2001

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

Jurisdiction Report 30

Fauguier County Town of Warrenton Town of Remington Town of The Plains

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	de
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.

					Fauqu	iier Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT:	QC	Design	QK	AAWDT	QW	Year
Fauguier County						ZAXIE	3+Axle	Tirali	2Trail		Hour				
~~	0.4=			From:		Culpeper Co		201		_	4000		0.4.000	_	2224
[15] James Madison Hwy	2.17	21000	F	86%	1%	3% Bus US 29	1%	9%	0%	F	1600	F	21000	F	2001
									+						
15 James Madison Hwy	0.30	29000	F	86%	1%	3%	1%	9%	0%	F	2100	F	28000	F	2001
<u> </u>				To: From:		SR 28 Cat	lett Rd]——						
15 James Madison Hwy	4.04	23000	F	86%	1%	3%	1%	9%	0%	F	1700	F	22000	F	2001
				To: From:		US 17 Ma	rsh Rd								
(15) James Madison Hwy	2.24	39000	Α	86%	1%	3%	1%	9%	0%	Α	3700	Α	38000	Α	2001
~				To: From:		0-684 Lees									
(15) James Madison Hwy	2.54	46000	F	86%	1%	3%	1%	9%	0%	F	3200	F	45000	F	2001
~				I IOIII.		15 & 17 & 2]						
(15)	2.33	36000	F	86%	1%	3%	1%	9%	0%	F	2600	F	35000	F	2001
~				To: From:		US 1]						
(15)	0.36	36000	N	86%	1%	3%	1%	9%	0%	N	2600	N	35000	N	2001
~				To:		SCL War	renton								
Town of Warrenton				From:		SCL War	renton								
15)	0.26	25000	F	86%	1%	3%	1%	9%	- 0%	F	1700	F	24000	F	2001
19)				To:		NCL War									
auguier County															
~~~				From:		NCL War									
[15]	0.22	25000	N	86% To:	1%	3%	1%	9%	0%	N	1700	N	24000	N	2001
<del>~</del>						S 15 & 29; BUS US 29									
15) (29) Lee Hwy	3.00	45000	F	92%	1%	3%	1%	4%	0%	F	3700	F	45000	F	2001
				To:	20.4	693 Old Ale	vandria Tnl	,							
15) (29) Lee Hwy	3.22	43000	Α	92%	1%	3%	1%	4%	0%	В	3600	Α	43000	Α	2001
13) (29) ===,				To:					¬	_					
15) (29) Lee Hwy	0.13	47000	F	From: 92%	1%	SR 215 Vint 3%	1%	4%	0%	F	3600	F	47000	F	2001
15) (29) 200 1111)	0.10	47 000	•	To:		ce William			٦ <i>"</i> "	•	0000	·	17000	•	2001
Bus				From:		US 15 US 1									
15 James Madison Hwy	0.55	9200	Α	96%	1%	2%	1%	1%	0%	Α	940	Α	9600	Α	2001
				To:		SCL War	renton								
Town of Warrenton															
Bus				From:		SCL War			J						
15 James Madison Hwy	0.34	9200	N	96%	1%	2%	1%	1%	0%	N	940	N	9600	N	2001
Bus				From:	U	S 17 Bus; S	hirley Ave								
15 Falmouth St	0.78	2400	F	95%	2%	2%	0%	0%	0%	С	250	F	2400	F	2001
				To:		Lee S	2+								
Bus Falmouth Ct	0.40	0000	_	From:	401			40/				_	0000	_	0001
15 Falmouth St	0.43	6200	F	96% To:	1%	3%	0%	1%	¬ 0%	С	550	F	6200	F	2001
Bus				From:		Main Falmout									
15 Main St	0.05	6200	N	96%	1%	3%	0%	1%	0%	Ν	550	Ν	6200	Ν	2001
<u> </u>				To:		US 211	Bus								
Bus Main St	0.01	6200	14	From:	10/			10/	<b>_</b>	NI	550	NI	6200	N	2004
15 Main St	0.01	6200	N	96% To:	1%	3% Alexandri	0% a Pike	1%	0% <b>7</b>	N	550	N	6200	N	2001
Bus				From:		Main									
15 Alexandria Pike	0.24	6000	F	98%	1%	1%	0%	0%	0%	С	550	F	6000	F	2001
$\smile$				To: From:		King	St								
Bus Alexandria St	0.24	0200	_		10/			00/	<b>-</b>	г	700	г	0200	_	2004
Alexandria St	0.21	8300	F	98% To:	1%	1% Blackwe	0%	0%	□ 0%	F	790	F	8300	F	2001
Bus				From:		Alexandri									
15 Blackwell Rd	0.58	11000	F	98%	1%	1%	0%	0%	0%	С	1000	F	11000	F	2001
				To:	US 2	9 Bus US 2	11; Lee Hw	у							

					rauqu	iei iviaiiiit	enance F	11ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Warrenton				r -	****										
Bus	0.50	22000	_	From:		Bus US 211			00/	F	2600	F	22000	_	2004
15 Lee Hwy	0.59	32000	F	98% To:	1%	1% NCL War	0%	0%	¬ 0%	Г	2600	Г	32000	F	2001
				l .		NCL Wai	Tenton								
Fauguier County Bus				From:		NCL War	renton		1						
15 Lee Hwy	0.27	28000	F	95%	1%	2%	1%	1%	0%	F	2300	F	28000	F	2001
(13) =====			-	To:	- , ,	US 15 U		- 7,0	٦						
Bus				From:	-	Culpeper Co									
15	0.24	2100	F	96%	0%	3%	1%	1%	0%	F	210	F	2100	F	2001
15)	0.21	2.00	•	To:	0 70	CL Remi		170	٦	•	2.0	•	2100	•	2001
F															
Town of Remington Bus				From:		CL Remi	ngton								
15)	0.13	2100	N	96%	0%	3%	1%	1%	0%	N	210	Ν	2100	Ν	2001
<u> </u>				To:		RT T6	51								
Bus				From:		30-T6			<b>」</b>						
[15]	0.30	2800	F	96%	0%	3%	1%	1%	0%	F	260	F	2800	F	2001
~				To:		CL Remi	ngton								
Sauguier County				Eram		OI P									
Bus	1.48	2000	N.	96%	0%	CL Remi	ngton 1%	1%	 0%	N	260	N	2800	NI.	2001
15	1.40	2800	N	90% To:					7 0%	IN	200	IN	2000	N	2001
•						& 29 North		gton							
~~	4.00		_	From:		Stafford Cou		400/		_	4000	_	00000	_	0004
17 Marsh Rd	1.89	22000	F	79%	1%	2%	1%	16%	1%	F	1600	F	22000	F	2001
~~				To: From:		30-615 Go	oldvein								
17)	4.28	20000	F	79%	1%	2%	1%	16%	1%	F	1500	F	20000	F	2001
<del>~</del>				To		30-634 Mo	rrisville		<b>—</b>						
17)	7.51	24000	F	79%	1%	2%	1%	16%	1%	F	1700	F	24000	F	2001
<u></u>				To:		SR 2	ō								
(17)	3.24	19000	G	79%	1%	2%	1%	16%	1%	F	1700	G	19000	G	2001
17)	0.24	10000	Ŭ	To:		JS 15; US		1070	┐ '″	•	1700	Ŭ	10000	O	2001
				From:		US 15 US 2									
17 (15) James Madiso	2.24	39000	Α	86%	1%	3%	1%	9%	0%	Α	3700	Α	38000	Α	2001
$\bigcirc$				To	31	0-684 Lees	Ridge Rd								
17 (15) James Madiso	2.54	46000	F	From: 86%	1%	3%	1%	9%	0%	F	3200	F	45000	F	2001
17) (13) ************************************			•	To:		US 29 Sour			7	•		-		-	
				From:		US 29 Nort									
17 (15)	2.33	36000	F	86%	1%	3%	1%	9%	0%	F	2600	F	35000	F	2001
$\bigcirc$				To	US 15	US 29 Nort	h of Warre	nton	<b>—</b>						
17	0.38	11000	N	From: 84%	0%	2%	1%	12%	0%	N	730	Ν	10000	Ν	2001
				To:		SCL War	renton								
Town of Warrenton															
OWIL OF WALLEHUUL				From:		SCL War	renton								
17	1.52	11000	F	84%	0%	2%	1%	12%	0%	F	730	F	10000	F	2001
				To:		NCL War	renton								
Fauguier County															
~~~				From:	_	NCL War								_	
17	0.32	20000	F	84%	0%	2%	1%	12%	0%	F	1500	F	19000	F	2001
<u> </u>				To: From:		Bus US	S 17								
17)	3.09	20000	N	84%	0%	2%	1%	12%	0%	Ν	1500	Ν	19000	Ν	2001
				To		30-77	17								
(47)	4.31	17000	В	From: 84%	0%	2%	1%	12%	0%	С	1600	В	16000	В	2001
17	+.51	17000	0	J 4 70	U /0			1 4 70	U /0	C	1000	ט	10000	D	200 l
~~~				From:		30-81		1601			10				
(17)	0.64	15000	F	84%	0%	2%	1%	12%	0%	F	1200	F	14000	F	2001
~				To: From:		30-70	)9		Ъ—						
17 Winchester Rd	1.38	14000	F	84%	0%	2%	1%	12%	0%	F	1100	F	14000	F	2001
				To:		I-66; BUS									
						., 0									

D 1			٠.	4.7.			Tru	ıck			Design	611		0111	
Route	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Hour	QK	AAWDT	QW	Yea
auguier County								-			•				
	1.27			From:	Co- '	BUS U		troffic	Juma a -	timata	for th:	0 am = -	.4		
17) (66)		20000	_	050/							for this so	•		_	200
(	Combined Traffic:	39000	F	95% To:	0%	1% BUS US 17	0%	4%	0%	F	4200	F	38000	F	200
				From:		Gap in U									
17) (66)	3.42				See I-			traffic vo	olume es	timates	for this se	egmen	ıt.		
	Combined Traffic:	38000	F	95%	0%	1%	0%	4%	0%	F	4200	F	37000	F	200
				To:		I-66									
17 Winchester Rd	0.64	8500	F	84%	0%	2%	1%	12%	0%	F	690	F	8300	F	200
.'')	Combined Traffic:	NA									NA		NA		
				To	CD.	550 4	CD 1 1		_						
(17) Winchester Rd	5.68	7300	F	From: 82%	1%	55 South o 5%	f Delaplane 0%	11%	0%	С	590	F	7100	F	200
17 Winchester Rd	3.00	7300		02 /0	1 70			1170	_ 0 / 0	O	330	•	7 100	'	200
~~	4.40			From:	40/	30-710 C		440/		_	500	_	7100		000
17) Winchester Rd	1.48	7300	F	85%	1%	3%	0%	11%	0%	С	590	F	7100	F	200
~~~				From:		US 50 I			_						
[17] [50]	1.11	12000	F	93%	1%	4%	0%	2%	0%	С	1200	F	12000	F	200
~ ~				To:		Clarke Cou	nty Line								
Bus				From:		I-66, U									
17	0.71	7600	F	95%	0%	2%	1%	2%	0%	С	660	F	7600	F	200
				To: From:	SR	55 Main S	t, Marshall								
Bus	0.98	6600	F	95%	1%	3%	1%	1%	0%	F	640	F	6600	F	200
[17] [55]	0.00	0000	•	To:			th of Marsha		¬ ~~	•	040	•	0000	•	200
Bus Bus				From:		US 15 US 1									
17 15 James M	ladiso 0.55	9200	Α	96%	1%	2%	1%	1%	0%	Α	940	Α	9600	Α	200
17) (13) sames m		0200	•	To:	.,,	SCL War		. , ,	7		0.0		0000		
Form of Wannantan															
Town of Warrenton Bus Bus				From:		SCL War	renton								
17) (15) James M	ladiso 0.34	9200	N	96%	1%	2%	1%	1%	0%	Ν	940	Ν	9600	Ν	200
\hookrightarrow				To:		US 15 I	BUS								
Bus	0.00	40000	_	From:	40/			00/		_	4000	_	40000	_	000
17 Shirley Ave	0.96	13000	F	96%	1%	2%	0%	0%	0%	С	1000	F	13000	F	200
Bus				From:		Culpepe	er St								
Bus 17	0.80	14000	F	96%	1%	2%	0%	0%	0%	С	1200	F	14000	F	200
<i>*</i>				To:											
Bus 17 Broadview Ave				From:		US 211									
17 Broadview Ave	0.86	32000	F	96%	1%	2%	0%	1%	0%	С	2500	F	32000	F	200
Pure				To: From:	U	JS 29 Bus;	Lee Hwy]						
Bus 17 Broadview Ave	0.57	12000	F	97%	1%	2%	0%	1%	0%	С	1100	F	12000	F	200
Dioddview Ave	0.07	12000	•	To:	1 /0	NCL War		1 /0	¬ ~~	3	1100	•	12000	•	200
Farranian Ct						.,.22 ,, 41									
Fauguier County Bus				From:		NCL War	renton								
17	0.25	9600	F	97%	1%	2%	0%	1%	0%	F	930	F	10000	F	200
→				To:		US 1	7								
				From:	US 15	& US 29 N	of Reming	ton		-					
28	2.30	6000	F	93%	0%	3%	1%	2%	0%	F	530	F	6000	F	200
				To:		5 17 North o	of Realaton								
	2.70	9600	F	93%	0%	3%	1%	2%	0%	F	920	F	9500	F	200
28)	2.70	5500	•	, 	J /0			-70		•	020	•	5500	•	200
	0.70	0000	_	From:	007	30-61		001			000		0000	-	000
28)	3.72	9900	F	93%	0%	3%	1%	2%	0%	F	960	F	9800	F	200
				To: From:		30-61									
(28)	2.40	8600	F	93%	0%	3%	1%	2%	0%	F	820	F	8600	F	200
<u> </u>				To: From:		30-806 C	Catlett		T						
28)	2.57	11000	Α	93%	0%	3%	1%	2%	0%	Α	1100	Α	11000	Α	200
				To:	Dein	oo William	County Lin	`							

Prince William County Line

Transmitr County Transmitr C						rauquiei ivia	annenance	Alea							
23	Route	Length	AADT	QA	4Tire	Bus 2A			 2Trail	QC	-	QK	AAWDT	QW	Year
29 15 James Madiso	auguier County				r										
15 James Madiso 0.30 29000 F 665% 1% 3% 1% 9% 0% F 2100 F 28000 F 280000 F 28000 F 280000 F 280000 F 280000 F	29 (15) James Madiso	2.17	21000	F				9%	0%	F	1600	F	21000	F	2001
SR 28 Calch Rd Sr Sr Sr Sr Sr Sr Sr S	20 (15) James Madiso	0.30	29000	F					0%	F	2100	F	28000	F	2001
15 James Madiso	29 (13)			-	To:				¬	•		-		•	
Column C	20 (15) James Madiso	4 04	23000	F				9%	0%	F	1700	F	22000	F	2001
23	29 (13) sames maaise			-	To:				٦	•		-		•	
30-694 1-ce 1-ce	20 15 James Madiso	2.24	39000	Α				9%	0%	Α	3700	Α	38000	Α	2001
15 James Madiso 2.54 46000 F 86% 1% 3% 1% 9% 0% F 3200 F 45000 F	29 (13)				To:										
29 15 2.33 36000 F 86% 1% 3% 1% 9% 0% F 2600 F 35000 F	James Madiso	2 54	46000	F				9%	0%	F	3200	F	45000	F	2001
23	29) (15) sames maaise			•					_	•	0200	•	.0000	•	
15	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	2 33	36000	F	TIOIII.					F	2600	F	35000	F	2001
15	29) (15)	2.00	30000	-	00 /0			3 70		'	2000		33000	'	2001
SCI_Warrenton SCI_Warrento		0.36	26000	N				Ω%	0%	NI	2600	NI	35000	N	2001
Second Color Col	29) (15)	0.30	36000	N				970	7 0%	IN	2000	IN	33000	IN	2001
SCI_Warrenton	CAN				<u> </u>	BCL	vv arrenton								
29 15 0.26 25000 F 36% 1% 3% 19% 9% 0% F 1700 F 24000 F	own of Warrenton				From:	SCL	Warrenton								
SCL Warrenton SCL Warrento	29 (15)	0.26	25000	F	86%			9%	0%	F	1700	F	24000	F	2001
CL Warrenton CL Remington CL R					To:	CL V	Varrenton								
CL Warrenton CL Remington CL R	auguier County														
Substitute Sub															
Lee Hwy 3.00 45000 F 92% 1% 3% 1% 4% 0% F 3700 F 45000 F 30.693 Old Alexandria Tpk 30.693 Old Alexandria Tpk	29} {15}	0.22	25000	N	86%	1% 39	% 1%	9%	0%	N	1700	N	24000	N	2001
29 Lee Hwy 3.22 43000 A 92% 1% 3% 1% 4% 0% B 3600 A 43000 A 230 A 229 Lee Hwy 0.13 47000 F 32% 17% 3% 1% 4% 0% F 3600 F 47000 F 3808 Bus 29 15 0.24 2100 F 96% 0% 3% 1% 1% 0% F 210 F 2100 F 2100 F 2200 T 2100 F 2200 T 22	~ ~				From: BU	IS US 15 BUS U	S 29 North of	Warrenton							
Dec Hwy 3.22 43000 A 92% 1% 3% 1% 4% 6% 8 3600 A 43000 A	29 Lee Hwy	3.00	45000	F	92%	1% 39	6 1%	4%	0%	F	3700	F	45000	F	2001
Dec Hwy 3.22 43000 A 92% 1% 3% 1% 4% 0% B 3600 A 43000 A 3200 A	~				To:	30-693 Old	Alexandria T	pk	_						
SR 215 Vint Hill Rd SR 215 Vint Hill Rd	29 Lee Hwy	3.22	43000	Α		1% 39	6 1%	4%	0%	В	3600	Α	43000	Α	2001
December December	~ ·				To:	SR 215	Vint Hill Rd								
Prince William County Line Prince William County Prince William County Line Prince William County Prince William County Line Prince William County Prin	29 Lee Hwy	0.13	47000	F				4%	0%	F	3600	F	47000	F	2001
Sus Bus Sus Sus	-				To:	Prince Will	iam County Li	ne							
Town of Remineton Page P	Bus Bus				From:	Culpepe	County Line								
CL Remington Sus Bus Sus Bus Bus Sus Bus Sus Bus Bus Sus Bus Bus Sus Bus Bus Sus Bus Bus Bus Bus Bus Bus Bus Bus Bus B	~~~	0.24	2100	F	96%			1%	0%	F	210	F	2100	F	2001
Sus Bus Bus					To:	CL F	temington								
Bus Bus	own of Remington														
Bus	Bus Bus								ا ۔						
Bus	29 { 15 }	0.13	2100	N				1%	- 0%	N	210	N	2100	N	2001
To															
To CL Remington		0.30	2800	F	96%			1%	0%	F	260	F	2800	F	2001
Bus Bus	20) (10)														
Bus Bus	auguior County														
To					From:	CL F	temington								
Bus Bus	29 (15)	1.48	2800	N					0%	Ν	260	Ν	2800	Ν	2001
Total District Tota	~ · ·				To:	JS 15 & 29 NOR	TH OF REMI	NGTON							
Total SCL Warrenton SCL	Bus Bus				From:	US 15 1	JS 17 US 29								-
SCL Warrenton SCL Warrento	29 (15) James Madiso	0.55	9200	Α		1% 29	6 1%	1%	0%	Α	940	Α	9600	Α	2001
Bus Bus Dames Madiso Dames M					To:	SCL	Warrenton								
Bus Bus Dames Madiso Dames M															
To US 17 BUS Shirley Ave	Bus Bus														
Bus Bus 29 17 Shirley Ave 0.96 13000 F 96% 1% 2% 0% 0% 0% C 1000 F 13000 F Bus Bus 29 17 0.80 14000 F 96% 1% 2% 0% 0% 0% C 1200 F 14000 F	29 15 James Madiso	0.34	9200	N					0%	N	940	N	9600	N	2001
29 17 Shirley Ave 0.96 13000 F 96% 1% 2% 0% 0% 0% C 1000 F 13000 F Bus Bus 29 17 0.80 14000 F 96% 1% 2% 0% 0% 0% C 1200 F 14000 F	Rue Rue)	-						
Bus Bus 29 (17) 0.80 14000 F 96% 1% 2% 0% 0% 0 C 1200 F 14000 F		0.96	13000	F				0%	0%	С	1000	F	13000	F	2001
29 17 0.80 14000 F 96% 1% 2% 0% 0% C 1200 F 14000 F	29) (17) 6169 AVC	3.00	.5000	•	T			0 /0	7	5	, 000	•	.0000	•	2001
29 (17) 0.80 14000 F 96% 1% 2% 0% 0% 0 C 1200 F 14000 F									_						
		0.80	14000	F	96%			0%	0%	С	1200	F	14000	F	2001
To RT 17 & RT 211	~ ~ <u> </u>				To:	RT 17	& RT 211								

					Fauquier Ma	aintenance /	Area							
Route	Length	AADT	QA	4Tire	Bus	Tr kle 3+Axle	uck		QC	Design Hour	QK	AAWDT	QW	Year
Cown of Warrenton					ZA	KIE STAXIE	IIIali	2Trail		Houi				
Bus Bus				From:		& RT 211								
29) (17) Broadview A	ve 0.86	32000	F	96%	1% 2'		1%	0%	С	2500	F	32000	F	2001
Bus				To: From:		RT 17 ; Winchester S	lt .							
