### 2002

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

where available

### **Jurisdiction Report**

**30** 

Fauquier County Town of Warrenton Town of Remington Town of The Plains

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 30<sup>th</sup> 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
- 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

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 Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT 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 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.

					га	uquier Maintena	ance Area	d .							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl	ruck e 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County															
~~~				From:		Culpeper County									
15 James Madison Hwy	2.17	22000	G	86%	1%	3% 1%	9%	0%	F	0.078	F	0.639	21000	G	2002
<u> </u>				To: From:	BUS US	15, BUS US 29 No	orth of Rem	ington							
15 James Madison Hwy	0.30	30000	G	86%	1%	3% 1%	9%	0%	F	0.075	F	0.617	29000	G	2002
,				т			D.I.	i							
James Madison Lluny	4.00	23000	G	From: 86%	1%	SR 28 Catlett 3% 1%	9%	0%	F	0.074	F	0.672	23000	G	2002
15 James Madison Hwy	4.00	23000	G	00 70	1 70	370 170	970	0%	Г	0.074	Г	0.072	23000	G	2002
~~				From:		US 17 Marsh									
( 15 ) James Madison Hwy	2.28	40000	Α	86%	1%	3% 1%	9%	0%	С	0.096	Α	0.582	39000	Α	2002
<u> </u>				To: From:		30-684 Lees Rid	ge Rd								
15 James Madison Hwy	2.43	47000	G	86%	1%	3% 1%	9%	0%	F	0.071	F	0.575	46000	G	2002
				To	DHC	US 15,17,29 South	of Warrant								
	2.44	37000	G	From: 86%	1%	3% 1%	9%	0%	F	0.073	F	0.62	36000	G	2002
[15]	2.77	37000	J	0070	1 /0	370 170	370	070		0.073	•	0.02	30000	J	2002
~~~				From:		US 17									
[15]	0.36	37000	N	86%	1%	3% 1%	9%	0%	N	0.073	N	0.62	36000	N	2002
~				To:		SCL Warrent	on								
Town of Warrenton															
~	0.00	05000	_	From:	401	SCL Warrent		201	_	0.0=0	_	0.00	05000	_	0000
15)	0.26	25000	G	86%	1%	3% 1%	9%	0%	F	0.079	F	0.66	25000	G	2002
				To:		NCL Warrent	ion								
Fauguier County															
~	0.00	05000		From:	401	NCL Warrent		201		0.0=0		0.00	05000		000-
15	0.22	25000	N	86%	1%	3% 1%	9%	0%	N	0.079	N	0.66	25000	N	2002
<del>~</del>				To:	BUS US	15, BUS US 29 No	orth of War	renton							
15) (29) Lee Hwy	3.00	45000	G	94%	0%	3% 1%	3%	0%	F	0.081	F	0.67	45000	G	2002
				To		30-693 Old Alexan	drio Trds								
15 (29) Lee Hwy	3.22	43000	F	94%	0%	3% 1%	3%	0%	F	0.091	F	0.541	43000	F	2002
15) (29) Lee Hwy	0.22	40000	•	0+70	070			070	•	0.001	•	0.041	40000	•	2002
~~··				From:		SR 215 Vint Hi									
(15) (29) Lee Hwy	0.13	47000	G	94%	0%	3% 1%	3%	0%	F	0.076	F	0.674	47000	G	2002
<del>*</del> *				To:		Prince William Cou	ınty Line								
Bus				From:		US 15 US 17 U									
15 James Madison Hwy	0.55	9600	Α	95%	1%	3% 1%	1%	0%	Α	0.121	Α	0.609	10000	Α	2002
<u> </u>				To:		SCL Warrent	on								
Town of Warrenton															
Bus				From:		SCL Warrent									
15 James Madison Hwy	0.34	9600	N	95%	1%	3% 1%	1%	0%	Ν	0.121	Ν	0.609	10000	Ν	2002
<u> </u>				To: From:		US 17 Bus; Shirle	ey Ave								
Bus Falmouth Ct	0.70	0500	_		00/			00/	0	0.400	_	0.500	0500	0	0000
