2001

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

Jurisdiction Report 93

Warren County Town of Front Royal

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

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

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

					warre	en Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru		o 	QC	Design	QK	AAWDT	QW	Year
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~~~	0.40	2500		From:		enandoah C		20/	00/	_	040	^	2500		0004
[11]	0.19	3500	G	94% To:	0% Fr	3% rederick Co	1%	2%	0%	F	310	G	3500	G	2001
				From:		enandoah C			1						
55	4.91	3400	N	96%	0%	2%	1%	1%	0%	Ν	340	N	3400	Ν	2001
				To: From:		93-62	.6								
55	2.30	5200	G	96%	1%	2%	0%	1%	0%	F	450	G	5200	G	2001
				To:		WCL From	t Royal								
Town of Front Roval				From:		WCI From	t David		1						
55 Strasburg Rd	0.90	7200	G	98%	0%	WCL From	0%	1%	0%	С	NA		7500	G	2001
30				To:		US 340;	522								
Warren County															
	A 0.45			From:	40/	RT 52		00/			NIA		00000		0004
55 522 Shenandoah	A 0.45	28000	N	94% To:	1%	2% CL Front	1%	2%	<b>0</b> %	N	NA		28000	N	2001
Fown of Front D1				ı		CL FIUIL	royai		1						
Town of Front Roval				From:		CL Front	Royal								
55 (522) Shenandoah	A 0.34	28000	G	94%	1%	2%	1%	2%	0%	F	NA		28000	G	2001
$\sim$				To: From:	CT.	14 S' HENANDO									
55) (522) 14th St	0.24	21000	G	94%	1%	2%	1%	2%	0%	F	NA		21000	G	2001
33) (322)	-			To:		ORTH ROY									
North Bound	0.05	00000	_	From:	40/	14TH		00/		0	NIA		00000	0	0004
55) 522 North Royal A	v 0.35	23000	G	94%	1%	2%	1%	2%	0%	С	NA		23000	G	2001
North David	0.05	40000		From:		RT 522 & 1		40/		_	NIA		47000		2004
55 340 North Royal A	v 0.25	16000	G	98%	1%	1%	0%	1%	0%	F	NA		17000	G	2001
55) 340 North Royal A	v 0.57	18000	G	From: 98%	1%	6TH S	0%	1%	0%	С	NA		18000	G	2001
55 340 North Royal A	W 0.57	10000	G	30 70	1 /0			1 /0	¬ 0 /0	O	INA		10000	O	2001
55) 340 South Royal	Av 0.40	15000	G	From: 98%	1%	E MAIN 1%	0%	1%	0%	F	NA		16000	G	2001
55 340 South Royal	٦٧ U. <del>1</del> U	13000	J	To:	1 /0	RT 34		1 /0	٦ ٠/١	'	INA		10000	O	2001
				From:		US 34	10								
55 South St	0.54	15000	G	98%	0%	1%	0%	1%	0%	С	NA		16000	G	2001
			_	From:		US 52		,	]				4		
John Marshall Hwy	1.72	11000	G	97%	0%	1%	0%	1%	¬ 0%	С	NA		11000	G	2001
				10:		ECL Front	Koyal								
Warren County				From:		ECL Front	Royal								
55	2.98	10000	G	97%	0%	1%	1%	1%	0%	F	950	G	10000	G	2001
				To: From:		SR 7	9		1						
55	1.35	3100	G	97%	0%	1%	1%	1%	0%	F	290	G	3100	G	2001
				To:	F	auquier Cou	ınty Line								
East				From:		I-81									
66	6.61	11000	G	79%	1%	2%	1%	17%	1%	F	690	G	9600	G	2001
Comb	oined Traffic:	20000	G	78%	1%	2%	1%	18%	1% 	F	1500	G	18000	G	2001
East				From:		US 340; U	JS 522								
(66)	6.49	11000	В	79%	1%	2%	1%	17%	1%	В	1500	В	11000	В	2001
	oined Traffic:	23000	В	78%	1%	2%	1%	18%	1%	В	3000	В	21000	В	2001
Fast				From:		SR 7	9		]						
East 66	1.56	15000	F	79%	1%	2%	1%	17%	1%	F	1600	F	14000	F	2001
Comb	oined Traffic:		F	78%	1%	2%	1%	18%	1%	F	3100	F	27000	F	2001
				To:		auquier Cou									

