1826	0.06	46	R	<u></u>	86-1823	_		NA	NA	1999
				To:	Cul-de-Sac					
$\overline{}$				From:	88-1825					
1827	0.13	150	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	Cul-de-Sac					
1828)	0.14	120	R			_		NA	NA	1999
				To:	88-1825					
$\bigcirc$	0.06	70		From:	88-743			NA	NA	1999
1829	0.06	70	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	88-616					
1830	0.20	80	R			_		NA	NA	1995
				To:	Cul-de-Sac					
<u> </u>	0.09	80	R	From:	Cul-de-Sac	_		NA	NA	1999
1831				To:	00 742					
1831)	0.04	48	R	From:	88-743			NA	NA	1999
	-	-	•	To:	Cul-de-Sac					
$\overline{}$				From:	Cul-de-Sac					
1832	0.08	80	R	To:	00 742	7		NA	NA	1999
				From:	88-743 88-743	1				
1833	0.04	45	R		00-/43	_		NA	NA	1999
				To:	Cul-de-Sac					
	• • •			From:	Cul-de-Sac					
1834	0.11	120	R	To:	00 742	_		NA	NA	1999
					88-743					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	88-743; 88-1825	1				
(1835)	0.05	60	R		00-743, 00-1023	_		NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.44	4=0	_	From:	88-743			NIA	NIA	4000
1836	0.14	150	R	To:	88-1837	7		NA	NA	1999
				From:	88-1836					
1837	0.15	70	R	<u> </u>	00 1030	_		NA	NA	1999
				To: From:	88-1838	<u> </u>				
1837	0.05	47	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.09	300	R	From:	88-743	_		NA	NA	1999
1838	0.09	300	ĸ	. —		_		INA	INA	1999
	0.11	230	R	From:	88-1839			NA	NA	1999
1838	0.11	200		To:	88-1837	7		14/1	14/1	1000
				From:	Cul-de-Sac					
1839	0.05	60	R			_		NA	NA	1999
				To:	88-1838					
	0.18	NA		From:	88-1842 BEGIN LOOP			NA	NA	
1840	0.10	NA		To:	88-610	٦		INA	NA	
				From:	88-1840					
1841)	0.31	NA						NA	NA	
				To	Cul-de-Sac					
$\bigcirc$	4.04			From:	88-1840 BEGIN LOOP			NIA	NIA	
1842	1.31	NA		To:	END LOOP	7		NA	NA	
				From:	Cul-de-Sac					
1843	0.08	NA			Cui de sue	_		NA	NA	
				To:	88-1842					
$\bigcirc$				From:	Cul-de-Sac					
1844)	0.07	NA		To:	88-1842	7		NA	NA	
				From:	88-1842					
1845)	0.11	50	R	<u> </u>	00-1042	_		NA	NA	1999
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1846	0.14	NA		To:	88-1842	7		NA	NA	
				From:						
1847)	0.63	NA		<u> </u>	Dead End	_		NA	NA	
				To:	88-610					
				From:	Dead End					
1848)	0.11	NA		To:	00.1047	7		NA	NA	
				To: From:	88-1847	1				
(1850)	0.48	NA		. rom.	88-628	_		NA	NA	
1850				To:	88-1851 EAST					
(1850)	0.06	950	R	From:	00-1031 EAS1			NA	NA	1999
				To:	88-1862					
				From:	88-1854					
1851)	0.93	NA		_				NA	NA	
				To: From:	88-1850 EAST	]——				
(1851)	0.18	400	R	To	00.1050	7		NA	NA	1999
				To:	88-1859	1				

Route	Length	AADT	QA	4Tire	Bus OA h OA A TOTAL		QC	Design	QK AAWDT QW	Year
	Lengui	ועאא	QA.	41116	2Axle 3+Axle 1Trail	2Trail	QU	Hour	QIC AAWDI QW	i Gai
Spotsylvania County				From:	Cul-de-Sac					
(1852)	0.05	120	R	т	00.1051	_		NA	NA	1999
				To: From:	88-1851					
(1853)	0.06	70	R	T Cont.	88-1851			NA	NA	1999
(1000)				To:	88-1855					
				From:	88-1850					
1854	0.29	870	R	To:	88-1859	=1		NA	NA	1999
_				From:	88-1859 WEST					
1854	0.26	NA						NA	NA	
				To: From:	88-1859 EAST	}——				
1854	0.03	NA		To:	99 620	7		NA	NA	
				From:	88-639 88-1854					
1855)	0.53	190	R		88-1834			NA	NA	1999
				To:	88-1851					
			_	From:	88-1866					
1856	0.21	230	R			_		NA	NA	1999