15 Falmouth St	0.78	2500	G	95%	2%	2% 0%	1%	0%	С	0.106	F	0.520	2500	G	2002
Rue				To: From:		Lee St		-							
Bus 15 Falmouth St	0.43	6400	G	96%	1%	3% 0%	1%	0%	С	0.096	F	0.543	6400	G	2002
15) 1 41110411 01	0.40	U-100	•	To:	1 /0	Main St	1 /0	- J	J	0.000	'	0.040	0-100	5	2002
Bus				From:		Falmouth S	t								
Bus 15 Main St	0.05	6400	N	96%	1%	3% 0%	1%	0%	Ν	0.096	Ν	0.543	6400	Ν	2002
						US 211 Bu									
Bus				From:											
Bus 15 Main St	0.01	6400	N	96%	1%	3% 0%	1%	0%	Ν	0.096	Ν	0.543	6400	Ν	2002
<u> </u>				To:		Alexandria Pi	ike								
Bus			_	From:	,	Main St			_		_		0000	_	
15) Alexandria Pike	0.24	6200	G	98%	1%	1% 0%	0%	0%	С	0.096	F	0.579	6200	G	2002
<u> </u>				To: From:		King St		}-							
Bus 15) Alexandria St	0.04	9700	c		10/		00/	00/	_	0.400	_	0.522	0700	_	2002
15 Alexandria St	0.21	8700	G	98% To:	1%	1% 0%	0%	0%	F	0.100	F	0.532	8700	G	2002
Bus				From:		Blackwell R Alexandria Pi									
15) Blackwell Rd	0.58	11000	G	98%	1%	1% 0%	0%	0%	С	0.097	F	0.630	11000	G	2002
15) Bidoitweil Ttu	0.00		•	To:		JS 29 Bus US 211;		- 70	J	0.007	'	0.000	11000	5	2002
						05 47 Dus US 411;	LCC 11WY								

Total   Part	Compare   Comp						ı aı	iquiei iviairiteriari	JE AIEa								
Big	Sign   County   Sign   County   Sign   County   Sign   County   Sign   County   Sign   Sign	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
See Hard   See See See See See See See See See S	To   Lee Hay   0.59   33000   G   98%   1%   1%   0%   0%   0%   0%   0%   0					From:	LIC	20 D	1 11 15 1	-							
NCL Warrenton	No.   No.	~~~	0.50	33000	G					0%	F	0 088	F	0.568	33000	G	2002
Second County   Second Count	Second Process   Seco	15) Lee I Wy	0.55	33000	G		1 /0			070	'	0.000	•	0.500	33000	J	2002
Bus	Substitute   Sub							IVEL Waitenton									
Table   Hwy   0.27   29000   G   95%   1%   2%   1%   1%   0%   F   0.078   F   0.587   29000   G	The Herby   0.27   29000   G   95%   1%   2%   1%   1%   0%   F   0.78   F   0.587   29000   G   2					From:		NCL Warrenton		I							
Section   Sect	Section   Sect	~~~	0.27	29000	G	95%	1%			0%	F	0.078	F	0.587	29000	G	2002
15	10	(19)															
SCL Remington   SCL Remingto	Tame of Remineron   Section   Sect	Rue				From:		Culnener County I	ine								
SCI_Remington   SCI_Remingto	SCI. Remington   SCI.		0.24	2200	G	97%	0%			0%	F	0.096	F	0.5	2200	G	200
SCL   Remington   SCL	Supplied   Supplied	13)				_											
Solid   Soli	Bus	Four of Domington				•				•							
Total County   Tota	10					From:		SCL Remington									
Bus   10-10	Bus   1.5	15	0.13	2200	N	97%	0%	2% 0%	1%	0%	Ν	0.096	Ν	0.5	2200	Ν	2002
15	15	$\bigcirc$						30-651									
NCL Remington   NCL Remington   NCL Remington   NCL Remington   N   0.095   N   0.568   2900   N   0.095   N   0.568   2900   N   0.095   N   0.695   N	Tabular County   Tabu	~~~			_		201		40/		_		_				
Table   Tabl	Substitute   County   Substitute   County   Inches   Substitute   County   Inches   Substitute   Substitute	15	0.30	2900	G		0%			0%	F	0.095	F	0.568	2900	G	200
No.   Reministration   No.   Reministration   No.   Reministration   No.   N	Section   Sect					10.		NCL Remingtor	1								