						vvaiie	en manne	ilalice Al	Ca							
Route	I	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
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West 66		0.42	9700	G	78%	1%	I-81 2%	1%	18%	1%	F	830	G	8600	G	2001
	Combined		20000	G	78%	1%	2%	1%	18%	1%	F	1500	G	18000	G	2001
· ·	Johnbined	i iiaiiic.	20000	J	To:		Warren Cou		10 /0	¬ '″		1300	0	10000	J	2001
Varren County					•			*		•						
Vest					From:	Fi	rederick Co	unty Line								
66)		6.66	9700	G	78%	1%	2%	1%	18%	1%	F	830	G	8600	G	2001
	Combined	l Traffic:	20000	G	78%	1%	2%	1%	18%	1%	F	1500	G	18000	G	2001
M 1					To:		US 340; U	JS 522		<b>—</b>						
Vest 66		6.55	11000	Α	78%	1%	2%	1%	18%	1%	Α	1500	Α	10000	Α	2001
00)	Combined		23000	В	78%	1%	2%	1%	18%	1%	В	3000	В	21000	В	2001
· ·		i iiaiiic.	23000			1 70			10 /0	7	D	3000		21000	Ь	2001
Vest					From:		SR 7	9		_						
Vest 66		1.20	15000	F	78%	1%	2%	1%	18%	1%	F	1500	F	13000	F	2001
	Combined	l Traffic:	30000	F	78%	1%	2%	1%	18%	1%	F	3100	F	27000	F	2001
					To:	F	auquier Co	unty Line								
					From:		R 55 West			J						
79)		0.23	9600	G	97% To:	0%	1%	1%	1%	1%	F	890	G	9700	G	2001
<u> </u>							I-66									
lorth		4.00	04000	_	From:		enandoah C		050/		_	N.1.0		04000	_	0004
81	O In the control	1.29	21000	G	70%	1%	2%	1%	25%	2%	F	NA		21000	G	2001
	Combined	ı ıraπıc:	40000	G	71% To:	1%	2% Frederick	1%	24%	<b>−</b> 2%	F	NA		40000	G	2001
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outh		1.15	40000	•	73%	1%	enandoah C 2%	ounty Line 1%	22%	2%	F	1900	G	19000	G	2001
81)	Combined		19000 40000	G G	73 % 71%	1%	2%	1%	24%	2%	F	NA	G	40000	G	2001
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340		2.78	6400	G	93%	1%	3%	2%	1 70	0%	F	620	G	6400	G	2001
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own of Front Royal					From:		SCL Front	Davial								
340 South Royal A	ve	0.31	13000	G	93%	1%	3%	2%	1%	0%	F	NA		14000	G	2001
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340 South Royal A	VA.	0.40	15000	G	From: 98%	1%	SR 55 So 1%	uth St 0%	1%	0%	F	NA		16000	G	2001
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North Royal A	/e	0.25	16000	G	98%	1%	1%	0%	1%	0%	F	NA		17000	G	2001
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340 522 14th St		0.24	21000	G	94%	1%	2%	1%	2%	0%	F	NA		21000	G	2001
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	lach ^	0.24	20000	_	From:	10/	14 S'		20/		_	NI A		20000	0	2004
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Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	g					2Axle	3+Axle	1Trail	2Trail		Hour				
Warren County				From:		CL Front	Royal								
(340)(522)Shenandoah A	0.45	28000	N	94%	1%	2%	1%	2%	0%	N	NA		28000	N	2001
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Shenandoah A	0.22	22000	G	95%	0%	2%	1%	2%	0%	F	NA		22000	G	2001
	0.00	24.000		From:		ICL FRONT		20/			1700		24000		2004
[340][522]	0.83	21000	G	95%	0%	2%	1%	2%	0% —	F	1700	G	21000	G	2001
(340)(522)	1.28	15000	G	From: 89%	1%	I-66 2%	2%	7%	0%	F	1500	G	14000	G	2001
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340 522 Front Royal Pik	0.53	13000	G	89% To:	1%	2%	2%	7%	¬ 0%	F	1200	G	13000	G	2001
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(340) (522) Front Royal Pik	0.39	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
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340 522 Front Royal Pik	0.30	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
				To:	,	Warren Cou	nty Line								
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040)(022)				To:		Clarke Cou	nty Line								
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Town of Front Royal						BCE From	rcoyur								
~~~				From:		SCL Front									
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(522) Chester Gap Rd	0.35	13000	G	97%	0%	1%	1%	1%	0%	F	NA		13000	G	2001
(522) Commerce Ave	0.47	22000	G	From: 95%	1%	SR 55 So	uth St 1%	1%	0%	С	NA		22000	G	2001
522 Commerce Ave	0.47	22000	G	35 /6	1 /0			1 /0	7	C	INA		22000	G	2001
(522) Commerce Ave	0.74	17000	G	From: 95%	1%	Main 3%	1%	1%	0%	С	NA		17000	G	2001
322	•			To	.,,	Нарру Сте		.,,	¬						
522 Commerce Ave	0.35	13000	G	From: 95%	1%	3%	1%	1%	0%	F	NA		13000	G	2001
				To:		340 North	Royal Ave		1						
522 North Royal Ave	0.35	23000	G	94%	1%	Commerc 2%	e Ave 1%	2%	0%	С	NA		23000	G	2001
North Royal Ave	0.55	23000	3	94 70 To:	1 /0	2 70 14th S		∠ /0	7 0 /0	C	INA		23000	3	2001
~~~~				From:		North Roy	al Ave		J	_				_	
522 14th St	0.24	21000	G	94% To:	1%	2% Shenandos	1%	2%	0%	F	NA		21000	G	2001
				From:		Shenandoa 14th S									
(522) Shenandoah Ave	0.34	28000	G	94%	1%	2%	1%	2%	0%	F	NA		28000	G	2001
				To:		NCL Front	Royal								