29 Lee Hwy	0.55	29000	F	96%	0% 2		1%	0%	С	2200	F	29000	F	2001
23) 200,	0.00		•	To:		; Blackwell Re		7			-		•	
Bus Bus				From:	RT	15 BUS								
29 (15) Lee Hwy	0.59	32000	F	98%	1% 1'	% 0%	0%	0%	F	2600	F	32000	F	2001
\(\)				To:	NCL	Warrenton								
auguier County														
Bus Bus	0.07		_	From:		Warrenton	40/		_	0000	_	00000	_	000
29 {15} Lee Hwy	0.27	28000	F	95% To:	1% 2		1%	0%	F	2300	F	28000	F	2001
~ ~						15 US 29		Ţ						
~~~			_	From:		County Line				4000	_	40000	_	
50)	1.11	12000	F	93%	1% 4	% 0%	2%	0%	С	1200	F	12000	F	2001
				To: From:	US	17 Paris								
50)	5.71	6200	G	96%	0% 2	% 0%	1%	0%	F	630	G	6200	G	2001
~				To:	Loudou	County Line		<b>T</b>						
$\widetilde{50}$ John S Mosby Hw	vy 2.10	8800	G	96%	0% 2'		1%	0%	С	810	G	8800	G	2001
,				To:				_						
50 John S Mosby Hw	vy 2.03	11000	G	From: 96%	0% 2	aint Louis Rd 0%	1%	0%	F	1000	G	11000	G	2001
50 John S Mosby Hv	vy 2.00	11000	J	To:		County Line	1 70	$\neg$	'	1000	O	11000	O	200
				From:				1						
	8.91	890	F	97%	0% 1	County Line % 1%	1%	<b>-</b> 0%	F	100	F	890	F	200
55)	0.91	090	г	91 /0	0 /6 1	/0 1/0	1 /0		•	100		090	·	200
				From:		th of Delaplan		_ <del></del>						
55) {17} Winchester		8500	F	84%	0% 2	% 1%	12%	0%	F	690	F	8300	F	2001
Con	nbined Traffic:	NA		. —				_		NA		NA		
				To: From:		I-66 JS 17								
55) (66)	3.36					r directional	traffic vo	 dume es	timates	s for this s	eamer	nt		
	nbined Traffic:	38000	F	95%	0% 1		4%	0%	F	4200	F	37000	F	2001
0011	ibilica Trailio.	30000	•	To:		SR 55	770	٦ ٠٠٠	•	7200	•	07000	•	200
				From:		North of Marsh	nall							
55)	0.98	6600	F	95%	1% 3'	% 1%	1%	0%	F	640	F	6600	F	2001
				To	Rue IIS	17 Marshall		_						
55)	2.04	4800	F	95%	1% 3		1%	0%	С	460	F	4800	F	2001
33)		1000	•				. , ,	_		.00	•	.000	•	
	0.45	2222		From:		0-709	40/		_	040	_	0000	_	000
55	2.15	2300	F	95% To:	1% 3'		1%	0%	F	210	F	2300	F	2001
-					WCL	The Plains		_						
own of The Plains				From:	Wes	The Di-:-								
	0.32	2300	N	95%	1% 3'	The Plains % 1%	1%	0%	N	210	N	2300	N	2001
55	0.32	2300	14	JJ /6			1 /0	J /0	14	210	14	2000	IN	200
				From:		R 245	4							
55)	0.22	1400	F	95%	1% 2'		1%	0%	С	140	F	1400	F	2001
				To:	ECL	The Plains								
auguier County				r										
	4 47	4400	A.I	From:		The Plains	40/		K 1	440	K I	1400	k i	000
55	4.47	1400	N	95% To:	1% 2		1%	0%	N	140	N	1400	N	2001
						iam County Lir	ne							
East				From:		County Line	· · · · · ·							
East 66	3.96	15000	F	79%	1% 2'		17%	1%	F	1600	F	14000	F	2001
Con	nbined Traffic:	30000	F	78%	1% 2	% 1%	18%	1%	F	3100	F	27000	F	2001
				To: From:		0-688		<b>—</b>						
East	5.04	40000	_				470/	<b>_</b>	_	4500	_	45000	_	000
66	5.21	16000	F	79%	1% 2'		17%	1%	F	1500	F	15000	F	2001
Con	nbined Traffic:	32000	F	78%	1% 2'		18%	1%	F	3200	F	29000	F	2001
				To:	1	JS 17								

Devite	l a marth	AADT		4T:==	Dura		Tru	ıck		. 00	Design	OK	A A1A/DT	OW/	V
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
auguier County East				From:		US 1	7								
66)	3.36	19000	F	99%	0%	0%	0%	1%	0%	F	2100	F	18000	F	2001
	Combined Traffic:	38000	F	95%	0%	1%	0%	4%	0%	F	4200	F	37000	F	2001
				To: From:		SR 5	5								
east 66	1.34	19000	F	99%	0%	0%	0%	1%	0%	F	2200	F	19000	F	2001
66)	Combined Traffic:		F	95%	0%	1%	0%	4%	0%	F	4200	F	38000	F	2001
	Combined Traile.	33000	•	70 70	0 70			770	¬ ° ′ ′ ′ ′	'	4200	'	30000	'	2001
ast				From:		US 1									
66)	3.02	16000	В	99%	0%	0%	0%	1%	0%	С	1200	В	16000	В	2001
	Combined Traffic:	32000	В	95%	0%	1%	0%	4%	0%	С	3300	В	31000	В	2001
ast				From:		SR 24	15								
ast 66	5.04	16000	F	99%	0%	0%	0%	1%	0%	F	2100	F	15000	F	2001
	Combined Traffic:	32000	F	95%	0%	1%	0%	4%	0%	F	4100	F	31000	F	2001
				To:	Princ	ce William	County Lin	e							
/est				From:	I	Warren Cou	nty Line								
66)	4.34	15000	F	78%	1%	2%	1%	18%	1%	F	1500	F	13000	F	2001
	Combined Traffic:	30000	F	78%	1%	2%	1%	18%	1%	F	3100	F	27000	F	2001
lost				To: From:		30-68	88								
Vest 66	4.81	15000	F	78%	1%	2%	1%	18%	1%	F	1700	F	14000	F	2001
00)	Combined Traffic:		F	78%	1%	2%	1%	18%	1%	F	3200	F	29000	F	2001
		02000	-	To:		US 1			٦	-				•	
/est			_	From:						_		_			
<del>56</del> )	3.42	20000	F	90%	1%	1%	0%	7%	0%	F	2100	F	19000	F	2001
	Combined Traffic:	38000	F	95%	0%	1%	0%	4%	0%	F	4200	F	37000	F	2001
/est				From:	]	BUS US 17	, SR 55								
66)	1.27	20000	F	90%	1%	1%	0%	7%	0%	F	2000	F	19000	F	2001
	Combined Traffic:	39000	F	95%	0%	1%	0%	4%	0%	F	4200	F	38000	F	2001
				To:		BUS US	S 17		¬						
/est	2.40	46000	ь	From:	10/			70/		D	2100	В	15000	В	2001
66	3.40	16000 32000	B B	90%	1%	1%	0%	7%	0%	B C	2100	В	15000	В	2001
	Combined Traffic:	32000	ь	95%	0%	1%	0%	4%	0%	C	3300	В	31000	В	2001
Vest				From:		SR 24	15								
66)	4.73	17000	F	90%	1%	1%	0%	7%	0%	F	2000	F	16000	F	2001
	Combined Traffic:	32000	F	95%	0%	1%	0%	4%	0%	F	4100	F	31000	F	2001
				To:		ce William		e							
~~			_	From:		ulpeper Co		101		_	4=00	_	40000	_	2224
211)	5.33	16000	F	95%	1%	2%	1%	1%	0%	F	1500	F	16000	F	2001
<u> </u>				10		WCL War	renton								
own of Warrento	n			From:		WCL War	renton		1						
Frost Ave	0.44	22000	F	96%	1%	2%	0%	1%	0%	С	1900	F	22000	F	2001
				To:	.04 M	liles West o	f Shirley A	ve	1						
~~_				From:		Ailes West			J	_		_		_	
Frost Ave	0.04	24000	F	96%	1%	2%	0%	1%	0%	F	2100	F	24000	F	2001
Bus				To: From:		irley Ave; U 17 BUS US		IS 211							
	view Ave 0.86	32000	F	96%	1%	2%	0%	1%	0%	С	2500	F	32000	F	2001
				To		BUS US			<b></b>						
Bus			_	From:	201			401		_		_	000==	_	~
211 29 Lee H	wy 0.55	29000	F	96% To:	0%	2%	0%	1%	0%	С	2200	F	29000	F	2001
					E	CL WARR									
_				From:		Broadviev									
^{Bus} 211 ∫Waterloo St	0.62	7600	F	96%	1%	2%	0%	0%	0%	С	670	F	7600	F	2001

					i auqu	ner manne	mance r	-ii Ca							
Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Warrenton				From:		Alexandr	rio Ct								
Bus (211)	0.10	11000	F	96%	1%	2%	0%	0%	0%	F	960	F	11000	F	2001
<u></u>				To:		US 15 E									
Bus Bus	0.04	0000		From:	40/	US 15 BUS		40/		N.	550	N.	0000	N.	2004
(211) (15) Main St	0.01	6200	N	96% To:	1%	3% Alexandria	0%	1%	<b>0</b> %	N	550	N	6200	N	2001
Bus Bus				From:		Main S			_						
(211) (15) Alexandria Pike	0.24	6000	F	98%	1%	1%	0%	0%	0%	С	550	F	6000	F	2001
Bus Bus				To: From:		King S	St								
211 15 Alexandria St	0.21	8300	F	98%	1%	1%	0%	0%	0%	F	790	F	8300	F	2001
				To:		Blackwel	il Rd								
Bus	0.50	44000	_	From:	40/	Alexandria		00/		_	4000	_	44000	_	0004
211 (15) Blackwell Rd	0.58	11000	F	98% To:	1%	1% 29 BUS US 2	0%	0%	0%	С	1000	F	11000	F	2001
					0.5.2	29 BUS US 2	.11 Lee HV	w y							
Fauguier County				From:		US 29	9		1						
215)	2.13	5500	F	95%	1%	3%	1%	1%	0%	С	520	F	5500	F	2001
				To:	Prir	nce William C	County Lin	ne							
				From:		US 17 Old	Tavern								
(245)	2.05	2300	F	95%	0%	3%	1%	1%	0%	С	290	F	2300	F	2001
$\frac{\smile}{-}$				To: From:		I-66									
(245)	0.95	3200	F	95%	0%	3%	1%	1%	0%	F	370	F	3200	F	2001
				To:		SCL The I	Plains								
Town of The Plains				From:		CCI The I	DIi		1						
245	0.27	3200	N	95%	0%	SCL The I	1%	1%	0%	N	370	N	3200	N	2001
245	0.27	3200	.,	To:	0 70	SR 55 The		1 70	7 ~	11	370	11	3200	11	2001
Fauguier County									•						
				From:		Warren Cour	nty Line								
283 FR	0.48	NA							_		NA		NA		
				To:		Dead E									
	0.04	840	_	97%	0%	SR 55	5 0%	40/		F	110	0	820	0	2001
600	2.21	040	G	97%	0%	1%		1%	0%	Г	110	G	020	G	2001
	1.00	4000	F	From:	00/	30-82 1%	0%	1%	0%	F	320	F	1000	F	2001
600	1.82	1900	г	97%	0%	170	0%	170	U%	Г	320	Г	1900	Г	2001
	0.00			From:	00/	US 29		40/			000		0000		0004
(600)	0.33	3600	F	97%	0%	1%	0%	1%	0%	С	320	F	3600	F	2001
				From:		30-67:			<u> </u>					_	
(600)	0.83	2500	F	97%	0%	1%	0%	1%	0%	F	280	F	2500	F	2001
<u> </u>				From:		30-67			]						
(600)	0.34	1900	F	97%	0%	1%	0%	1%	0%	F	210	F	1900	F	2001
0				From:		30-79									
(600)	0.73	1800	F	97%	0%	1%	0%	1%	0%	F	210	F	1800	F	2001
				To:		SR 21	5								
Town of The Plains				From:		30-62	6								
(601)	0.28	480	R			30-020	0		_		NA		NA		11/01/2001
001)				To:		ECL The I	Plains								
Fauguier County															
	0.55	_	_	From:		ECL The I	Plains								
(601)	2.32	460	R								NA		NA		11/01/2001
				To: From:		30-628 V	Vest		]						
(601)	1.60	320	R						_		NA		NA		11/01/2001
				To:	Prir	nce William (		ne							
$\cap$	0.00	400	_	From:		30-80	6				<b>N10</b>	· <u> </u>	NIA		4000
602	0.80	160	R	To:		0.00 ME 2	0.804		_		NA		NA		1998
						0.80 ME 3	0-806		1						

_	,			-					
	Fa	ลเมต	uier	Ν	Mair	nter	nanc	e A	rea

Route	Length	AADT	QA	4Tire	Bus		Tru			- QC	Design	OK	AAWDT	OW	Year
Fauguier County	_3g		٠		240	2Axle	3+Axle	1Trail	2Trail	40	Hour	٠.٠	, , , , , ,	٠	
	1.50	160	R	From:		0.80 ME 3	30-806				NA		NA		1998
602	1.00			To:		30-64	14								1000
602	3.50	400	R	From:		30-0-					NA		NA		1998
	0.00	500		From:		30-80	)5				NIA		NIA		4000
602	0.60	560	R	To:		30-610 S0	OUTH		1		NA		NA		1998
<u></u>	0.20	180	R	From:		30-610 N	ORTH				NA		NA		1998
602	0.20	100		To:		SR 2	Q		_		IVA		IVA		1000
602)	0.60	300	R	From:		SK 2	0				NA		NA		09/20/200
	0.40	400		From:	00/	30-649 S0		00/			50		400		2004
602	0.16	420	F	98%	0%	1% 30-649 N	0%	0%	0%	F	50	F	420	F	2001
602	0.49	40	R	From:		30-049 10	OKIII		_		NA		NA		1998
				To: From:	Dea	ad End; Ga	p Terminus								
602	0.76	310	R	To:		30-643 F	TZAST		7		NA		NA		09/20/2001
$\bigcirc$				From:		30-643 V									
602	0.80	220	R	_					_		NA		NA		09/17/2001
(602)	0.90	210	R	From:		30-66	54				NA		NA		09/17/2001
002)				To:		30-616 E									
602	3.57	380	R	From:		30-616 V	VEST				NA		NA		09/17/2001
002)				To		30-670 S0	OUTH		1						
602	0.05	860	F	98%	0%	1%	0%	0%	0%	F	110	F	850	F	2001
	1.00			To: From:		30-670 N	ORTH				<b></b>				00/47/0004
602	1.00	490	R	To:		30-605 E	EAST		1		NA		NA		09/17/2001
$\bigcirc$	0.44		_	From:	00/	30-605 V	VEST	00/		_	000	_	0000	_	0004
602	0.14	2600	F	98%	0%	1%	0%	0%	0%	F	260	F	2600	F	2001
602)	3.10	2800	F	From: 98%	0%	30-15 1%	0%	0%	0%	С	290	F	2800	F	2001
<u></u>				To:	Princ	ce William	County Lin	e							
	3.19	630	F	95%	0%	SR 28; 30 2%	0-616 <b>2%</b>	1%	0%	F	60	F	630	F	2001
603	5.19	630	Г	70:	0 76	30-667		1 /0		ı	00	ı	030		2001
	1.80	1300	F	95%	0%	30-667 2%	East 2%	1%	0%	F	130	F	1300	F	2001
603	1.00	1300	•	33 /0 To:	0 70	30-605 \$		1 /0	7	'	130		1300	'	2001
603)	2.72	1300	F	95%	0%	2%	2%	1%	0%	С	120	F	1300	F	2001
				To:	Princ	ce William		e							
	2.80	360	R	From:		30-66	57				NA		NA		09/17/2001
(604)	2.00			To:		30-60	)5		7						00/11/2001
(604) (604)	1.00	180	R	From:		30 00	,,,				NA		NA		09/17/2001
				To:	Princ	ce William	•	e							
605)	1.94	960	F	97%	1%	30-62 2%	0%	0%	<b>」</b> ○%	F	90	F	960	F	2001
(003)			_	To		30-672 V									
605)	1.39	1800	F	97%	1%	2%	0%	0%	0%	F	150	F	1800	F	2001
				To: From:		US 29 NO US 29 SO			+						
605)	4.61	5600	F	99%	0%	1%	0%	0%	0%	С	480	F	5600	F	2001
				To:		30-67	70								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		- QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:					1						
605)	1.49	2300	F	99%	0%	30-67 1%	0%	0%	0%	F	210	F	2300	F	2001
				To: From:		30-603 SC									
605	2.37	1600	F	99%	0%	30-603 NO 1%	0%	0%	0%	F	150	F	1600	F	2001
605)	2.01	1000	•	To:		ce William (			٦	'	150		1000	'	2001
				From:		SR 2									
606)	1.10	420	R	<u> </u>			-				NA		NA		1998
<u> </u>				To:	Prin	ce William (	County Lin	e							
				From:		30-80	16								
607	0.69	90	R						_		NA		NA		1998
				To: From:		0.69 ME 3 0.70 ME 3									
607)	0.81	190	R			0.70 WIE 3					NA		NA		1998
				To		30-81	1		٦						
607)	1.70	250	R	From:		30-01			_		NA		NA		1998
<u></u>				To:		30-61	6								
607)	2.59	110	R	From:		30-01	0		_		NA		NA		1998
001)				To:		30-806 W	/EST								
	4.00		_	From:		30-806 E	AST								4000
607)	1.30	250	R								NA		NA		1998
				From:		30-64	1								
607)	0.27	20	R	To:		D 15	. 1		_		NA		NA		1998
				_		Dead E									
	1.00	290	R	From:		US 1	7				NA		NA		09/20/20
608)	1.00	290	K	To:		Dead E	End		7		INA		INA		09/20/20
				From:		30-80			<u> </u>						
609	1.80	1000	F	93%	1%	3%	1%	3%	0%	С	120	F	1000	F	2001
000)				To:		30-61									
				From:		SR 2	8								
610	0.30	1400	R	-							NA		NA		1998
				To: From:		30-602 SC	OUTH		<b>—</b>						
610	0.60	870	R	rioii.					_		NA		NA		1998
				To:		30-64	.9								
610)	4.10	1400	F	96%	0%	2%	1%	1%	0%	F	130	F	1400	F	2001
				To		30-80	16		<b>—</b>						
610)	4.50	880	R	From:		30 00			_		NA		NA		1998
				To:		30-616 SC									
	0.50	4000	_	From:		30-616 NO	ORTH				NIA		NIA		4000
610	2.52	1000	R						_		NA		NA		1998
	0.00			From:		30-84	-6		_						4000
610	0.33	2100	R								NA		NA		1998
				From:	201	30-612 NO		101							
610	0.11	4000	F	96%	0%	2% Stafford Cou	1%	1%	0%	С	430	F	3900	F	2001
				From:					+						
	1.68	480	R	From:		30-80	16				NA		NA		1998
611)	1.00	-100	11	т			•		_		13/-3		1471		1000
644	1.02	4000	F	From: 95%	0%	30-61 3%	2 1%	1%	0%	С	480	F	4000	F	2001
611)	1.02	7000	Г	95 76 To:		ce William (			7 0 /0	U	700	1	7000		2001
				From:		Stafford Cou		-							
612	0.50	390	R	<u> </u>		manora Cou	iny LIIIC		_		NA		NA		1998
				To:		30-610 W	/EST								
612)	4.65	2800	F	From: 96%	0%	2%	0%	1%	0%	F	350	F	2800	F	2001
U 14/			•	To:	U / U	- / 0	5,0	. , 0	_ ```	•		•		•	_551

Route	Length	AADT	QA	4Tire	Bus		Tr	uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				r				TITAL	ZIIdii		rioui				
612)	0.90	3600	F	96% To:	0%	30-60 2% 30-61	0%	1%	┙ ○%	С	440	F	3600	F	2001
				From:	C	ulpeper Co									
(613)	0.10	670	R						_		NA		NA		10/23/2001
				To: From:		30-68									
(614)	0.60	430	R	Tioni		tafford Cou	inty Line		_		NA		NA		1998
				To:		30-61	6								
$\bigcirc$	4.00			From:		30-63	32								1000
615)	1.30	850	R	т		20.50			_		NA		NA		1998
615)	1.70	160	R	From:		30-63	1		_		NA		NA		1998
019	-			To:		30-65	i1								
615)	0.80	150	R	From:		30 00			<u> </u>		NA		NA		1998
				To: From:		30-80	13		]						
615)	0.20	10	R			10.10			_		NA		NA		1998
				To: From:		ad End; Gap ad End; Ga									
615	0.45	90	R								NA		NA		1998
				To: From:		30-80	19								
615)	0.23	170	R								NA		NA		1998
	0.07	140	R	From:		US 1	7				NA		NA		1998
615	0.07	140	K	To		30-813 V	VEST				INA		INA		1990
	0.20	420	_	From:		30-813 E	EAST				NIA		NIA		1000
615	0.20	430	R	To:		20.61			_		NA		NA		1998
615)	0.30	460	R	From:		30-61	.7				NA		NA		1998
019				To:		0.30 ME 3	80-617		<b></b>						
615)	0.70	460	R	From:							NA		NA		1998
				To: From:		1.00 ME 3	30-617								
615)	0.40	460	R	To:		tafford Cou	, T:		_		NA		NA		1998
				From:		tafford Cou									
(616)	2.13	890	R			namoru Cot	mty Line		_		NA		NA		1998
				To: From:		30-610 SC	OUTH								
616	0.26	1500	R								NA		NA		1998
				To: From:		30-610 No	ORTH		_						1000
616	4.25	860	R	To:		30-806 E	AST		1		NA		NA		1998
				From:		30-806 V									
616)	2.17	710	R								NA		NA		1998
	2.40	1300	R	From:		30-60	)7				NA		NA		1998
616	2.40	1300	K	To:		20 (12 0)	N. ITELY		_		INA		INA		1990
(616)	0.44	1400	R	From:		30-642 SC	JUIH				NA		NA		1998
				To: From:		SR 28 E			1						
(616)	3.93	1100	F	94%	0%	SR 28 W 4%	/EST 1%	1%	0%	С	110	F	1100	F	2001
0.0				To:	- / -	30-643 SC	OUTH			-		-		•	
(616)	1.84	230	R	From:		30-643 NO	ORTH		_		NA		NA		09/24/2001
010	1.04	200		To:		30-674 SC	TITL				IN/A		14/7		30/27/2001
616)	0.19	830	R	From:		JU-0/4 SC	JU 111				NA		NA		09/24/2001
				To:		30-674 NO	ORTH								

						Walliton									
Route	Length	AADT	QA	4Tire	Rue	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:	21	0 674 NOD	тп								
(616)	2.09	880	F	94%	0%	0-674 NOR 4%	1%	1%	<b>-</b> 0%	F	90	F	880	F	2001
010	2.00	000	•	To:	0 70	US 17	170	1 70	7 ~~	•	00	•	000	•	2001
				From:		30-615			1						
617)	2.00	550	R	<u> </u>		30-013					NA		NA		1998
017)				To:		20.750			_						
647	2.80	170	R	From:		30-758					NA		NA		1998
617	2.00	170		. —					_		14/1		1473		1000
	1.10	370	R	From:	30	0-752 NOR	TH				NA		NA		1998
617)	1.10	370	K	To:		30-616					INA		INA		1990
				From:	2/		TH								
618)	0.67	47	R		31	0-616 NOR	ПП				NA		NA		1998
010	0.07	4.		To:	3(	0-616 SOU	TH				10.		10.		1000
				From:		Dead End			1						
619	1.20	20	R	<u> </u>		Dead Life					NA		NA		11/13/2001
010				To:	1.0	OMED	1 F 1		_						
	0.40	170	R	From:	1.2	0 ME Dead	1 End				NA		NA		11/13/2001
619	0.40	170	11	To:		US 50					14/1		1473		11/10/200
				From:	Culm	peper Count	ty Lina								
620	0.20	680	F	98%	0%	2%	0%	0%	0%	С	70	F	680	F	2001
020			-	To:		30-651			7			•		-	
				From:	Culn	peper Count	ty Line								
621)	0.20	400	F	93%	0%	5%	0%	1%	0%	С	48	F	400	F	2001
021)				To:		30-651									
				From:		Dead End	i								
622	0.63	570	R								NA		NA		11/05/2001
				To	0.6	3 MN Dead	d End								
622	0.31	570	R	From:	0.0.	5 WIT Deac	a Dila				NA		NA		11/05/2001
022				To		SR 55									
623)	0.80	150	R	From:		SK 33					NA		NA		11/08/2001
622	0.00		•	т.,											
	1.40	48	R	From:		30-762					NA		NA		11/08/2001
622)	1.40	40	K						_		INA		INA		11/00/2001
$\overline{}$	0.50		_	From:		30-717					NI A		NIA		44/00/0004
622	0.50	80	R	To:		30-710			_		NA		NA		11/08/2001
							_								
	1.60	400	В	From:		Dead End	1				NA		NA		11/13/2001
623)	1.00	100	R						_		INA		INA		11/13/2001
$\overline{}$	0.07		_	From:		30-831									4.4.4.0.10000
623	0.07	40	R	To:	,	HO 17 WE	over.		_		NA		NA		11/13/2001
				From:		US 17 WES US 17 EAS									
623)	0.10	590	R	<u> </u>		0017111	,,				NA		NA		11/13/2001
020				To:		30-712									
(622)	3.30	60	R	From:		30-/12					NA		NA		11/13/2001
623	0.00		•	To:	3	30-710 WE	ST								
				From:		30-710 EAS									
623	3.70	500	R								NA		NA		11/13/2001
				To:		US 50									
$\overline{}$			_	From:		Dead End	d			_					
624)	1.60	110	R						_		NA		NA		11/13/2001
				To: From:		713 Gap Tei 710 Gap Tei			+						
624)	1.90	170	R		30-7	10 Oap 1ei	minus				NA		NA		11/13/2001
024				To		20.5:-			_		, .		. •, •		
	2.86	40		From:		30-715					NA		NA		11/08/2001
624)	2.00	40	R	To:	2	.87 MN 30-	.715		7		INA		INA		11/00/2001
					۷.	.07 IVIIN 3U-	113								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:		2.87 MN 30	0-715		1						
624)	0.08	40	R								NA		NA		11/08/2001
				To:		US 50									
625)	0.70	490	R	From:		US 29	1				NA		NA		11/15/2001
(625)	0.70	430	IX	To:		Dead E	nd				IVA		IVA		11/10/2001
Town of The Plains									Ī						
626	0.17	2400	F	95%	0%	SR 55	1%	1%	┚ ○%	С	210	F	2400	F	2001
626	0.17	2400	•	To:	0 70			1 /0	7	O	210	•	2400		2001
(626)	0.20	1800	F	95%	0%	30-601 <b>3</b> %	1%	1%	0%	F	170	F	1800	F	2001
				To:		NCL The F	Plains								
Fauguier County				From:		NCL The F	Dlaine		Ī						
(626)	3.39	1800	N	95%	0%	3%	1%	1%	0%	N	170	N	1800	N	2001
				To		30-679	)		<b>—</b>						
(626)	4.02	1400	F	95%	0%	3%	1%	1%	0%	F	140	F	1400	F	2001
				To:	Lo	oudoun Cou	nty Line								
$\bigcirc$	4.00			From:		30-626	Ó								11/01/0001
627	1.30	60	R						_		NA		NA		11/01/2001
	0.20	120	R	From:		30-776	5				NA		NA		11/01/2001
627)	0.20	120	K	To:	Lo	oudoun Cou	ntv Line				INA		INA		1 1/0 1/200 1
				From:		30-691									
628)	0.60	380	R								NA		NA		10/25/2001
				To: From:		0.60 ME 30	)-691								
628	0.20	380	R								NA		NA		10/25/2001
				To: From:		30-690 W	EST		]						
628	2.00	430	R								NA		NA		10/29/2001
				To: From:		30-690 EA	AST								
628	1.20	860	R	To:		US 17 SO	TTH		7		NA		NA		10/29/2001
				From:		US 17 NO									
628)	0.23	1900	F	97%	0%	2%	0%	0%	0%	С	220	F	1900	F	2001
				To: From:		30-605			]——						
(628)	2.90	800	F	97%	0%	2%	0%	1%	0%	F	110	F	800	F	2001
				To: From:		30-694			]						
628	3.20	880	F	97%	0%	2%	0%	0%	0%	F	140	F	880	F	2001
	0.00	40		From:	00/	30-674 N		00/					40		2004
628	0.60	40	F	97%	0%	3%	0%	0%	0%	F	9	F	40	F	2001
	0.10	110	R	From:		SR 55					NA		NA		11/01/2001
628	0.10	110	K						_		INA		INA		1 1/0 1/200 1
620	1.00	40	R	From:		0.10 MN S	R 55				NA		NA		11/01/2001
628	1.00	70	1	To:		20 (74 NO	DTH				1471		147.		11/01/2001
628	2.30	40	R	From:		30-674 NO	KIH				NA		NA		11/01/2001
628				To:		30-601 EA									
	2.70	20	R	From:		30-601 W	EST				NA		NA		11/01/2001
628	2.10	30	ĸ	To		**			_		INA		INA		1 1/U 1/200 I
629	1.00	700	R	From:		30-679	)				NA		NA		11/01/2001
628	1.00	. 50		To		20.707									. 1/0 1/2001
628)	2.30	70	R	From:		30-686	)				NA		NA		11/01/2001
(020)				To:		30-776			7		-		-		. ===.