148   2900   N   97%   0%   2%   0%   1%   0%   N   0.095   N   0.568   2900   N	1.48   2900   N   97%   09%   29%   07%   17%   09%   09%   17%   09%   09%   17%   09%   09%   17%   09%   09%   17%   09%   09%   17%   09%					From		NCI D		1							
17   Marsh Rd   1.89   23000   G   79%   1%   2%   1%   16%   1%   F   0.067   F   0.528   23000   G     17   Marsh Rd   4.28   21000   G   79%   1%   2%   1%   16%   1%   F   0.078   F   0.602   21000   G     17   Marsh Rd   7.51   25000   G   79%   1%   2%   1%   16%   1%   F   0.078   F   0.602   21000   G     17   Marsh Rd   7.51   25000   G   79%   1%   2%   1%   16%   1%   F   0.072   F   0.514   25000   G     17   Marsh Rd   3.24   20000   F   83%   1%   3%   1%   12%   0%   F   0.076   F   0.591   19000   F     18   30-634 Morrisvillc	Total   State   Stat	~~~	1 /12	2000	N		O0/-			Λº/-	NI	0.005	NI	0.569	2000	NI	200
17   Marsh Rd	17   Marsh Rd	15)	1.40	2300	14					070	14	0.033	IN	0.500	2300	IN	200
17   Marsh Rd	17   Marsh Rd					From:	0.5			L							
17   Marsh Rd	17   Marsh Rd	March Bd	1 90	22000	G		10/_	4		10/	_	0.067	_	0.529	23000	G	200
17   Marsh Rd	17	17) Marsii Ru	1.09	23000	G	1970	170	270 170	10 76	1 70	Г	0.007	Г	0.326	23000	G	200
17   Marsh Rd   7.51   25000   G   79%   1%   2%   1%   16%   1%   F   0.072   F   0.514   25000   G     17   Marsh Rd   3.24   20000   F   83%   1%   3%   1%   12%   0%   F   0.076   F   0.591   19000   F     17   15   James Madison H   2.28   40000   A   86%   1%   3%   1%   19%   9%   0%   C   0.096   A   0.582   39000   A     17   15   James Madison H   2.43   47000   G   86%   1%   3%   1%   9%   0%   F   0.071   F   0.575   46000   G     17   15   James Madison H   2.43   47000   G   86%   1%   3%   1%   9%   0%   F   0.071   F   0.575   46000   G     17   15   James Madison H   2.43   47000   G   86%   1%   3%   1%   9%   0%   F   0.071   F   0.575   46000   G     17   15   James Madison H   2.43   47000   G   86%   1%   3%   1%   9%   0%   F   0.071   F   0.575   46000   G     17   15   James Madison H   2.44   37000   G   86%   1%   3%   1%   9%   0%   F   0.071   F   0.575   46000   G     17   15   James Madison H   2.43   47000   G   86%   1%   3%   1%   2%   0%   N   0.077   N   0.532   11000   N     18   James Madison H   2.43   47000   G   86%   1%   3%   1%   12%   0%   N   0.077   N   0.532   11000   N     17   18   James Madison H   2.43   47000   G   36%   1%   3%   1%   12%   0%   N   0.077   N   0.532   11000   N     18   James Madison H   2.43   47000   G   36%   1%   3%   1%   12%   0%   N   0.077   N   0.532   11000   N     18   James Madison H   2.43   47000   G   36%   1%   3%   1%   12%   0%   F   0.077   F   0.532   11000   G     17   15   James Madison H   2.43   47000   G   36%   1%   3%   1%   12%   0%   F   0.078   F   0.501   20000   G     17   18   James Madison H   2.43   47000   G   36%   1%   3%   1%   12%   0%   F   0.078   F   0.501   20000   G     18   James Madison H   2.43   47000   G   36%   1%   3%   1%   12%   0%   0%   F   0.078   F   0.501   20000   G     18   James Madison H   2.43   47000   G   36%   1%   30%   1%   12%   0%   0%   F   0.071   F   0.532   11000   G     18   James Madison H   2.43   47000   G   68%   1%   10%   10%   10%   10%   10%   10%   10%	17   Marsh Rd   7.51   25000   G   79%   1%   2%   1%   16%   1%   F   0.072   F   0.514   25000   G   2	~~				To: From:				-							