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Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	OW	Year
	Lengui	ייייי	W.A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	Q.C	Hour	ωn		Q, v v	ı cai
Warren County				From:		93-60	2								
604)	0.34	410	G	93%	0%	0%	3%	3%	1%	F	NA		410	G	2001
				To		93-67	1								
604)	1.59	1100	G	93%	0%	1%	3%	3%	1%	С	NA		1100	G	2001
				To:		US 52	.2								
$\overline{}$				From:		US 34	-0								
605)	1.70	200	R	To:		02.64	0		_		NA		NA		1994
				From:		93-64									
606	1.72	2400	R	110	N	ICL FRONT	ROYAL		_		NA		NA		1999
606				To		1.72 MN O	E NCI								
606)	0.51	1200	R	From:		1.72 MIN O	F NCL				NA		NA		1994
000				To:		2.23 MN O	E NCI								
606)	0.25	100	R	From:		2.23 WIN O	FNCL				NA		NA		1999
				To:		Dead E	nd								
				From:		US 34	-0								
607	0.60	250	R								NA		NA		1994
				To: From:		0.60 ME U	IS 340]						
607	1.00	120	R	То:					_		NA		NA		1999
				From:		93-64									
600	0.45	360	R	From:		93-61	3				NA		NA		1994
608)	0.43	300	IX.	To:		93-61	9		7		INA		INA		1004
				From:		93-63									
609	0.40	210	R								NA		NA		1999
				To: From:		FR-22	5								
609	0.77	130	R	rioni.							NA		NA		1994
				To: From:		0.78 ME F	R-225		_						
609	0.27	330	R								NA		NA		1999
				To: From:		93-73	6								
609	0.10	130	R						_		NA		NA		1994
				To:		93-62									
	0.20	420	R	From:		SR 55; 93	3-678				NA		NA		1999
610	0.20	420	K						_		INA		INA		1999
	2.15	80	R	From:		93-61	6				NA		NA		1994
(010)	2.10	00	N.	To		0.153 ==	2.61.5		_		INC		INA		1004
610	0.05	110	R	From:		2.15 ME 9	3-616				NA		NA		1999
(610) (610)				To:		93-62	6								
				From:		93-635 W									
(611)	2.60	80	R						_		NA		NA		1994
(611) (611) (611)				To: From:		93-635 E	AST								
(611)	0.10	180	R								NA		NA		1999
				To: From:		93-612; 93	3-840]						
(611)	3.38	130	R			02.5	7		_		NA		NA		1994
				To:		93-63									
612	1.20	240	R	From:		93-611; 9:	3-840		_		NA		NA		1999
612	1.20	270	11	To:		10035	2 (11		_		INA		INA		1000
612)	1.00	60	R	From:		1.20 ME 9	5-611				NA		NA		1994
612				To		02.04	2								
612)	0.90	49	R	From:		93-84					NA		NA		1999
0.12				To:		93-62	6				<u> </u>		<u> </u>		
	·														

Route	Length	AADT	QA	4Tire	Rus	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Varren County				From:	93-631; 9									
513)	3.06	250	G		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<u> </u>				NA		250	G	2001
	2.26	570	G	To: From:	93-73	38]		NA		570	G	2001
513	2.20	570	<u> </u>	To:	63-67	72		7		INA		370	G	2001
(1)	0.31	1100	G	From:	93-67	12				NA		1100	G	2001
613	0.01	1100		To:	US 340 I			1		1471		1100		200
613)	1.00	360	R	From:	US 340 V	VEST				NA		NA		1994
613				To:	GW NATL FO	OR BNDY		—						
613)	4.69	220	R	From:				_		NA		NA		1999
				From:	4.70 MS OF	BNDY								100
613)	1.04	50	R					_		NA		NA		1994
613)	0.49	120	R	From:	93-60)8		_		NA		NA		1999
9.9				To:	93-61	9								
	1.00	30	Б	From:	93-626 S0	OUTH				NI A		NIA		100
614)	1.30	30	R	To:	SR 55 W	VEST		٦		NA		NA		1994
\bigcirc	0.70	400		From:	SR 55 E					NIA		NIA		4000
614)	0.70	100	R	To:	93-626 N	ORTH		7		NA		NA		1999
				From:	93-619 S0									
615)	1.90	710	G	94%	0% 2%	0%	4%	0%	С	NA		710	G	2001
	0.40	470		To: From:	93-626 E	EAST				NA		NA		4000
615	0.10	470	R	To:	02 (2())	UECT		7		INA		INA		1988
615)	0.27	470	R	From:	93-626 V	VEST				NA		NA		1988
615) 615)				To: From:	0.27 MN 9	93-626								
615)	0.43	40	R							NA		NA		1999
	1.50	200		From:	93-66	50				NIA		NIA		1000
615	1.50	380	R	To:	93-619 N	ORTH		7		NA		NA		1999
				From:	93-67									
616	0.70	100	R							NA		NA		1994
	0.90			From:	SR 5	5				NA		NIA		1000
616)	0.90	80	R	To:	93-61	10		7		INA		NA		1999
				From:	93-61	18								
617)	1.70	330	R	To:	00.60			7		NA		NA		1994
				From:	93-62 Dead I			1						
618)	0.89	450	R		Deau I	AIG.		_		NA		NA		1999
				To: From:	93-619 V 93-619 E									
618)	0.50	440	R		93-019 E	1.J 1		_		NA		NA		1994
				To: From:	93-61	17]						
618)	0.80	170	R	To:	00.55	1.5		7		NA		NA		1999
				From:	93-61 US 34			<u> </u>						
619	2.09	4400	G	95%	1% 2%	1%	1%	0%	С	NA		4400	G	2001
				To: From:	93-67]——						
619	0.11	3800	G					_		NA		3800	G	2001
				To:	93-615 S0	DUTH								