Fauguier	Maintenance	Δrea

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:	30-77	76								
628)	0.60	40	R					_		NA		NA		1998
				To:	Loudoun Cor									
620	0.20	140	R	From:	30-60	)1				NA		NA		11/01/200
629	0.20	140	IX	To:	0.20.101	20. (01		_		14/5		11/3		11/01/200
629)	4.90	40	R	From:	0.20 MN 3	30-601				NA		NA		11/01/200
629				To: From:	30-68	36		<b></b>						
629	0.20	330	R	From:	30 00	<del>10</del>				NA		NA		11/01/200
				To: From:	30-77	76		<del></del>						
(629) (629)	0.20	130	R					<del></del>		NA		NA		11/01/200
<u> </u>				To: From:	0.20 MW	30-766								
(629)	1.50	130	R					_		NA		NA		11/01/200
				To:	Loudoun Co									
(620)	0.07	40	R	From:	Dead I	3nd				NA		NA		10/25/200
630	0.07	40	.,	To:	0.07 Mg D	1 F 1		_				101		10/20/200
630	0.40	40	R	From:	0.07 MS De	ead End				NA		NA		10/25/200
				To:	30-69	)1								
				From:	Dead I	∃nd								
631)	1.60	270	R		20 (21 )			_		NA		NA		1998
				To: From:	30-651 E 30-651 V									
631)	2.20	250	R					_		NA		NA		1998
				To	30-61	5								
$\bigcirc$	2.20	0.40	_	From:	Dead I	End				NIA		NIA		1000
632	2.30	240	R	To:	30-651 SC	оптн		7		NA		NA		1998
				From:	30-651 No									
632	2.90	230	R							NA		NA		1998
				From:	30-61	5		]						
632	0.50	960	R	To:	20 (24 E	CACT		_		NA		NA		1998
				From:	30-634 E 30-634 V									
632	0.20	190	R					_		NA		NA		1998
				To:	30-83									
	1.00	190	R	From:	30-61	15				NA		NA		1998
(633)	1.00	190	K	To:	US 1	7		7		INA		INA		1990
				From:	30-63			Ī						
(634)	1.10	500	R							NA		NA		1998
				To: From:	30-632 E	EAST		]——						
(634)	0.40	1300	R					_		NA		NA		1998
				To: From:	US 17 Gap 7 30-806 SOUTH;		1115							
(634)	1.80	640	R		50 000 500 111,	Gup Terrinin	1415			NA		NA		1998
				To:	30-75	58		7						
634)	2.30	70	R	erom't						NA		NA		1998
				To: From:	30-63	37		]——						
634	0.60	120	R					_		NA		NA		1998
				To:	30-806 NO									
	1.70	400	Р	From:	Rappahannock	County Line	2			NA		NIA		11/10/200
635)	1.70	400	R					_		INA		NA		11/19/200
625	5.00	380	R	From:	30-72	26				NA		NA		11/19/200
635)	3.00	300	n	To:	30-68			_		11/7		13/7		11/13/200

Fauguier Maintenance Area	

Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:		30-68									
635	3.30	750	F	93%	0%	3%	1%	1%	0%	С	80	F	750	F	2001
(25)	1.20	730	F	From: 93%	0%	30-732 E 4%	EAST 1%	1%	0%	F	80	F	730	F	2001
635	1.20	100	•	To		30-64		170	¬——	•					2001
635)	0.40	80	R	From:		30-0-	T /		_		NA		NA		10/25/2001
				To:		30-72									
(636)	0.40	100	R	From:		Dead I	End				NA		NA		09/24/2001
636)			.`	To:		30-67	74								
$\bigcirc$				From:		30-65	51								
637	1.90	910	R						_		NA		NA		1998
(627)	0.28	900	R	From:		30-63	34		_		NA		NA		1998
637)	0.20			To:		30-79	95								1000
(627)	0.55	900	R	From:		30-63	34				NA		NA		1998
637	0.00			To:		0.55 MN 3	30 634								1000
637)	0.21	900	R	From:		0.55 14114	50-054				NA		NA		1998
				To: From:		US 1	7		]——						
637	1.88	510	R	To:		20.007.07	OLITII.		_		NA		NA		1998
				From:		30-806 S0 30-806 No									
637	0.60	260	R								NA		NA		1998
	4.00	222		From:		30-63	34				NIA		NIA		1000
637)	1.00	220	R	To:		30-610 E	EAST		7		NA		NA		1998
	0.50		_	From:		30-610 V									4000
637	2.50	110	R	To:		30-61	16		7		NA		NA		1998
				From:		Dead I									
638	0.55	220	R	_					<del>-</del>		NA		NA		11/19/2001
				To: From:		30-726 F 30-726 V									
638	0.60	60	R						<u>-</u>		NA		NA		11/19/2001
				To:	,	Warren Cou			1						
(639)	1.35	300	R	From:		30-61	16		_		NA		NA		1998
000				To:		1.35 MS 3	30-616		٦						
639	2.45	300	R	From:					<u></u>		NA		NA		1998
				To:		30-61									
640	1.30	170	R	From:		30-80	)6				NA		NA		1998
640			.`	To:		Dead I	End								
				From:		30-60	)7								
641)	0.50	10	R	To:		Dead I	End		_		NA		NA		1998
				From:		SR 2			<u> </u>						
642	0.90	590	R	_		DK 2			<b>_</b>		NA		NA		1998
				To: From:		30-616 S0 30-616 No									
642	0.20	50	R			20-010 IN	OK 111		_		NA		NA		1998
				To:		Dead I	End								
	4.00	400	r	From:		Dead I	End				NIA		NIA		1000
643)	1.30	100	R	To:		SR 28 NO	ORTH		ī		NA		NA		1998

Route	Length	AADT	QA	4Tire	Bus		Tr	uck		QC	Design	QK	AAWDT	QW	Year
Fauguier County								1Trail	2Trail		Hour				
643)	3.33	2300	F	94%	0%	SR 28 SO 2%	2%	1%	0%	F	200	F	2300	F	2001
				To: From:		30-616 SC									
643	4.61	3700	F	94%	0%	2%	2%	1%	0%	F	320	F	3700	F	2001
643)	0.59	7200	F	From: 94%	0%	30-67 2%	2 2%	1%	0%	С	650	F	7200	F	2001
043)				To:		ECL WARR			<u> </u>						
(i)	1.90	480	R	From:		US 1	7				NA		NA		1998
644)	1.90	400		To:		30-60	2				INA		INA		1990
644)	1.40	190	R	From:		30-00	2		<b>⊣</b> <b>–</b>		NA		NA		1998
				To:		30-80									
645)	3.25	160	R	From:	Rap	pahannock (	County Lin	e	_		NA		NA		10/23/200
0.00				To:		30-64	7								
	2.10	80	R	From:		30-60	2				NA		NA		1998
646)	2.10	80	K	To:		30-64	8				INA		INA		1990
				From:		pahannock (			J						
647)	2.89	780	F	96%	0%	2%	1%	1%	0%	F	80	F	780	F	2001
	3.23	830	F	From: 96%	0%	30-68 2%	8 1%	1%	0%	F	80	F	830	F	2001
				To:		30-73									
(647) (647) (647)	1.38	1700	F	96%	0%	2%	1%	1%	0%	F	180	F	1700	F	2001
	4.40	2000		From:	00/	30-63		40/			200		2000		2004
(647)	4.46	2900	F	96% To:	0%	2% 30-719; 3	1% 0-721	1%	0%	С	290	F	2900	F	2001
				From:		30-60	2								
648)	1.50	90	R						_		NA		NA		1998
648)	0.30	170	R	From:		30-64	6				NA		NA		1998
040				To:		30-61	0		1						
	0.52	4500	_	From:	00/	30-61	2%	20/	00/		150	_	1500	F	2001
649	0.52	1500	F	94%	0%	2%		2%	0%	С	150	F	1500	Г	2001
649	0.36	290	F	96%	0%	3%	1%	0%	0%	С	30	F	290	F	2001
				To: From:		30-602 W									
649	1.13	370	F	96%	0%	2%	1%	0%	0%	F	40	F	370	F	2001
(649) (649)	0.59	450	F	From: 96%	0%	30-65 <b>3</b> %	0 1%	0%	0%	F	49	F	450	F	2001
(649)	0.00	400	•	To:	0,0	30-66		070	<u> </u>	•	10				
	4.00	200	_	From:		SR 2	8				NIA		NIA		00/00/000
650	1.20	260	R	To:		30-64	9				NA		NA		09/20/2001
				From:		US 17 SC	UTH								
(651)	3.82	820	F	94%	1%	4%	0%	1%	0%	С	90	F	820	F	2001
	0.60	1000	F	From: 94%	1%	30-632 E 4%	AST 0%	1%	0%	F	110	F	1000	F	2001
(651) (651)	0.00		•	To:	. , 0	30-632 W		. 70	7	•		•	. 300	•	
(651)	1.80	820	F	94%	1%	4%	0%	1%	0%	F	80	F	820	F	2001
				From:		30-63			<u> </u>						
(651)	2.10	960	F	94% To:	1%	4% 30-62	0%	1%	0%	F	100	F	960	F	2001

Famousier County   Famousier C						Fauqu	ier Mainte									
Patronier County	Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Second   S	Fanguiar County	· ·					2Axle	3+Axle	1Trail	2Trail		Hour				
Second   1,90   1700   F   94%   1%   4%   9%   1%   1%   1%   1%   1%   1%   1	Fauduler County				From:			)								
(65) 1.90 1700 F 944 196 196 196 196 196 F 150 F 1700 F 20 (66) 0.64 1800 F 9446 196 496 096 196 096 F 160 F 1800 F 20 (67) 0.24 1800 N 9446 196 496 096 196 096 F 180 N 1800 N 20 (66) 0.27 1800 F 9446 096 196 096 196 096 F 180 F 1800 F 20 (67) 0.27 1800 F 9446 096 496 096 196 096 F 180 F 1800 F 20 (68) 0.37 1800 N 9446 096 496 096 196 096 F 180 F 1800 F 20 (68) 0.37 1800 N 9446 096 496 096 196 096 F 180 N 1800 N 20 (68) 0.37 1800 N 9446 096 496 096 196 096 P 180 N 1800 N 20 (68) 0.37 1800 N 9446 096 496 096 196 096 P 180 N 1800 N 20 (68) 0.37 1800 N 9446 096 496 096 196 096 P 20 (68) 0.75 120 R 0.75 NN3 0621 NA NA NA 0905 (69) 0.50 120 R 0.75 NN3 0621 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NN3 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NN3 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NN3 NA NA NA 10/15 (69) 0.50 120 R 0.75 NN3 0621 NN3 NA NA NA 11/19 (69) 0.50 120 R 0.75 NN3 0621 NN3 NA NA NA 11/19 (60) 0.50 120 R 0.75 NN3 0621 NN3 NA NA NA 11/19 (60) 0.50 120 NN3 NN3 NN3 NN3 NN3 NN3 NN3 NN3 NN3 NN	(651)	1.80	1000	F	94%	1%	4%	0%	1%	0%	F	100	F	1000	F	2001
Section   Sect					To: From:					<u> </u>						
September   Sept	(651)	1.90	1700	F	94%	1%	4%	0%	1%	0%	F	150	F	1700	F	2001
SCI Remington   SCI Remingto		0.04	4000	_		40/			40/			400		4000		0004
SCI Remineror   SCI Reminero	(651)	0.64	1800	F		1%			1%	□ 0%	F	160	F	1800	F	2001
SCI Remaples   SCI	Town of Dominaton						SCE Reilli	ington		<u> </u>						
US 15 BUS   S BUS	10wii or Kenniigion															
Company   Comp	(651)	0.24	1800	N	94%	1%	4%	0%	1%	0%	N	160	N	1800	Ν	2001
WCL Remington   WCL Remingto																
Section   County	(651)	0.27	1800	F		0%			1%	<b>-</b> 0%	F	180	F	1800	F	2001
WCL Remington   WCL Remingto							WCL Remi	ngton								
655   0.37	Fauguier County				From:		WCL Remi	ington								
Section   Sect	(651)	0.37	1800	N	94%	0%	4%	0%	1%	0%	Ν	180	N	1800	Ν	2001
Section   Sect							30-658	3								
Section   Sect	(651)	4.25	560	F	94%	0%	4%	0%	1%	0%	С	70	F	560	F	2001
Columbia					To: From:		30-62	1								
	(651)	0.75	120	R								NA		NA		09/05/2001
Dead End; Gap Terminus					To: From:		0.75 MN 3	0-621								
Dead End; Gap Terminus	(651)	0.50	120	R								NA		NA		09/05/2001
Social Color					To: From:	De	ad End; Gap	Terminus								
Social Color	(651)	1.01	180	R								NA		NA		10/15/2001
Section   Sect		4.00	4000		From:		30-66	1				NIA		NIA		40/45/0004
Section   Sect	(651)	1.90	1300							_		NA		NA		10/15/2001
ST   ST   ST   ST   ST   ST   ST   ST		1 30	2000	В	From:		30-68	7				NΙΛ		NΙΛ		10/15/2001
SR 215	(651)	1.50	2000	K	To:		US 17 NO	RTH		1		INA		INA		10/13/2001
					From:					İ						
Dead End; Gap Terminus	(652)	0.90	2300	R								NA		NA		11/19/2001
1.20   310   R					To:	De	ad End; Gap	Terminus								
30-603   30-603   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   30-605   3	(652)	1.20	310	R	rion.		•					NA		NA		09/17/2001
1.10   290   R					To: From:		30-603	3								
Section   Sect	(652)	1.10	290	R						_		NA		NA		09/17/2001
653   3.30   190   R					-	Prin			2							
Collapse   County Line   NA	050	3 30	190	R	From:		30-668	3				ΝΔ		NΔ		1998
654   0.80   60   R	(653)	0.00	100		То:		US 17	7				14/1		147 (		1000
654   0.80   60   R					From:	C	Culpeper Cou	nty Line								
1.10   30   R     30-651   WEST   NA   NA   19	(654)	0.80	60	R								NA		NA		1998
1.10   30   R																
655 1.00 640 R SR 28 NA NA 19  1.00 250 R NA NA NA 19  1.00 230 R NA NA NA 19  1.00 ME 30-656 NORTH  NA NA NA 19	654)	1.10	30	R			30-031 W	E31				NA		NA		1998
655)  1.00  640  R  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00	004)				To:		30-65	5								
655) 1.00 <b>250</b> R NA NA 19  1.00 <b>230</b> R NA NA 19					From:		SR 28	}								
655) 1.00 <b>250</b> R NA NA 19  1.00 <b>230</b> R NA NA 19	(655)	1.00	640	R						_		NA		NA		1998
(655) 1.00 <b>250</b> R NA NA 19  (655) 1.70 <b>230</b> R NA NA 19																
1.70 230 R NA NA 19	(655)	1.00	250	R						_		NA		NA		1998
(655) 1.70 <b>230 R</b> NA NA 19					To:		1.00 ME 30	-656 N		<u> </u>						
	(655)	1.70	230	R						_		NA		NA		1998
To. 30-654	$\overline{}$				To: From:		30-654	4		]—						
(655) 0.71 <b>780 R</b> NA NA 19	(655)	0.71	780	R						_		NA		NA		1998
To 30-1201					То:		30-120	l								

-					Fauqui	er Maint	enance A				Decless				
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:		30-12	01								
(655)	0.31	800	R			30-12	01		_		NA		NA		1998
				To:		ECL Rem	ington								
Town of Remington				From:		ECL Rem	ington								
(655)	0.08	800	N	To:		20.66	-1		_		NA		NA		1998
				From:		30-65									
(656)	0.17	1200	F	97%	0%	2%	0%	1%	0%	F	110	F	1200	F	2001
0				To: From:		30-12	03								
(656)	0.07	1200	R	To:	F	CL REMI	NGTON		7		NA		NA		1998
Fauguier County						CL KEWII	NGTON								
	1.60	4400		From:	Е	CL REMI	NGTON				NΙΛ		NIA		1000
(656)	1.60	1100	R	To:		20 655 06	OLITII.		_		NA		NA		1998
656	0.10	1300	R	From:		30-655 SO	JUTH				NA		NA		1998
				To: From:		30-655 N	ORTH								
656	0.03	1800	R								NA		NA		1998
	1.60	1800	R	To: From:		30-10	70				NA		NA		1998
656	1.00	1000	ĸ	To:		20.77	r1		_		INA		INA		1990
(656)	0.32	2200	F	From: 97%	0%	30-66 <b>2</b> %	0%	0%	0%	С	260	F	2200	F	2001
				To:		US 1	7								
	1.10	220	R	From:		30-65	58				NA		NA		09/05/2001
657	1.10	220	K	To:		US 15; S	SR 28		1		INA		INA		09/03/2001
				From:		30-65									
658)	1.10	270	F	95%	0%	2%	0%	3%	0%	С	30	F	270	F	2001
(658)	1.20	210	R	To: From:		30-65	57				NA		NA		09/05/2001
(050)	1.20			To		30-78	36								00/00/2001
(658)	1.30	210	R	From:		30 70	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		<b>_</b>		NA		NA		09/05/2001
				To:		30-66									
(659)	0.60	49	R	From:		Dead I	End		_		NA		NA		09/05/2001
				To:		30-65	51								
	0.80	440	Б	From:		30-65	51				NA		NA		09/05/2001
660	0.60	440	R	To		20.66	-0				INA		INA		09/05/2001
660)	1.70	370	R	From:		30-65	08				NA		NA		09/05/2001
				To:		30-66	51								
	1.00	290	R	From:		Dead I	End				NA		NA		10/15/2001
661)	1.00	230		To		30-65	T1				14/4		11/-1		10/10/2001
(661)	3.00	580	R	From:		30-02	)1		_		NA		NA		10/15/2001
				To: From:		US 15; 3	0-786		]——						
661)	0.60	970	R								NA		NA		09/20/2001
(61)	0.51	1200	R	From:		30-66	52				NA		NA		09/20/2001
(661)	0.01	1200	11	To:		30-12	40				11/-1		11/7		33,20,2001
661)	0.17	2000	R	From:		30-12	τυ				NA		NA		09/20/2001
				To:		30-11	30								

Fauguier	Maintenance	Araa

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:		30-11	30								00/00/000
661)	0.04	2400	R	To:		SR 28 NO	ORTH		7		NA		NA		09/20/200
$\bigcirc$	0.40	4700	_	From:		SR 28 SC					NIA		NIA		4000
661)	0.19	1700	R	To:	2	0.1020.11	20.1122		_		NA		NA		1998
661)	0.27	1300	R	From:	3	0-1030 W;	30-1123				NA		NA		1998
	0.40			To: From:		30-1030	EAST		]—						1000
661)	0.19	880	R	т		20.10			_		NA		NA		1998
661)	0.25	850	R	From:		30-10	60				NA		NA		1998
				To: From:		30-10	70		]						
661)	0.10	690	R						_		NA		NA		1998
	0.04	690	N	From:		30-65	56		_		NA		NA		1998
661)	0.01			To:		30-80	)5								1000
$\overline{}$				From:		30-66	51								
662	1.39	450	R	To:		30-66	53		_		NA		NA		1998
				From:		30-66									
663	0.83	680	R	-							NA		NA		10/15/200
	0.85	500	R	To: From:		30-66	52				NA		NA		09/20/200
663	0.05	580	ĸ	To:		0.05 ME	20.662		_		INA		INA		09/20/200
663)	0.08	580	R	From:		0.85 ME	30-002				NA		NA		09/20/200
	0.00	4000		From:	00/	US 1		00/			440		4000		0004
663	0.82	1000	F	98%	0%	2%	0%	0%	0%	С	110	F	1000	F	2001
663)	1.21	680	F	98%	0%	30-67 1%	0%	0%	0%	F	70	F	680	F	2001
				To: From:		30-64	19								
663	2.13	630	F	98% To:	0%	1%	0%	0%	0%	F	70	F	630	F	2001
				From:		30-64									
664)	0.30	45	R			30-00	)2		<b>_</b>		NA		NA		1998
				To:		Dead I									
GGE	0.30	60	R	From:		30-66	57				NA		NA		11/19/200
665)				To:		SR 2	8								
$\overline{}$	0.00		_	From:		30-84	13								00/47/000
666	0.20	10	R	To:		Dead I	End		1		NA		NA		09/17/2001
				From:		SR 28; 3									
667	2.10	1000	F	93%	0%	5%		1%	0%	С	120	F	1000	F	2001
				To: From:		30-603 F 30-603 V									
667)	2.20	380	F	93% To:	1%	4%		1%	0%	F	50	F	380	F	2001
				From:		30-67 US 1									
668)	3.20	520	R	<u> </u>		031			_		NA		NA		1998
				To:		30-65			1						
600	1.90	260	R	From:		30-60	)2	-			NA		NA		09/17/2001
669	1.50	200	11	To:		30-60	)3		1		INA		INA		00/11/200

Route	Length	AADT	QA	4Tire	Bus		3+Axle	uck		QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:				THAI	ZITAII		Tioui				
670	0.27	130	R	rion.		Dead 1	Ena				NA		NA		09/24/2001
	0.30	1100	F	From: 96%	0%	30-6- 2%	43 1%	1%	0%	С	100	F	1100	F	2001
670	0.30	1100	Г	90 /6	0 76	30-674 V		1 /0	7		100	'	1100	ľ	2001
670	2.70	830	F	97%	0%	2%	0%	0%	0%	С	90	F	830	F	2001
670	1.28	670	F	From: 97%	0%	30-69 2%	92 <b>0</b> %	0%	0%	F	80	F	670	F	2001
				To: From:		30-602 S 30-602 N									
670	1.00	430	F	97%	0%	2%	0%	0%	0%	F	45	F	430	F	2001
				From:		30-6									
671)	0.01	20	R						<b>-</b>		NA		NA		11/26/2001
(671)	0.27	8	R	From:		US 5	50				NA		NA		11/26/2001
				To:	I	Loudoun Co									
(672)	0.60	40	R	From:		Dead 1	End				NA		NA		1998
