

2002

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

where available

Jurisdiction Report

93

Warren County
Town of Front Royal

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

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

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

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

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

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

QW: Quality of AAWDT:

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

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Warren Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Warren County																
(11)	0.19	3800	F	93%	0%	1%	3%	3%	0%	C	0.081	F	0.578	3800	F	2002
						From: Shenandoah County Line										
						To: Frederick County Line										
(48)	Skyline Drive	1.69	2000	M							NA			NA		2002
						From: Rappahannock County Line										
						To: Rappahannock County Line										
(48)	Skyline Drive	10.47	2000	M							NA			NA		2002
						From: Rappahannock County Line										
						To: US 340; Front Royal										
(55)		4.91	3400	N	96%	0%	1%	1%	0%	N	0.087	N	0.527	3500	N	2002
						From: Shenandoah County Line										
						To: 93-626										
(55)		2.30	5600	F	96%	0%	1%	1%	0%	F	0.082	F	0.625	5700	F	2002
						From: 93-626										
						To: WCL Front Royal										
Town of Front Royal																
(55)	Strasburg Rd	0.90	8200	F	94%	1%	2%	2%	0%	C	0.095	F	0.615	8600	F	2002
						From: WCL Front Royal										
						To: US 340; 522										
Warren County																
(55)	(522) Shenandoah Ave	0.45	26000	N	96%	0%	1%	1%	0%	N	0.083	N	0.505	26000	N	2002
						From: US 522										
						To: CL Front Royal										
Town of Front Royal																
(55)	(522) Shenandoah Ave	0.34	26000	F	96%	0%	1%	1%	0%	F	0.083	F	0.505	26000	F	2002
						From: CL Front Royal										
						To: 14 ST										
(55)	(522) 14th St	0.24	21000	F	96%	0%	1%	1%	0%	F	0.080	F	0.526	21000	F	2002
						From: Shenandoah Ave										
						To: North Royal Ave										
(55)	(522) North Royal Ave	0.35	23000	F	96%	0%	1%	1%	0%	C	0.080	F	0.527	24000	F	2002
						From: 14TH ST										
						To: US 522, SR 340										
(55)	(340) North Royal Ave	0.25	12000	F	98%	0%	1%	0%	0%	F	0.078	F	0.542	13000	F	2002
						From: RT 522 & RT 340										
						To: 6th St										
(55)	(340) North Royal Ave	0.57	15000	F	98%	0%	1%	0%	0%	C	NA			16000	F	2002
						From: 6th St										
						To: E Main St										
(55)	(340) South Royal Ave	0.40	15000	F	97%	0%	1%	1%	0%	C	0.077	F	0.514	15000	F	2002
						From: E Main St										
						To: US 340										
(55)	South St	0.54	13000	F	94%	1%	3%	1%	0%	C	0.083	F	0.572	14000	F	2002
						From: US 340										
						To: US 522										
(55)	John Marshall Hwy	1.72	12000	F	95%	0%	2%	1%	0%	C	0.095	F	0.667	13000	F	2002
						From: US 522										
						To: ECL Front Royal										
Warren County																
(55)		2.98	11000	F	98%	0%	1%	0%	0%	C	0.093	F	0.742	11000	F	2002
						From: ECL Front Royal										
						To: SR 79										
(55)		1.35	3600	F	98%	0%	1%	0%	0%	F	0.095	F	0.574	3600	F	2002
						From: SR 79										
						To: Fauquier County Line										
East (66)		6.61	12000	F	81%	1%	2%	0%	16%	F	0.061	F		11000	F	2002
						From: I-81										
						To: US 340; US 522										
Combined Traffic:			24000	F	79%	1%	2%	1%	17%	F	0.075	F	0.572	22000	F	
East (66)		6.49	12000	A	81%	1%	2%	0%	16%	C	0.131	A		11000	A	2002
						From: US 340; US 522										
						To: SR 79										
Combined Traffic:			24000	A	79%	1%	2%	1%	17%	C	0.108	A	0.572	22000	A	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
Warren County																		
East 66	1.56	16000	G	81%	1%	From: SR 79				F	0.119	F		15000	G	2002		
		31000	G	79%	1%	To: Fauquier County Line				F	0.079	F	0.745	29000	G			
Frederick County																		
West 66	0.42	12000	F	77%	1%	From: I-81				F	0.099	F		11000	F	2002		
		24000	F	79%	1%	To: Warren County Line				F	NA		22000	F				
Warren County																		
West 66	6.66	12000	F	77%	1%	From: Frederick County Line				F	0.099	F		11000	F	2002		
		24000	F	79%	1%	To: US 340; US 522				F	NA		22000	F				
West 66	6.55	12000	A	77%	1%	From: US 340; US 522				A	0.126	A		11000	A	2002		
		24000	A	79%	1%	To: SR 79				C	NA		22000	A				
West 66	1.20	16000	G	77%	1%	From: SR 79				F	0.117	F		14000	G	2002		
		31000	G	79%	1%	To: Fauquier County Line				F	0.079	F	0.745	29000	G			
79	0.23	11000	F	98%	0%	From: SR 55 West of Linden				C	0.089	F	0.915	11000	F	2002		
						To: I-66												
North 81	1.29	23000	F	70%	1%	From: Shenandoah County Line				F	0.059	F		23000	F	2002		
		44000	F	71%	1%	To: I-66, Frederick County Line				F	0.059	F		44000	F			
South 81	1.15	21000	F	72%	1%	From: Shenandoah County Line				F	0.082	F		21000	F	2002		
		44000	F	71%	1%	To: Frederick County Line				F	NA		44000	F				
340	2.46	4200	F	95%	0%	From: Page County Line				C	0.089	F	0.751	4200	F	2002		
						To: N 93-613												
340	5.30	4900	F	95%	0%	From: N 93-613				F	0.103	F	0.749	4900	F	2002		
						To: 93-607												
340	2.78	6400	F	95%	0%	From: 93-607				F	0.098	F	0.719	6500	F	2002		
						To: 93-619												
340	0.83	14000	F	95%	0%	From: 93-619				F	0.085	F	0.69	14000	F	2002		
						To: SCL Front Royal												
Town of Front Royal																		
340	South Royal Ave	0.31	13000	F	95%	0%	From: SCL Front Royal				F	0.077	F	0.63	14000	F	2002	
							To: SR 55 South St											
340	South Royal Ave	0.40	15000	F	97%	0%	From: SR 55 South St				C	0.077	F	0.514	15000	F	2002	
							To: E Main St											
340	North Royal Ave	0.57	15000	F	98%	0%	From: E Main St				C	NA		16000	F	2002		
							To: 6th St											
340	North Royal Ave	0.25	12000	F	98%	0%	From: 6th St				F	0.078	F	0.542	13000	F	2002	