$\overline{}$	0.06	640	R	From:	88-1867			NA	NA	1999
(1856)	0.00	610	ĸ			_		INA	INA	1999
(1856)	0.11	NA		From:	88-1851			NA	NA	
(1636)	0.11			To:	88-1850				177	
_				From:	88-1850					
(1857)	0.12	130	R	To:	211.2	_		NA	NA	1999
				From:	Cul-de-Sac	1				
(1858)	0.17	200	R	rion.	88-1850			NA	NA	1999
(1636)				To:	88-1859					
				From:	88-1854 EAST					
(1859)	0.03	NA						NA	NA	
$\bigcirc$				To: From:	88-1865 SOUTH					
(1859)	0.25	110	R			_		NA	NA	1999
$\overline{}$	0.29	420		From:	88-1865 NORTH			NA	NA	1999
(1859)	0.29	420	R			_		INA	INA	1999
(1859)	0.06	330	R	From:	88-1858			NA	NA	1999
(1659)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	88-1851					
				From:	Cul-de-Sac					
(1861)	0.08	120	R	To:	20.40.50			NA	NA	1999
				From:	88-1859					
(1862)	0.15	NA		rioin.	88-1867			NA	NA	
		-		To:	88-1850			-		
(1862)	0.09	740	R	From:	30 1030	_		NA	NA	1999
				To:	88-1863	1				
$\bigcirc$	0.40	202		From:	88-1862			NIA	NIA	1000
(1863)	0.12	680	R	To:	88-1868	7		NA	NA	1999
				From:	88-1859 SOUTH	1				
(1865)	0.19	120	R	_		<b>_</b>		NA	NA	1999
				To:	88-1859 NORTH	1				
$\bigcirc$	0.00		_	From:	88-1867			N.I.A	NIA.	4000
1866	0.06	30	R	To:	88-1856	7		NA	NA	1999
					00-1030					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	Cul-de-Sac	1				
1867	0.10	140	R	<u> </u>	Cui de Sue	_		NA	NA	1999
_				To: From:	88-1856					
1867	0.18	250	R			_		NA	NA	1999
	0.54	NA		From:	88-1866	]		NA	NΛ	
1867	0.54	NA		To:	Dead End	7		INA	NA	
				From:	88-01863(L)/					
1868)	0.12	NA				<del>-</del>		NA	NA	
				To:	88-01869(R)/	<u> </u>				
1000	0.15	NA		From:	88-01868(R)/	_		NA	NA	
1869	0.10	NA.		To:	Cul-de-Sac/	]		1471	101	
				From:	Cul-de-Sac	]				
1870	0.40	NA				7		NA	NA	
				To:	Cul-de-Sac	<u> </u>				
1871)	0.31	NA		From:	Cul-de-Sac	J		NA	NA	
1871)				To:	88-1870	]				
				From:	88-1871					
1872	0.05	NA		To:		7		NA	NA	
				From:	Cul-de-Sac	<u> </u>				
1873	0.09	NA		rioin.	88-1874	_		NA	NA	
1079				To	88-610	1				
$\sim$				From:	88-1827; 88-1825					
1874	0.53	NA		To:	C-1 J- C	7		NA	NA	
				From:	Cul-de-Sac 88-1874	<u></u>				
1875)	0.05	NA		<u> </u>	00-10/4	_		NA	NA	
				To:	Cul-de-Sac					
$\overline{}$				From:	88-1825					
1876)	0.07	NA		To:	Cul-de-Sac	7		NA	NA	
				From:	88-1881 WEST	<u> </u>				
1880	0.18	NA		<u> </u>	00-1001 WLS1	4		NA	NA	
				To:	88-620					
$\bigcirc$	0.00	A. C		From:	88-1880 WEST			A I A	NIA	
1881	0.20	NA		To:	88-1880 EAST	7		NA	NA	
				From:	Cul-de-Sac/	i				
1887	0.13	NA				<del>-</del>		NA	NA	
<u> </u>				To:	88-01035(B)/	<u> </u>				
<u> </u>	0.09	NA		From:	88-01887(B)/	]		NA	NA	
1888	0.08	INA		To:	Cul-de-Sac/	7		INA	INA	
				From:	88-01888(B)/	Ī				
1889	0.05	NA				<del>-</del>		NA	NA	
				To:	Cul-de-Sac/	<u> </u>				
$\bigcirc$	0.50	NA		From:	Dead End			NA	NA	
1890	0.50	NA		To:	88-604; 88-605	٦		INA	INA	
				From:	Cul-de-Sac					
1891)	0.32	NA				<b>=</b> =		NA	NA	
				To:	88-1892					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
potsylvania County				From:	KERRYDALE COURT					
891)	1.14	330	R	<u> </u>	ILLIANT D. ILLE COOKT			NA	NA	1999
				To:	88-1890					
$\overline{}$	0.40			From:	88-1891					
892	0.18	NA		To:	Cul-de-Sac	7		NA	NA	
				From:		1				