				To: From:		30-7	71								
672	0.20	190	R	т		20.5			<b>-</b> -		NA		NA		09/24/2001
672)	0.45	910	R	From:		30-6	/4				NA		NA		09/24/2001
	0.05	4000		To: From:		30-89	92		_		NIA		NIA		00/24/2004
672	0.05	1200	R	To		30-6	12				NA		NA		09/24/2001
672)	0.10	90	R	From:		30-0	43				NA		NA		09/24/2001
	0.15	NA		To: From:	De	ead End; Ga	p Terminus	8			NA		NA		
672)	0.10	11/-1		To:		ead End; Ga		5							
(672)	0.23	1500	R	From:	1	NCL WARI	RENTON				NA		NA		11/01/2001
	1.00			To: From:		30-14	160								44/04/0004
672	1.00	1200	R	To:		30-605 1	EAST				NA		NA		11/01/2001
(672)	2.40	320	R	From:		30-605 V					NA		NA		11/01/2001
672)	2.40	320		To:		30-62	28				IVA		14/-4		1 1/0 1/2001
	0.00	400		From:		30-69	94				NIA		N10		44/45/0004
673	0.80	190	R	To		0.00 MC	20.604		_		NA		NA		11/15/2001
(673)	1.10	190	R	From:		0.80 MS			_		NA		NA		11/15/2001
				To: From:		US 29 SO US 29 No	OUTH ORTH								
673	0.40	1000	R						<u> </u>		NA		NA		11/05/2001
673	0.31	690	R	From:		30-674 V	WEST				NA		NA		11/05/2001
				To: From:		30-9	00		]—						
673	0.20	60	R	To:		Dead 1	End		$\neg$		NA		NA		11/05/2001
				From:		30-83									
674)	0.70	60	R								NA		NA		09/20/2001
	3.00	570	R	From:		30-6	63		]—		NA		NA		09/24/2001
674	J.00	570		To:		30-6161	EAST				14/4		11/7		03/2 <del>4</del> /2001

Route	Length	AADT	QA	4Tire	Due	xle 3+			2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:	30-0	516 WEST	,								
674)	2.40	290	R						_		NA		NA		09/24/2001
<u> </u>	2.00			To: From:		30-643			]						00/04/000
674)	0.90	140	R	To:	30-	670 EAST			7		NA		NA		09/24/2001
				From:		670 WEST									
674)	0.60	260	R								NA		NA		09/24/2001
	0.60	140	R	From:		30-672					NA		NΙΔ		00/24/2004
674)	0.69	140	ĸ	т	0.50				_		NA		NA		09/24/2001
674)	0.81	140	R	From:	0.69	MN 30-67	2				NA		NA		09/24/2001
074)				To:		30-678									
674)	0.20	130	R	From:		30 070					NA		NA		09/27/2001
				To: From:	3	30-1440									
674)	0.20	1300	R	11011.					<u></u>		NA		NA		09/27/2001
				To: From:		30-839			]						
674)	0.30	1300	R	T					_		NA		NA		09/29/2001
				To: From:		605 WEST 605 EAST									
674)	1.15	780	R						_		NA		NA		09/27/2001
				To: From:		673 WEST 673 EAST									
674)	1.10	510	R	<u> </u>	30-	073 EAST					NA		NA		11/05/2001
				To: From:	3	30-1314			1—						
674)	0.25	740	R	rion.					<u>-</u>		NA		NA		11/05/2001
				To: From:		29 WEST 29 EAST									
674)	0.30	1400	R		0.5	2) EAST					NA		NA		11/15/2001
				To: From:		30-693			1—						
674)	0.90	1900	R	rioni.							NA		NA		11/15/2001
				To: From:		30-694			]						
674)	3.10	670	R	т	20.6	•••••	_		_		NA		NA		11/15/2001
				To: From:		28 SOUTE 28 NORTI									
674)	0.45	1400	R						_		NA		NA		10/29/2001
				To:		SR 55									
(675)	0.10	1100	R	From:	D	ead End					NA		NA		1998
(675)	0.10	1100	IX.	To:		10.1216			_		INA		IVA		1000
675)	1.10	1500	R	From:		30-1316			_		NA		NA		1998
				To:		30-600									
$\bigcirc$				From:		30-605			J	_					
676	2.43	1600	F	99%	0% 1	% 0	)%	0%	0%	С	180	F	1600	F	2001
	0.26	1700	F	From:		30-600					190	F	1700	F	2001
676)	0.20	1700	Г	To:	Cı	ul-de-Sac			1		190	Г	1700	г	2001
				From:		FR-185									
(677)	0.30	70	R								NA		NA		1998
				To:		ead End									
670	0.50	520	R	From:		30-681					NA		NA		10/23/2001
678)	0.50	320	11	To:		20. (20			_		INC		13/7		10,20,2001
678)	1.50	660	R	From:		30-689					NA		NA		10/23/2001
0.0				To:		591 WEST									
		_		96%		691 EAST			┙ ̄	_		_	2100	F	2001
678	3.31	2100	F			% 1	%	0%	0%	С	180	F	224717		

					r adquier maintenance / trea							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trai		QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:								
678)	0.28	90	R	rion.	ECL WARRENTON			NA		NA		1998
				To: From:	30-890							
678	1.05	10	R	To:	20 (74	_		NA		NA		10/23/200
				From:	30-674							
679)	0.05	760	R	riom.	30-626			NA		NA		11/01/200
019	0.00		•••	To:	30-628							
				From:	30-678							
680	0.70	48	R					NA		NA		1998
				To:	30-678 WCL WARRENTON							
	0.40	0.40	_	From:	30-732			<b>N</b> 1.0		N.1.0		40/00/00
681)	2.10	340	R					NA		NA		10/23/20
	4.00	400		From:	30-780			NIA		NIA		40/00/00/
681)	1.00	420	R					NA		NA		10/23/200
	1 10	400	_	From:	1.00 MS 30-780			NIA		NIA		40/00/00/
681)	1.10	420	R					NA		NA		10/23/200
	2.10	80	R	From:	30-678			NA		NA		10/23/200
681)	2.10	00	K	To:	30-691 Gap Terminus	$\neg$		INA		INA		10/23/200
				From:	US 211 Gap Terminus							
681	1.29	180	R					NA		NA		10/18/200
				To: From:	1.29 MS US 211	$\exists$						
681)	0.91	180	R	. —				NA		NA		10/18/200
				From:	30-802 WEST 30-802 EAST							
681)	1.20	140	R		30 00 <b>2</b> En 151			NA		NA		10/18/200
				To:	Dead End							
				From:	Dead End							
682	1.20	60	R					NA		NA		10/18/20
				To: From:	1.20 ME Dead End 1.20 MI E Dead End							
682)	0.10	60	R		1.20 MI D Dead Did			NA		NA		10/18/200
				To:	30-802							
$\bigcirc$				From:	Dead End							
683	0.50	80	R					NA		NA		10/15/200
$\overline{\bigcirc}$				To: From:	0.50 ME Dead End							
(683)	0.70	300	R	To:	30-802 NORTH	_		NA		NA		10/15/200
				From:	30-802 NORTH 30-802 SOUTH							
683	0.20	100	R					NA		NA		10/15/200
				To:	Dead End							
$\bigcirc$	4.00			From:	30-744			N14		- N/A		
684)	1.00	NA						NA		NA		
	4.00	070		From:	0.40 ME 30-1026			NIA		NIA		10/10/000
684)	1.00	270	R	_				NA		NA		10/18/200
	0.60	270	P	To: From:	1.40 ME 30-1026			NIA		NIA		10/10/200
684)	0.60	270	R	To:	US 15	_		NA		NA		10/18/200
				From:	30-651	1						
685	1.70	240	R		20-031			NA		NA		10/15/200
				To:	30-687 WEST							
$\odot$	0.10	00	_	From:	30-687 EAST			NIA .	_	N/A		10/15/20/
685	0.19	90	R	To:	Dead End	_		NA		NA		10/15/200
					Doug Liiu							

Davits	1	A A D T		4T:		ier Maint		uck			Design	01/	A A14/DT	O141	V
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Fauguier County				From:		30-62	28								
(686)	2.10	640	R	To:		30-62	20		_		NA		NA		11/01/2001
				From:		30-80									
687	4.50	2100	F	89%	1%	2%	7%	1%	0%	С	180	F	2100	F	2001
				To:		US 15; U	JS 17								
	_			From:		30-80	)2								
688	2.57	80	R						_		NA		NA		10/18/2001
688	0.14	80	R	From:		2.57 MN 3	30-802				NA		NA		10/18/2001
000				To:		US 2	11								
688	0.38	2300	F	95%	1%	3%	1%	1%	0%	С	190	F	2300	F	2001
				To:		30-69	91		<b>_</b>						
688	2.05	2300	Α	96%	0%	3%	1%	1%	0%	Α	220	Α	2300	Α	2001
				To: From:		30-798 V	VEST		<u> </u>						
688	1.84	1600	F	96%	0%	3%	1%	1%	0%	F	130	F	1600	F	2001
				To: From:		30-74			<u> </u>						
688	4.10	1100	F	96%	0%	3%	1%	1%	0%	F	100	F	1100	F	2001
	2.21			From:	00/	30-64		40/	<u> </u>				050		2224
688	3.81	650	F	96%	0%	3%	1%	1%	0%	F	80	F	650	F	2001
	1.07	550		From: 95%	00/	30-63	35 1%	1%			60	F	EEO	F	2001
688	1.87	550	F	95%	0%	3%		1 70	0%	F	60	Г	550	Г	2001
600	3.69	530	F	From: 92%	0%	30-73 <b>3</b> %	2%	2%	0%	С	60	F	530	F	2001
688	3.09	330	•	32 /0	0 70			2 /0	7	C	00	'	330	•	2001
	0.15	930	F	From: 92%	0%	30-757 E	2%	2%	0%	F	90	F	930	F	2001
688	0.10	000		To:	0 70				٦	•			000	•	2001
688	0.04	2500	R	From:		SR 5	3				NA		NA		11/15/2001
				To:		I-66 RA	MP		ī						
688	0.09	860	R	From:		1-00 10	LIVII				NA		NA		11/15/2001
				To		I-66 RA	AMP		<b>—</b>						
(688)	5.66	200	R	From:							NA		NA		11/13/2001
				To: From:		30-71	11		]—						
(688)	0.93	240	R						_		NA		NA		11/13/2001
				To:		US 1									
	1.60	60	В	From:		30-67	78		_		NA		NA		1998
689	1.00	60	R						_		INA		INA		1990
600	0.70	970	F	From: 96%	0%	30-73 3%	38 1%	0%	0%	С	90	F	970	F	2001
689	0.70	370	•	To:	0 70	30-69		070	7	O	30	'	370	•	2001
				From:	N	WCL WAR									
690	0.69	2200	F	95%	0%	3%	1%	1%	0%	С	280	F	2200	F	2001
				To: From:		30-84	12		]——						
690	2.17	190	R								NA		NA		11/26/2001
				To: From:		30-62	28		]						
690	1.56	120	R	Tar		TO 1= *	. 1		_		NA		NA		11/26/2001
				10.	Ţ	JS 17 W; I									
601)	1.00	540	R	From:		30-68	58		_		NA		NA		10/23/2001
691)	1.00	J-10		To:		0.601.0	Т				17/3		1 1/7		. 5, 25, 200 1
691)	1.10	520	R	From:	3	0-681 Gap	rerminus				NA		NA		10/23/2001
031)				To:		30-678 E	EAST		1_						

					. auqu	ioi iviaii i	teriarioe 7	1100							
Route	Length	AADT	QA	4Tire	Bus	2Axle	TrTr 3+Axle	uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:											
691)	2.50	1200	F	95%	0%	30-678 1%	3%	0%	0%	С	110	F	1200	F	2001
	7.70	410	R	To: From:		30-6	89				NA		NA		10/29/2001
691) 691)	0.61	660	R	From:		30-7	83		_		NA		NA		10/29/2001
				To:		US	17								
$\bigcirc$			_	From:		Dead	End								0011=1000
692	0.39	230	R	To:		30-6	70		1		NA		NA		09/17/200
				From:		US			1						
693)	0.80	1200	R								NA		NA		11/15/200
				To:		30-6									
604)	1.00	100	R	From:		30-6	28				NA		NA		11/15/200
694)	1.00	100		To:		1.00 MI E	20.629								11/10/200
694)	0.90	100	R	From:		1.00 WII E	30-028		_		NA		NA		11/15/2001
				To: From:		30-6	73		<del>_</del>						
694) 694)	0.80	460	R	rion.					_		NA		NA		11/15/2001
				To: From:		30-8	29		_						
(694)	0.30	1100	R	To:		20.7	74		_		NA		NA		11/15/200
				From:		30-6									
695)	0.77	190	R			30-6	128		_		NA		NA		10/29/200
				To:		Dead	End								
				From:		Dead	End								
696)	1.20	10	R	To:		30-6	74		_		NA		NA		10/29/200
				From:		Dead			1						
697)	1.60	50	R			Dead	Eng		_		NA		NA		10/29/200
				To:		30-6	28								
	0.00	440		From:		US	17				NIA		NIA		40/20/200
698)	0.02	110	R	_					_		NA		NA		10/29/2001
(600)	2.55	110	R	From:		0.02 ME	US 17				NA		NA		10/29/200
698)	2.00	110		To:		30-7	146								10/20/200
698)	2.10	50	R	From:		30-7	40		_		NA		NA		10/29/2001
				To:		SR :	55								
$\bigcirc$	0.04	220		From:		US 17 S	OUTH				NIA		NIA		40/00/000
699	2.21	230	R	To:		US 17 N	ORTH		7		NA		NA		10/29/2001
				From:		30-6									
700	1.62	30	R								NA		NA		11/01/2001
				To:		Dead									
701       701	0.59	200	R	From:		US	17				NA		NA		1998
(701)	0.00	200		To		20.7	10.7		_		14/1		10/		1000
(701)	0.11	260	R	From:		30-7	97				NA		NA		1998
				To:		30-7	57								
				From:		30-7	10								
702)	2.30	330	R	_							NA		NA		11/08/2001
	4.40	000		From:		30-7	16		_		N/A		N: A		44/00/000
(702)       (702)	1.10	330	R	To:		30-709 S	ОПТН				NA		NA		11/08/2001
						JU-107 B									

Route	Length	AADT	QA	4Tire	Bus		QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:	30-709 NORTH	1		-				
(702)	1.15	80	R		30-707 NORTH			NA		NA		11/08/2001
	1.90	60	- В	To: From:	30-781			NA		NA		11/08/2001
702	1.90	60	R	To:	30-626	ī		INA		INA		1 1/06/200 1
				From:	Dead End							
703	1.17	140	R			<del>_</del>		NA		NA		10/29/2001
(703)	0.10	140	R	From:	1.17 ME Dead End			NA		NA		10/29/2001
(100)				To:	SR 245							
				From:	SR 55							
704)	0.50	660	R			_		NA		NA		11/05/2001
	2.20	400		From:	30-707			NIA		NΙΔ		11/00/2001
(704)	2.30	190	R	_		_		NA		NA		11/08/2001
	0.40	90	R	From:	30-705			NA		NA		11/08/2001
704)	0.40	90	K	To:	30-702			INA		INA		1 1/00/2001
				From:	30-626 SOUTH							
(705)	1.10	140	R		30-020 500 111			NA		NA		11/08/2001
				To:	30-704 Gap Terminus							
	0.20	50	R	From:	30-702 Gap Terminus			NIA		NΙΔ		11/00/2001
705	0.20	50	ĸ	_		<del></del> 1		NA		NA		11/08/2001
	0.90	140	В	From:	30-781			NΙΛ		NA		11/09/2001
705)	0.80	140	R	_				NA		INA		11/08/2001
	1.00	60	R	From:	30-708			NA		NA		11/01/2001
705)	1.00	60	K			_		INA		INA		1 1/0 1/200 1
(705)	2.00	70	R	From:	30-706 NORTH			NA		NA		11/01/2001
705)	2.00	70	1	т				INA		INA		11/01/2001
(705)	0.30	70	R	From:	2.00 MS 30-706 N			NA		NA		11/01/2001
705	0.00	70	1	To:	30-626 NORTH			14/1		14/1		11/01/2001
				From:	30-709							
(706)	0.60	140	R		00.00			NA		NA		11/01/2001
				To:	30-705 NORTH							
(700)	1.79	70	R	From:	30-705 SOUTH			NA		NA		1998
706	1.75	70	K			_		INA		INA		1990
<del></del>	0.11	100	R	From:	1.79 ME 30-705 S			NA		NA		11/01/2001
(706)	0.11	100	K	To:	30-626	7		INA		INA		11/01/2001
				From:	30-709							
707	1.30	520	R		30 702			NA		NA		11/05/2001
				To:	30-704							
				From:	30-716							
708	0.70	110	R					NA		NA		11/08/2001
				To: From:	30-715	]						
708	1.20	60	R			_		NA		NA		11/08/2001
				To: From:	30-709 SOUTH 30-709 NORTH							
708)	0.20	200	R	<u> </u>	30 707 NORTH			NA		NA		11/08/2001
(100)				To	0.20 ME 30-709							
(708)	0.20	200	R	From:	0.20 ME 30-707			NA		NA		11/08/2001
				To:	30-705							
				From:	US 17							
(709)	4.77	2000	F	95%	0% 3% 1% 1%	0%	F	190	F	2000	F	2001
				To:	30-702 NORTH							

					Fauqu	lier Mainte					<u> </u>				
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County								TITALI	ZIIali		Houl				
	4.87	2200	F	95%	0%	30-702 NO 3%	1%	1%	0%	С	200	F	2200	F	2001
(709)	4.07	2200	•	To:	0 70	US 50		1 70		C	200	'	2200	'	2001
				From:		US, SR 55 M									
(710) Rectortown Rd	4.04	2300	F	93% To:	0%	3%	1%	2%	0%	С	230	F	2300	F	2001
				From:		30-713 E; At 30-713 E; At									
(710) Rectortown Rd	0.36	1300	F	93%	0%	3%	1%	2%	0%	F	130	F	1400	F	2001
O Do storton Dd	0.04	070		From:		-713 W; Mai					70		070		0004
(710) Rectortown Rd	3.91	670	F	93%	0%	3%	1%	2%	0%	F	70	F	670	F	2001
(710) Carr Lane	3.19	40	R	From:	30-7	712 Delapland	e Grade R	d			NA		NA		1998
(10)				To:	Ţ	JS 17 Winch									
(710) Edmonds Lane	1.15	120	R	From:		US 17					NA		NA		11/13/2001
(/10)				To:		Dead E	nd								
				From:		30-688	3								
(711)	0.90	60	R	To:		Dead E			_		NA		NA		11/13/2001
				From:		US 17									
712)	0.08	60	R			0017					NA		NA		11/13/2001
				To: From:		30-623	3		]						
712	3.37	290	R								NA		NA		11/13/2001
	0.14	220		To: From:		30-710 SO	UTH				NIA		NIA		11/12/2001
712	0.14	320	R	To:		20 510 110	D.TTI		_		NA		NA		11/13/2001
712	2.60	550	F	From: 94%	0%	30-710 NO 2%	3%	1%	0%	С	60	F	550	F	2001
				To:		US 50									
	0.00		_	From:		US 17	1								44400004
713)	3.08	530	R						_		NA		NA		11/13/2001
(713)	0.50	530	R	From:	3	30-624 Gap T	erminus				NA		NA		11/13/2001
(713)				To:		30-710 W									
(713)	3.53	1600	F	92%	0%	30-710 EA 5%	0%	2%	 0%	F	180	F	1600	F	2001
(/13)			•	To:		30-714			¬	•		•		•	
713)	1.44	1700	F	92%	0%	5%	0%	2%	0%	С	180	F	1700	F	2001
				To: From:		30-828	3		]						
713)	0.09	1900	F	92% To:	0%	5%	0%	2%	0%	F	180	F	1900	F	2001
				From:		US 50									
714)	0.70	80	R			30-713	,		_		NA		NA		11/08/2001
				To:		Dead E	nd								
	1 20	440		From:		30-624	1				NIA		NIA		11/09/2001
715)	1.20	140	R	т		20.54			_		NA		NA		11/08/2001
(715)	2.40	50	R	From:		30-713	5				NA		NA		11/08/2001
				To:		30-708	}								
	0.05	45	_	From:		30-713	3				NI A		NIA		44/00/000
716	2.35	45	R	To:		30-702	2		1		NA		NA		11/08/2001
				From:		Dead E									
717)	0.20	47	R						<u> </u>		NA		NA		11/08/2001
				To:		30-710 SO	UTH								

Route	Length	ΔΔΩΤ	QA	4Tire	Bus 20 Auto 2 A Auto	ıck		00	Design	Oĸ	AAWDT	O\\\	Year
Fauguier County	Length	AADI	QA.	41116	2Axle 3+Axle	1Trail	2Trail	QU	Hour	QI	AAWDI	QVV	real
	0.30	60	R	From:	30-710 NORTH				NA		NA		11/08/2001
(717)	0.30	60	K	To:	30-622				INA		INA		1 1/00/2001
				From:	30-634		Ì						
718)	0.10	40	R				_		NA		NA		1998
				To:	30-835								
			_	From:	30-691								
719	2.10	47	R				_		NA		NA		1998
	0.04	210	R	From:	30-1021				NA		NA		11/26/2001
719	0.04	210	ĸ	To:	30-647; 30-721				INA		INA		11/20/2001
				From:	Dead End		l						
720	0.62	320	R		Doud End				NA		NA		10/25/2001
				To: From:	30-1115		<b>—</b>						
720	0.21	560	R	From:			_		NA		NA		10/25/2001
				To:	30-721								
$\bigcirc$	0.00			From:	30-738								40/05/0004
(721)	0.89	270	R						NA		NA		10/25/2001
	1.00	220	R	From:	0.89 ME 30-738				NA		NA		10/25/2001
721	1.00	320	K	_			_		INA		INA		10/25/2001
(721) (721)	4.46	1400	R	From:	1.89 ME 30-738				NA		NA		10/25/2001
(721)	4.40	1400	IX.	Tar	20 (17 20 710		_		IVA		11/-3		10/23/2001
(721)	0.07	4300	F	From: 97%	30-647; 30-719 0% 2% 0%	1%	0%	F	390	F	4300	F	2001
(/21)	0.0.		-	To:	I-66; SR 55	. , ,		•		•		•	200.