							To: US 522, 8th St											
340	522 North Royal Ave	0.35	23000	F	96%	0%	From: US 522, 8th St				C	0.080	F	0.527	24000	F	2002	
							To: 14th St											
340	522 14th St	0.24	21000	F	96%	0%	From: 14th St				F	0.080	F	0.526	21000	F	2002	
							To: North Royal Ave											
								From: North Royal Ave										
								To: Shenandoah Ave										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of Front Royal																	
340 522	Shenandoah Ave	0.34	26000	F	96%	0%	From: 14th St				F	0.083	F	0.505	26000	F	2002
							To: CL Front Royal										
Warren County																	
340 522	Shenandoah Ave	0.45	26000	N	96%	0%	From: CL Front Royal				N	0.083	N	0.505	26000	N	2002
							To: SR 55 West										
340 522	Shenandoah Ave	0.22	24000	F	95%	1%	From: Old NCL Front Royal				F	0.082	F	0.542	24000	F	2002
							To: I-66										
340 522		0.83	22000	F	95%	1%	From: Functional Class Change				C	NA		22000	F	2002	
							To: 93-627 Reliance Rd										
340 522		1.22	20000	F	85%	1%	From: 93-802				C	0.078	F	0.552	20000	F	2002
							To: Frederick County Line										
340 522		2.81	18000	F	82%	1%	From: Warren County Line				C	0.082	F	0.509	18000	F	2002
							To: Warren County Line										
Frederick County																	
340 522	Front Royal Pike	0.53	17000	F	84%	1%	From: Warren County Line				C	0.082	F	0.532	17000	F	2002
							To: Warren County Line										
Warren County																	
340 522	Front Royal Pike	0.39	17000	F	84%	1%	From: Frederick County Line				C	0.082	F	0.532	17000	F	2002
							To: Frederick County Line										
Frederick County																	
340 522	Front Royal Pike	0.30	17000	F	84%	1%	From: Warren County Line				C	0.082	F	0.532	17000	F	2002
							To: Warren County Line										
Warren County																	
340 522	Front Royal Pike	0.16	17000	F	84%	1%	From: Frederick County Line				C	0.082	F	0.532	17000	F	2002
							To: Clarke County Line										
Clarke County																	
340 522	Front Royal Pike	1.79	17000	F	84%	1%	From: Warren County Line				C	0.082	F	0.532	17000	F	2002
							To: US 522 Double Toll Gate										
Warren County																	
522		3.77	7800	F	97%	0%	From: Rappahannock County Line				C	0.087	F	0.569	8000	F	2002
							To: SCL Front Royal										
Town of Front Royal																	
522	Chester Gap Rd	0.60	8300	G	97%	0%	From: SCL Front Royal				C	NA		8300	G	2002	
							To: Criser Rd										
522	Chester Gap Rd	0.35	11000	F	97%	0%	From: SR 55 South St				F	0.094	F	0.627	11000	F	2002
							To: Main St										
522	Commerce Ave	0.47	22000	F	98%	0%	From: Happy Creek Rd				C	0.089	F	0.517	23000	F	2002
							To: US 340 North Royal Ave										
522	Commerce Ave	0.74	16000	F	97%	0%	From: Commerce Ave				C	0.086	F	0.516	16000	F	2002
							To: 14th St										
522	Commerce Ave	0.35	13000	F	97%	0%	From: 14th St				F	0.084	F	0.505	14000	F	2002
							To: Commerce Ave										
522	North Royal Ave	0.35	23000	F	96%	0%	From: 14th St				C	0.080	F	0.527	24000	F	2002
							To: 14th St										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Front Royal																
522 14th St	0.24	21000	F	96%	0%	1%	1%	1%	0%	F	0.080	F	0.526	21000	F	2002
						From: North Royal Ave										
						To: Shenandoah Ave										
522 Shenandoah Ave	0.34	26000	F	96%	0%	1%	1%	1%	0%	F	0.083	F	0.505	26000	F	2002
						From: 14th St										
						To: NCL Front Royal										
Warren County																
522 Shenandoah Ave	0.45	26000	N	96%	0%	1%	1%	1%	0%	N	0.083	N	0.505	26000	N	2002
						From: NCL Front Royal										
						To: SR 55 West										
522 Shenandoah Ave	0.22	24000	F	95%	1%	1%	1%	2%	0%	F	0.082	F	0.542	24000	F	2002
						From: Old NCL Front Royal										
522	0.83	22000	F	95%	1%	1%	1%	2%	0%	C	NA		22000	F	2002	
						From: I-66										
						To: Functional Class Change										
522	1.22	20000	F	85%	1%	1%	1%	12%	0%	C	0.078	F	0.552	20000	F	2002
						From: 93-627 Reliance Rd										
522	2.81	18000	F	82%	1%	2%	2%	13%	0%	C	0.082	F	0.509	18000	F	2002
						From: 93-802										
522	0.30	17000	F	84%	1%	1%	1%	13%	0%	C	0.082	F	0.532	17000	F	2002
						To: Frederick County Line										
Frederick County																
522 Front Royal Pike	0.53	17000	F	84%	1%	1%	1%	13%	0%	C	0.082	F	0.532	17000	F	2002
						From: Warren County Line										
						To: Warren County Line										
Warren County																
522 Front Royal Pike	0.39	17000	F	84%	1%	1%	1%	13%	0%	C	0.082	F	0.532	17000	F	2002
						From: Frederick County Line										
						To: Frederick County Line										
Frederick County																
522 Front Royal Pike	0.30	17000	F	84%	1%	1%	1%	13%	0%	C	0.082	F	0.532	17000	F	2002
						From: Warren County Line										
						To: Warren County Line										
Warren County																
522 Front Royal Pike	0.16	17000	F	84%	1%	1%	1%	13%	0%	C	0.082	F	0.532	17000	F	2002
						From: Frederick County Line										
						To: Clarke County Line										
Clarke County																
522 Front Royal Pike	1.79	17000	F	84%	1%	1%	1%	13%	0%	C	0.082	F	0.532	17000	F	2002
						From: Warren County Line										
						To: US 340; SR 277 Double Toll Gate										
Warren County																
600	1.00	40	R								NA		NA		06/20/2002	
						From: Dead End										
						To: 93-604										
601	1.00	60	R								NA		NA		07/09/2002	
						From: Dead End										
						To: 93-604										
602	0.25	520	R								NA		NA		1999	
						From: 93-604										
						To: 0.25 ME 93-604										
602	0.45	30	R								NA		NA		06/20/2002	
						From: Dead End										
						To: Dead End										
603	2.90	470	R								NA		NA		06/17/2002	
						From: 93-647										
						To: 93-643										
603	2.30	1900	F	98%	1%	1%	1%	0%	0%	C	0.102	F	0.545	1900	F	2002
						From: 93-638										
						To: 93-638										