					Warre	en Mainte	nance Ar	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Warren County			-•-			2Axle	3+Axle	1Trail	2Trail		Hour				
				From:		93-615 S									
(619)	2.19	2800	G	95%	1%	2%	1%	1%	0%	F	NA		2800	G	2001
610	1.93	670	G	To: From:		93-67	3		_		NA		670	G	2001
619				To:		93-62	6								
619	2.43	610	G	From:							NA		610	G	2001
				To: From:		93-67									
620	0.60	210	R	rioin.		Dead E	nd				NA		NA		1994
				To:		93-65	8]						
	0.60	1100	R	From:		93-66	0				NA		NA		1999
621)	0.00	1100	K	To:		SR 55	5				INA		IVA		1999
				From:		93-63	4								
622	1.00	80	R								NA		NA		1999
	0.10	80	R	From:		1.00 MN 9	3-634				NA		NA		1999
622	0.10	00	K	To:	Do	ad End Gap	Tarminus				INA		IVA		1999
622	0.39	9	R	From:	De	au Enu Gap	Terminus				NA		NA		1994
				To: From:	0	39 ME OF I	Dead End]						
622)	0.50	50	R								NA		NA		1999
	0.50	150	R	To: From:	0.5	89 ME OF I	Dead End]		NA		NA		1994
622	0.50	150	K	To		02.64	0		_		INA		INA		1994
622	0.70	110	R	From:		93-64	9				NA		NA		1999
				To: From:		93-63	1								
622	2.79	100	R								NA		NA		1994
	0.26	450	R	From:		2.80 MN 9	3-631				NIA		NIA		1000
622	0.36	150	ĸ	To:		02.65	4		_		NA		NA		1999
622	0.06	130	R	From:		93-65	4				NA		NA		1994
				To:		93-67	4		1						
	1.72	140	Р	From:		Dead E	nd				NA		NA		1999
623	1.72	140	R	To:		1.72 MN De	od End		_		IVA		14/4		1000
623	0.38	330	R	From:		1./2 WIN D	au Enu				NA		NA		1994
				To:		93-67									
	0.50	3200	G	96%	0%	CL FRONT 1%	ROYAL 1%	1%	0%	С	NA		3200	G	2001
624	0.50	3200	3	30 /0	0 70	93-64		1 /0	7	0	INA		3200	0	2001
624	0.40	NA		96%	0%	1%	2%	1%	0%	F	NA		NA		2001
				To: From:		93-64]						
624)	1.28	2400	G	96%	0%	1%	2%	1%	0%	С	NA		2400	G	2001
	1.80	920	G	From: 96%	0%	93-64	3 2 %	1%	0%	F	NA		920	G	2001
624	1.00	920	G	90 70	0 %	1%		1 70	□ 0 76 □	Г	INA		920	G	2001
624)	3.60	330	R	From:		93-66	1				NA		NA		1999
				To:	(Clarke Cour	nty Line								
	0.25	440	Б	From:		93-63	7				NIA		NIA		1004
625	0.25	110	R	To:		Dead E	nd		7		NA		NA		1994
				From:		93-61									
626	1.60	160	R	_					_		NA		NA		1999
				To:		93-615 W	EST								

					Warre	en Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
	Lengui	יייי	W.M	71116	מטם	2Axle	3+Axle	1Trail	2Trail	Q.C	Hour	ωn		۷۷۷	ı cai
Warren County				From:		93-615 1	EAST		1						
626	1.80	900	G	94%	0%	2%	1%	3%	0%	С	NA		900	G	2001
				To:		SR 55 V									
626)	1.00	410	R			SR 55 E	EAST				NA		NA		1995
626	1.00			To:		02.6	1.4		_						1000
626	0.10	150	R	From:		93-6	14				NA		NA		1999
626				To:		93-6	10								
626	0.50	10	R	From:		93-0	10				NA		NA		1994
020				To:		Dead 1	End								
	0.20	40	В	From:	Dea	ad End GA	P TERMIN				NA		NΙΔ		1000
626	0.20	40	R						_		INA		NA		1999
	0.70	440		From:		93-6	12				NIA		NΙΔ		1004
626	0.70	110	R	To:		93-6	37		1		NA		NA		1994
				From:	E	rederick Co									
627	0.79	1400	G	97%	0%	1%	1%	1%	0%	С	NA		1400	G	2001
021)				To		93-6									
627	3.48	1100	G	From:		73-0.	31				NA		1100	G	2001
<u></u>				To:		93-60	09								
627	0.33	1500	G	From:		75 0.	0)				NA		1500	G	2001
02.7				To:		US 5	22								
				From:		US 3	40								
628	0.80	30	R								NA		NA		1999
				From:		93-629 S	OUTH								
628	0.30	70	R								NA		NA		1994
				To: From:		93-629 N	ORTH]						
628	1.10	70	R						_		NA		NA		1999
				To:		93-6									
	0.65	80	R	From:		Dead	End				NA		NA		1994
629	0.05	00	K	To:		93-628 N	ORTH				INA		INA		1994
				From:		93-628 S									
(629)	1.00	160	R						_		NA		NA		1999
				To:		US 3									
	1.85	160	R	From:		Dead	End				NA		NA		1994
630	1.03	100	K	_							INA		INA		1994
	0.40	320	R	From:		1.85 MN D	ead End				NA		NA		1999
630	0.40	320	IX	To:		93-6	13				INA		INA		1000
				From:		93-62									
631)	1.20	20	R								NA		NA		1994
				To: From:		93-613 V									
	5.70	100	R	From:		93-613	MID				NA		NA		1994
631)	3.70	100		т		00.0			_		INA		INA		1004
621	0.40	350	R	From:		93-6	52				NA		NA		1994
631)	0.40	500		To:		00.5	2.4		_		14/1		14/1		1004
631)	0.10	740	R	From:		93-6	54				NA		NA		1999
631)	5.10	1-10		To:		93-613 E;	93-649		7						. 555
				From:		Dead									
632	0.40	20	R			cuu			_		NA		NA		1994
				To		93-6	33		7						
632	0.70	140	R	From:		75.0.					NA		NA		1999
				To:		93-6	31								
	· · · · · · · · · · · · · · · · · · ·	·									·				