893)	0.60	NA			Cul-de-Sac			NA	NA	
093)				To:	88-1891					
				From:	Cul-de-Sac					
902)	0.05	NA				_		NA	NA	
				To:	88-1662					
$\overline{}$	0.04			From:	88-1662			NIA	NIA	
903)	0.04	NA		To:	Cul-de-Sac	1		NA	NA	
				From:						
904)	0.12	NA		<u> </u>	Cul-de-Sac	J		NA	NA	
<del></del>				To:	88-1658					
				From:	88-1904					
905	0.06	NA				_		NA	NA	
				To:	Cul-de-Sac					
$\overline{}$	0.44	440		From:	88-1658; 88-1664			NIA	NIA	4000
906)	0.11	110	R	To:	Cul-de-Sac	1		NA	NA	1999
				From:	88-1917					
908)	0.07	NA		<u> </u>	88-1917			NA	NA	
900)				To:	Cul-de-Sac					
				From:	88-1917					
909)	0.06	NA				_		NA	NA	
				To:	Cul-de-Sac	<u> </u>				
$\widehat{}$				From:	88-1911					4006
1910	0.14	350	R			_		NA	NA	1999
$\overline{}$	0.00	4000		From:	88-1912			NIA	NIA	4000
910	0.09	1800	R	To:	88-610	7		NA	NA	1999
				From:	88-1916	1				
911)	0.16	NA		<u> </u>	88-1910	J		NA	NA	
311)				To:	88-1910					
911)	0.15	100	R	From:	88-1910	_		NA	NA	1999
				To:	88-1912	<b></b>				
911)	0.11	130	R	From:	00-1712			NA	NA	1999
<u> </u>				To:	Cul-de-Sac					
				From:	88-1915					
912)	0.06	330	R					NA	NA	1999
				To: From:	88-1913	]				
912	0.06	720	R					NA	NA	1999
				To: From:	88-1911	]				
912	0.11	880	R					NA	NA	1999
				To: From:	88-1910	]				
912)	0.09	NA				_		NA	NA	
				To:	Dead End	<u> </u>				
$\overline{}$	0.40	NI A		From:	88-1916			NIA.	NIA	
913)	0.18	NA		To:	88-1914	1		NA	NA	
					00-1714	1				

Route	Length	AADT	QA	4Tire	Bus CALL OLA L. AT. III		QC	Design	QK AAWDT QW	Year
Spotsylvania County	<b>J</b> -1		-		2Axle 3+Axle 1Trail	2Trail		Hour		
				From:	88-1914					
(1913)	0.16	360	R	To:	88-1912			NA	NA	1999
				From:	88-1916					
(1914)	0.16	150	R		00 1910			NA	NA	1999
				To:	88-1913					
$\bigcirc$	0.30	440	_	From:	88-1916			NIA	NIA	1000
1915	0.30	110	R	т	22.1014	_		NA	NA	1999
(1915)	0.05	60	R	From:	88-1912			NA	NA	1999
(1919)				To:	Cul-de-Sac					
$\sim$				From:	88-1919					
1916)	0.42	NA						NA	NA	
	0.00			From:	88-1915			NIA	NIA.	
1916	0.08	NA				_		NA	NA	
1016	0.11	180	R	From:	88-1914			NA	NA	1999
(1916)	<u> </u>			To	88-1913					
(1916)	0.38	NA		From:	88-1913			NA	NA	
				To:	88-1912					
$\bigcirc$				From:	88-1916					
(1917)	0.51	NA		To:	88-610			NA	NA	
				From:	88-1916					
(1918)	0.17	NA		<u> </u>	00-1710			NA	NA	
<u> </u>				To:	88-1917					
$\bigcirc$				From:	88-1925					
1919	0.29	NA		To:	88-1917			NA	NA	
				From:	Cul-de-Sac					
(1920)	0.18	90	R		car de bae			NA	NA	1999
				To: From:	88-1923					
1920	0.13	200	R					NA	NA	1999
<u> </u>				To: From:	88-1921					
(1920)	0.35	310	R	To:	88-738			NA	NA	1999
				From:	88-1920					
(1921)	0.33	NA			88-1720			NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$	0.40			From:	Cul-de-Sac					4000
1922	0.18	50	R	To:	88-1921	_		NA	NA	1999
				From:	Cul-de-Sac					
1923	0.20	40	R		car de bae			NA	NA	1999
				To: From:	88-1924					
(1923)	0.17	130	R			_		NA	NA	1999
				To:	88-1920					
1024	0.22	60	R	From:	Cul-de-Sac			NA	NA	1999
(1924)				To:	88-1923					.555
	<u> </u>			From:	Cul-de-Sac					
(1925)	0.27	NA		т		_		NA	NA	
				To:	Cul-de-Sac					

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tr e 3+Axle	1Trail	2Trail	QC	Design Hour	QK AA	WDT	QW	Year