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 Warren Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Warren County																
604	0.90	80	R			From: Dead End					NA			NA		07/09/2002
604	0.82	200	R			From: 93-600					NA			NA		1999
604	0.34	710	F	98%	0%	From: 93-602 To: 93-671				F	0.104	F	0.556	720	F	2002
604	1.59	910	F	98%	0%	From: 93-671 To: US 522				C	0.089	F	0.560	930	F	2002
605	1.70	260	R			From: US 340					NA			NA		06/20/2002
606	1.72	2400	R			From: 93-649					NA			NA		1999
606	0.51	630	R			From: NCL Front Royal					NA			NA		06/17/2002
606	0.25	100	R			From: 1.72 MN OF NCL					NA			NA		1999
606	0.25	100	R			From: 2.23 MN OF NCL					NA			NA		1999
607	0.60	310	R			From: Dead End					NA			NA		06/20/2002
607	1.00	100	R			From: US 340					NA			NA		06/20/2002
608	0.45	500	R			From: 0.60 ME US 340					NA			NA		06/20/2002
609	0.40	210	R			From: 93-649					NA			NA		07/09/2002
609	0.77	320	R			From: 93-613					NA			NA		1999
609	0.27	330	R			From: 93-619					NA			NA		06/10/2002
610	0.20	490	R			From: 93-637					NA			NA		1999
610	2.15	80	R			From: FR-225					NA			NA		06/10/2002
610	0.05	110	R			From: 0.77 ME FR-225					NA			NA		1999
611	2.60	80	R			From: 93-736					NA			NA		06/10/2002
611	0.10	200	R			From: 93-627					NA			NA		06/10/2002
611	3.38	270	R			From: SR 55; 93-678					NA			NA		06/24/2002
612	1.20	240	R			From: 93-616					NA			NA		06/24/2002
612	1.20	240	R			From: 2.15 ME 93-616					NA			NA		1999
611	0.10	200	R			From: 93-626					NA			NA		06/10/2002
611	0.10	200	R			From: 93-635 WEST					NA			NA		06/10/2002
611	3.38	270	R			From: 93-635 EAST					NA			NA		06/10/2002
612	1.20	240	R			From: 93-612; 93-840					NA			NA		06/17/2002
612	1.20	240	R			From: 93-611; 93-840					NA			NA		1999
612	1.20	240	R			From: 1.20 ME 93-611					NA			NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
612	1.00	60	R			From: 1.20 ME 93-611					NA			NA		06/10/2002
612	0.90	40	R			From: 93-842					NA			NA		06/10/2002
613	3.06	320	F	88%	1%	From: 93-631; 93-649				F	0.122	F	0.585	320	F	2002
613	2.26	620	F	88%	1%	From: 93-738				C	0.1	F	0.625	630	F	2002
613	0.31	1300	F	88%	1%	From: 63-672				F	0.081	F	0.625	1300	F	2002
613	1.00	440	R			From: 93-672										
613	1.00	440	R			To: US 340 EAST										
613	1.00	440	R			From: US 340 WEST					NA			NA		06/24/2002
613	4.69	230	R			To: GW Natl For Bndy					NA			NA		06/24/2002
613	1.04	400	R			From: 4.70 MS of Bndy					NA			NA		07/09/2002
613	0.49	130	R			From: 93-608					NA			NA		07/09/2002
614	1.30	30	R			To: 93-619										
614	1.30	30	R			From: 93-626 SOUTH					NA			NA		06/24/2002
614	0.70	100	R			To: SR 55 WEST										
614	0.70	100	R			From: SR 55 EAST					NA			NA		1999
615	1.90	760	F	98%	0%	To: 93-626 NORTH										
615	1.90	760	F	98%	0%	From: 93-619 SOUTH				C	0.106	F	0.523	770	F	2002
615	0.10	40	R			To: 93-626 EAST					NA			NA		08/08/2002
615	0.27	470	R			From: 93-626 WEST					NA			NA		1988
615	0.43	45	R			To: 0.27 MN 93-626					NA			NA		06/24/2002
615	1.50	380	R			From: 93-660					NA			NA		1999
616	0.70	120	R			To: 93-619 NORTH										
616	0.70	120	R			From: 93-678					NA			NA		06/24/2002
616	0.90	80	R			To: SR 55					NA			NA		06/24/2002
617	1.70	230	R			From: 93-610										
617	1.70	230	R			To: 93-618					NA			NA		06/24/2002
618	0.89	450	R			From: 93-626										
618	0.89	450	R			To: Dead End					NA			NA		1999
618	0.50	500	R			From: 93-619 WEST					NA			NA		06/24/2002
618	0.50	500	R			To: 93-619 EAST										
618	0.80	170	R			From: 93-617					NA			NA		1999
618	0.80	170	R			To: 93-615										