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK AAWI	TC	QW	Year
Warren County				From:	Dead E	nd		1						
633	0.40	20	R		Dead E	iid		<u>-</u>		NA	NA			1994
				To:	93-632									
	1.00	230	R	From:	93-63					NA	NA			1999
634)	1.00	230	K	Tax	02.62			7		INA	INA			1999
634)	1.20	20	R	From:	93-622	<u>/</u>				NA	NA			1994
004)				To:	Dead E	nd								
				From:	Shenandoah Co	unty Line								
635)	0.20	120	R							NA	NA			1999
$\overline{\bigcirc}$	1.00			From:	93-611 W	EST				NIA	NIA			4004
635)	1.90	30	R	To:	93-611 E	AST		7		NA	NA			1994
				From:	Dead E									
636)	1.00	46	R					_		NA	NA			1999
				To:	93-63	3								
	0.15	4200		From:	Dead E	nd				NA	NIA			1004
637	0.15	1300	R					_		INA	NA			1994
627)	1.74	950	G	From: 97%	US 52 1% 1%	1%	1%	0%	С	NA	950		G	2001
637)				To	93-62		.,,	٦						
(637) (637)	2.51	430	G	From:	73-02.	,				NA	430		G	2001
				To: From:	93-62	5		7						
(637)	1.01	450	G	From:		-				NA	450		G	2001
				To: From:	93-62	7								
637)	1.21	150	R					<u> </u>		NA	NA			1999
				To: From:	93-854	1]						
637)	0.50	70	R	To:	Englanish Co.	t. T i		7		NA	NA			1994
				From:	Frederick Cou		0							
638)	1.20	370	R		Fauquier County	Jile, 30-03	0			NA	NA			1999
				To	93-630	<u> </u>								
638	0.60	760	R	From:	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,				NA	NA			1995
				To: From:	SR 55									
638)	0.20	2400	R							NA	NA			1999
				From:	FR-28	3]						
638	3.28	1500	R							NA	NA			1999
				From:	3.28 MN F	R-283								1000
638	5.49	330	R					_		NA	NA			1999
	1.70	1100	R	From:	93-68	3				NA	NA			1999
638)	1.70	1100	K	To:	02.60			_		INA	INA			1999
638)	2.90	1400	G	From: 98%	93-60: 0% 1%	1%	1%	0%	С	NA	1400)	G	2001
030				To:	Clarke County L									
				From:	Frederick Cou	inty Line								
639	0.36	1100	R	To:	02.002.33	TITTI		_		NA	NA			1999
				From:	93-802 SO 93-802 NO									
639	0.03	310	R					_ -		NA	NA			1994
				To: From:	US 52	2]——						
639	3.03	200	R	_		_				NA	NA			1999
				From:	93-658 NC	RTH								
639	0.05	340	R	To:	93-658 SO	UTU		7		NA	NA			1994
				1	93-638 SU	UIH								

Route	Length	AADT	QA	4Tire	Bus			ıck		- QC	Design	OK	AAWDT	OW	Year
Warren County	Lengui	AADI	QA.	41116	Dus	2Axle 3	3+Axle	1Trail	2Trail	QC	Hour	QI	AAVVDI	QVV	i c ai
				From:		93-658 SOU	JTH								
639	1.00	150	R	To:		93-624			_		NA		NA		1999
				From:					1						
640	0.20	100	R			93-735					NA		NA		1994
640	0.20			To:	Fre	ederick Coun	ty Line								
				From:		93-639									
641)	0.10	900	R						_		NA		NA		1999
				To:	Fre	ederick Coun	ty Line								
	1.00	140	R	From:		Dead En	d				NA		NA		1995
642	1.00	140	K						_		INA		INA		1995
	0.20	90	R	From:	1	.00 MW Dea	d End				NA		NA		1999
642	0.20	90	K	To:		93-624			1		INA		INA		1999
				From:		93-624									
643)	1.22	1700	G	96%	0%	2%	1%	1%	0%	С	NA		1700	G	2001
				To:		93-603									
				From:	(Clarke County	y Line								
644)	0.40	60	R						_		NA		NA		1999
				To:		93-624									
	0.29	30	R	From:		93-624					NA		NA		1999
645	0.29	30	K	To:		Dead End	d		7		INA		INA		1999
				From:		Dead End									
(646)	0.80	180	R			Dead Lik	u		!		NA		NA		1994
0.0				To:		93-660									
				From:		SR 55									
647)	1.51	2000	R								NA		NA		1999
				From:		93-603									
647)	1.57	1100	R						_		NA		NA		1994
				To:		93-624									
	0.22	60	R	From:		Dead End	d				NA		NA		1999
648	0.22	60	K	To:		93-674			\neg		INA		INA		1999
				From:		93-613; 93-	631								
649	1.73	810	G	98%	0%	1%	1%	1%	0%	F	NA		810	G	2001
0.0				To		93-622									
649	2.52	1000	G	98%	0%	1%	1%	1%	0%	F	NA		1000	G	2001
				To		93-605			¬						
649	2.20	1600	G	98%	0%	1%	1%	1%	0%	С	NA		1600	G	2001
				To:		93-650			_						
649	0.60	2100	G	98%	0%	1%	1%	1%	0%	F	NA		2100	G	2001
				To:		93-1010	1		_						
(649)	0.19	2500	G	98%	0%	1%	1%	1%	0%	F	NA		2500	G	2001
				To:		93-745			_						
649)	0.19	2500	G	98%	0%	1%	1%	1%	0%	F	NA		2500	G	2001
(649) (649)				To:		US 340									
				From:		93-649									
(650) (650)	0.06	40	R								NA		NA		1994
<u> </u>				To: From:		93-740]						
(650)	0.50	30	R						_		NA		NA		1999
				To:		US 340									
	0.10		_	From:		63-656							N. A.		400:
652	0.18	60	R	To:		02.656			_		NA		NA		1994
				10.		93-656									