17   Marsh Rd   7.51   25000   G   79%   1%   2%   1%   16%   1%   F   0.072   F   0.514   25000   G	17	17 Marsh Rd	4.28	21000	G	79%	1%	2% 1%	16%	1%	F	0.078	F	0.602	21000	G	200
17   Marsh Rd   7.51   25000   G   79%   1%   2%   1%   16%   1%   F   0.072   F   0.514   25000   G	17	~				To: From:		30-634 Morrisvill	le	-							
SR 28 Catlett Rd   SR 28 Catle	SR 28 Catlett Rd   SR 28 Catlett Rd 28 Catlett Rd   SR 28 Catlett Rd 28 Catlett Rd   SR 28 Catlett Rd 28 Catlett Rde	17 Marsh Rd	7.51	25000	G		1%	2% 1%	16%	1%	F	0.072	F	0.514	25000	G	200
17   15   18   19   10   17   18   17   18   18   18   18   18	17	$\mathcal{L}$				Tar		SP 28 Catlatt Pa	1								
17   15   James Madison H   2.28   40000   A   86%   1%   3%   1%   9%   0%   C   0.096   A   0.582   39000   A     17   15   James Madison H   2.43   47000   G   86%   1%   3%   1%   9%   0%   F   0.071   F   0.575   46000   G     17   15   James Madison H   2.43   47000   G   86%   1%   3%   1%   9%   0%   F   0.071   F   0.575   46000   G     18   James Madison H   2.43   47000   G   86%   1%   3%   1%   9%   0%   F   0.071   F   0.575   46000   G     18   James Madison H   2.43   47000   G   86%   1%   3%   1%   9%   0%   F   0.071   F   0.575   46000   G     17   15   2.44   37000   G   86%   1%   3%   1%   9%   0%   F   0.073   F   0.62   36000   G     17   0.38   11000   N   83%   1%   3%   1%   12%   0%   N   0.077   N   0.532   11000   N     17   1.52   11000   G   83%   1%   3%   1%   12%   0%   F   0.077   F   0.532   11000   G     18   James Madison H   2.43   47000   G   33%   1%   3%   1%   12%   0%   F   0.077   F   0.532   11000   G     18   James Madison H   2.43   47000   G   33%   1%   3%   1%   12%   0%   F   0.077   F   0.532   11000   G     19   James Madison H   2.43   47000   G   33%   1%   3%   1%   12%   0%   F   0.078   F   0.501   20000   G     10   James Madison H   2.43   47000   G   33%   1%   3%   1%   12%   0%   F   0.078   F   0.501   20000   G     10   James Madison H   2.43   47000   G   36%   1%   3%   1%   12%   0%   F   0.078   F   0.501   20000   G     10   James Madison H   2.43   47000   G   5%   5%   5%   5%   5%   5%   5%	US 15, US 29 Opal	Marsh Rd	3 24	20000	F		1%			0%	F	0.076	F	0.591	19000	F	200
17	17	1)			-	Too					-		•			-	
17   15   15   15   15   15   15   15	30-684 Lees Ridge Rd   30-684 Lees Ridge Rd	Company Madison II	2.20	40000			10/			00/		0.006	۸	0.500	20000	^	200
17	17	15 James Madison H	2.20	40000	А	00%	170	3% 1%	9%	0%	C	0.096	А	0.562	39000	А	200
Total   BUS US 15,17,29 South of Warrenton   Total   SCL Warrenton   Town of Warrent	17   15   2.44   37000   G   86%   1%   3%   19%   99%   09%   F   0.073   F   0.62   36000   G   2	~ ~								-							
17   15   2.44   37000   G   86%   1%   3%   1%   9%   0%   F   0.073   F   0.62   36000   G	17   15   2.44   37000   G   86%   1%   3%   1%   9%   0%   F   0.073   F   0.62   36000   G   2	17 (15) James Madison H	2.43	47000	G	86%	1%	3% 1%	9%	0%	F	0.071	F	0.575	46000	G	200