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
619	2.09	4200	F	96%	1%	2%	1%	1%	0%	F	0.088	F	0.673	4200	F	2002
				From:	US 340											
				To:	93-677											
619	0.11	4000	F	96%	1%	2%	1%	1%	0%	F	0.085	F	0.626	4100	F	2002
				From:	93-615 SOUTH											
				To:	93-673											
619	2.19	3100	F	96%	1%	2%	1%	1%	0%	C	0.086	F	0.655	3100	F	2002
				From:	93-673											
				To:	93-626											
619	1.93	610	F	96%	1%	2%	1%	1%	0%	F	0.110	F	0.535	620	F	2002
				From:	93-626											
				To:	93-678											
620	0.60	220	R								NA		NA		06/13/2002	
				From:	Dead End											
				To:	93-658											
621	0.60	1100	R								NA		NA		1999	
				From:	93-660											
				To:	SR 55											
622	1.00	120	R								NA		NA		06/20/2002	
				From:	93-634											
				To:	1.00 MN 93-634											
622	0.10	120	R								NA		NA		06/20/2002	
				From:	Dead End; Gap Terminus											
				To:	Dead End; Gap Terminus											
622	0.39	100	R								NA		NA		06/20/2002	
				From:	0.39 ME OF Dead End											
				To:	0.50 ME OF Dead End											
622	0.50	100	R								NA		NA		06/20/2002	
				From:	0.50 ME OF Dead End											
				To:	0.89 ME OF Dead End											
622	0.50	150	R								NA		NA		07/09/2002	
				From:	93-649											
				To:	93-631											
622	2.79	140	R								NA		NA		07/09/2002	
				From:	93-631											
				To:	2.80 MN 93-631											
622	0.36	150	R								NA		NA		1999	
				From:	93-654											
				To:	93-674											
622	0.06	240	R								NA		NA		07/09/2002	
				From:	Dead End											
				To:	1.72 MN Dead End											
623	1.72	100	R								NA		NA		07/09/2002	
				From:	93-673											
				To:	NCL Front Royal											
624	0.50	3600	F	98%	0%	1%	1%	0%	0%	F	0.092	F	0.578	3600	F	2002
				From:	93-647											
				To:	93-645											
624	0.40	3100	F	98%	0%	1%	1%	0%	0%	F	0.098	F	0.517	3100	F	2002
				From:	93-645											
				To:	93-643											
624	1.28	2900	F	98%	0%	1%	1%	0%	0%	C	0.097	F	0.517	3000	F	2002
				From:	93-643											
				To:	93-661											
624	1.80	1200	F	98%	0%	1%	1%	0%	0%	F	0.13	F	0.522	1200	F	2002
				From:	93-661											
				To:	Clarke County Line											
624	3.60	330	R								NA		NA		1999	
				From:	Clarke County Line											
				To:	Clarke County Line											