					vvarre	n Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK .	AAWDT	QW	Year
Warren County				From:		93-622	<u> </u>		1						
(F4)	0.17	40	R			93-62.	2				NA		NA		1999
654)	0.17	40		To:		93-73	7		1		147.		147 (1000
				From:		Dead E			1						
655)	1.00	480	R	l e		Deua E	iid .				NA		NA		1994
033)				To:		US 522 FF	R 730								
				From:	SC	CL FRONT									
656	1.00	80	R				-				NA		NA		1999
				To:	EC	CL FRONT	ROYAL								
				From:		Dead E	nd								
657)	0.07	60	R								NA		NA		1994
				To:		93-638	3								
				From:		US 52	2								
658	3.00	550	G								NA		550	G	2001
				To		93-66	1		—						
658	1.60	260	G	From:							NA		260	G	2001
				To:		93-639 W	EST								
$\overline{}$	4.5=	646	_	From:		93-639 E	AST						0.40	_	000
658	1.05	240	G	To:		31.1.0			_		NA		240	G	2001
					(Clarke Coun			<u> </u>						
	0.50	•	_	From:		93-603	3				NI A		NI A		4000
659	0.50	90	R	To:		Dead E	nd .		_		NA		NA		1999
				From:											
	0.20	E40	В	From:		93-61:	5		_		NΙΔ		NΙΛ		1004
660	0.30	510	R	To:		93-626 SO	ПТН		1		NA		NA		1994
				From:	93-	614; 93-626	NORTH								
660	1.50	600	R								NA		NA		1999
				To		93-62	1		7						
660	0.68	70	R	From:		75 02					NA		NA		1999
				To:		Dead E	nd]						
				From:		93-62	4								
661)	1.23	1000	G	97%	0%	1%	0%	2%	0%	F	NA		1000	G	2001
				To:		93-658	2								
(661)	2.10	1400	G	97%	0%	1%	0%	2%	0%	С	NA		1400	G	2001
001)				To:		US 52			7						
				From:	Fr	ederick Cou									
662)	0.33	90	R				.,				NA		NA		1999
				To:		Dead E	nd								
				From:		BEGIN L	OOP								
663)	0.32	300	R								NA		NA		1985
				To		END LO	OP		1						
663	0.08	370	R	From:		21,1210	<i></i>		_		NA		NA		1999
				To:		93-74:	5								
				From:		Dead E									
664)	0.21	100	R								NA		NA		1994
				To:		SR 55	;								
				From:	Rapr	ahannock C	County Line	;							
665)	0.07	950	R	-			*				NA		NA		1999
\bigcirc				To:		US 52	2								
				From:		93-620	5								
667	0.30	60	R						_		NA		NA		1994
				To:		Dead E	nd								
_				From:		Dead E	nd								
668	0.20	80	R						_		NA		NA		1999
				To:		SR 55	i								

					Truck				Docian		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tra			QC	Design Hour	QK AAWDT Q	W Year
Warren County				From:							
669	0.30	210	R	T TOME	US 340				NA	NA	1994
<u> </u>				To:	Dead End						
\bigcirc				From:	Dead End						
670	0.60	60	R	To:	02.727				NA	NA	1999
				From:	93-737 Dead End						
671)	0.92	210	R		Dead End				NA	NA	1994
9,1)				To:	93-604						
<u> </u>				From:	Dead End						
672	0.10	90	R	To:	02.612				NA	NA	1994
				From:	93-613						
673	1.13	290	R	rioin.	Dead End				NA	NA	1994
673) 673)				To:	93-623						
673)	0.70	1100	R	From:	73-023				NA	NA	1999
				To:	93-619						
$\overline{}$				From:	US 340						
674)	0.48	70	R						NA	NA	1994
				From:	93-622						
674)	0.17	280	R	To:	93-737				NA	NA	1999
				From:							
675)	0.58	40	R		US 522				NA	NA	1994
9,9				To	Cul-de-Sac						
				From:	93-677						
676	0.30	100	R						NA	NA	1999
				To: From:	Dead End						
677	2.17	340	R	Piolii.	93-619		ļ	NA	NA	1995	
677	2	0.0		To:	93-679						
				From:	Shenandoah County Line						
678	1.77	1100	G	97%	0% 1% 0% 1%	0	%	С	NA	1100	G 2001
				To:	SR 55; 93-610						
200	1.32	170	ь	From:	93-619 WEST				NA	NA	1999
679	1.52	170	R	т	00.000 71.000				INA	INA	1995
670	0.70	340	R	From:	93-619 EAST				NA	NA	1994
679	0.70	040		To:	93-677						
				From:	93-619 WEST						
680	0.31	30	R						NA	NA	1999
				To:	93-619 EAST						
	0.24	190	R	From:	WCL FRONT ROYAL				NA	NA	1994
681)	0.24	190	K	To:	Dead End				INA	INA	1994
				From:	Dead End						
682	0.10	40	R		Doub Line				NA	NA	1999
				To:	93-1111	\neg \vdash					
682	0.06	140	R	. rom.					NA	NA	1986
				To: From:	93-1110						
682	0.27	300	R						NA	NA	1999
				To:	SR 55	<u></u> _					
_	1 40	260	Б	From:	93-661		_		NIA	NIA	400/
683	1.48	260	R	To:	93-658	\neg			NA	NA	1986
				- I	75-050	1					