botsvlvania Countv				From:	88-007	748(B)/								
1926)	0.10	NA						<u> </u>		NA	1	NA		
				To: From:		e-Sac/								
1927)	0.12	NA		Piolii.	Cul-d	e-Sac/		_		NA	1	NA		
1321)				To:	88-019	929(B)/								
	0.05			From:	Cul-d	e-Sac/								
1928)	0.25	NA		To:	Cul-d	e-Sac/		7		NA	Г	NA		
				From:		d End								
1929	0.10	NA								NA	1	NΑ		
	0.05			From:	88-	748		]—		NIA.				
1929	0.05	NA		To:	88-1	1928		7		NA	Г	NA		
				From:		748								
1930	0.05	NA			30			_		NA	1	NA		
				To: From:	88-1	1931								
1930	0.07	610	R	To:	00 1	1935		7		NA	1	NA		1999
				From:		le-Sac		1						
1931)	0.41	NA						<b>-</b>		NA	1	NΑ		
				To:		1930								
1022)	0.15	NA		From:	88-	748				NA	1	NA		
1932	0.10	NA .		To:	90 1	1022				1471		***		
1932	0.05	480	R	From:	88-	1933				NA	1	NA		1999
				To: From:	88-1	1936								
1932	0.20	160	R					_		NA	1	NΑ		1999
				To:		le-Sac		<u> </u>						
1933)	0.10	NA		From:	88-1	1932				NA	1	NA		
1933)				To:	Cul-d	le-Sac		1						
$\overline{}$				From:	Cul-d	le-Sac								
1934	0.05	NA		To:	88-1	1021		7		NA	ı	NA		
				From:	88-1			1						
1935)	0.14	80	R	<u> </u>	00-1	./		_		NA	1	NA		1999
				To: From:	88-1	1930		]——						
1935)	0.07	470	R							NA	1	NA		1999
	0.04	250	R	From:	88-1	1937				NA		NA		1000
1935)	0.04	350		To:	00.1022	00.1020		_		INA	ſ	NA		1999
1935	0.06	240	R	From:	88-1939;	88-1938				NA	1	NA		1999
				To: From:	88_1	1940		<b></b>		-				
1935	0.06	140	R					_		NA	1	NA		1999
				To	88-1			1						
1936)	0.18	150	R	From:	88-1	1932				NA	-	NA		1999
1936	0.10	150		To:	<u>C</u> ul-d	le-Sac				111/7		1/1		
				From:	88-1	1935								
1937	0.04	50	R	To:	2	1- C-		_		NA	1	NA		1999
				From:		le-Sac		$\pm$						
1938)	0.05	100	R		Cul-0	le-Sac				NA	ı	NA		1999
				To:	88-1935;	88-1939								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Yea
Spotsylvania County				From:	88-1935; 88-1938					
(1939)	0.08	160	R	Tioni.	88-1935; 88-1938			NA	NA	1999
				To:	Cul-de-Sac	1				
$\bigcirc$				From:	88-1935					
1940	0.09	40	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	Dead End					
(1941)	0.15	NA			Dead End	_		NA	NA	
				To:	88-1935					
$\bigcirc$	0.00			From:	88-01945(L)/			NIA	NIA	
(1942)	0.30	NA		To:	SR-00003(B)/	7		NA	NA	
_				From:	88-01946(R)/					
1943)	0.13	NA			00 015 10(11)	_		NA	NA	
				To:	88-01942(B)/					
$\bigcirc$	0.15	NIA		From:	88-01946(B)/			NIA	NA	
1944	0.15	NA		To:	88-01942(B)/	7		NA	NA	
				From:	Cul-de-Sac/					
(1945)	0.07	NA				<u> </u>		NA	NA	
				To:	88-01942(L)/					
$\bigcirc$	0.40	NIA		From:	Cul-de-Sac/			NIA	NIA	
1946	0.16	NA		To:	88-01943(R)/	7		NA	NA	
				From:	Cul-de-Sac/					
(1947)	0.06	NA						NA	NA	
				To:	88-01944(B)/					
$\bigcirc$	0.00			From:	88-1959			NIA	NIA	
1950	0.96	NA		To:	88-627	7		NA	NA	
				From:	88-1950	i				
(1951)	0.06	NA			00 1700			NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$	0.07	NIA		From:	88-1953; 88-1953			NA	NA	
1952	0.07	NA		To:	88-1950	7		INA	NA	
				From:	Cul-de-Sac	1				
(1953)	0.16	NA				_		NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$	0.00	NIA		From:	Cul-de-Sac			NIA	NIA	
1954	0.06	NA		To:	88-1950	7		NA	NA	
_				From:	88-1950 WEST					
(1955)	0.19	NA				<b>_</b>		NA	NA	
				To:	88-1950 EAST	<u> </u>				
$\bigcirc$	0.88	NA		From:	BEGIN LOOP			NA	NA	
1956	0.00	NA		To:	88-1950	7		INA	INA	
				From:	Cul-de-Sac	İ				
(1957)	0.27	NA				_		NA	NA	
				To:	88-1956	<u> </u>				
$\bigcap$	0.46	NI A		From:	88-1959			NI A	N/A	
1958)	0.16	NA		To:	88-1956	7		NA	NA	
				From:	Cul-de-Sac					
						<b></b> _				
(1959)	0.29	NA				_		NA	NA	

					Spotsylvania Maintenance Area			Desire		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	88-1956	1				
1960)	0.05	NA			66-1750	_		NA	NA	
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1961)	0.03	NA		To:	00.1056			NA	NA	
				From:	88-1956					
1962	0.08	NA		rioin.	88-674			NA	NA	
1902)	0.00			To:	88-1956	1				
_				From:	Cul-de-Sac					
1964	0.88	NA		_		_		NA	NA	
				To:	88-627					
	0.25	NIA		From:	88-1964			NΙΛ	NΙΔ	