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
(625)	0.25	70	R			From: 93-637 To: Dead End					NA			NA		06/10/2002
(626)	1.60	160	R			From: 93-619 To: 93-615 WEST					NA			NA		08/08/2002
(626)	1.80	1300	F	98%	0%	1%	1%	0%	0%	C	0.086	F	0.614	1300	F	2002
(626)	1.00	300	R			From: SR 55 WEST To: SR 55 EAST					NA			NA		07/09/2002
(626)	0.10	150	R			From: 93-614 To: 93-610					NA			NA		1999
(626)	0.50	20	R			From: 93-610 To: Dead End					NA			NA		06/24/2002
(626)	0.20	60	R			From: Dead End; Gap Terminus To: 93-612					NA			NA		06/10/2002
(626)	0.70	160	R			From: 93-612 To: 93-637					NA			NA		06/10/2002
(627)	0.79	1400	F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.548	1400	F	2002
(627)	3.48	1100	F	97%	0%	1%	1%	1%	0%	C	0.101	F	0.661	1200	F	2002
(627)	0.33	1700	F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.577	1700	F	2002
(628)	0.80	50	R			From: US 340 To: 93-629 SOUTH					NA			NA		07/09/2002
(628)	0.30	100	R			From: 93-629 SOUTH To: 93-629 NORTH					NA			NA		07/09/2002
(628)	1.10	70	R			From: 93-629 NORTH To: 93-613					NA			NA		07/09/2002
(629)	0.65	80	R			From: Dead End To: 93-628 NORTH					NA			NA		06/24/2002
(629)	1.00	160	R			From: 93-628 NORTH To: 93-628 SOUTH					NA			NA		1999
(630)	1.85	470	R			From: US 340 To: Dead End					NA			NA		06/24/2002
(630)	0.40	470	R			From: 1.85 MN Dead End To: 93-613					NA			NA		06/24/2002
(631)	1.20	80	R			From: 93-613 To: 93-622					NA			NA		08/12/2002
(631)	5.70	120	R			From: 93-622 To: 93-613 WEST					NA			NA		06/20/2002
(631)	0.40	340	R			From: 93-613 WEST To: 93-613 MID					NA			NA		06/20/2002
(631)	0.10	740	R			From: 93-613 MID To: 93-632					NA			NA		06/20/2002
(631)	0.10	740	R			From: 93-632 To: 93-634					NA			NA		1999
(631)	0.10	740	R			From: 93-634 To: 93-613 E; 93-649					NA			NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
632	0.40	40	R			From: Dead End					NA			NA		06/20/2002
632	0.70	110	R			From: 93-633					NA			NA		06/20/2002
632						To: 93-631										
633	0.40	30	R			From: Dead End					NA			NA		06/20/2002
633						To: 93-632										
634	1.00	230	R			From: 93-631					NA			NA		1999
634						To: 93-622										
634	1.20	110	R			From: Dead End					NA			NA		06/20/2002
634						To: Dead End										
635	0.20	100	R			From: Shenandoah County Line					NA			NA		06/10/2002
635						To: 93-611 WEST										
635	1.90	40	R			From: 93-611 EAST					NA			NA		06/10/2002
635						To: 93-611 EAST										
636	1.00	40	R			From: Dead End					NA			NA		06/17/2002
636						To: 93-638										
637	0.15	1300	R			From: Dead End					NA			NA		06/10/2002
637						To: US 522										
637	1.74	900	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.512	910	F	2002
637						To: 93-625										
637	2.51	420	F	98%	0%	1%	0%	0%	0%	C	0.094	F	0.535	430	F	2002
637						To: 93-626										
637	1.01	440	F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.685	440	F	2002
637						To: 93-627										
637	1.21	150	R			From: 93-854					NA			NA		1999
637						To: 93-854										
637	0.50	80	R			From: Frederick County Line					NA			NA		07/09/2002
637						To: Frederick County Line										
638	1.20	370	R			From: Fauquier County Line; 30-638					NA			NA		1999
638						To: 93-636										
638	0.60	600	R			From: SR 55					NA			NA		07/09/2002
638						To: SR 55										
638	0.20	2400	R			From: FR-283					NA			NA		1999
638						To: FR-283										
638	3.28	1500	R			From: 3.28 MN FR-283					NA			NA		1999
638						To: 3.28 MN FR-283										
638	5.49	760	R			From: 93-688					NA			NA		06/17/2002
638						To: 93-688										
638	1.70	1100	R			From: 93-603					NA			NA		1999
638						To: 93-603										
638	2.90	1500	F	98%	0%	1%	0%	0%	0%	C	0.103	F	0.730	1500	F	2002
638						To: Clarke County Line; 21-638										
639	0.36	1100	R			From: Frederick County Line					NA			NA		1999
639						To: 93-802 SOUTH										