				From:	30-647								
722	0.40	210	R				_ _		NA		NA		10/25/2001
				To:	Dead End								
	0.50	520	ъ.	From:	30-731				NA		NA		11/15/2001
723	0.50	520	R	. —			_		INA		INA		11/15/2001
700	0.10	1100	R	From:	FR-184				NA		NA		11/15/2001
723	0.10	1100	IX.	To:	FR-185		7		IVA		11/-3		11/10/2001
				From:	30-721								
724	3.20	170	R	-					NA		NA		10/25/2001
				To: From:	30-647 NORTH								
(724)	1.30	40	R		30-647 SOUTH				NA		NA		11/19/2001
(124)				To:	30-732 SOUTH								
	2.20	90	R	From:	30-732 NORTH				NA		NA		11/15/2001
724)	2.20	90	K	. —			_		INA		INA		11/13/2001
724	0.90	110	R	From:	30-729 SOUTH		_		NA		NA		11/15/2001
724	0.00	110		Ta	20 720 NODEN		_		14/1		147.		11/10/2001
724)	1.00	140	R	From:	30-729 NORTH				NA		NA		11/15/2001
.27				To:	30-816		¬				-		
724	0.55	49	R	From:	20-010		_	_	NA	_	NA		11/15/2001
				To	0.55 MW 30-816		7						
724)	1.25	46	R	From:	50 010		_		NA		NA		11/15/2001
				To: From:	30-756		7						
724)	0.10	30	R	rtom:			_		NA		NA		11/15/2001
				To: From:	SR 55 WEST								
(724)	3.27	120	R		SR 55 EAST		_		NA		NA		11/13/2001
				To:	US 17								

Route	Length	AADT	QA	4Tire	Duo	3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County	2.25			From:	US 1	7		J						4440/0004
(724)	0.05	10	R	To:	Dead I	End		7		NA		NA		11/13/2001
				From:	SR 5									
(725)	0.30	160	R	To:	D 11			_		NA		NA		11/19/2001
				From:	Dead I									
726	3.30	90	R		30-03	3		_		NA		NA		11/19/2001
				To: From:	30-638 SC	OUTH		]——						
726	3.20	40	R	To:	SR 5	5		7		NA		NA		1998
				From:	Dead I									
727)	1.30	46	R					_		NA		NA		11/19/2001
				To:	30-72									
(720)	2.40	150	R	From:	Dead I	End				NA		NA		11/15/2001
728)				To:	30-68	38								
				From:	30-68	38								
729	1.80	40	R	To:	30-724 SC	HTH				NA		NA		11/15/2001
			_	From:	30-724 No									
729	1.67	230	R	To:	SR 5	5		7		NA		NA		11/15/2001
				From:	30-63									
(730)	3.20	40	R	_				_		NA		NA		11/19/2001
				To: From:	30-68			1						
731)	1.30	160	R		30-73	.2				NA		NA		11/15/2001
				To: From:	30-72	23		1						
731)	2.88	50	R							NA		NA		11/15/2001
	0.00	=		From:	I-66	,								44/45/0004
731)	0.06	760	R	To:	SR 5	5				NA		NA		11/15/2001
				From:	30-68									
732)	3.20	630	R					<u> </u>		NA		NA		10/23/2001
$\overline{}$	0.20	620		From:	30-73	3				NIA		NIA		10/22/2001
(732)	0.20	630	R	To:	Dead End; Ga	p Terminus		1		NA		NA		10/23/2001
	2.00	40	_	From:	30-647 Gap	Terminus				NA		NA		11/19/2001
(732)	2.00	40	R	To:	30-635 V	VEST		1		INA		INA		11/19/2001
	2.50	450		From:	30-635 E					NA		NA		11/15/2001
(732)	2.50	450	R	To:	20.72	11		_		INA		INA		11/15/2001
732	2.08	710	R	From:	30-73	1				NA		NA		11/15/2001
<u> </u>				To:	FR-1	7								
	0.70	910	F	96%	30-64 1% 3%	17 0%	1%	0%	С	100	F	920	F	2001
733	0.70	910	Г	90 /0			1 /0	7	C	100	ı	920	'	2001
733	0.70	620	F	From: 96%	30-73 1% 3%	0%	1%	0%	F	60	F	620	F	2001
				To:	30-73			<u> </u>						
724	1.20	200	R	From:	30-73	15				NA		NA		11/19/2001
734)	1.20	200	r	To:	30-68	38				INA		INA		1 1/ 1 <del>3</del> /2001
				From:	30-68	38		Ī						
735)	2.70	180	R	To:	30-73	24				NA		NA		11/19/2001
					30-73	4								

-					Fauqu	iier Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Troil	QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County								TITAII	ZIIali		Houi				
	1.30	130	R	From:		30-73	34				NA		NA		11/19/2001
(735)	1.00		•••	To:		Dead E	End								1 11 10/2001
				From:		Dead F	End								
736)	1.10	60	R								NA		NA		10/23/2001
	0.20	60	R	From:		30-77	0		_		NA		NA		10/23/2001
736	0.20	60	K	To:		30-68	18		7		INA		INA		10/23/2001
_				From:		Dead E	End								
(737)	0.70	110	R	To:		20 722 55	N. P.		_		NA		NA		10/23/2001
				From:		30-732 SC 30-732 NC									
737)	0.90	210	R								NA		NA		10/23/2001
	0.00			From:		30-79	19				NIA.		NIA.		40/00/0004
737	0.69	210	R						_		NA		NA		10/23/2001
	0.11	150	R	From:		0.69 ME 3	80-799				NA		NA		10/23/2001
737)				To		30-78	30								
737)	2.05	220	R	From:		30 70			_		NA		NA		10/23/2001
<u> </u>				To: From:		30-73	8		]						
737	0.80	170	R	To:		D 15	2 1		_		NA		NA		10/29/2001
				From:		Dead E 30-68									
738)	1.76	790	F	95%	0%	3%	1%	1%	0%	С	80	F	800	F	2001
				To:		30-74	1								
738	0.70	640	F	95%	0%	3%	1%	1%	0%	F	60	F	640	F	2001
				To: From:		30-73			J					_	
738	2.80	400	F	96% To:	0%	3% 30-73	1%	1%	0%	F	40	F	400	F	2001
				From:		30-74									
(739)	1.14	190	R						_		NA		NA		10/25/2001
				To:		Dead E									
(740)	0.50	60	R	From:		30-72	21				NA		NA		10/25/2001
740				To:		Dead E	End								
				From:		30-73	8								
(741)	0.70	550	R						_		NA		NA		10/25/2001
<del></del>	2.10	320	R	From:		30-73	19		_		NA		NA		10/25/2001
741)	2.10	320	IX	To:		Dead F	End				INA		IVA		10/23/2001
				From:		Dead E	End								
742)	0.36	230	R	To:		30-68	10		_		NA		NA		10/23/2001
				From:		Dead F			1						
743)	1.55	460	R			Dead L	JIQ.		_		NA		NA		10/23/2001
				To: From:		1.55 ME De	ead End								
743)	0.81	460	R						_		NA		NA		10/23/2001
				To: From:		30-68			1						
(744)	0.90	340	R			US 1:	<i>3</i>		_		NA		NA		10/23/2001
				To:		30-68	34		<b>—</b>						
744)	1.48	580	R	110III.							NA		NA		10/23/2001
				To: From:		30-80	)2		]—						
744)	0.40	480	R	To:		0.40 3.03 2	20. 202		_		NA		NA		10/23/2001
						0.40 MN 3	00-802								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Fauguier County				From:	0.40 MN 30-802	1				
(744)	0.10	480	R	<u> </u>	0.40 WIN 30-002			NA	NA	10/23/2001
				To:	Dead End					
$\bigcirc$				From:	SR 28					00/00/000
745)	1.60	290	R	To:	30-837	_		NA	NA	09/20/2001
				From:						
746	0.53	45	R	T TOMI.	Dead End	_		NA	NA	10/29/2001
746				To:	30-698					
746	0.40	210	R	From:	30-098			NA	NA	10/29/2001
(149)				To:	SR 245					
				From:	30-602					
(747)	0.80	250	R					NA	NA	09/17/2001
<u> </u>				To: From:	0.80 ME 30-602					
747)	0.25	100	R	_		_		NA	NA	09/17/2001
				To:	Dead End					
	0.60	140	ь	From:	30-806			NA	NA	1998
748	0.00	140	R	To:	Dead End	7		INA	INA	1990
				From:	30-806					
(749)	0.30	290	R	<u> </u>	30-800			NA	NA	1998
				To:	30-767					
				From:	30-709					
750	1.50	190	R			_		NA	NA	10/24/2001
				To	SR 245					
	1.00	30	R	From:	Dead End			NA	NA	1998
751)	1.00	30	K	To:	30-668			INA	INA	1990
				From:	30-617 SOUTH					
752	4.00	160	R		30 017 500111	_		NA	NA	1998
				To:	30-617 NORTH					
				From:	Cul-de-Sac					
753	0.10	60	R	To:	20.020	_		NA	NA	1998
					30-829					
(TE)	0.23	40	R	From:	30-731	_		NA	NA	11/15/2001
(754)	0.20	40	1	To:	Dead End	7		14/1	10.0	11/10/2001
				From:	30-651					
(755)	0.82	70	R					NA	NA	1998
				То:	Dead End					
$\bigcirc$				From:	SR 55					4.4.4.=.000.4
756	0.10	70	R	To:	30-724	_		NA	NA	11/15/2001
				From:						
(757)	0.06	10	R		SR 55 WEST	_		NA	NA	11/15/2001
(131)				To:	Dead Dead End; Gap Terminus					
$\bigcirc$	0.20	400	г.	From:	30-688 Gap Terminus	_		NIA	NIA	11/15/2004
757	0.30	120	R	To:	SR 55 EAST	<b>-</b>		NA	NA	11/15/2001
				From:	30-617					
(758)	1.30	350	R	<u> </u>	30 <del>-</del> 01 /	_		NA	NA	1998
				To:	30-634	]				
				From:	US 50 WEST					
759	0.44	200	R	_				NA	NA	1998
				To:	US 50 EAST					

					Fauquier Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	$\cap$	Design Hour	QK AAWDT	QW Year
Fauguier County				From:	Dood End				
(760)	0.02	20	R	110111	Dead End		NA	NA	11/15/2001
				To:	30-757				
				From:	30-603 SOUTH				
761)	0.49	280	R				NA	NA	09/17/2001
	0.54	F0		From:	0.49 MN 30-603		NIA	NIA	00/47/2004
761)	0.51	50	R	To:	30-603 NORTH	7	NA	NA	09/17/2001
				From:	30-622				
762	1.50	40	R				NA	NA	11/08/2001
				To:	30-702				
$\bigcirc$	4.07	400	_	From:	SR 55 WEST		NIA	NIA	44/05/2004
763	1.37	430	R	To:	SR 55 EAST	7	NA	NA	11/05/2001
				From:	Dead End				
(764)	1.29	180	R		Doud End		NA	NA	10/23/2001
				To: From:	1.29 MN Dead End	<b>1</b>			
(764)	0.11	180	R			<u>-</u>	NA	NA	10/23/2001
				To:	30-737				
	0.40	10	R	From:	30-647		NIA	NΙΔ	10/25/2001
765	0.40	10	ĸ			_	NA	NA	10/25/2001
705	0.60	10	R	From:	0.40 ME 30-647		NA	NA	10/25/2001
(765)	0.00	10	IX	To:	30-733	7	IVA	IVA	10/23/2001
				From:	30-749				
(766)	0.32	140	R			_	NA	NA	1998
				To:	Dead End				
	0.10	270	R	From:	30-806		NA	NA	1998
767)	0.10	210	K	т	0.540		INA	INA	1990
(767)	1.60	240	R	From:	30-749		NA	NA	1998
(101)				To:	Dead End				
				From:	Dead End				
(768)	0.60	60	R			_	NA	NA	10/23/2001
				To:	30-688				
700	0.35	90	R	From:	30-651		NA	NA	09/05/2001
769)	0.55	30	IX	To:	Dead End	7	IVA	IVA	03/03/2001
				From:	30-647				
770	1.60	110	R			<del>-</del>	NA	NA	10/23/2001
				To:	30-736				
$\bigcirc$	0.65	280	R	From:	30-672	_	NA	NA	11/19/2001
771)	0.00	200	ĸ	To:	Dead End		INA	INA	11/19/2001
				From:	Dead End				
772	0.74	170	R				NA	NA	10/23/2001
				To:	30-732				
$\bigcirc$	0.00	4-	_	From:	30-626		A I A	b I A	44/00/0004
773	0.09	45	R	To:	Dead End	$\neg$	NA	NA	11/08/2001
				From:	30-710				
(774)	0.30	110	R		30 <del>-</del> /10	_	NA	NA	11/08/2001
				To:	Dead End				
				From:	30-610				
775)	0.07	20	R	To:	D. I.F. I	_	NA	NA	1998
				To:	Dead End				

					Fauquier Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWD	r ow	Year
	Longan	, , , ,	٠.	110	2Axle 3+Axle 1Trail	2Trail	QU	Hour	QIC 70000	· · ·	1001
Fauguier County				From:	30-629 Bull Run Mountain Rd						
776 Landmark School Rd	1.70	300	R					NA	NA		11/01/2001
$\bigcirc$	1.50	400	R	To: From:	30-628			NA	NA		11/01/2001
776)	1.50	480	ĸ	т	20.62			INA	INA		1 1/0 1/200 1
(776)	0.30	650	R	From:	30-627			NA	NA		11/01/2001
(10)				To:	Loudoun County Line						
			_	From:	US 17 SOUTH						
777	0.33	45	R	To:	US 17 NORTH	$\neg$		NA	NA		10/29/2001
				From:	Dead End						
(778)	0.57	120	R		Doud End	<b></b>		NA	NA		10/25/2001
<u> </u>				To:	30-738						
	1.00	210	R	From:	30-643			NA	NA		09/24/2001
(779)	1.00	210	K	To:	Dead End	$\overline{}$		INA	IVA		09/24/2001
				From:	30-681						
780	1.30	90	R	_				NA	NA		10/23/2001
				To: From:	30-737						
781)	0.20	80	R	110m.	30-705			NA	NA		11/08/2001
				To:	30-702						
				From:	Dead End						
782	0.54	40	R	To	30-655	$\neg$		NA	NA		1998
				From:	Dead End						
(783)	0.30	210	R		Doud End	<b></b>		NA	NA		10/29/2001
				To:	30-691						
Town of The Plains				From:	30-626	1					
(784)	0.15	100	R	<u> </u>	30 020			NA	NA		11/01/2001
				To:	ECL THE PLAINS						
Fauguier County				From:	Dead End	<u> </u>					
(785)	0.40	90	R			<u></u>		NA	NA		11/19/2001
<u> </u>				To:	30-734						
500	1.70	280	R	From:	30-658			NA	NA		09/05/2001
(786)	1.70	200	IX	To:	US 15; 30-661			IVA	IVA		03/03/2001
				From:	Dead End						
787	0.35	110	R					NA	NA		10/29/2001
	0.00			From:	30-860						40/00/0004
787	0.02	110	R	To:	US 17	<b>—</b>		NA	NA		10/29/2001
				From:	Dead End						
788)	0.24	150	R					NA	NA		1998
				To	30-637						
780	0.82	70	R	From:	30-651			NA	NA		1998
789	J.UL		•••	To:	Dead End				101		
_				From:	Dead End						
790	1.25	60	R	To:	20.642	_		NA	NA		1998
				From:	30-642 Dead End						
(791)	1.00	250	R	<u> </u>	Dead Elid			NA	NA		10/15/2001
				To:	20.605	_					

30-687

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tra		QC	Design Hour	QK AAWDT	QW Year
Fauguier County				From:	Dead End					
792	0.30	60	R		D vuu Diiu			NA	NA	11/15/200
				To:	30-600					
	0.10	10	R	From:	Dead End			NA	NA	11/15/200
793	0.10	10	K	т				INA	NA.	11/13/200
793)	1.15	760	R	From:	30-825			NA	NA	11/15/200
(193)				To:	30-600					
				From:	30-611					
794)	1.00	80	R	To	D 15.1			NA	NA	1998
				To: From:	Dead End					
705)	1.00	190	R	rioni.	Dead End			NA	NA	1998
795)				To:	30-637					
_				From:	SR 28					
796)	0.30	190	R	_				NA	NA	09/17/200
				To:	Dead End					
707	0.25	60	R	From:	30-701			NA	NA	11/13/200
797)	0.23	00	K	To:	Dead End	<del>-</del>		INA	NA	11/13/200
				From:	Dead End					
798)	0.50	160	R					NA	NA	10/23/200
				To: From:	30-688					
798)	0.80	360	R	. —				NA	NA	10/23/200
				To: From:	Dead End; .80ME 688					
700	0.75	90	R	From:	30-737			NA	NA	10/23/200
799	0.70	30		To:	Dead End			14/ (	10.1	10/20/200
				From:	US 15					
800	0.60	160	R					NA	NA	10/18/200
				To:	Dead End					
	0.40	120	R	From:	Dead End			NA	NA	09/24/200
801)	0.40	130	K	To:	30-616			INA	INA	09/24/200
				From:	Culpeper County Line					
802	0.16	1700	R		•			NA	NA	10/15/200
				To: From:	30-687					
802	1.40	1900	R					NA	NA	10/15/200
				From:	30-683 SOUTH					
802	0.61	1900	R					NA	NA	10/18/200
	4.05	0000		From:	30-688			N. A		40/40/000
802	1.25	2200	R					NA	NA	10/18/200
	1 12	2200		To: From:	30-681 EAST			NA	NΙΛ	10/10/200
802	1.43	2200	R	. —				NA	NA	10/18/200
	1.04	2200	R	From:	30-682			NA	NA	10/18/200
802	1.04	2200		To:	20.744			INA	IVA	10/10/200
802	0.28	4100	R	From:	30-744			NA	NA	10/18/200
302)				To:	SCL WARRENTON					
				From:	Dead End					
803	1.10	10	R					NA	NA	1998
$\overline{}$				To:	30-615					

Fauguier	Maintenance	Area

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Town of The Plains				From:		SR 55									
804)	0.30	220	R			SK 3.	,		_		NA		NA		11/01/200
004)				To:		30-62	6		1						
Fauguier County															
	0.05	4000	_	From:	00/	US 17		40/		_	400	_	4000	_	0004
805)	0.25	1000	F	94%	0%	3%	2%	1%	0%	С	130	F	1000	F	2001
	2.00	220		From:		30-66	1		_		NIA		NIA		4000
805	2.60	330	R	To:		30-60	2		7		NA		NA		1998
				From:		US 17; 30			1						
806)	2.85	890	F	93%	1%	4%	1%	1%	0%	F	100	F	890	F	2001
				To		30-63			¬						
806)	3.01	1100	F	93%	1%	4%	1%	1%	0%	F	120	F	1100	F	2001
				To		30-60	7		٦						
806	3.32	990	F	93%	1%	4%	1%	1%	0%	F	110	F	990	F	2001
				To		30-60	9		٦						
806)	2.80	1500	F	93%	1%	4%	1%	1%	0%	F	170	F	1500	F	2001
				To		30-64	0		٦						
806)	3.14	2300	F	93%	1%	4%	1%	1%	0%	С	240	F	2300	F	2001
				To:		SR 28; 30	)-667								
				From:		30-62	6								
807)	1.30	50	R	. —					_		NA		NA		11/01/2001
				To:	L	oudoun Cou			4						
	0.40	00	R	From:		Dead E	nd				NA		NA		11/15/2001
808	0.40	90	ĸ	To:		30-73	1		7		INA		INA		11/13/2001
				From:		Dead E			1						
809	0.70	60	R			Dead E	AIQ.		_		NA		NA		1998
000				To:		30-61	5								
				From:		Dead E	nd								
810	0.80	80	R						_		NA		NA		11/01/2001
				To:		30-70	9								
	0.70	50	_	From:		Dead E	nd				NIA		NIA		4000
811)	0.70	50	R	To:		30-60	7		7		NA		NA		1998
				From:		Dead E			1						
(812)	0.10	20	R			Deau E	ли		_		NA		NA		10/29/2001
012				To:		US 17	7								
				From:		US 17 SO	UTH								
813)	0.38	180	R								NA		NA		1998
				To: From:		30-615 SC	UTH								
(813)	0.17	390	R								NA		NA		1998
				To: From:		30-615 NO	ORTH								
813	0.51	300	R						_		NA		NA		1998
				To:		US 17 NO									
<u> </u>	0.05		_	From:	-	30-81	5				NIA.		NIA.		1000
814)	0.05	20	R	To:		30-61	0		7		NA		NA		1998
				From:		30-60			1						
815)	0.05	10	R	<u> </u>		30-00	<u> </u>		_		NA		NA		1998
				To:		30-81	4								
				From:		30-72	4								
816)	0.75	40	R						_		NA		NA		11/15/2001
				To:		Dead E	nd		1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Fauguier County				From:	30-610	1					
817)	0.20	20	R	<u> </u>	30 010	_		NA	NA		1998
				To:	Dead End						
$\bigcirc$				From:	SR 28						1000
818)	0.36	240	R	To:	30-806	_		NA	NA		1998
				From:	Dead End	1					
819	0.10	140	R		Dead End	_		NA	NA		11/13/2001
019				To:	US 50						
				From:	30-651						
820	0.33	47	R	. —		_		NA	NA		1998
				To:	Dead End						
	0.46	000	_	From:	30-600	_		NA	NIA		11/15/2001
821)	0.46	260	R	To:	Cul-de-Sac	7		NA	NA		11/15/2001
				From:	Dead End	1					
822	0.10	40	R		Dead End	_		NA	NA		11/19/2001
022				То:	SR 55						
				From:	Dead End						
823	0.60	50	R					NA	NA		1998
$\bigcup_{i=1}^{n}$				To:	US 17						
$\bigcirc$				From:	Dead End						
824	0.25	90	R	To:	20.655	7		NA	NA		1998
				From:	30-655						
<u> </u>	0.25	290	R	From:	Dead End			NA	NA	,	11/15/2001
825)	0.23	230	IX.	To:	30-793	7		INA	INA		11/13/2001
				From:	Dead End						
826	0.95	40	R	<u> </u>	Dead End	_		NA	NA		1998
				To	30-724	٦					
826	0.20	46	R	From:	30 /2 .			NA	NA	,	11/13/2001
				To:	Dead End						
				From:	30-1407						
(827)	0.43	860	R					NA	NA	•	11/19/2001
				To: From:	30-1335						
827	0.37	380	R			_		NA	NA	•	11/19/2001
				To: From:	0.37 MN 30-1335 0.38 MN 30-1335	+					
827)	0.21	380	R	<u> </u>	0.36 WIN 30-1333	_		NA	NA		11/19/2001
021)				To	30-1350	٦					
827	0.15	140	R	From:	30-1330			NA	NA		11/19/2001
827				To:	Dead End						
				From:	US 50	]					
828	0.40	490	R			_		NA	NA	•	11/08/2001
				To:	30-713						
				From:	30-694						=
829	0.85	390	R	To:	Dead End	-		NA	NA	ĺ	11/15/2001
<del>-</del>				From:		<u> </u>					
620	0.10	270	R	. 10111.	30-612	_		NA	NA		1998
830	0.10	210	11	To:	30-611	7		14/7	IVA		1000
				From:	US 17						
831)	0.13	130	R		~~ · · /			NA	NA		11/13/2001
				To:	30-623						
				From:	US 17						
832	0.11	7	R			_		NA	NA	•	11/13/2001
				To:	Dead End						

Route	Length	AADT	QA	4Tire	Bus 24-4- 2-4	Truck		. 00	Design	QK AAWD1	QW Year
Fauguier County	Lengui		<b>4</b> A	71116	2Axle 3+A	kle 1Trail	2Trail	<b>Q</b> U	Hour	WIN AAVVDI	QVV ICAI
_	0.25	20	R	From:	30-638				NA	NA	11/19/200
833	0.20	20		To:	Dead End		$\neg$		14/1	10.1	11/10/200
				From:	30-841						
(834)	0.30	40	R				_		NA	NA	1998
				To:	Dead End						
	0.07	400	_	From:	US 17 SOUTH				NIA		4000
835)	0.37	100	R				_		NA	NA	1998
(025)	0.27	340	R	From:	30-632				NA	NA	1998
835	0.21	040		To:	US 17 NORTH					10.	1000
				From:	US 17 SOUTH						
836	0.53	60	R				_		NA	NA	1998
				To:	US 17 NORTH						
	0.60	47	_	From:	US 17 SOUTH				NIA	NIA	1000
837	0.60	47	R				_		NA	NA	1998
	0.68	490	R	From:	US 17 NORTH				NA	NA	09/20/200
837)	0.00	450	K				_		INA	INA	09/20/200
627	0.74	430	R	From:	30-674				NA	NA	09/20/200
837	0.14	400		To:	30-663		$\neg$		IVA	14/4	03/20/200
				From:	Dead End						
838)	0.11	420	R				<u> </u>		NA	NA	11/05/200
				To:	US 29						
$\bigcirc$	0.07			From:	30-674				NIA	N1.0	4000