					Warren Mair	tenance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Trι			QC	Design	QK A	AWDT.	OW/	Year
Roule	Lengin	AADI	QA	41116	2Axl	e 3+Axle	1Trail	2Trail	QC	Hour	QK A	40001	QVV	real
Warren County				From:	D	1 F., 1								
694)	0.09	20	R		Dea	d End		_		NA		NA		1999
684)	0.00		••	To:	02	(9)(_						.000
684)	0.06	30	R	From:	93	-686				NA		NA		1988
004	0.00		•••	To:	93	-613								
				From:		-638								
685)	0.24	20	R	<u> </u>						NA		NA		1999
				To:	Dea	d End								
				From:	Dea	d End								
686)	0.05	20	R					_		NA		NA		1988
				To:		-684								
	0.07		_	From:	Cul-	de-Sac				NIA		N 1.0		4000
687	0.27	30	R	To:	02	-638		_		NA		NA		1999
				From:										
600	0.20	420	R	riom.	93	-638				NA		NA		1999
688	0.20	720	11	To:	Dea	d End		7		14/1				.000
				From:		-624								
689	0.28	NA		<u> </u>		0=1		_		NA		NA		
000				To:	Dea	d End								
				From:	Dea	d End								
(700)	0.36	80	R							NA		NA		1994
				To:	93	-677								
\bigcirc				From:	Dea	d End								
701)	0.40	150	R	To:				_		NA		NA		1991
						-619		1						
	0.61	NA		From:	Cul-c	le-Sac/		_		NA		NA		
702	0.01	NA		To:	93-00	661(B)/		7		INA		INA		
				From:		d End/								
703)	0.08	NA			Dear	i Eliu/				NA		NA		
(703)				To:	93-00	661(B)/		7						
				From:		R 55								
704)	0.20	100	R					_		NA		NA		1999
				To:	Dea	d End								
				From:	93	-678								
710	0.39	450	R					_		NA		NA		1999
				To:	Dea	d End								
	0.44			From:	Dead	d End/								
725)	2.11	NA		To:	TIE 00	340(B)/		_		NA		NA		
				From:										
720	0.25	430	R	FIOIII.	Dea	d End				NA		NA		1999
730	0.20	400	11	To:	93	-613		7		1471		147 (1000
				From:		d End								
735)	1.00	80	R	<u> </u>	Dea			_		NA		NA		1994
				To:	03	-640								
735)	0.40	70	R	From:		U 10				NA		NA		1999
				To:	Frederick	County Line								
				From:		-609								
736	0.20	20	R	-				_		NA		NA		1994
				To:	93	-627								
				From:	93	-654								
737)	0.05	60	R	<u> </u>				—		NA		NA		1999
				To:	93	-674								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Varren County				From:	93-674					
737)	0.02	320	R	<u> </u>	75-014	_		NA	NA	1994
				To: From:	US 340]				
737)	0.40	150	R	To:	Dead End	7		NA	NA	1999
				From:	93-613					
738)	0.30	70	R			_		NA	NA	1994
				To:	Dead End					
739)	0.22	45	R	From:	93-660			NA	NA	1999
				To:	Dead End					
$\overline{}$	0.40			From:	93-650					4004
740	0.19	30	R	To:	93-649	7		NA	NA	1994
				From:	93-649					
745)	0.18	410	R			_		NA	NA	1999
				To: From:	Dead End					
802	0.16	730	R	rioin.	US 522			NA	NA	1993
				To: From:	93-639 SOUTH	T				
802	0.08	250	R	rioin.				NA	NA	1999
				To: From:	93-639 NORTH]				
802	0.20	70	R	To:	Dead End	7		NA	NA	1994
				From:	93-624					
810	0.23	80	R					NA	NA	1999
				To: From:	93-811]				
810	0.34	60	R	To:	93-639	7		NA	NA	1999
				From:	Cul-de-Sac					
811)	0.11	30	R			-		NA	NA	1999
				To: From:	93-810					
840)	1.00	450	R	From:	Frederick County Line			NA	NA	1994
949				To:	93-611; 93-612					
$\overline{}$	0.00	40	_	From:	Dead End			N 10	NIA	4004
842	0.20	40	R			7		NA	NA	1994
842)	1.25	90	R	From:	93-612			NA	NA	1998
842)				To: From:	1.25 MN 93-612	1				
842	0.05	100	R			_		NA	NA	1999
				To: From:	93-611 WEST 93-611 EAST					
842)	1.22	140	R			<u>-</u>		NA	NA	1994
				To:	Frederick County Line					
854)	0.25	100	R	From:	93-637	_		NA	NA	1994
554)	0.20			To:	Frederick County Line					1001
rederick County				-		1				
854)	0.21	30	R	From:	Frederick County Line			NA	NA	1999
004)	٠. ـ ،			To:	Dead End					
Warren County				Param	a					
1010)	0.20	80	R	From:	Cul-de-Sac			NA	NA	1999
1010	0.20			To:	93-649	1			177	.000