1965)	0.25	NA		To:	Cul-de-Sac			NA	NA	
				From:	Cul-de-Sac					
1966	0.46	NA		<u> </u>	Car-uc-bac	_		NA	NA	
				To:	88-1964; 88-1967					
$\sim$				From:	88-1964; 88-1966					
1967	0.08	NA		To:	0.1.1.2	7		NA	NA	
				From:	Cul-de-Sac					
4070	0.44	NA		rioni.	88-674			NA	NA	
1970	0.44	1474		To:	88-1974			14/1	107	
				From:	88-1970					
1971)	0.04	NA				_		NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$	0.00			From:	88-1970					
1972	0.06	NA		To:	Cul-de-Sac			NA	NA	
				From:	88-1970	1				
1973)	0.04	NA			88-1970			NA	NA	
				To:	Cul-de-Sac					
				From:	Dead End					
1974	0.04	80	R					NA	NA	1999
				To: From:	88-1970	]				
1974)	0.14	40	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.23	NA		From:	88-1974			NA	NA	
1975	0.23	NA.		To:	88-1976 EAST	7		INA	IVA	
				From:	88-1975 WEST	İ				
1976)	0.26	NA			50 33 70 N. 22 3	_		NA	NA	
				To:	88-1975 EAST					
$\overline{}$				From:	88-1223					
1980	0.23	NA		To:	Cul do Coo	7		NA	NA	
				From:	Cul-de-Sac	<del>                                     </del>				
(1981)	0.10	NA			88-1980	_		NA	NA	
				To:	Cul-de-Sac	<u></u>				
				From:	88-1223					
1982	0.32	NA				<u>-</u>		NA	NA	
				To:	Cul-de-Sac	<u> </u>				
$\bigcirc$	0.05			From:	88-1982				N14	
1983	0.05	NA		To:	Cul do Sas	7		NA	NA	
					Cul-de-Sac	1				

QW Yea
1999

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County						ZIIali		Houi		
	0.19	NA		From:	88-2004			NA	NA	
2007)	0.10	NA.		To:	88-2009	1		IVA	INA	
				From:	88-2004					
2008)	0.18	NA				7		NA	NA	
				To: From:	88-2009					
2000)	0.15	NA		rioiii.	88-2008			NA	NA	
2009	0.10			To:	88-2006					
				From:	Dead End					
2010	0.25	NA		To:	00.2004	7		NA	NA	
				From:	88-2004	1				
2017	0.34	NA		r toin.	Dead End	_		NA	NA	
2017)				To:	88-673					
				From:	Cul-de-Sac					
2018	0.05	NA		т		7		NA	NA	
				To:	88-2017	1				
2010	0.05	NA		From:	Cul-de-Sac			NA	NA	
2019	0.00	NA.		To:	88-2017	1		IVA	IVA	
				From:	Cul-de-Sac					
2020	0.30	NA				_		NA	NA	
				To:	88-673					
	0.70	NA		From:	Cul-de-Sac			NIA	NIA	
2021)	0.79	NA		To:	88-2020	7		NA	NA	
				From:	88-2021					
2022	0.08	NA			00 2021	<b>⊒</b> I		NA	NA	
				To:	Cul-de-Sac					
$\overline{}$				From:	88-2021					
2023	0.20	NA		To:	Cul-de-Sac	7		NA	NA	
				From:	Cul-de-Sac	1				
2028)	0.17	170	R		Cui-uc-Sac	_		NA	NA	1999
<u> </u>				To:	88-2029	<b></b>				
2028)	0.03	270	R	From:	00 202)	_		NA	NA	1999
				To:	88-673					
				From:	Cul-de-Sac					
2029	0.05	80	R	To:	88-2028	7		NA	NA	1999
				From:	88-673					
2030	0.19	NA			88-073			NA	NA	
				To:	Dead End					
				From:	88-2034					
2031)	0.46	NA						NA	NA	
	6.1-			To: From:	88-2030	]			N/A	
2031	0.17	NA		To:	Dead End	7		NA	NA	
				From:	88-2031	1				
2032	0.13	NA			00-2031	_		NA	NA	
				To:	88-2034					
	<u> </u>			From:	88-2031					
2033	0.24	NA		To	0.11.2	7		NA	NA	
				To:	Cul-de-Sac	1				

					Spotsylvania Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County				From:	88-2031	T				
(2034)	0.26	NA			88-2031			NA	NA	
2004)				To:	88-2030					
				From:	88-2031					
2035)	0.19	NA						NA	NA	
				To:	88-2037					
	0.40			From:	88-2031			NIA	NIA	
2036	0.18	NA		To:	88-2037	1		NA	NA	
				From:	Cul-de-Sac	1				
2037)	0.15	NA		<u> </u>	Cui-de-Sac			NA	NA	
2007)				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
2040	0.05	7	R					NA	NA	1999
				To: From:	88-2043 SOUTH	]				
2040	0.08	40	R					NA	NA	1999
				To: From:	88-2046	]				
2040	0.19	100	R					NA	NA	1999
				To: From:	88-2043 NORTH	]				
2040	0.24	NA				_		NA	NA	
				To:	88-627					
	0.40			From:	88-2043					
2041)	0.18	NA		To:	88-627	_		NA	NA	
				From:						
2042	0.10	NA			88-2041			NA	NA	
2042)				To:	Cul-de-Sac	1				
				From:	88-2040 SOUTH					
2043	0.11	180	R					NA	NA	1999
				To: From:	88-2046	1				
2043	0.09	80	R	11000				NA	NA	1999
				To: From:	88-2040 NORTH	1				
2043)	0.25	NA						NA	NA	
				To:	88-2044					
				From:	88-2045					
2044)	0.16	NA		To:	C1 J. C	7		NA	NA	
				From:	Cul-de-Sac					
2045	0.16	NA		a cont.	88-2043	_		NA	NA	