839	0.07	660	R				_		NA	NA	1998
-	0.00	E00	R	From:	30-1433				NΙΔ	NIA	1000
839	0.08	580	ĸ	_			_		NA	NA	1998
<u></u>	0.23	490	R	From:	30-1434				NA	NA	1998
839	0.23	430	IX	To	20.1427		_		IVA	14/4	1000
839	0.01	240	R	From:	30-1437				NA	NA	1998
039			•••	To:	0.01 ME 30-1437						
(839)	0.01	240	R	From:	0.01 ME 30-1437				NA	NA	1998
				To:	30-1430		٦				
(839)	0.06	110	R	From:	30 1130				NA	NA	1998
				To:	Dead End						
				From:	US 17 SOUTH						
840	0.27	40	R	To:	LIC 17 NORTH		_		NA	NA	1998
				From:	US 17 NORTH		+				
(941)	0.25	70	R	rioin.	US 17 SOUTH		_		NA	NA	1998
841)	0.20	. •	• • • • • • • • • • • • • • • • • • • •	To:	30-834						
841)	0.10	40	R	From:	30-834				NA	NA	1998
041)				To:	US 17 NORTH						
				From:	Dead End						
842	0.22	220	R				_		NA	NA	10/25/200
				To:	30-690						
	0.09	30	R	From:	Prince William County	Line			NA	NA	09/17/200
843	0.09	30	ĸ				_		INA	INA	09/11/200
(943)	0.11	30	R	From:	30-666				NA	NA	09/17/200
843)	0.11	30	11	To:	SR 28		<del>-</del> 1		INA	INA	09/11/200
					~						

, -		-			
Fau	ıquier	Ν	<b>Mainter</b>	nance Area	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Fauguier County				From:	US 15					
(844)	0.66	140	R					NA	NA	09/20/2001
				To:	US 17					
$\bigcirc$				From:	US 17					10/00/000
845	0.43	220	R	To:	SR 245	_		NA	NA	10/29/2001
				From:		1				
046	0.85	60	R	Troin.	30-847 SOUTH	_		NA	NA	1998
846	0.00		•••	To:	20 047 NODTH	_				1000
046	0.25	150	R	From:	30-847 NORTH			NA	NA	1998
846)				To:	30-610					
				From:	30-846 SOUTH					
847)	0.45	60	R			_		NA	NA	1998
				To:	30-846 NORTH					
				From:	Dead End					
848)	1.00	230	R			_		NA	NA	1998
				To:	30-610					
	0.27	100	R	From:	30-624			NA	NA	11/13/2001
849	0.27	100	K	To:	30-713	7		INA	INA	11/13/2001
				From:	30-694					
850	0.17	110	R		30-074			NA	NA	1998
				To:	Dead End					
				From:	30-637					
851	0.21	420	R			_		NA	NA	1998
				To:	30-637					
	0.00		_	From:	FR-284			NIA	<b>N</b> 1.0	44/40/0004
852	0.23	20	R	To:	Dead End	⊣		NA	NA	11/13/2001
				From:						
(0E2)	0.05	160	R		US 17			NA	NA	1998
853	0.00		•••	To:	Dead End					1000
				From:	30-829					
(854)	0.16	70	R	-				NA	NA	1998
				To:	Cul-de-Sac					
				From:	30-802					
855	0.09	60	R	т	9.11.9	_		NA	NA	1998
				10.	Cul-de-Sac					
(S)	0.03	370	R	From:	Cul-de-Sac			NA	NA	11/05/2001
856	0.03	370	IX.			_		INA	INA	11/03/2001
	0.19	1000	R	From:	30-857			NA	NA	11/05/2001
856	0.15	1000	IX.	To:	US 29	7		INA	IVA	11/03/2001
				From:	30-856					
857)	0.11	620	R	l.	30 030			NA	NA	11/05/2001
				To:	30-858					
				From:	Dead End					
858	0.05	190	R					NA	NA	11/05/2001
				To: From:	30-857	]——				
858	0.05	440	R			_		NA	NA	11/05/2001
				To:	Cul-de-Sac					
	0.40	<b>50</b>	_	From:	30-787	┙		NIA	A1A	40/00/0004
860	0.13	50	R	To:	Dead End	_		NA	NA	10/29/2001
					Dead End					-

-											
Fai	IGH	ier I	<b>\/</b> 1:	aint	ena	nr	φ.	Δ	re	a	

Route	Length	AADT	QA	4Tire	Bus 2Axle	Truc 3+Axle	к 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Sauguier County				From:	Dead E	nd/								
863)	0.32	NA		_				_		NA		NA		
				To:	30-00647									
880)	0.62	2600	R	rioin.	US 15 B	BUS				NA		NA		10/18/20
000)				To:	Cul-de-	Sac								
				From:	30-88	0								
881)	0.22	50	R	To:	DECD (EVE	TROAD.		<b>-</b> 1		NA		NA		10/18/20
				From:	REGIMENT									
885)	0.32	100	R	<u> </u>	30-67	4		_		NA		NA		09/24/20
				To:	Cul-de-	Sac								
				From:	30-67	8								
890	0.46	10	R	To:	Dead E	·		_		NA		NA		09/24/20
_				From:	30-67									
892	0.02	20	R	<u> </u>	30-07.	<u> </u>		_		NA		NA		09/24/20
				To:	Dead E	and								
$\overline{}$				From:	Dead E	and								
900	0.45	270	R	To:	20.77	2		_		NA		NA		11/05/20
				From:	30-62									
904)	0.14	110	R	<u> </u>	30-62	0		_		NA		NA		10/29/20
				To:	Cul-de-	Sac								
				From:	30-74	4								
910	0.25	60	R	To:	Cul-de-	Caa		_		NA		NA		10/18/20
				From:	Cul-de-S									
1000	0.92	310	R	<u> </u>	Cui-de-,	Sac		_		NA		NA		10/29/20
				To:	30-67	4								
$\sim$				From:	US 17 B	BUS								
1001)	0.24	1800	R	To:	SR 55	5		7		NA		NA		11/05/20
				From:	Dead E			1						
1002	0.15	200	R		Dead E	and .				NA		NA		11/05/20
				To	30-100	)3		1						
1002	0.18	760	R	From:						NA		NA		11/05/20
				To: From:	30-100	)4								
1002	0.18	560	R					_		NA		NA		11/05/20
				To: From:	US 17 B									
1003	0.29	1300	R	Piolii.	Dead E	ind				NA		NA		11/05/20
1003				To:	30-100	12		_						
1003	0.08	1800	R	From:	30-100	)2				NA		NA		11/05/20
				To:	SR 55	5		<b>—</b>						
1003	0.09	1300	R	From:				_		NA		NA		11/05/20
				To: From:	30-100	06								
1003	0.09	80	R					_		NA		NA		11/05/20
				To:	Dead E			]						
1004)	0.14	240	R	From:	30-100	J5		_		NA		NA		11/05/20
1004)	V. 1-T			To:	30-100	)2				1 1/ 1				, 50, 20
				From:	30-100									
1005	0.16	620	R					_		NA		NA		11/05/20
				To:	US 17 B	BUS								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Fauguier County				From:	Dead End	1				
(1006)	0.13	560	R					NA	NA	11/05/200
0	0.00	040		To: From:	30-1003	]		NIA	NΙΔ	11/05/200
(1006)	0.09	640	R	т	20.400=	_		NA	NA	11/05/200
1006	0.12	790	R	From:	30-1007			NA	NA	11/05/200
				To:	30-710					
$\bigcirc$	0.33	380	R	From:	30-1006			NA	NA	11/05/200
(1007)	0.55	300	K	To:	Dead End			INA	INA	11/03/200
				From:	Dead End					
(1008)	0.03	490	R					NA	NA	11/05/200
	0.13	250	R	From:	30-1016	_		NA	NA	1998
1008	0.13	250	K	To:	20 1000	_		INA	INA	1990
(1008)	0.09	450	R	From:	30-1009			NA	NA	1998
				To:	30-710					
$\bigcirc$	0.11	130	R	From:	Dead End			NA	NA	1998
(1009)	0.11	130	K	To:	30-1008	1		INA	INA	1996
				From:	SR 55					
1010	0.06	150	R					NA	NA	11/05/2001
	0.00	40		To: From:	30-1011			NIA	NΙΔ	44/05/0004
(1010)	0.02	40	R	To:	Cul-de-Sac	7		NA	NA	11/05/2001
				From:	30-1010					
1011	0.03	60	R	_		_		NA	NA	11/05/2001
				To: From:	Cul-de-Sac					
1012	0.10	230	R	10.11.	Cul-de-Sac	_		NA	NA	11/05/200
				To:	30-710					
$\bigcirc$	0.22	20	_	From:	Cul-de-Sac			NIA	NIA	40/40/2004
(1013)	0.33	90	R	To:	US 15	7		NA	NA	10/18/2001
				From:	Cul-de-Sac					
(1014)	0.06	60	R	_		_		NA	NA	1998
				To: From:	30-655					
(1015)	0.24	80	R	1000	Dead End			NA	NA	1998
				To:	30-647					
$\bigcirc$	0.40	400	_	From:	Cul-de-Sac			NIA	NIA	44/05/0004
1016	0.12	180	R	To:	30-1008	7		NA	NA	11/05/2001
				From:	30-651					
(1017)	0.29	120	R			_		NA	NA	10/15/2001
				To: From:	Cul-de-Sac					
(1018)	0.09	40	R		30-688	_		NA	NA	10/23/2001
				To:	Cul-de-Sac	]				
$\bigcirc$	A	A===	_	From:	Dead End					20/07/77
1019	0.13	150	R	To:	30-655	_		NA	NA	09/20/2001
				From:	Dead End					
1020	0.19	130	R			<b>-</b>		NA	NA	1998
				To:	SR 55					

,			-							-
F	ลมด	uier	٨	Λa	iin	tei	nan	ce	Area	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Fauguier County				From:	30-719					
(1021)	0.08	20	R			_		NA	NA	1998
				To:	Dead End					
	0.10	NA		From:	US 17			NA	NA	
1022	0.10	INA		To:	Cul-de-Sac	1		INA	NA.	
				From:	30-651					
(1023)	0.36	200	R					NA	NA	10/15/2001
				To: From:	30-1024					
1023	0.09	50	R	To:	Cul do Soo	_		NA	NA	10/15/2001
				From:	Cul-de-Sac	1				
(1024)	0.04	40	R		Cul-de-Sac			NA	NA	10/15/2001
				To:	30-1023					
$\bigcirc$				From:	US 29					
(1025)	0.22	140	R	To:	Cul-de-Sac	7		NA	NA	11/15/2001
				From:	30-00684(B)/					
(1026)	0.12	NA			30-00004(D)/	_		NA	NA	
				To:	Cul-de-Sac/					
$\bigcirc$	0.45		_	From:	30-763					44/05/0004
(1029)	0.15	49	R	To:	Dead End	1		NA	NA	11/05/2001
				From:	30-661 WEST					
1030	0.09	480	R	<u> </u>	30 001 11251			NA	NA	1998
				To: From:	30-1031	T				
1030	0.16	210	R	110111				NA	NA	1998
				To: From:	30-1032	]				
1030	0.41	170	R					NA	NA	1998
	0.40			To: From:	30-1033					4000
1030	0.12	430	R			_		NA	NA	1998
	0.13	370	R	From:	30-661 EAST			NA	NA	1998
1030	0.13	370	K	To:	20 1000	_		INA	IVA	1990
(1030)	0.24	NA		From:	30-1090			NA	NA	
(1030)				To:	Dead End					
				From:	Dead End					
(1031)	0.07	100	R					NA	NA	1998
	2.22	400		From:	30-1030					4000
(1031)	0.09	100	R	To:	Cul-de-Sac	1		NA	NA	1998
				From:	Cul-de-Sac					
(1032)	0.08	80	R		cui de sue			NA	NA	1998
				To:	30-1030					
	0.00	00	-	From:	Dead End			NIA	. AIA	4000
1033	0.09	90	R	т.		_		NA	NA	1998
(1033)	0.08	110	R	From:	30-1030			NA	NA	1998
1033				To:	Cul-de-Sac					
				From:	30-00661(B)/					
1034	0.04	NA		т.		_		NA	NA	
				To: From:	Dead End/					
1035	0.15	60	R	. TOIL	30-731	_		NA	NA	11/15/2001
(.555)				To:	Cul-de-Sac	7		-		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tra	QC Design		ΓQW	Year
Fauguier County				From:	30-605				
(1040)	0.23	60	R			 NA	NA		11/13/2001
				To:	Cul-de-Sac				
	0.04	NIA		From:	Cul-de-Sac/	NA	NA		
(1041)	0.04	NA		To:	30-01046(B)/	INA	INA		
				From:	30-01046(B)/				
(1042)	0.07	NA			******(=);	 NA	NA		
				To:	Cul-de-Sac/				
$\bigcirc$	0.40			From:	30-01045(B)/				
(1043)	0.13	NA		To:	Cul-de-Sac/	NA	NA		
				From:	30-01043(B)/				
1044	0.04	NA			30-01043(B)/	 NA	NA		
				To:	Cul-de-Sac/				
				From:	US 29				
(1045)	0.07	870	R			NA	NA		11/13/2001
				To: From:	30-1046				
1045	0.27	640	R			NA	NA		11/13/2001
	0.50	= 40		From:	30-1048				4.4.4.0.10.00.4
1045	0.52	540	R			NA	NA		11/13/2001
	0.29	NIA		From:	30-1051	NA	NIA		
1045	0.29	NA		To:	30-1068; 30-1066	INA	NA		
				From:	Dead End				
(1046)	0.12	110	R			NA	NA		11/13/2001
				To:	30-1047				
(1046)	0.04	150	R	rioni.		 NA	NA		11/13/2001
				To: From:	30-1045				
(1046)	0.27	70	R			NA	NA		11/13/2001
				To:	Cul-de-Sac				
	0.04	40	R	From:	30-1046	NA	NA		11/13/2001
(1047)	0.04	40	IX.	To:	Cul-de-Sac	IVA	IVA		11/10/2001
				From:	Dead End				
(1048)	0.06	45	R			 NA	NA		11/13/2001
				To: From:	30-1049				
(1048)	0.07	110	R	·		 NA	NA		11/13/2001
				To: From:	30-1045				
(1048)	0.19	80	R			 NA	NA		11/13/2001
				To:	Cul-de-Sac				
(1049)	0.04	45	R	From:	Cul-de-Sac	NA	NA		11/13/2001
1049)	0.01		• • • • • • • • • • • • • • • • • • • •	To:	30-1048		10.1		11/10/2001
				From:	Cul-de-Sac				
(1050)	0.47	80	R			NA	NA		11/13/2001
				To:	Cul-de-Sac				
$\bigcirc$	0.00	40	Р	From:	30-1050	NIA.	NI A		11/12/2004
(1051)	0.23	40	R	To:	Cul-de-Sac	 NA	NA		11/13/2001
				From:	Cul-de-Sac				
(1052)	0.46	360	R		ou de oue	NA	NA		11/15/2001
				To:	30-694; 30-829				

				2Axle 3+Axle 1Trail					
			From:	30-1052					
0.06	50	R	_		_		NA	NA	11/15/200
			To:						•
0.05	50	R	From:	Cul-de-Sac			NA	NA	11/15/200
0.00	30	11	To:	30-1052	$\neg$		1471	10.1	11/10/200
			From:	30-1052					
0.04	50	R					NA	NA	11/15/200
				Cul-de-Sac					
0.00	20	_	From:	30-1052			NIA	NIA	44/45/200
0.09	30	ĸ	To:	Cul-de-Sac	_		INA	INA	11/15/200
			From:						
0.49	NA			30-01043(B)/			NA	NA	
			To:	Cul-de-Sac/					
			From:	30-01057(B)/					
0.18	NA				_		NA	NA	
0.24	400		From:	Dead End			NIA	NA	09/05/200
0.24	120	ĸ	To:	US 17	_		INA	INA	09/05/200
			From:						
0.04	440	R		30-030			NA	NA	1998
			To	30-1065					
0.06	380	R	From:	30 1003	1		NA	NA	1998
			To:	30-1064	<b></b>				
0.04	320	R	From:	30 1001	1		NA	NA	1998
			To:	30-1063	¬				
0.06	290	R	From:	30 1003			NA	NA	1998
			To	30-1062					
0.05	390	R	From:				NA	NA	1998
			To	30-1061	<b>—</b>				
0.08	370	R	Tioni.				NA	NA	1998
			To:	30-661					
			From:	Cul-de-Sac					4000
0.07	70	R	To:	20 1060	_		NA	NA	1998
0.06	100			30-1060	_		NA	NA	1998
			To:	Cul-de-Sac					
			From:	Cul-de-Sac					
0.12	120	R			_		NA	NA	1998
			To:						
0.00			From:	Cul-de-Sac			NIA	NIA	1000
0.06	90	К	To:	30-1060	_		NA	NA	1998
			From:						
0.06	100			Cur-uc-sac	_		NA	NA	1998
			To:	30-1060					
<u> </u>			From:	30-01045(L)/30-01068(U)/					
0.23	NA				_		NA	NA	
0.00	N/A		From:	Cul-de-Sac/			NI A	NIA	
0.09	NΑ		To:	30 01066/DV	_		NA	INA	
	0.05  0.04  0.09  0.49  0.18  0.24  0.04  0.06  0.05  0.08  0.07  0.06  0.12  0.06  0.06	0.05 50  0.04 50  0.09 30  0.49 NA  0.18 NA  0.24 120  0.04 440  0.06 380  0.04 320  0.06 290  0.05 390  0.08 370  0.07 70  0.06 100  0.12 120  0.06 90  0.06 90  0.07 NA	0.05 50 R  0.04 50 R  0.09 30 R  0.49 NA  0.18 NA  0.24 120 R  0.06 380 R  0.06 380 R  0.05 390 R  0.05 390 R  0.05 390 R  0.07 70 R  0.07 70 R  0.06 100 R  0.06 90 R  0.06 90 R	O.05   50   R     From:	Cul-de-Sac	Cul-de-Sac   Cul	To	Cul-de-Sac   NA	Cul-de-Size

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle	ck 1Trail	2Trail	QC	Design Hour	QK A	AWDT	QW	Year
Fauguier County				From:	Cul-de-	Sac/								
(1068)	0.09	NA								NA		NA		
				To:	30-01045(L)/30									
(1070)	0.15	270	R	From:	30-65	56				NA		NA		1998
(1070)	00		• • • • • • • • • • • • • • • • • • • •	To:	30-66	51								
				From:	30-65	55								
(1080)	0.18	530	R	To:	20.10	0.2		<b>-</b> 1		NA		NA		11/19/2001
				From:	30-100									
(1081)	0.21	240	R		Cul-de-	Sac		_		NA		NA		11/19/2001
				To: From:	30-10	80								
(1081)	0.09	260	R	From:						NA		NA		11/19/2001
				To:	30-103	84								
	0.06	40	,	From:	Dead I	∃nd				NA		NIA		11/10/2001
1082	0.06	40	R	To:	30-108	81				INA		NA		11/19/2001
				From:	Cul-de-									
1083	0.07	80	R					<u></u>		NA		NA		11/19/2001
				To:	30-108									
	0.05	90	R	From:	Cul-de-	Sac				NA		NA		11/19/2001
1084	0.03	90	K	To:	30-10	81		1		INA		INA		11/19/2001
				From:	Cul-de-Sac;									
1090	0.12	130	R							NA		NA		1998
				To: From:	30-103	30		]——						
1090	0.03	40	R	To:	0.1.1.0	02.15		_		NA		NA		1998
				From:	Cul-de-Sac;			<u> </u>						
(1091)	0.07	NA		110111	30-01030	0(B)/				NA		NA		
(1001)				To:	Dead E	End/								
				From:	Dead E	End/								
1092	0.18	NA		To:	Dead E	and/		<b>-</b>		NA		NA		
				From:	30-643 SC			1						
(1100)	0.48	250	R		30-043 30	50111		_		NA		NA		09/24/2001
				To:	30-643 NO	ORTH								
				From:	Dead I	End								
(1101)	0.10	NA		To:	30-67	72		<b>-</b>		NA		NA		
				From:	Cul-de-									
(1102)	0.08	70	R		Cur-uc-	·Sac				NA		NA		1998
				To:	30-67	72								
$\bigcirc$	0.11			From:	30-64	13								4000
(1103)	0.11	50	R	To:	Cul-de-	Sac		1		NA		NA		1998
				From:	30-77			1						
(1104)	0.04	40	R	<u> </u>	50-11	-		_		NA		NA		09/24/2001
				To:	Dead F	End								
	0.47	466	_	From:	30-65	51				NIA		NIA		00/05/0004
(1111)	0.47	190	R	To:	Cul-de-	Sac		7		NA		NA		09/05/2001
				From:	30-72									
1115	0.17	210	R		50-12					NA		NA		10/25/2001
				To:	30-11	16								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Fauguier County				From:		1				
(1115)	0.05	40	R	FIOIII.	30-1116			NA	NA	10/25/200
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
(1116)	0.09	110	R	т	20.444	_		NA	NA	10/25/200
				To: From:	30-1115					
(1117)	0.07	180	R	Pioni.	US 15 BUS			NA	NA	11/15/2001
(1117)	0.01	.00	•••	To:	20 1119	٦				11/10/200
1117	0.16	100	R	From:	30-1118			NA	NA	11/15/200
				To:	30-1119					
				From:	Cul-de-Sac					
1118	0.04	40	R					NA	NA	11/15/200
				To: From:	30-1117	]				
1118	0.13	70	R	. —		_		NA	NA	11/15/2001
				To:	30-1119					
(1110)	0.02	40	R	From:	Cul-de-Sac	_		NA	NA	11/15/2001
1119	0.02	40	K			_		INA	IVA	11/15/200
(4)	0.05	90	R	From:	30-1117			NA	NA	11/15/2001
(119)	0.00	00		To	20 1110	_		14/1	10.1	11/10/2001
(1110)	0.04	170	R	From:	30-1118			NA	NA	11/15/2001
(1119)	0.0.		•••	To:	US 15 BUS					
				From:	30-1121 SOUTH					
(1120)	0.20	290	R					NA	NA	1998
				To: From:	30-1121 NORTH					
(1120)	0.05	570	R			_		NA	NA	1998
				To:	SR 28					
$\bigcirc$	0.02	00	_	From:	Cul-de-Sac			NIA	NIA	1009
(1121)	0.03	60	R			_		NA	NA	1998
	0.19	130	R	From:	30-1120 SOUTH			NA	NA	1998
(1121)	0.19	130	K	. —		_		INA	INA	1990
(1121)	0.15	220	R	From:	30-1122	_		NA	NA	1998
(1121)	0.10	220	1	To	20 1120 NODEW	_		14/1	10.	1000
(1121)	0.08	110	R	From:	30-1120 NORTH			NA	NA	1998
(1121)	0.00		•••	To:	Dead End					
				From:	Cul-de-Sac					
(1122)	0.02	40	R			_		NA	NA	1998
				To:	30-1121					
	0.40			From:	30-661; 30-1030			NIA	NIA	4000
1123	0.16	200	R	To:	Cul-de-Sac	7		NA	NA	1998
				From:	Dead End	1				
1133	0.25	80	R		Deau Enu	_		NA	NA	1998
				To:	30-1134	1				
(1133)	0.20	250	R	From:	50 1151	_		NA	NA	1998
$\bigcup_{i=1}^{n}$				To:	30-802					
$\widehat{}$				From:	Dead End					
1134	0.72	160	R	To:	20.1122	_		NA	NA	1998
					30-1133	<del> </del>				
(4405)	n na	230	P	rrom:	30-744	_		NΔ	NΔ	1998
(1135)	0.03	200	11	To:	30-1137	7		13/-1	INC	1990
(1135)	0.09	230	R	From:	30-744 30-1137	] ]		NA	NA	

					i adquici iviaiii									
Route	Length	AADT	QA	4Tire	Rue	Tri : 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				r										
	0.10	120	R	From:	30-1	137				NA		NA		1998
(1135)	0.10	120		To:	30-1	136		7		14/1		147.		1000
				From:	30-1									
(1136)	0.20	60	R							NA		NA		1998
				To:	30-1	135								
$\sim$				From:	30-1	136								
(1137)	0.20	120	R	To:	20.1	125		<b>-</b>		NA		NA		1998
				From:	30-1									
(400)	0.32	160	R	rion.	30-7	/44				NA		NA		10/18/200
1138	0.02	100		To:	Cul-de	e-Sac		7				10.		10/10/200
				From:	30-6	563								
(1143)	0.10	60	R							NA		NA		09/20/200
				To:	Cul-de	e-Sac								
$\sim$				From:	30-1	146								
(1145)	0.23	230	R	To:	20.5	161		_		NA		NA		09/17/2001
					30-7									
	0.28	80	R	From:	Cul-de	e-Sac				NA		NA		09/17/2001
(1146)	0.20	00	K					_		INA		INA		03/17/200
	0.06	110	R	From:	30-1	145				NA		NA		09/17/2001
(1146)	0.00	110	1	To:	Dead	End		1		IVA		11/3		03/11/200
				From:	30-6									
(1201)	0.36	70	R							NA		NA		1998
$\bigcirc$				To:	30-6	555								
				From:	Dead	End								
1202	0.15	100	R	т	***	2112		<b>-</b>		NA		NA		1998
				To:	US 15									
	0.25	1100	R	From:	30-1	204				NA		NA		09/05/2001
(1203)	0.23	1100	IX.	To:	NCL Re	mington		1		INA		INA		09/03/2001
Town of Remington				•		-								
				From:	NCL Re	mington								
(1203)	0.09	1100	R							NA		NA		09/05/2001
<u> </u>				To: From:	US 15									
(1203)	0.20	430	F	99%	0% 0%	0%	0%	0%	С	48	F	430	F	2001
				To:	30-6									
	0.30	360	R	From:	30-6	551				NA		NA		09/05/2001
(1204)	0.50	300	K	To:	NCL Re	mington				INA		INA		09/03/2001
Fauguier County						B		L.						