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
639	0.03	280	R			From: 93-802 NORTH					NA			NA		07/09/2002
639	3.03	200	R			From: US 522					NA			NA		1999
639	0.05	410	R			From: 93-658 NORTH					NA			NA		06/13/2002
639	1.00	140	R			From: 93-658 SOUTH					NA			NA		06/13/2002
						To: 93-624										
640	0.20	100	R			From: 93-735					NA			NA		06/10/2002
						To: Frederick County Line										
641	0.10	900	R			From: 93-639					NA			NA		1999
						To: Frederick County Line										
642	1.00	30	R			From: Dead End					NA			NA		07/09/2002
642	0.20	90	R			From: 1.00 MW Dead End					NA			NA		1999
						To: 93-624										
643	1.22	2000	F	98%	1%	1%	1%	0%	0%	C	0.096	F	0.533	2000	F	2002
						From: 93-624										
644	0.40	50	R			From: Clarke County Line					NA			NA		06/13/2002
						To: 93-624										
645	0.29	30	R			From: 93-624					NA			NA		1999
						To: Dead End										
646	0.80	260	R			From: Dead End					NA			NA		07/09/2002
						To: 93-660										
647	1.51	2000	R			From: SR 55					NA			NA		1999
647	1.57	1600	R			From: 93-603					NA			NA		06/17/2002
						To: 93-624										
648	0.22	60	R			From: Dead End					NA			NA		06/20/2002
						To: 93-674										
649	1.73	920	F	98%	0%	0%	1%	0%	0%	F	0.088	F	0.76	930	F	2002
						From: 93-613; 93-631										
649	2.52	1400	F	98%	0%	0%	1%	0%	0%	F	0.072	F	0.578	1400	F	2002
						From: 93-622										
649	2.20	1700	F	98%	0%	0%	1%	0%	0%	C	0.088	F	0.769	1700	F	2002
						From: 93-605										
649	0.60	2000	F	98%	0%	0%	1%	0%	0%	F	0.084	F	0.677	2100	F	2002
						From: 93-650										
649	0.19	2300	F	98%	0%	0%	1%	0%	0%	F	0.091	F	0.701	2300	F	2002
						From: 93-1010										
649	0.19	2600	F	98%	0%	0%	1%	0%	0%	F	0.091	F	0.721	2600	F	2002
						From: 93-745										
						To: US 340										

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
(650)	0.06	40	R			From: 93-649					NA			NA		06/20/2002
(650)	0.50	30	R			From: 93-740					NA			NA		06/20/2002
						To: US 340										
(652)	0.18	50	R			From: 63-656					NA			NA		06/17/2002
						To: 93-656										
(654)	0.17	40	R			From: 93-622					NA			NA		1999
						To: 93-737										
(655)	1.00	3300	R			From: Dead End					NA			NA		08/08/2002
						To: US 522, FR 730										
(656)	1.00	80	R			From: SCL Front Royal					NA			NA		1999
						To: ECL Front Royal										
(657)	0.07	40	R			From: Dead End					NA			NA		06/17/2002
						To: 93-638										
(658)	3.00	850	F	96%	0%	2%	1%	1%	0%	F	0.089	F	0.617	870	F	2002
						From: US 522										
(658)	1.60	330	F	96%	0%	2%	1%	1%	0%	C	0.093	F	0.543	340	F	2002
						From: 93-661										
						To: 93-639 WEST										
(658)	1.05	330	F	96%	0%	2%	1%	1%	0%	F	0.107	F	0.521	340	F	2002
						From: 93-639 EAST										
						To: Clarke County Line										
(659)	0.50	90	R			From: 93-603					NA			NA		06/17/2002
						To: Dead End										
(660)	0.30	650	R			From: 93-615					NA			NA		06/24/2002
						To: 93-626 SOUTH										
(660)	1.50	600	R			From: 93-614; 93-626 NORTH					NA			NA		1999
						To: 93-621										
(660)	0.68	70	R			From: 93-621					NA			NA		06/24/2002
						To: Dead End										
(661)	1.23	1400	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.681	1400	F	2002
						From: 93-624										
(661)	2.10	1600	F	98%	1%	1%	0%	0%	0%	C	0.112	F	0.539	1700	F	2002
						From: 93-658										
						To: US 522										
(662)	0.33	170	R			From: Frederick County Line					NA			NA		06/10/2002
						To: Dead End										
(663)	0.32	120	R			From: Begin Loop					NA			NA		08/08/2002
						To: End Loop										
(663)	0.08	370	R			From: 93-745					NA			NA		1999
						To: 93-745										
(664)	0.21	100	R			From: Dead End					NA			NA		06/24/2002
						To: SR 55										

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
(665)	0.07	950	R			From: Rappahannock County Line To: US 522					NA			NA		1999
(667)	0.30	70	R			From: 93-626 To: Dead End					NA			NA		06/24/2002
(668)	0.20	90	R			From: Dead End To: SR 55					NA			NA		06/24/2002
(669)	0.30	90	R			From: US 340 To: Dead End					NA			NA		06/24/2002
(670)	0.60	100	R			From: Dead End To: 93-737					NA			NA		06/20/2002
(671)	0.92	240	R			From: Dead End To: 93-604					NA			NA		06/20/2002
(672)	0.10	80	R			From: Dead End To: 93-613					NA			NA		06/24/2002
(673)	1.13	360	R			From: Dead End To: 93-623					NA			NA		06/24/2002
(673)	0.70	1100	R			From: 93-619 To: 93-619					NA			NA		1999
(674)	0.48	100	R			From: US 340 To: 93-622					NA			NA		06/20/2002
(674)	0.17	280	R			From: 93-737 To: 93-737					NA			NA		1999
(675)	0.58	80	R			From: US 522 To: Cul-de-Sac					NA			NA		06/13/2002
(676)	0.30	100	R			From: 93-677 To: Dead End					NA			NA		1999
(677)	2.17	150	R			From: 93-619 To: 93-679					NA			NA		06/24/2002
(678)	1.77	1500	F	96%	0%	From: Shenandoah County Line To: SR 55; 93-610				C	0.089	F	0.607	1500	F	2002
(679)	1.32	170	R			From: 93-619 WEST To: 93-619 EAST					NA			NA		1999
(679)	0.70	580	R			From: 93-677 To: 93-677					NA			NA		07/09/2002
(680)	0.31	30	R			From: 93-619 WEST To: 93-619 EAST					NA			NA		06/24/2002
(681)	0.24	260	R			From: WCL Front Royal To: Dead End					NA			NA		06/20/2002