2045)	0.10	11/1		To:	88-2044	7		14/1	17/1	
				From:	88-2043					
2046	0.09	50	R			_		NA	NA	1999
				To:	88-2040					
$\overline{}$				From:	Cul-de-Sac					
2050	0.07	NA		Ter	00.1040	_		NA	NA	
				To:	88-1249	1				
	0.05	NA		From:	Cul-de-Sac			NA	NA	
2051	0.00	NA		To:	88-2050	1		INA	INA	
				From:	88-1249	1				
2052	0.05	NA		<u> </u>	00-1247			NA	NA	
				To:	Cul-de-Sac					
				From:	88-1249					
2053	0.22	NA		<u> </u>				NA	NA	
				To:	88-2056					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Spotsylvania County						Z 11 G		riodi		
2053)	0.22	260	R	From:	88-2056			NA	NA	1999
				To:	88-2058					
2053	0.10	730	R			<del>-</del>		NA	NA	1999
				To:	88-2060	<u> </u>				
2054)	0.07	NA		From:	Cul-de-Sac			NA	NA	
2054)	0.01			To:	88-2053				107	
				From:	Cul-de-Sac					
2055	0.11	NA		To:	99 2052	¬		NA	NA	
				From:	88-2053	1				
2056	0.17	NA			Cul-de-Sac	_		NA	NA	
				To:	88-2053					
$\overline{}$		_		From:	88-2053					
2057	0.04	49	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	88-2053	+				
2058	0.04	730	R		00-2033	_		NA	NA	1999
				To: From:	88-2059	1—				
2058	0.05	800	R			_		NA	NA	1999
				To:	88-636					
	0.04	40	R	From:	Cul-de-Sac			NA	NA	1999
2059	0.04	40	ĸ	To:	88-2058	7		INA	INA	1999
				From:	Cul-de-Sac	1				
2060	0.24	270	R					NA	NA	1999
				To: From:	88-2061	]——				
2060)	0.11	510	R					NA	NA	1999
				To: From:	88-2053					
2060	0.05	30	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	Cul-de-Sac					
2061)	0.12	160	R	<u> </u>	Cui-uc-Sac	<b>-</b>		NA	NA	1999
				To: From:	88-2062	1—				
2061)	0.05	250	R			_		NA	NA	1999
				To:	88-2060					
$\overline{}$	0.05	440	В	From:	88-2061	_		NA	NA	1999
2062	0.05	110	R	To:	Cul-de-Sac	7		INA	INA	1999
				From:	Dead End/					
2065	0.60	NA				<u>-</u>		NA	NA	
				To:	88-00714(B)/	<u> </u>				
<u></u>	0.05	49	Р	From:	88-2000			NA	NA	1999
2070	0.05	49	R	To:	Cul-de-Sac	٦		INA	INA	1999
				From:	Cul-de-Sac	<del>i</del>				
2071)	0.30	370	R			_		NA	NA	1999
				To:	88-2000	1				
	0.00	0.40	_	From:	88-2071			NIA		4000
2072	0.20	240	R	To:	Cul-de-Sac	ī		NA	NA	1999
				_						
				From:	88-2071					
2073	0.04	110	R	From:	88-2071			NA	NA	1999

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT QW	Year
notsylvania County				0	2Axle 3+Axle 1Trail	2Trail		Hour		
				From:	88-2072					
2074)	0.17	240	R	To:	Cal da Car	_		NA	NA	1999
				From:	Cul-de-Sac	<u> </u>				
2075)	0.44	420	R		88-2074	_		NA	NA	1999
2013				To:	88-610					
				From:	88-2077					
2076)	0.10	80	R			=		NA	NA	1999
				To:	88-2075					
	0.06	30	R	From:	Cul-de-Sac			NA	NA	1999
2077	0.00	30	IX	To:	00.2074	7		IVA	IVA	1000
2027	0.03	10	R	From:	88-2076	_		NA	NA	1999
2077	0.00			To:	Dead End	1		14/1	10.0	1000
				From:	88-2075					
2078	0.04	49	R					NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$			_	From:	88-2075				NIC	460-
2079	0.14	80	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:		<u> </u>				
2085	0.51	NA			88-00612(B)/			NA	NA	
2003)	0.0.			To:	88-02090(B)/					
				From:	88-02085(B)/SOUTH					
2086	0.34	NA						NA	NA	
				To:	88-02085(B)/NORTH					
	0.00			From:	Cul-de-Sac/			NIA	NIA	
2087	0.20	NA		To:	Cul-de-Sac/	1		NA	NA	
				From:	88-02085(B)/	1				
2088	0.18	NA			88-02083(B)/			NA	NA	
2000)				To:	Cul-de-Sac/					
				From:	88-02088(B)/					
2089	0.08	NA		_		_		NA	NA	
				To:	Cul-de-Sac/					
	0.37	NIA		From:	Cul-de-Sac/			NIA	NΙΔ	
2090	0.37	NA		To:	88-02091(B)/	7		NA	NA	
				From:	Cul-de-Sac/	1				
2091	0.17	NA		<u> </u>	Cai ac gao	_		NA	NA	
				To:	Cul-de-Sac/					
$\sim$				From:	88-00627(B)/					
2120	0.42	NA		Te	00.001017017	7		NA	NA	
				To:	88-02121(B)/					
2121	0.68	NA		From:	Dead End/	_		NA	NA	
2121)	0.00	11/3		To	88-02126(R)/	7		14/1	1 7/ 1	
				From:	88-02125(R)/					
2122	0.28	NA				<u>-</u>		NA	NA	
				To:	88-02121(B)/	<u> </u>				
				From:	88-02122(B)/					
2123	0.10	NA		To:	Dood Fr. 4/	7		NA	NA	
				From:	Dead End/	<del></del>				
(2124)	0.18	NA		. cont.	88-02125(B)/			NA	NA	
2124	5.10			To:	88-02123(B)/	1		, .		