				From:	NCL Re	mington								
(1204)	0.01	360	R							NA		NA		09/05/2001
				To: From:	30-1203	WEST								
(1204)	0.45	140	R							NA		NA		09/05/2001
0				To: From:	30-1	212		]						
(1204)	0.15	560	R					_		NA		NA		09/05/2001
				To:	30-1203	EAST		]						
Town of Remington				From:	30-1	204		Ī						
(1205)	0.29	150	R	<u> </u>	50-1			_		NA		NA		09/05/2001
				To:	US 15	RUS		<b></b> _						·
(1205)	0.06	90	R	From:	03 13	200		_		NA	· <u> </u>	NA		09/05/2001
				To:	30-1	210								
					-									

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		Design Hour	QK AAWDT	QW Year
Town of Remington				From:	30-651				
(1206)	0.25	200	R			=	NA	NA	09/05/200
				To:	30-1203				
	0.13	690	R	From:	US 15 BUS		NA	NA	09/05/200
(1207)	0.13	090	K	To:	30-656	1	INA	IVA	09/03/200
				From:	30-1209				
1208	0.30	450	R		30 120)		NA	NA	09/05/200
				То:	30-656				
_				From:	30-651			-	
1209	0.26	110	R			_	NA	NA	09/05/200
				To:	30-1203				
$\bigcirc$	0.40	400	_	From:	30-1207		NIA	NIA	00/05/200
(1210)	0.12	180	R	To:	30-1205	٦	NA	NA	09/05/200
				<u>i</u>	30-1203	I			
Fauguier County				From:	30-1203	1			
(1211)	0.03	100	R	<u>L</u>		_	NA	NA	09/05/200
$\bigcup_{i=1}^{n}$				To:	30-1212				
				From:	30-1211				
(1212)	0.12	60	R			_	NA	NA	09/05/2001
				To:	30-1204				
$\bigcirc$				From:	Dead End				
1213	0.01	90	R				NA	NA	09/05/200
				From:	30-1214				
1213	0.06	1100	R			_	NA	NA	09/05/2001
				To:	30-651				
	0.00		_	From:	Cul-de-Sac		N.1.0	NIA	00/05/000
1214	0.23	780	R	To:	30-1213	7	NA	NA	09/05/2001
				From:		1			
(100)	0.34	130	R	rioni.	Dead End		NA	NA	1998
1220	0.04	100		To:	30-615	7	1471	14/1	1000
				From:	30-615	Ī			
(1221)	0.15	NA		<u> </u>	30 012		NA	NA	
				To:	Cul-de-Sac				
				From:	30-1221				
(1222)	0.06	NA				_	NA	NA	
				To:	Cul-de-Sac				
$\bigcirc$			_	From:	30-1236				
(1235)	0.12	40	R	To:	20.771	7	NA	NA	1998
					30-661	<u> </u>			
	0.05	20	R	From:	Cul-de-Sac		NA	NA	1998
1236	0.03	20	K			_	INA	INA	1990
$\bigcirc$	0.06	20	R	From:	30-1235		NA	NA	1998
1236	0.06	20	K	To	Cul-de-Sac	7	INA	INA	1990
				From:	30-661 WEST	1			
(1240)	0.12	1300	R		20-001 ME91		NA	NA	09/20/2001
				To:	20.1242				
(1240)	0.10	490	R	From:	30-1242		NA	NA	1998
(1240)	0.10	700	11	To:	30-1241 Gap Terminus	1	. 4/ \	100	1000
				From:	30-1243 Gap Terminus				
(1240)	0.16	380	R				NA	NA	1998
				To: From:	30-1245				
1240	0.05	310	R			_	NA	NA	1998
				To:	30-1247				

Fauguier	Maintenance	Area

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Fauguier County				From:	30-1247	1				
(1240)	0.44	350	R		30-12-7			NA	NA	1998
	0.00			To: From:	30-1248	]				
(1240)	0.06	740	R	To:	30-661 EAST	_		NA	NA	1998
				From:	30-1240					
(1241)	0.12	120	R	<u> </u>	30 1210			NA	NA	09/20/20
				To:	Cul-de-Sac					
$\bigcirc$	0.40			From:	30-1240			NIA	N.A.	00/00/06
1242	0.13	200	R	To:	Cul-de-Sac	_		NA	NA	09/20/20
				From:	Cul-de-Sac					
(1243)	0.10	100	R		cui de bue			NA	NA	09/20/20
				To: From:	30-1244					
1243	0.12	280	R			_		NA	NA	09/20/20
				To:	BLAKE LANE					
	0.12	140	R	From:	30-1243			NA	NA	09/20/20
1244	0.12	140	K	To:	Cul-de-Sac	1		INA	NA	09/20/20
				From:	Cul-de-Sac					
(1245)	0.10	140	R					NA	NA	1998
$\bigcup_{i=1}^{n}$				To: From:	30-1240					
1245	0.08	210	R					NA	NA	1998
				To: From:	30-1246					
1245	0.13	120	R	To:	0.1.1.0	_		NA	NA	1998
				From:	Cul-de-Sac					
(1246)	0.19	150	R	1000	30-1245			NA	NA	1998
1240				To:	Cul-de-Sac					
				From:	30-1240					
(1247)	0.07	70	R			_		NA	NA	1998
				To: From:	Cul-de-Sac					
(1248)	0.07	110	R	Piolii.	Cul-de-Sac			NA	NA	09/20/20
(1246)	0.0.		.`	To:	30-1130					
				From:	30-676					
(1301)	0.32	190	R					NA	NA	1998
				From:	30-1302					
1301	0.24	100	R	To:	D1E1			NA	NA	1998
				From:	Dead End					
(1302)	0.12	230	R	110	30-605			NA	NA	1998
(1302)				To:	30-1301					
				From:	Dead End					
1303	0.42	250	R					NA	NA	1998
				To: From:	30-1304	$\Box$				
1303	0.12	490	R			_		NA	NA	1998
	0.50	200		To: From:	30-676			NI A	- NIA	4000
1303	0.58	300	R	To:	Dead End	_		NA	NA	1998
				From:	Dead End					
(1304)	0.15	90	R		Dona Dila	_		NA	NA	1998
				To: From:	30-1305	_				
1304	0.13	360	R			_		NA	NA	1998
				To:	30-1303					

Route	Length	AADT	QA	4Tire	Rue	Tru 3+Axle			()(')	esign lour	QK AAV	VDT	QW	Year
Fauguier County				From:	30-13			1	·					
1305	0.26	270	R		30-13	04				NA	N	Α		1998
_	0.05			To: From:	30-13	09		]		NIA	NI NI	^		4000
1305	0.05	60	R	To:	0.05 MN 3	20 1200				NA	N	А		1998
1305)	0.02	60	R	From:						NA	N	Α		1998
				To: From:	Cul-de-									
1306	0.01	30	R	rioni.	Dead I	⊴nd				NA	N	Α		1998
				To: From:	30-13	23		]						
1306	0.58	260	R	_				_		NA	N	A		1998
1306	0.13	550	R	From:	30-67	16				NA	N	A		1998
				To: From:	30-13	07		]						
1306	0.55	460	R							NA	N	A		1998
	0.19	110	R	From:	30-13	10				NA	N	Δ		1998
1306	0.10			To:	Dead I	End					14	, ,		1000
$\bigcirc$	0.40		_	From:	Dead I	∃nd								4000
1307	0.16	80	R					_		NA	N	A		1998
1307)	0.29	120	R	From:	30-13	08				NA	N	A		1998
				To:	30-13	06								
	0.10	130	R	From:	30-67	76				NA	N	٨		1998
1308	0.10	130	K	To:	30-13	07		1		INA	IN.	^		1990
				From:	Dead I	End								
1309	0.16	90	R	To:	30-13	.05		7		NA	N	A		1998
				From:	Cul-de-									
1310	0.10	50	R	_				_		NA	N	Α		1998
				To: From:	30-13			<u> </u>						
1311)	0.20	130	R		Dead I	SHU		_		NA	N	Α		1998
				To:	30-67	76								
(1)	0.17	880	R	From:	30-60	)5				NA	N	Δ		1998
(1312)	0.11			To	30-1313 S	OUTH								1000
1312)	0.11	680	R	From:	30 1313 5	00111				NA	N	Α		1998
				To: From:	30-13	15		]						4000
(1312)	0.07	480	R					_		NA	N	A		1998
1312	0.21	580	R	From:	30-1313 N	ORTH				NA	N	A		11/19/200
				To: From:	30-13	45								
1312	0.09	510	R					_		NA	N	Α		11/19/200
$\overline{\bigcirc}$	0.40	E00	Б	From:	30-13	46		]		NA	, i	٨		11/10/202
1312	0.12	500	R	To:	20.12	40		_		INA	N	A		11/19/200
1312)	0.17	480	R	From:	30-13	48				NA	N	A		11/19/200
				To:	30-13									
	0.74	310	R	From:	30-1312 S	OUTH				NA	N	Δ		11/19/200
1313	0.74	310	_ ĸ	To:	30-1312 N	ORTH		l		11/7		_		11/18/200
						_	_	_	_			_		_

Route	Length	AADT	QA	4Tire	Bus -		Trı			QC	Design	QK	AAWDT	QW	Year
Fauguier County	3					2Axle	3+Axle	1Trail	2Trail		Hour				
				From:		30-67	4								
1314)	0.76	240	R	To:		Dead E	nd		7		NA		NA		1998
				From:		Dead E			1						
1315)	0.15	50	R	<u> </u>		Dead E	iiu .				NA		NA		1998
				To:		30-131	12								
$\bigcirc$	2.42			From:		Cul-de-	Sac								400
1316	0.10	80	R						_		NA		NA		1998
<u> </u>	0.16	660	R	From:		30-131	17				NA		NA		1998
1316	0.10	000	K	To		20.67	-		_		INA		INA		1330
1316)	0.06	100	R	From:		30-67	5				NA		NA		1998
1310				To:		30-133	80								
1316)	0.03	40	R	From:		30-132	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA		NA		1998
$\bigcup$				To:		Dead E	nd								
$\overline{}$	2			From:		Dead E	nd						N1.0		100
1317	0.11	30	R						_		NA		NA		1998
	0.04	220	R	From:		30-132	22				NA		NA		1998
1317)	0.04	220	K	т		20.122	.,		_		INA		INA		1990
1317)	0.09	320	R	From:		30-132	21				NA		NA		1998
1517)	0.00	020		To:		30-132	20								
1317)	0.15	460	R	From:		30-132	20				NA		NA		1998
				To:		30-131	18		7						
1317)	0.09	500	R	From:							NA		NA		1998
				To: From:		30-131	16		]						
1317	0.14	130	R	·					<u> </u>		NA		NA		1998
				To: From:		30-131	19								
1317	0.03	20	R	To:		D 10	. 1		7		NA		NA		1998
				From:		Dead E									
1318)	0.04	30	R			Cul-de-	Sac				NA		NA		199
1310)				To:		30-131	17								
				From:		30-131	17								
1319)	0.08	60	R	To:		0.1.1.4	n		7		NA		NA		1998
				From:		Cul-de-S									
1320)	0.10	80	R			Dead E	na				NA		NA		1998
1020				To:		30-131	17		٦						
1320)	0.14	100	R	From:		30 131	. ,				NA		NA		1998
				To:		Dead E	ind								
$\widehat{}$				From:		30-131	17								,
1321)	0.19	160	R	To:		Dead	nd		7		NA		NA		1998
				From:		Dead E									
1322	0.09	90	R			Dead E	ша		_		NA		NA		1998
				To:		30-131	17								
				From:		30-130				-					

30-1324

Dead End

NA

NA

1998

8/9/2002 48

30

R

0.01

1323

					r adquier maint	Chance 7 ti	Cu							
Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru	ck 1Trail	2Trail	QC	Design Hour	QK A	AWDT	QW	Year
Fauguier County				From:	Cul-de-	Sac		1						
(1324)	0.20	180	R	<u> </u>	Cui-de-	·Sac				NA		NA		1998
				To:	30-13	23								
				From:	30-13	27								
(1325)	0.12	180	R							NA		NA		1998
				From:	30-13	26								
1325	0.24	340	R	_				_		NA		NA		1998
				To:	30-67									
	0.06	50	R	From:	Dead I	End				NA		NA		1998
1326	0.00	50	ĸ	To:	30-13	25				INA		INA		1990
				From:	Cul-de-									
1327	0.27	110	R	<u> </u>	Cur-uc-	·sac				NA		NA		1998
(1321)				To:	30-13	25								
				From:	30-13	06								
1328	0.31	100	R							NA		NA		1998
				To:	Cul-de-	-Sac								
				From:	Cul-de-	-Sac								
1330	0.06	30	R	т				_		NA		NA		1998
				To:	30-13									
	0.17	70	R	From:	30-67	75				NA		NA		1998
(1331)	0.17	70	K	To:	Cul-de-	-Sac				INA		INA		1990
				From:	30-67									
1332	0.20	140	R		30-07	13				NA		NA		11/05/200
1002				To:	30-13	33								
				From:	30-13	32								
(1333)	0.07	30	R							NA		NA		11/05/200
				To:	Cul-de-	-Sac								
$\bigcirc$				From:	Cul-de-	-Sac								
1335	0.23	150	R							NA		NA		1998
				From:	30-13	36								
1335	0.11	370	R	т				_		NA		NA		1998
				To:	30-82									
	0.14	390	В	From:	30-13	35				NA		NA		11/19/200
1336	0.14	390	R					_		INA		INA		11/19/200
$\bigcirc$	0.05	20	R	From:	30-13	37				NA		NA		1998
(1336)	0.05	30	ĸ	To:	Cul-de-	-Sac				INA		INA		1990
				From:	Cul-de-									
(1337)	0.08	30	R	<u> </u>	Cur-uc-	·sac				NA		NA		1998
1007				To	30-13	20								
(1337)	0.16	390	R	From:	30-13	J0			-	NA		NA	-	11/19/200
		<del>-</del>	-	To:	30-13	36		1						
				From:	30-13	37								
1338	0.20	80	R					_		NA		NA		1998
				To:	Cul-de-	-Sac								
$\bigcirc$			_	From:	30-60	05								10
1340	0.60	220	R	To:	61:	G		7		NA		NA		1998
					Cul-de-			<u> </u>						
	0.12	90	R	From:	Cul-de-	-Sac				NA		NA		11/19/200
(1345)	0.12	90	ri	To:	30-13	12		7		INA		INA		11/18/200
				From:	30-13			†						
(1346)	0.18	100	R		50-13	14		_		NA		NA		11/19/200
				To:	Cul-de-	-Sac		1						
					·									

Fauguier	Maintenance	Area

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Year
Fauguier County				r -		ZIIali		Tioui		
(1348)	0.10	70	R	From:	Cul-de-Sac			NA	NA	11/19/200
				To:	30-1312					
$\bigcirc$	0.00	440	_	From:	30-827			NIA		44/40/0004
1350	0.22	110	R	To:	30-1312	7		NA	NA	11/19/2001
				From:	Dead End					
1400	0.09	80	R			_		NA	NA	1998
				To: From:	30-605					
(1400)	0.09	60	R	To:	Dead End	1		NA	NA	1998
				From:	30-1485					
(1401)	0.24	250	R		30 1 100			NA	NA	1998
				To: From:	30-1478					
(1401)	0.38	390	R					NA	NA	1998
	0.05	4=0		From:	30-1477			NIA.		4000
1401)	0.05	470	R	. —		_		NA	NA	1998
(1401)	0.06	670	R	From:	30-1475			NA	NA	1998
1401)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	30-605					1000
1401)	0.08	370	R	From:	30-003			NA	NA	1998
				To: From:	30-1402 SOUTH	<b>—</b>				
1401)	0.14	220	R	Profit.				NA	NA	1998
				To: From:	30-1402 NORTH	]				
1401)	0.19	90	R	To:	Dead End	7		NA	NA	1998
				From:	30-1401 SOUTH	1				
1402	0.40	180	R		30-1401 300 111			NA	NA	1998
				To:	30-1401 NORTH					
$\bigcirc$	0.00		_	From:	30-1404			NIA		4000
1403	0.23	220	R	To:	30-674	1		NA	NA	1998
				From:	Dead End					
(1404)	0.16	90	R					NA	NA	1998
				To: From:	30-1403					
1404	0.08	60	R	To:	D 1F 1	7		NA	NA	1998
				From:	Dead End					
1405)	0.46	1700	R		Dead End			NA	NA	09/27/2001
				To	30-1446					
1405	0.15	1800	R	From:		_		NA	NA	09/27/2001
				To: From:	30-1444					
(1405)	0.11	2000	R					NA	NA	09/27/2001
	0.00	0500		To: From:	US 29			NIA.		44/04/0004
(1405) (1405)	0.68	2500	R	To:	30-1419	1		NA	NA	11/01/2001
				From:	30-1405 WEST	1				
1406)	0.45	110	R			_		NA	NA	1998
				To:	30-1405 EAST					
$\bigcirc$	0.06	70	Б	From:	Dead End			NIA	NIA.	4000
1407)	0.06	70	R	т	20.445	_		NA	NA	1998
(1407)	0.13	160	R	From:	30-1409			NA	NA	1998
1407)				To:	30-1408					
	_									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT (	QW Year
Fauguier County				From:	30-1408					
(1407)	0.13	260	R		30 1100			NA	NA	1998
<u> </u>	0.02	000		To: From:	30-605			NIA	NIA	4000
(1407)	0.03	690	R	To:	20.027			NA	NA	1998
(1407)	0.18	280	R	From:	30-827			NA	NA	1998
				To: From:	30-1431	_				
(1407)	0.04	40	R	To:	Dead End	_		NA	NA	1998
				From:	Dead End  Dead End					
(1408)	0.07	60	R			<del></del> 		NA	NA	1998
				To:	30-1407					
(1400)	0.03	40	R	From:	30-1407			NA	NA	1998
(1409)				To:	Dead End					
$\bigcirc$	0.00			From:	Dead End					
(1410)	0.06	NA		To:	Cul-de-Sac DELETE	1		NA	NA	
$\bigcirc$	0.07		_	From:	Cul-de-Sac					1000
1410	0.27	90	R			_		NA	NA	1998
(1410)	0.25	350	R	From:	30-1411	_		NA	NA	1998
(1410)				To: From:	30-1413					
(1410)	0.15	360	R					NA	NA	11/01/2001
				To	30-1405					
(1411)	0.08	120	R	From:	30-1410			NA	NA	1998
(41)				To:	30-1427					
(1411)	0.07	190	R	From:	30 1127			NA	NA	1998
				To: From:	30-1426	_				
1411)	0.06	370	R					NA	NA	1998
	0.07	420	R	From:	30-1412	_		NA	NA	1998
(1411)	0.07	420		To	30-1413			INA	IVA	1990
(1411)	0.16	720	R	From:	30-1413			NA	NA	1998
				To:	30-1405					
	0.06	50	R	From:	Dead End			NA	NA	1998
(1412)	0.00	30		To:	30-1411			IVA	IVA	1000
				From:	Dead End					
(1413)	0.05	70	R					NA	NA	1998
	0.10	100	R	From:	30-1411	_		NA	NA	1998
(1413)	0.10	100	ĸ	To:	30-1410			INA	IVA	1990
				From:	30-1405					
(1414)	0.46	990	R	_				NA	NA	11/01/2001
	0.12	580	R	To: From:	30-1417			NA	NA	11/01/2001
(1414)	0.12	500		To:	20.1421			INA	INA	1 1/0 1/200
(1414)	0.14	360	R	From:	30-1421			NA	NA	1998
				To: From:	30-1422	_				
(1414)	0.03	190	R			<u> </u>		NA	NA	1998
				To:	Dead End					

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:		30-141			<u></u>						
(1415)	0.36	330	R	T TONIL		30-141	.4				NA		NA		11/01/200
$\bigcirc$				To: From:		30-141	9								
(1415)	0.23	170	R						_		NA		NA		11/01/2001
(1415)	0.23	110	R	From:		30-145	54				NA		NA		11/01/200
				To: From:		30-145	56		<u> </u>						
1415	0.04	690	R								NA		NA		11/01/200
	0.11	360	R	From:		30-145	58				NA		NA		11/01/200
(1415)	0.11			To		30-145	55		¬		1471		14/1		11/01/200
(1415)	0.24	470	R	From:		30-143	,,,				NA		NA		11/01/200
<u> </u>				To: From:		30-145	52		]						
(1415)	0.10	170	R	To:		30-145	:3		_		NA		NA		11/01/2001
				From:		Dead E									
(1416)	0.05	50	R	<u> </u>		Dead D			<u></u>		NA		NA		1998
				To: From:		30-141	.5		]						
1416	0.14	120	R	To:		Dead E	nd		_		NA		NA		1998
				From:		30-141									
(1417)	0.16	360	R	<u> </u>		30 111			<u></u>		NA		NA		11/01/2001
				To: From:		30-141	4		]——						
(1417)	0.05	780	R	To:		30-60:	5		<b>–</b>		NA		NA		11/01/2001
				From:		30-141									
(1418)	0.10	110	R			30 111			<u>-</u> -		NA		NA		1998
				To:		Cul-de-S									
(1419)	0.20	280	R	From:		30-142	20				NA		NA		1998
(1419)				To		30-140	)5								
(1419)	0.17	540	R	From:		30 110	,5				NA		NA		1998
				To: From:		30-141	.5		]—						
(1419)	0.05	190	R	To:		30-141	0		7		NA		NA		1998
				From:		30-141									
1420	0.11	100	R			30 111			<b>-</b>		NA		NA		1998
				To:		Cul-de-S									
(1121)	0.18	120	R	From:		30-141	.5				NA		NA		1998
(1421)			.`	To:		30-141	4								
				From:		30-141	4								
(1422)	0.02	40	R	To:		Cul-de-S	Sac		7		NA		NA		1998
				From:		30-142									
1423	0.15	170	R			20 172			_		NA		NA		1998
				To: From:		30-142	24								
(1423)	0.10	260	R	To:		20.140	15		¬		NA		NA		1998
				From:		30-140			1						
1424	0.05	50	R	<u> </u>		30-142			_		NA		NA		1998
				To:		Cul-de-S	Sac								

					rauquiei iviailitelia	iice Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+	Truck Axle 1Trail	 2Trail	QC	Design Hour	QK AAWI	OT QW	Year
Fauguier County				From:								
(1425)	0.11	48	R	From:	Cul-de-Sac				NA	NA		1998
				To:	30-1423							
	0.12	50	R	From:	Cul-de-Sac				NA	NA		1998
1426	0.12	50	ĸ	To:	30-1411				INA	INA		1990
				From:	Cul-de-Sac							
(1427)	0.04	47	R						NA	NA		1998
	0.07	130	R	From:	30-1428		_		NA	NA		1998
1427)	0.07	100		To:	30-1411				1471	100		1000
				From:	Cul-de-Sac							
(1428)	0.02	40	R	To:	30-1427		_		NA	NA		1998
				From:	30-1427							
1429	0.13	120	R		30 1103				NA	NA		1998
				To:	Cul-de-Sac							
(1430)	0.14	50	R	From:	30-839				NA	NA		1998
1430)	0.11			To:	Dead End							1000
				From:	Dead End							
1431)	0.06	60	R						NA	NA		1998
(1431)	0.14	150	R	From:	30-1432		_		NA	NA		1998
1431)	0.11			To	30-1407							1000
				From:	Dead End							
(1432)	0.10	30	R	To:	30-1431		$\neg$		NA	NA		1998
				From:	Cul-de-Sac		_					
(1433)	0.10	90	R						NA	NA		1998
				To: From:	30-839							
1434)	0.12	100	R	rioni.	30-839				NA	NA		1998
1404)				To:	Cul-de-Sac							
	0.47	4=0	_	From:	30-1436				NIA	NIA		4000
1435	0.17	170	R	To:	30-673		$\neg$		NA	NA		1998
				From:	Cul-de-Sac							
1436	0.09	50	R	_			_		NA	NA		1998
				To: From:	30-1435		<u> </u>					
1437)	0.23	240	R	Troni.	Cul-de-Sac				NA	NA		1998
				To:	30-839							
$\bigcirc$	0.28	90	R	From:	Cul-de-Sac				NA	NA		09/24/2001
(1439)	0.20	90	K	To:	30-674		1		INA	INA		09/24/2001
				From:	Cul-de-Sac							
(1440)	0.20	130	R	_			<u>-</u> _		NA	NA		1998
	0.11	220	R	From:	30-1445				NA	NA		1998
(1440)	0.11	320	ĸ	To:	20.1405		_		INA	INA		1990
(1440)	0.45	1200	R	From:	30-1405		_		NA	NA		09/27/2001
	-			To:	30-674							
	0.00	400		From:	30-1440				NIA	A I A		4000
(1441)	0.26	180	R	To:	Cul-de-Sac		1		NA	NA		1998