17   0.38   11000   N   83%   1%   3%   1%   12%   0%   N   0.077   N   0.532   11000   N	17   0.38   11000   N   83%   1%   3%   1%   12%   0%   N   0.077   N   0.532   11000   N   2	<del></del>				To:	BUS	US 15,17,29 South of	Warrento	n							
17   US 15, US 29 North of Warrenton   N   83%   1%   3%   1%   12%   0%   N   0.077   N   0.532   11000   N	US 15, US 29 North of Warrenton   SCL Warrenton   N 0.077 N 0.532   11000 N 2	17 (15)	2.44	37000	G	86%	1%	3% 1%	9%	0%	F	0.073	F	0.62	36000	G	2002
17	17					To:	IIC	15 US 29 North of W	/arrenton								
To SCL Warrenton  1.52 11000 G 83% 1% 3% 19 12% 0% F 0.077 F 0.532 11000 G  To NCL Warrenton  1.52 20000 G 83% 1% 3% 19 12% 0% F 0.078 F 0.501 20000 G	Town of Warrenton   SCL Warr	17	0.38	11000	N			•		0%	N	0.077	N	0.532	11000	N	200
Town of Warrenton   SCL Warr	SCL Warrenton   SCL Warrento	"	2.00		••		. 70			3,3	• •	2.077	• •	5.552	. 1000	• •	_555
1.52   11000   G   83%   1%   3%   19%   12%   0%   F   0.077   F   0.532   11000   G	To   SCL Warrenton   SCL War	Four of Warrenton															
1.52 11000 G 83% 1% 3% 1% 12% 0% F 0.077 F 0.532 11000 G  To NCL Warrenton  From NCL Warrenton  17  0.32 20000 G 83% 1% 3% 1% 12% 0% F 0.078 F 0.501 20000 G	1.52 11000 G 83% 1% 3% 1% 12% 0% F 0.077 F 0.532 11000 G 2    To   NCL Warrenton   NCL Warrenton	LOWILOT WALLEUTON				From:		SCL Warrenton									
To NCL Warrenton    NCL Warrenton   NCL Warren	To   NCL Warrenton   NCL Warrenton   NCL Warrenton     NCL Warrenton     NCL Warrenton     NCL Warrenton     NCL Warrenton     NCL Warrenton     NCL Warrenton     NCL Warrenton     NCL Warrenton     NCL Warrenton     NCL Warrenton   NCL Warrenton     NCL Warrenton   NCL Warrent	17	1.52	11000	G	83%	1%			0%	F	0.077	F	0.532	11000	G	200
0.32 <b>20000 G</b> 83% 1% 3% 19 12% 0% F 0.078 F 0.501 20000 G	17   0.32   20000   G   83%   1%   3%   1%   12%   0%   F   0.078   F   0.501   20000   G   2	$\overline{\qquad}$				To:	_	NCL Warrenton									
0.32 <b>20000 G</b> 83% 1% 3% 19 12% 0% F 0.078 F 0.501 20000 G	17   0.32   20000   G   83%   1%   3%   1%   12%   0%   F   0.078   F   0.501   20000   G   2	Sauguier County															-
To Bug US 17	17) 3.09 20000 N 83% 1% 3% 1% 12% 0% N 0.078 N 0.501 20000 N 2  16 30-777  4.31 17000 A 83% 1% 3% 1% 12% 0% C 0.107 A 0.523 17000 A 2  17) 0.64 15000 G 83% 1% 3% 1% 12% 0% F 0.076 F 0.532 15000 G 2	~~~															
To Bue LIS 17	17) 3.09 20000 N 83% 1% 3% 1% 12% 0% N 0.078 N 0.501 20000 N 2    Trans	[17]	0.32	20000	G	83%	1%	3% 1%	12%	0%	F	0.078	F	0.501	20000	G	200
From:	3.09 20000 N 83% 1% 3% 1% 12% 0% N 0.078 N 0.501 20000 N 2    The   30-777	<u> </u>				To:		Bus US 17									
	17) 4.31 17000 A 83% 1% 3% 1% 12% 0% C 0.107 A 0.523 17000 A 2  17) 0.64 15000 G 83% 1% 3% 1% 12% 0% F 0.076 F 0.532 15000 G 2	17	3.09	20000	N		1%		12%	0%	Ν	0.078	Ν	0.501	20000	Ν	200
To 20.777	4.31 <b>17000</b> A 83% 1% 3% 1% 12% 0% C 0.107 A 0.523 17000 A 2  17	<u></u>				To			-								
	17 0.64 <b>15000 G</b> 83% 1% 3% 1% 12% 0% F 0.076 F 0.532 15000 G 2		/ 21	17000	Λ		10/-		120/-	∩º/-	C	0.107	٨	0.523	17000	Δ	200
4.51 17000 A 05% 1% 5% 1% 0% C 0.107 A 0.523 17000 A	0.64 <b>15000 G</b> 83% 1% 3% 1% 12% 0% F 0.076 F 0.532 15000 G 2	(1/)	4.31	17000	A	oა% <u>—</u>	170	370 170	1270	U%	C	0.107	А	0.523	17000	А	∠00.