				•	` '	-				

					Spotsylvania Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tra		- QC	Design Hour	QK AAWDT	WÇ	Year
Spotsylvania County						an Ziran		rioui			
	0.17	NA		From:	88-02122(L)/			NA	NA		
(2125)	0.17	NA.		To:	Cul-de-Sac/			INA	IVA		
				From:	88-02121(R)/						
2126	0.19	NA						NA	NA		
				To:	Dead End/						
	0.09	NA		From:	88-02126(B)/			NA	NA		
2127	0.09	IVA		To:	Dead End/			INA	NA.		
				From:	88-02126(B)/						
2128	0.09	NA						NA	NA		
				To:	Dead End/						
	0.40	N. A		From:	88-02124(L)/			NIA	NIA		
2129	0.12	NA		To:	Cul-de-Sac/	<del></del> 1		NA	NA		
				From:	Dead End	1					
7000	2.99	310	R	<u> </u>	Don't Life			NA	NA		1995
				To:	88-601						
$\bigcirc$				From:	88-681						40-
9393	0.13	280	R	To:	00 (01			NA	NA		1995
				From:	88-681						
9398)	0.26	370	R		SR 208			NA	NA		1995
3330)				To:	SR 208						
				From:	88-613						
9490	0.12	380	R	_				NA	NA		1995
				To:	88-613						
	0.15	150	R	From:	SR 208			NA	NA		1995
9491)	0.10	100	1	To:	SR 208			1471	10.0		1000
				From:	SR 208						
9803)	0.07	200	R					NA	NA		1995
				To:	SR 208						
	0.05	400		From:	88-647			NIA	NIA		1005
9804	0.05	120	R	To:	88-738			NA	NA		1995
				From:	SR 3						
(9805)	0.10	110	R	<u> </u>	SK 3			NA	NA		1991
				To:	SR 3						
City of Fredericksburg				From:	I-E D ' DI I	ı					
(3950) Twin Lake Dr	0.46	3300	G	99%	Jefferson Davis Blvd           0%         1%         0%         0%	0%	С	NA	3400	G	2001
(3950) Twin Lake Dr				To:	Lafayette Blvd			<b>,</b>			
	<u> </u>			From:	WCL Fredericksburg						
3952 Lansdowne Road	0.47	6600	G	92%	1% 2% 1% 4%	0%	С	NA	6900	G	2001
				To:	C2US 17 Bus	<u> </u>					
3953) Stafford Avenue	0.50	2100	G	98%	William Street 0% 1% 0% 0%	0%	С	NA	2200	G	2001
Stafford Avenue	0.00	2100	3	To:	Jefferson Davis Highway	0 /0	J	IN/A	2200	J	_001
				From:	Cardwell St	Ì					
Howison St	0.09	1400	G					NA	1400	G	2001
				To: From:	Howard Avenue						
(3954) Howison Avenue	0.16	1300	G	<u> </u>	Howard Avenue			NA	1400	G	2001
Howison Avenue				To:	DixionStreet						
				_							

Davita	l amada	AADT					Trı			000	Design	OK	A A \ A \ D T	0)4/	
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
City of Fredericksburg				From:		William St	reet								
3955 College Ave	0.67	6700	G	т	1.00		TT: 1		_		NA		6900	G	2001
				To: From:		erson Davis			1						
Sunken Rd	0.28	330	G	99%	0%	US 1 LaFay 1%	0%	0%	0%	С	NA		340	G	2001
(3957) Sunken Rd				To:	11	1-3958 Han	over St		1						
3957 Sunken Rd	0.18	440	G	98%	1%	1%	1%	0%	0%	С	NA		460	G	2001
				To:	Вι	us SR 3 Wil	liam St								
(3958) High St	0.04	610	G	93%	Βι 0%	us SR 3 Wil 6%	liam St 0%	0%	<b>」</b> 0%	F	NA		640	G	2001
(3958) High St	0.04	610	G	To:	0 76	Hanover		0 70	7 0 /%	•	INA		040	G	2001
<u> </u>	0.00			From:	201	High St	t	00/		_			1000	_	0004
(3958) Hanover St	0.60	4200	G	93%	0%	6%	0%	0%	0%	С	NA		4300	G	2001
(3958) Hanover St	0.49	3600	G	From: 99%	0%	1-3959 Little 1%	epage St 0%	0%	0%	С	NA		3700	G	2001
(3958) Hanover St	0.43	3000	G	33 /0					7	C	INA		3700	O	2001
(3958) Hanover St	0.12	1400	G	From: 97%	1%	S 1 Par Princ 2%	0%	0%	0%	F	NA		1500	G	2001
(3958) Hanover St				To:	11	11-3973 Sop	phia St								
$\sim$				From:		US 1 LaFay									
3959 Littlepage St	0.44	1800	G	97% To:	1%	2%	0%	0%	0%	С	NA		1800	G	2001
				From:		us SR 3 Wil US 1 LaFay									