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Warren County																
(682)	0.10	40	R			From: Dead End					NA		NA			1999
(682)	0.06	100	R			From: 93-1111					NA		NA			06/24/2002
(682)	0.27	300	R			From: 93-1110					NA		NA			1999
						To: SR 55										
(683)	1.48	210	R			From: 93-661					NA		NA			06/17/2002
						To: 93-658										
(684)	0.09	20	R			From: Dead End					NA		NA			1999
(684)	0.06	50	R			From: 93-686					NA		NA			06/24/2002
						To: 93-613										
(685)	0.24	20	R			From: 93-638					NA		NA			1999
						To: Dead End										
(686)	0.05	20	R			From: Dead End					NA		NA			06/24/2002
						To: 93-684										
(687)	0.27	30	R			From: Cul-de-Sac					NA		NA			1999
						To: 93-638										
(688)	0.20	420	R			From: 93-638					NA		NA			1999
						To: Dead End										
(689)	0.28	120	R			From: 93-624					NA		NA			06/17/2002
						To: Dead End										
(690)	0.24	NA				From: SR-00055(B)/					NA		NA			
						To: Dead End/										
(700)	0.36	110	R			From: Dead End					NA		NA			06/24/2002
						To: 93-677										
(701)	0.40	180	R			From: Dead End					NA		NA			06/24/2002
						To: 93-619										
(702)	0.61	580	R			From: Cul-de-Sac					NA		NA			06/13/2002
						To: 93-661										
(703)	0.08	30	R			From: Dead End					NA		NA			06/13/2002
						To: 93-661										
(704)	0.20	100	R			From: SR 55					NA		NA			1999
						To: Dead End										
(710)	0.39	450	R			From: 93-678					NA		NA			1999
						To: Dead End										
(725)	2.11	NA				From: Dead End/					NA		NA			
						To: US-00340(B)/										

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
(730)	0.25	430	R			From: Dead End					NA		NA			1999
						To: 93-613										
(735)	1.00	50	R			From: Dead End					NA		NA			06/10/2002
						To: 93-640										
(735)	0.40	60	R			From: 93-640					NA		NA			07/09/2002
						To: Frederick County Line										
(736)	0.20	10	R			From: 93-609					NA		NA			06/10/2002
						To: 93-627										
(737)	0.05	60	R			From: 93-654					NA		NA			1999
						To: 93-674										
(737)	0.02	380	R			From: 93-674					NA		NA			06/20/2002
						To: US 340										
(737)	0.40	150	R			From: US 340					NA		NA			1999
						To: Dead End										
(738)	0.30	30	R			From: 93-613					NA		NA			08/08/2002
						To: Dead End										
(739)	0.22	90	R			From: 93-660					NA		NA			06/24/2002
						To: Dead End										
(740)	0.19	20	R			From: 93-650					NA		NA			06/20/2002
						To: 93-649										
(745)	0.18	410	R			From: 93-649					NA		NA			1999
						To: Dead End										
(802)	0.16	940	R			From: US 522					NA		NA			06/13/2002
						To: 93-639 SOUTH										
(802)	0.08	250	R			From: 93-639 SOUTH					NA		NA			1999
						To: 93-639 NORTH										
(802)	0.20	60	R			From: 93-639 NORTH					NA		NA			06/10/2002
						To: Dead End										
(810)	0.23	80	R			From: 93-624					NA		NA			1999
						To: 93-811										
(810)	0.34	60	R			From: 93-811					NA		NA			1999
						To: 93-639										
(811)	0.11	30	R			From: Cul-de-Sac					NA		NA			1999
						To: 93-810										
(840)	1.00	560	R			From: Frederick County Line					NA		NA			06/17/2002
						To: 93-611; 93-612										
(842)	0.20	40	R			From: Dead End					NA		NA			1994
						To: 93-612										
(842)	1.25	40	R			From: 93-612					NA		NA			06/10/2002
						To: 1.25 MN 93-612										
(842)	0.05	40	R			From: 1.25 MN 93-612					NA		NA			06/10/2002
						To: 93-611 WEST										