					Warre	n Mainte	nance A	rea						
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!	QC	Design	QK AAWI	OT QW	Year
Warren County						ZAXIE	3+Axle	TTrail	ZTrall		Hour			
				From:		93-66	1							
(1013)	1.02	290	R	To:		02.10	1.4		_		NA	NA		1999
				From:		93-10								
1014	0.20	50	R			93-10	13		_		NA	NA		1999
1014)				To:		Cul-de-	Sac							
				From:		93-65	58							
1015	0.17	40	R	To:					-		NA	NA		1999
				From:		Cul-de-								
1110)	0.09	30	R	10		Dead I	ena				NA	NA		1986
(1110)				To:		93-68	32							
				From:		Dead E	End							
1111)	0.08	20	R						_		NA	NA		1999
				To:		93-68								
1120	0.29	1100	R	From:		93-112	25				NA	NA		1999
1120	0.23	1100	ĸ	To:	W	CL FRONT	ROYAL		1		INA	INA	1555	
				From:		93-112								
1121)	0.11	120	R	<u> </u>							NA	NA		1999
				To:		Cul-de-	Sac							
	0.45	400	-	From:		Cul-de-	Sac				NIA	NIA		4000
1122	0.15	120	R	To:		93-112	20		1		NA	NA		1999
				From:		93-112								
1123	0.07	170	R			75 11.					NA	NA		1999
				To:		Cul-de-	Sac							
$\overline{}$				From:		93-112	23							
1124	0.06	80	R	To:		C-1 d-	G		_		NA	NA		1999
				From:		Cul-de-								
1125	0.22	110	R			Cul-de-	Sac		_		NA	NA		1999
1123				To:		Cul-de-	Sac							
				From:		Cul-de-	Sac							
(1126)	0.11	100	R	. —					_		NA	NA	1999	
				To:		93-112	25							
Town of Front Roval				From:		Luray A	Ave		1					
2 Criser Rd	0.51	2800	G	95%	1%	2%	1%	2%	0%	С	NA	300	0 G	2001
112)				To: From:		South Roy	al Ave		1—					
2 Criser Rd	0.71	4000	G	95%	1%	2%	1%	2%	0%	F	NA	410	0 G	2001
				To:		Chester G								
O Luray Ava	0.45	4000	_	From:		WCL From		20/	10/	F	NA	100		2001
Luray Ave	0.45	1900	G	93%	0%	3%	1%	2%	1%	Г	NA	190	0 G	2001
Luray Ave	0.21	2600	G	From: 93%	0%	Stonewa 3%	ll Dr 1%	2%	1%	С	NA	270	0 G	2001
4001 Luray Ave	0.21	2000	3	To:	U /U	W Maii		2 /0	7	J	INA	2100	, 0	2001
				From:		Luray A								
Stonewall Dr	0.25	900	G	95%	1%	1%	1%	2%	0%	F	NA	930) G	2001
112/				To: From:			Royal Ave							
0002 1112 Stonewall Dr	0.42	2500	G	95%	1%	522 Comm 1%	1%	2%	0%	С	NA	260	0 G	2001
	J. 12			To:	. , 0	Charles								
				From:		Kerfoot	Ave						-	
West Main St	0.64	1500	G	98%	0%	0%	1%	1%	0%	С	NA	150	0 G	2001
·				To:		Luray A	Ave							

					TTUIT	JII IVIAIIIIC	- Ilance Ai								
Route	Length	AADT	QA	4Tire	Bus		Tru		OT==:I	QC	Design	QK	AAWDT	QW	Year
Town of Front Royal						ZAXIE	3+Axle	Tirali	2Trail		Hour				
own of Front Royal				From:		Luray .	Ave		1						
West Main St	0.07	3400	G								NA		3600	G	2001
112/				To:		North Roy	val Ave								
4004 112 East Main St	0.25	3100	G	From:			,				NA		3200	G	2001
112				To:		Blue Ridg	no Avo								
4004) East Main St	0.13	4600	G	From:		Diuc Kiuş	gc Avc		_		NA		4800	G	2001
East Main St	00		_	To:		Commerc	ce Ave						.000		
				From:		Commerc									
4005 Happy CreekK Rd	0.85	2200	G	90%	0%	1%	5%	3%	1%	С	NA		2300	G	2001
Happy CreekK Rd				To:		6Th									
				From:		Shenando	ah Ave								
4006 112 Kendrick Lane	0.19	8000	G	98%	0%	1%	0%	0%	0%	С	NA		8300	G	2001
112				To:		6Th	St								
\circ				From:		Kendric									
4006 112 6Th St	0.11	7700	G	97%	0%	1%	1%	1%	0%	F	NA		8000	G	2001
				From:	US	340 North	Royal Ave								
4006 112 6Th St	0.14	5500	G	97%	0%	1%	1%	1%	0%	F	NA		5700	G	2001
112)				To: From:		Commerc	ce Ave		7						
4006 112 6Th St	0.62	6700	G	97%	0%	1%	1%	1%	0%	С	NA		7000	G	2001
112				To:		Нарру Ст	eek Rd								
<u> </u>				From:		6Th			╛	_				_	
4006 Happy Creek Rd	2.19	4700	G	95% To:	0%	1%	1%	2%	1%	С	NA		4900	G	2001
						ECL Fron									
	0.50			From:		Kendrick	Lane		_						
Shenandoah Ave	0.50	NA		To:		1.470	Q.		-		NA		NA		
						14Th									
445 04	0.70	000	_	From:		Virginia	ı Ave		_		NIA		000	0	0004
1th St	9.70	830	G	To:		N. d.D.	1.4		-		NA		830	G	2001
				From:		North Roy Jefferson									
3th St	9.70	NA				venerson :	Trende				NA		NA		
				To:		Monroe A	Avenue		7						
				From:		Accomac	Road								
amestown Road	9.70	NA							_		NA		NA		
				To: From:		Charles			4						
endrick Lane	9.70	NA				Massanuttei	n Avenue		_		NA		NA		
ACHUILA LAHE	9.10	IVA		To:		Shenandoah	n Avanua		7		INA		INA		
				From:		Happy Cre			+						
Washington Avenue	9.70	NA				117					NA		NA		
				To:		6th Str	reet								