(3961) Kenmore Ave	0.49	4400	G		Dus	US I Laray	ene bivu				NA		4500	G	2001
(11)				To: From:	Bı	us SR 3 Wil	liam St		1						
(3961) Kenmore Ave	0.40	1800	G	98%	1%	1%	0%	0%	0%	С	NA		1900	G	2001
				To: From:		Mary Ball Kenmore									
(3961) Mary Ball St	0.10	2100	G	98%	1%	1%	0%	0%	0%	F	NA		2200	G	2001
(11)				To:	111-6	6963 Washii	ngton Ave	e							
N/achinatan Aus	0.40	2000		From:		is SR 3 P At		00/		•	NIA		2400		2004
(3963) Washington Ave	0.43	2000	G	98%	0%	1%	0%	0%	0%	С	NA		2100	G	2001
(3963) Washington Ave	0.44	2800	G	From: 98%	0%	11-3975 Ma 1%	ury St 0%	0%	0%	С	NA		3000	G	2001
(3963) Washington Ave	0.11	2000		To:		-3965; Fall		070		Ŭ			0000		2001
				From:		Kenmore Av									
3965 Prince Edward St	0.35	3300	G	98%	0%	1%	0%	0%	0%	F	NA		3500	G	2001
<u> </u>				From:	101	William St		201	] <del></del>						
(3965) Prince Edward St	0.44	2600	G	98%	1%	1%	0%	0%	0%	С	NA		2700	G	2001
(3965) Fall Hill Avenue	0.10	3000	G	From: 98%	1%	Canal Str	eet 0%	0%	0%	F	NA		3100	G	2001
Fall Hill Avenue	0.10	3000	ŭ	To:	1 70			0 70	7		IVA		3100	0	2001
(3965) Fall Hill Avenue	0.39	3900	G	From: 97%	0%	Maury Str 1%	1%	0%	0%	С	NA		4100	G	2001
(3965) Fall Hill Avenue				To		Washington	Street		<b>—</b>						
3965 Fall Hill Avenue	0.15	10000	G	98%	0%	1%	0%	0%	0%	F	NA		11000	G	2001
				To: From:	Jeffe	erson Davis	Highway		]						
3965 Fall Hill Avenue	1.59	14000	G	99%	0%	1%	0%	0%	0%	С	NA		15000	G	2001
	0.05	40000		From:	00/	I-95	00/	00/			NI A		14000		0004
Fall Hill Avenue	0.95	13000	G	99% To:	0% W	1% CL Frederic	0%	0%	0% T	С	NA		14000	G	2001
				From:		Lafayette I									
Sophia St	0.37	6400	G	98%	0%	1%	0%	0%	0%	С	NA		6600	G	2001
<u> </u>				To:	Ві	us SR 3 Wil	liam St		1						
Maury Street	0.14	2222		From:	00/	Washingto		00/	00/	-	NI A		2200		2004
3975 Maury Street	0.14	2200	G	98% To:	0%	1% Fall Hill Av	0% venue	0%	□ 0%	С	NA		2300	G	2001

-					-		Tru	ıak			Doolan				
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
City of Fredericksburg						ZAXIC	JIANIC	TTTAII	ZIIdii		rioui				
				From:		Willian	n St								
(3976) Westwood Dr	0.20	2400	G	99%	0%	0%	0%	0%	0%	С	NA		2500	G	2001
				To:		Woodla									
				From:		Falling Cr	eek Rd								
(3976) Keenland Road	0.36	2400	G								NA		2500	G	2001
				To:		Cowan Bo									
				From:		Cowan	Blvd								
3976 Powhatan Street	0.24	5200	G								NA		5400	G	2001
				To:	J	efferson Da	ivis Hwy								
				From:	0 3	35 Mi W Po	whatan St								
Cowan Boulevard	0.00	6600	G	<u> </u>	0	, , , , , , , , , , , , , , , , , , ,	, , , i attain ot				NA		6600	G	2001
2011411 204101414	0.00	0000	•	To:		Powhat	an St		7				0000		_00.
				From:		Charlotte									
Jackson Street	9.55	NA									NA		NA		
	0.00			To:		Wolfe S	troot		_						
				From:		Fauqui									
Sophia St	9.55	2100	G			ruuqui					NA		2100	G	2001
	0.00		•	To:		Lewis	St		7						_00.
				From:		Railroad A									
Summit Street	9.55	NA									NA		NA		
	0.00			To:		White S	troot		_						
				From:		Goodloe									
Twin Lakes Drive	9.55	NA		1		Sesaioc	2				NA		NA		
24.00 Dillo	0.00			To:		Lafayette	Rlvd								
				From:		Westwo			+						
Woodland Drive	9.55	130	G	<u> </u>		** CSLWO	Ju 171				NA		130	G	2001
VVOGalaria Brive	0.00	.50	J	To:		Falling (	Prools		_		14/7		100	0	2001
						railing (	JUCK								