					Cui uc buc							

Route	Length	AADT	QA	4Tire	Ruc	Tru 3+Axle		QC	Design Hour	QK AAV	VDT	QW	Year
Fauguier County				From:	30-14	40							
(1442)	0.06	60	R						NA	N	IA		1998
				To:	Cul-de-								
(144)	0.34	150	R	From:	30-14	05			NA	N	IA		1998
1444			• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-	-Sac				•			
				From:	Cul-de-	-Sac							
1445)	0.05	50	R						NA	N	IA		1998
	0.44			To: From:	30-14	48			NIA				4000
1445	0.11	200	R	To:	30-14	40	1		NA	N	IA		1998
				From:	Cul-de-								
1446)	0.11	60	R				_		NA	N	IΑ		1998
				To:	30-14	05							
$\bigcirc$	0.44	400	_	From:	Dead I	∃nd			NIA				4000
1447)	0.11	120	R				_		NA	N	IA		1998
	0.10	60	R	From:	30-14	05			NA	N	IA		1998
1447)	0.10	00	IX.	To:	Dead I	End			IVA	11			1330
				From:	Cul-de-	-Sac							
(1448)	0.18	90	R				_		NA	N	IA		1998
				To:	30-14								
	0.09	50	R	From:	30-60	)5			NA	N	IA		1998
(1449)	0.00	30		To:	Cul-de-	-Sac	1		1471	.,	,,		1000
				From:	Cul-de-	-Sac							
(1450)	0.14	110	R						NA	N	IA		1998
•				To: From:	30-14	51							
(1450)	0.03	180	R	To:	30-60	0.5	7		NA	N	IA		1998
				From:	Cul-de-								
(1451)	0.05	50	R	<u> </u>	Cui-de-	Sac	_		NA	N	IA		1998
				To:	30-14	50							
				From:	Cul-de-	-Sac							
1452	0.07	30	R				_		NA	N	IA		1998
	0.04	EC0.		From:	30-14	15			NA		IA		1998
1452	0.04	560	R	To:	30-60	05	1		INA	IN			1990
				From:	Cul-de-		1						
(1453)	0.10	90	R				_		NA	N	IA		1998
				To:	30-14	15							
	0.02	30	R	From:	Cul-de-	Sac			NA	N	IA		11/01/2001
1454	0.02	30	IX.	To:	30-14	15	7		INA	1	^		11/01/2001
				From:	Cul-de-	-Sac							
(1455)	0.02	50	R						NA	N	IΑ		11/01/2001
				To:	30-14								
(1450)	0.09	410	R	From:	30-14	15			NA	N	IA		11/01/2001
1456		<del></del>		To:	30-14	57	 1_						
				From:	Cul-de-	-Sac							
(1457)	0.03	40	R				_		NA	N	IA		11/01/2001
				To:	30-14								
(450)	0.05	30	R	From:	Cul-de-	Sac			NA	N	IA		11/01/2001
1458	0.00	55	11	To:	30-14	59			14/1	1			, 5 1, 200 1
	-						 	_			_		

					Truck			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT	QW Year
Fauguier County				From:	30-1459					
(1458)	0.07	310	R		30 1 137			NA	NA	11/01/200
				To:	30-1415					
	0.11	80	R	From:	Cul-de-Sac			NA	NA	11/01/200
(1459)	0.11			To	30-1469			14/ (	101	11/01/200
(1459)	0.08	160	R	From:	30-1409			NA	NA	11/01/200
				To: From:	30-1458					
1459	0.09	80	R			_		NA	NA	11/01/200
				To:	Cul-de-Sac					
(1460)	0.09	40	R	From:	Cul-de-Sac			NA	NA	1998
(1460)	0.00		•••	To:	30-1465					
1460	0.21	440	R	From:	30-1403			NA	NA	1998
				To:	30-1464	_				
1460	0.05	620	R	rioin.		<u></u>		NA	NA	1998
				To: From:	30-1463					
1460	0.07	800	R	_				NA	NA	1998
	0.40	000		From:	30-1462			NIA	NIA	1000
1460	0.10	660	R			_		NA	NA	1998
400	0.08	670	R	From:	30-1461			NA	NA	1998
1460	0.00	070	11	To:	30-672			IVA	IVA	1330
				From:	Cul-de-Sac					
(1461)	0.15	140	R			_		NA	NA	1998
				To:	30-1460					
(400)	0.12	1200	R	From:	NCL WARRENTON			NA	NA	1998
1462	0.12	1200	11	To:	30-1460			14/1	101	1000
				From:	30-1460					
(1463)	0.09	80	R			_		NA	NA	1998
				To: From:	Cul-de-Sac					
(1464)	0.06	60	R	Tioni.	Cul-de-Sac			NA	NA	1998
(1404)				To:	30-1460					
				From:	30-1460					
1465)	0.09	330	R					NA	NA	1998
	0.05			From:	30-1466			NIA	NA	1009
(1465)	0.05	90	R	To:	Dead End	$\neg$		NA	NA	1998
				From:	30-1465					
(1466)	0.10	240	R					NA	NA	1998
				To: From:	30-1467	<u> </u>				
(1466)	0.11	180	R					NA	NA	1998
				To: From:	30-1468					
(1466)	0.06	50	R	To:	Cul-de-Sac			NA	NA	1998
				From:	Cul-de-Sac					
(1467)	0.05	80	R		Cui de bue			NA	NA	1998
				To:	30-1466					
$\bigcirc$	0.04	70		From:	Cul-de-Sac			NI C	***	4000
1468	0.04	70	R	To:	30-1466			NA	NA	1998
					20-1400					

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County				From:	Cul-de-	-Sac								
(1469)	0.03	40	R		20.11			_		NA		NA		11/01/200
				To: From:	30-14									
(1470)	0.14	110	R	rioiii.	30-67	/4		_		NA		NA		09/27/200
(1470)	<b></b>		.``	To:	Cul-de-	-Sac		]						00/2//200
				From:	30-67	74								
(1471)	0.15	180	R							NA		NA		09/27/200
				To: From:	30-14	72								
(1471)	0.04	50	R	To:	6.1.1	G		_		NA		NA		09/27/200
				From:	Cul-de-									
1472)	0.07	40	R		30-14	-/1				NA		NA		09/27/200
(1472)				To:	Cul-de-	-Sac								
				From:	Dead I	End								
1473	0.32	150	R					_		NA		NA		09/27/200
				To:	30-67									
	0.08	40	R	From:	Dead I	End				NA		NA		09/27/200
(1474)	0.00	40	IX	To:	30-14	73		7		IVA		11/-3		03/21/200
				From:	30-14									
(1475)	0.22	270	R	-						NA		NA		1998
				To: From:	30-14	76		]						
1475	0.06	50	R					_		NA		NA		1998
				To	Cul-de-									
	0.09	80	R	From:	Cul-de-	-Sac				NA		NA		1998
1476	0.09	00	K	To:	30-14	75		7		INA		INA		1990
				From:	Cul-de-									
1477)	0.06	90	R							NA		NA		1998
				To:	30-14	01								
$\bigcirc$	0.07		_	From:	30-14	01				NIA		NIA		4000
(1478)	0.07	70	R	To:	Cul-de-	-Sac		7		NA		NA		1998
				From:	30-14									
(1479)	0.04	60	R	<u></u>	30-14	01		_		NA		NA		09/27/200
				To:	Cul-de-	-Sac								
$\bigcirc$				From:	30-67	74								
1480	0.15	150	R	To:	Cul-de-	Soo		_		NA		NA		1998
				From:	30-0060									
(1481)	0.30	NA		<u> </u>	30-0000	Э(Б)/		_		NA		NA		
				To:	Cul-de-	Sac/								
				From:	Cul-de-	Sac/								
(1482)	0.16	NA		Tai	20.01:-	1(D)/		_		NA		NA		
				To: From:	30-0148									
(1483)	0.41	NA		r tom.	30-60	)3		_		NA		NA		
(1483)	V.T1			To:	30-14	84		<u></u>						
				From:	Dead F	End/								
1484	0.28	NA						_		NA		NA		
				To:	30-0148									
$\bigcirc$	0.07	<u> </u>	-	From:	Dead I	End				NIA		NIA		00/27/200
1485	0.07	50	R	To:	30-14	.01		7		NA		NA		09/27/200
					JU-14	V 1								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Year
Fauguier County				From:						
(1485)	0.10	70	R	rioin.	30-1401			NA	NA	09/27/2001
				To:	Cul-de-Sac					
	2.22			From:	Cul-de-Sac/					
1486	0.20	NA		To:	30-01407(B)/			NA	NA	
				From:	30-01486(B)/					
(1487)	0.07	NA		<u> </u>	50 01 100( <i>B</i> )	_		NA	NA	
				To:	Cul-de-Sac/					
	0.00		_	From:	Cul-de-Sac					00/07/000
1490	0.03	50	R			_		NA	NA	09/27/2001
$\bigcirc$	0.11	190	R	From:	30-1494			NA	NA	09/27/2001
1490	0.11	190	K	т	20.4402	_		INA	NA	09/27/2001
(1400)	0.04	290	R	From:	30-1492			NA	NA	09/27/2001
1490	0.0.			To:	30-1493					00/21/200
(1490)	0.08	390	R	From:	30-1493			NA	NA	09/27/2001
				To:	30-1491	1				
(1490)	0.13	460	R	From:	30 1191			NA	NA	09/27/2001
				To:	30-605					
				From:	30-1490					4.440.740.00
(1491)	0.04	60	R	To:	Cul-de-Sac	7		NA	NA	11/05/2001
				From:	Cul-de-Sac	1				
1492	0.07	90	R		Cui-ue-Sac			NA	NA	11/05/2001
1.432				To:	30-1490					
				From:	30-1490					
1493	0.08	80	R	To:		_		NA	NA	11/05/2001
				From:	Cul-de-Sac					
(1494)	0.06	70	R	rioin.	Cul-de-Sac	_		NA	NA	11/05/2001
(1494)				To:	30-1490	1				
				From:	30-1405; 30-1406					
1495	0.30	670	R	. —		_		NA	NA	11/05/2001
				To:	30-1496; 30-1497					
(1496)	0.03	50	R	From:	Dead End	_		NA	NA	11/05/2001
(1496)	0.00			To:	30-1495; 30-1497			101	10.	1 1700/2001
				From:	30-1495; 30-1496					
1497)	0.12	180	R			_		NA	NA	11/05/2001
				To:	Dead End					
	0.14	240	R	From:	30-1495	_		NA	NA	11/05/2001
1498	0.14	240	IX	To:	30-1499	1		INA	IVA	11/03/2001
				From:	Dead End					
1499	0.03	50	R			_		NA	NA	11/05/2001
				To:	30-1498					
$\bigcirc$	0.00	60	В	From:	Dead End			NA	NIA	1000
(1501)	0.08	60	R					NA	NA	1998
(FOX)	0.36	240	R	From:	30-1502	_		NA	NA	1998
(1501)	0.30	240	N	To:	30-604			14/4	INA	1990
				From:	30-1501					
1502	0.19	80	R			<u> </u>		NA	NA	1998
				To:	Cul-de-Sac					

,				Е
Fa	uguier	Mainte	nance Area	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW	Year
Fauguier County				From:	Dead End	1					
1503	0.23	120	R	<u> </u>	Doug Eng			NA	NA		1998
				To:	30-604						
$\bigcirc$				From:	30-605						
1509	0.20	80	R	To:	0.11.0	_		NA	NA		1998
				From:	Cul-de-Sac	1					
4540	0.29	150	R	rion.	30-605			NA	NA		1998
1510	0.20			To:	20 1511						.000
(1510)	0.08	30	R	From:	30-1511			NA	NA		1998
1010				To:	Dead End						
				From:	Dead End						
(1511)	0.09	50	R			_		NA	NA		1998
				To:	30-1510						
$\bigcirc$	0.25	00	_	From:	Dead End			NIA	NIA		1000
1515	0.25	80	R	To:	30-652	_		NA	NA		1998
				From:	Cul-de-Sac	<del>-</del>					
(1516)	0.17	60	R		Cui-ue-Sac			NA	NA	1	1/15/200
				To:	30-793						
				From:	30-1518						
(1517)	0.05	240	R			_		NA	NA	1	1/15/200
				To:	30-793						
	0.24	400	_	From:	Cul-de-Sac			NIA	NIA	4	4/45/000
(1518)	0.24	160	R			_		NA	NA	T	1/15/200
$\overline{}$	0.16	60	R	From:	30-1519	_		NA	NA		1/15/2001
1518)	0.10	60	K	To:	Cul-de-Sac	$\neg$		INA	INA	'	1/13/200
				From:	Cul-de-Sac						
(1519)	0.08	80	R		Cui-uc-Sac			NA	NA	1	1/15/200
				To:	30-1518						
				From:	Cul-de-Sac						
1520	0.05	50	R			_		NA	NA		1998
				To:	30-602						
$\bigcirc$	0.09	60	В	From:	Cul-de-Sac	_		NA	NA		1998
(1521)	0.09	60	R	_		_		INA	INA		1990
$\bigcirc$	0.24	370	R	From:	30-1524			NA	NA		1998
(1521)	0.24	370	K			_		INA	INA		1990
	0.14	640	R	From:	30-1522	_		NA	NA		1998
(1521)	0.14	040	IX.	To:	30-602	$\exists$		IVA	14/3		1330
				From:	Dead End	ì					
(1522)	0.17	120	R		2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3			NA	NA		1998
				To: From:	30-1521	7					
(1522)	0.10	180	R	From:				NA	NA		1998
				To: From:	30-1523	<b>—</b>					
(1522)	0.10	90	R			_		NA	NA		1998
				To:	Cul-de-Sac						
			_	From:	30-1522						1000
(1523)	0.13	60	R	To:	Cul da Caa	_		NA	NA		1998
-				From:	Cul-de-Sac	<u> </u>					
(1524)	0.11	140	R		Dead End			NA	NA	1	1/19/2001
1324)	J		.,	To:	30-1525	$\neg$					
								_			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tr		()(:	esign Hour	QK AAWDT	QW Year
Fauguier County				From:	30-1525					
(1524)	0.14	300	R					NA	NA	11/19/2001
$\overline{}$	0.13	130	R	From:	30-1521			NA	NA	11/19/2001
(1524)	0.13	130	K	To:	Cul-de-Sac			INA	INA	11/19/200
				From:	Cul-de-Sac					
(1525)	0.10	120	R					NA	NA	11/19/2001
				To:	30-1524					
	0.19	320	R	From:	30-602			NA	NA	09/17/200
1530	0.10	320		To:	30-1531			1471	10.0	00/11/200
				From:	Cul-de-Sac					
1531	0.21	100	R					NA	NA	09/17/200
				To: From:	30-1530	$\Box$ —				
(1531)	0.39	180	R	To:	0.1.1.0			NA	NA	09/17/2001
				From:	Cul-de-Sac					
(1540)	0.45	140	R	rioni.	30-678			NA	NA	10/18/200
(1540)				To:	Cul-de-Sac					
				From:	Dead End					
(1549)	0.49	210	R	To:	20.500			NA	NA	10/25/2001
				From:	30-690					
1550	0.16	490	R	From:	30-678			NA	NA	10/18/2001
(1550)	00		.`	To:	30-1551	<u> </u>				
(1550)	0.85	280	R	From:	30-1331			NA	NA	10/18/200
				To:	Cul-de-Sac					
				From:	30-1550					
1551	0.19	170	R	To:	20.1552	<del></del> i		NA	NA	10/18/200
				From:	30-1552					
1552	0.13	70	R	110111	Cul-de-Sac			NA	NA	10/18/200
1002)				To	30-1551	<b>—</b> —				
1552	0.07	60	R	From:	30-1331			NA	NA	10/18/200
				To:	Cul-de-Sac					
$\bigcirc$				From:	30-685					4000
(1601)	0.21	190	R					NA	NA	1998
	0.05	20	R	From:	30-1602			NA	NA	1998
(1601)	0.05	20	ĸ	To:	Dead End			INA	INA	1990
				From:	Dead End					
(1602)	0.11	70	R					NA	NA	1998
				To:	30-1601					
$\bigcirc$	0.15	400		From:	Dead End			NIA	NA	1000
(1603)	0.15	100	R					NA	NA	1998
4603	0.14	380	R	From:	30-1605			NA	NA	1998
(1603)	0.17	300	11	To:	20.1704			. 17 1	INA	1990
(1603)	0.05	460	R	From:	30-1604			NA	NA	1998
1003				To:	30-687					
				From:	Dead End					
1604	0.19	120	R					NA	NA	1998
				To:	30-1603					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW	Year
auguier County				From:	Cul-de-Sac						
1605	0.09	70	R					NA	NA		1998
<u> </u>	0.44			To: From:	30-1607				NIA.		1000
1605	0.14	190	R	_		_		NA	NA		1998
(1605)	0.14	270	R	From:	30-1606			NA	NA		1998
	0.11			To:	30-1603						1000
(1606)				From:	Cul-de-Sac						
	0.12	70	R	To:	30-1605	7		NA	NA		1998
				From:	Cul-de-Sac						
(1607)	0.14	80	R		cur de Suc	_		NA	NA		1998
				To:	30-1605						
	0.48	200	R	From:	30-1611			NA	NA		10/15/20
1610	0.40	200	ĸ	To:	30-687	1		INA	NA		10/13/20
				From:	Cul-de-Sac						
(1611)	0.09	50	R					NA	NA		10/15/20
				To: From:	30-1610						
1611)	0.14	150	R			_		NA	NA		10/15/20
(1611)	0.23	220		From:	30-1612			NΙΔ	NΛ		10/15/20
	0.23	330	R	To:	30-651	1		NA	NA		10/15/20
				From:	30-1611						
1612	0.13	250	R					NA	NA		10/15/20
				To: From:	30-1613						
1612	0.13	80	R	To:	C-1 1- C	_		NA	NA		10/15/20
				From:	Cul-de-Sac 30-1612						
1613)	0.12	60	R		30-1012			NA	NA		10/15/20
				To:	Cul-de-Sac						
1619	0.07			From:	30-00661(B)/						
	0.07	NA		To:	Cul-de-Sac/	1		NA	NA		
				From:	Cul-de-Sac						
1620	0.05	20	R					NA	NA		11/05/20
				To: From:	30-1621	]					
(1620)	0.11	130	R			_		NA	NA		11/05/20
				To: From:	30-674						
(1621)	0.06	40	R		Cul-de-Sac			NA	NA		11/05/20
				To:	30-1620						
(1630)				From:	30-616						
	0.42	70	R	To:	Dead End	_		NA	NA		1998
				From:	US 17						
1700	0.10	70	R		0517			NA	NA		1998
				To:	Dead End						
$\overline{}$	0.40	00		From:	30-637			NIA	<b>AIA</b>		4000
1730	0.16	90	R	To:	Cul-de-Sac	1		NA	NA		1998
				From:	30-788						
1731)	0.15	70	R			_		NA	NA		1998
				To:	Cul-de-Sac	1					

					i adquici i	viairitorit	arioc / ti	cu							
Route	Length	AADT	QA	4Tire	RIIC				 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Fauguier County															
9931)	0.10	220	R	From:	В	BUS US 1:	5				NA		NA		1998
9931)				To:	MARGARET	Γ PIERCE	ELEM S	SCH							
				From:	(	Cul-de-Sac	c								
9932	0.13	300	R	To:		****			_		NA		NA		1998
				From:		US 17			1						
(9933)	0.18	70	R			SR 28			_		NA		NA		1998
				To:	1	Dead End									
$\bigcirc$				From:		30-603									4000
9934	0.10	220	R	To:	H.M. PEA	DCON EI	EM SCI	1	7		NA		NA		1998
				From:	II,W, FEA	30-605	LEWI SCI	1							
9935)	0.10	300	R			30-003					NA		NA		1998
				To:	P.B. SM	IITH ELE	M SCH								
$\bigcirc$	0.40			From:		30-709									1000
9936	0.12	270	R	To:	W.C. COL	EMAN E	I FM SC	Н	7		NA		NA		1998
				From:	W.C. COL	30-710	LLIVI SC.								
9937	0.08	160	R			20 710			<u></u> !		NA		NA		1998
				To:	NORTHWE	ESTERN I	ELEM SC	CH							
$\bigcirc$	0.10	200	_	From:		30-835					NIA		NIA		1000
9952	0.10	280	R	To:	MARY W	ALTER E	LEM SC	Н	7		NA		NA		1998
				From:		US 50									
611 Saint Louis Rd	0.10	2900	G	90%	1%	6%	1%	2%	0%	С	310	G	3000	G	2001
<u> </u>				To:		oun County									
618) Snake Den Rd	0.27	70	R	From:	US 50 Jo	ohn S. Mo	sby Hwy					03/02/2002			
618 Snake Den Rd	0.21	70	K	To:	Loudo	oun County	y Line		7		INA		INA		03/02/2002
				From:	US 50 Jo	ohn S. Mo	sby Hwy								
619 Trappe Rd	0.20	490	R						_		NA		NA		1999
				To:		oun County									
(623) Willisville Rd	0.03	420	G	91%		<u>ohn S. Mo</u> 5%	sby Hwy 1%	2%	」 ○% C		50	G	420	G	2001
(623) Willisville Rd	0.00			To:		oun County			<u> </u>						
				From:	US 50 Jo										
(719) Greengarden Rd	0.23	150	R	To:	T 1	<i>a</i> .	T .		_		NA		NA		03/02/2002
				From:		oun County ohn S. Mo									
832	0.17	40	R		08 30 10	onn S. Mo	sby Hwy				NA		NA		1999
				To:	]	Dead End									
Town of Warrenton				r											
Alexandria Pike	0.58	230	F	94%		lackwell F 4%	1%	0%	0%	С	30	F	230	F	2001
Alexandria Pike				То:		Dead End								-	
				From:		oadview A									
3 Oak Springs Dr	0.26	3600	F	98% To:		1%	0%	0%	□ 0%	С	390	F	3600	F	2001
				From:		Branch Dr Lee Hwy			1						
4 Branch Rd	0.19	2000	F	96%		3%	0%	0%	0%	С	180	F	2000	F	2001
4 Branch Rd				To:		k Springs									
880 Bear Wallow Rd	0.10		_	From:		L Warren		001			260		2400		0001
	0.49	2400	F	96% To:		3% oadview A	1%	0%	0%	С	260	F	2400	F	2001
					BIG	Jauview A	110								

					•		т	. حاد			Danies				
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Town of Warrenton						ZAXIC	3 - AXIC	TTTAII	ZIIdii		rioui				
- · · · · · · · · · · · · · · · · · · ·				From:		WCL Was	renton								
886 Waterloo Rd	0.58	3100	F	97%	1%	2%	0%	1%	0%	С	340	F	3100	F	2001
156				To:		Rappahanı	nock St								
				From:		Frost A									
886 Rappahannock St	0.03	2100	G	97%	1%	2%	0%	1%	0%	F	220	G	2000	G	2001
1300				To:	Ţ	JS 211 Wat	erloo Rd								
				From:		Falmout	th St								
893 Meetze Rd	0.37	9300	F	97%	0%	2%	0%	0%	0%	С	880	F	9200	F	2001
156				To:		ECL War	renton								
				From:		Alexand	ria St								
Winchester St	0.42	3800	F	97%	0%	2%	0%	0%	0%	F	350	F	3800	F	2001
(1893) Winchester St	· · · -	0000	•						_	•	000	•	0000	•	_00.
O	0.00			From:	00/	King		00/		_	440		4500	_	0004
(1893) Winchester St	0.69	4500	F	97%	0%	2%	0%	0%	0%	С	410	F	4500	F	2001
				To:		Lee H	wy								
				From:	Shirley Ave										
(1894) Culpeper St	0.38	2700	F	98%	0%	1%	0%	0%	0%	С	260	F	2700	F	2001
156				To:		Hotel	St								
(1894) Culpeper St	0.04	1700	F	98%	0%	2%	0%	0%	0%	F	140	F	1700	F	2001
(1894) Culpeper St	0.01		•	To:	0 70	Main		0 70	7 ~~	•	110	•	17.00	•	2001
				From:											
Old Broad diam Ava	0.47	4000	_		00/	US1		00/		_	400	_	4200	_	2004
(1895) Old Broadview Ave	0.17	4300	F	97% To:	0%	2%	0%	0%	0%	С	420	F	4300	F	2001
						US 1									
				From:		John Mars	shall St								
Alexandria Pkwy	0.00	6400	F						_		580	F	6700	F	2001
				To:		Ashby			_						
	40.40		_	From:		Lee H	wy				0.40	_	0000	_	0004
Branch Dr	10.49	2200	F	. —					_		240	F	2300	F	2001
				To: From:		Arbor			-						
Proodujou Avo	0.00	2400	_	. rolli.		Bear Wall	ow Kd				290	F	3200	F	2001
Broadview Ave	0.00	3100	F	To:		7 **			_		290	г	3200	Г	200 I
				From:		Lee H Main	-								
East St	10.49	210	F			ividili	οι		_		30	F	220	F	2001
Luoi Oi	10.73	210	•	To:		ECL. War	rantan		_		50	'	220	•	2001
						ECL. Wai	1 CHIOH								