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						2Axle	3+Axle	1Trail	2Trail								
Warren County																	
(842)	1.22	170	R			From: 93-611 EAST					NA			NA		06/10/2002	
						To: Frederick County Line											
(854)	0.25	120	R			From: 93-637					NA			NA		06/10/2002	
						To: Frederick County Line											
Frederick County																	
(854)	0.21	30	R			From: Frederick County Line					NA			NA		1999	
						To: Dead End											
Warren County																	
(1010)	0.20	80	R			From: Cul-de-Sac					NA			NA		1999	
						To: 93-649											
(1013)	1.02	290	R			From: 93-661					NA			NA		1999	
						To: 93-1014											
(1014)	0.20	50	R			From: 93-1013					NA			NA		1999	
						To: Cul-de-Sac											
(1015)	0.17	40	R			From: 93-658					NA			NA		1999	
						To: Cul-de-Sac											
(1110)	0.09	40	R			From: Dead End					NA			NA		06/24/2002	
						To: 93-682											
(1111)	0.08	20	R			From: Dead End					NA			NA		1999	
						To: 93-682											
(1120)	0.29	1100	R			From: 93-1125					NA			NA		1999	
						To: WCL Front Royal											
(1121)	0.11	120	R			From: 93-1120					NA			NA		1999	
						To: Cul-de-Sac											
(1122)	0.15	120	R			From: Cul-de-Sac					NA			NA		1999	
						To: 93-1120											
(1123)	0.07	170	R			From: 93-1120					NA			NA		1999	
						To: Cul-de-Sac											
(1124)	0.06	80	R			From: 93-1123					NA			NA		1999	
						To: Cul-de-Sac											
(1125)	0.22	110	R			From: Cul-de-Sac					NA			NA		1999	
						To: Cul-de-Sac											
(1126)	0.11	100	R			From: Cul-de-Sac					NA			NA		1999	
						To: 93-1125											
Town of Front Royal																	
(2 ₁₇₂) Criser Rd	0.51	2100	F	99%	0%	From: Luray Ave	1%	0%	0%	0%	C	0.089	F	0.525	2200	F	2002
						To: South Royal Ave											
(2 ₁₇₂) Criser Rd	0.71	3700	F	99%	0%	From: 93-1125	1%	0%	0%	0%	F	0.103	F	0.698	3900	F	2002
						To: Chester Gap Rd											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Front Royal																
(4001/112) Luray Ave	0.45	870	F	98%	0%	From: WCL Front Royal To: Stonewall Dr				F	0.101	F	0.605	920	F	2002
(4001/112) Luray Ave	0.21	1300	F	98%	0%	From: Stonewall Dr To: W Main St				C	0.100	F	0.571	1400	F	2002
(4002/112) Stonewall Dr	0.25	480	F	99%	0%	From: Luray Ave To: US 340 South Royal Ave				F	0.098	F	0.685	510	F	2002
(4002/112) Stonewall Dr	0.42	2700	F	99%	0%	From: US 522 Commerce Ave To: Charles St				C	0.095	F	0.647	2900	F	2002
(4004/112) West Main St	0.64	1500	F	97%	1%	From: Kerfoot Ave To: Luray Ave				F	0.094	F	0.616	1600	F	2002
(4004/112) West Main St	0.07	2400	F	97%	1%	From: Luray Ave To: North Royal Ave				F	0.088	F	0.661	2600	F	2002
(4004/112) East Main St	0.25	3400	F	97%	1%	From: North Royal Ave To: Blue Ridge Ave				F	0.088	F	0.514	3600	F	2002
(4004/112) East Main St	0.13	3000	F	97%	1%	From: Blue Ridge Ave To: Commerce Ave				F	0.089	F	0.541	3100	F	2002
(4005/112) Happy Creek Rd	0.85	2300	F	99%	0%	From: Commerce Ave To: 6Th St				C	0.098	F	0.563	2500	F	2002
(4006/112) Kendrick Lane	0.19	7700	F	99%	0%	From: Shenandoah Ave To: 6Th St				C	0.088	F	0.511	8200	F	2002
(4006/112) 6Th St	0.11	7200	F	97%	0%	From: Kendrick Ln To: US 340 North Royal Ave				F	0.083	F	0.501	7600	F	2002
(4006/112) 6Th St	0.14	5400	F	97%	0%	From: US 340 North Royal Ave To: Commerce Ave				F	0.085	F	0.507	5700	F	2002
(4006/112) 6Th St	0.62	6200	F	97%	0%	From: Commerce Ave To: Happy Creek Rd				C	0.092	F	0.516	6600	F	2002
(4006/112) Happy Creek Rd	2.19	5000	F	97%	0%	From: Happy Creek Rd To: 6Th St				F	0.097	F	0.561	5300	F	2002
(4010/112) Shenandoah Ave	0.50	6000	F	97%	0%	From: ECL Front Royal To: Kendrick Lane				C	0.087	F	0.519	6300	F	2002
11th St		880	F			From: Kendrick Lane To: 14Th St					0.094	F		880	F	2002
13th St		560	F			From: Virginia Ave To: North Royal Ave					0.094	F	0.519	560	F	2002
Jamestown Road		1300	F			From: Jefferson Avenue To: Monroe Avenue					0.089	F	0.562	1300	F	2002
Kendrick Lane		3400	F			From: Accomac Road To: Charles Street					0.090	F	0.563	3400	F	2002
Washington Avenue		340	F			From: Massanutten Avenue To: Shenandoah Avenue					0.121	F	0.563	340	F	2002
						From: Happy Creek Road To: 6th Street										