~~~	To From 30-709	~~~															
(17) 0.64 <b>15000 G</b> 83% 1% 3% 1% 12% 0% F 0.076 F 0.532 15000 G	To 30-709	[17]	0.64	15000	G	83%	1%	3% 1%	12%	0%	F	0.076	F	0.532	15000	G	200
To. 20 700	FIORE	<u> </u>				To:		30-709									
rioiii.	) <sub>1.7</sub> ( wincnester Ka	(17) Winchester Rd	1.38	15000	G		1%		12%	0%	F	0.075	F	0.536	14000	G	200
To: I-66; BUS US 17												- · <del>-</del>				-	

Cambried Traffic:   40000   G   88%   0%   0%   0%   0%   0%   0%   0						ı u	aquici ivic	annonan	00 / 11 00								
1.27	Route	Length	n <b>AADT</b>	QA	4Tire	Bus					-0C		QK		AAWDT	QW	Year
1.27	Fauguier County				From:		DII	CIIC17									
Combined Traffic   40000   G   88%   68%   69%   69%   69%   F   NA   39000   G   20000   G   20000   G   3.42   Combined Traffic   40000   G   88%   69%   89%   69%   F   NA   38000   G   20000   G   3.42   Combined Traffic   40000   G   88%   69%   89%   69%   F   NA   38000   G   20000   G   200000   G   200000   G   200000   G   200000   G   200000   G   200	17 (66)	1 27				S			onal trat	ffic volu	me est	imates fo	or this	seament			
Second   S			. 40000	G	88%								JI (1110	ocginent.	30000	G	
The composition of the composi	00	indined frame	. 40000	J	To:	0 70				0 70	'	IVA			33000	O	
Cambined Traffic   40000   G   88%   0%   3%   0%   8%   0%   F   NA   38000   G   Cambined Traffic   NA   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1.64%   1					From:												
Combined Traffic   40000   G   88%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   8%   0%   0	17 (66)	3.42				S	ee I-66 fo	r directi	onal tra	ffic volu	me est	imates fo	or this	segment.			
17   Winchester Rd		mbined Traffic	: 40000	G	88%	0%	3%	0%	8%	0%	F	NA			38000	G	
Winchester Rd					To			I 66		1							
Tombined Traffic   NA   Tomb	Winchester Rd	0.64	8900	G		1%			12%	0%	F	0.079	F	0 644	8600	G	2003
17   Winchester Rd	(17)			J	00 /0	1 /0	370	1 /0	12 /0	0 /0	'					O	2002
## Winchester Rd		ilibilieu Italiic	. INA									0.079	Г	0.044	INA		
17   Winchester Rd	~~~																
Ty   Winchester Rd	17 Winchester Rd	5.68	7600	G	82%	1%	5%	1%	11%	0%	F	0.079	F	0.628	7400	G	2002
Ty   Winchester Rd	<u> </u>				To:		30-71	0 Carr Rd	l								
17   50	17 Winchester Rd	1.48	7600	G		1%				0%	F	0.079	F	0.625	7400	G	2002
1.11   13000   F   13%   1%   4%   6%   62%   6%   C   0.090   F   0.753   13000   F   2000					To:		LIC	50 D :		1							
	$\square$	1 11	12000			10/			20/	00/	_	0.000		0.752	12000		2001
Bus	17 (50)	1.11	13000	г		170				076		0.090	Г	0.755	13000	г	2002
17									IIC								
SR 55 Main St West   0.85   6800   G   95%   1%   3%   1%   1%   0%   F   0.094   F   0.615   6800   G   2003		<u> </u>		_		201			601	201	_	0.0==	_	0 =0=		_	
Bus	17 5	0.71	7900	G	95%	0%	2%	1%	2%	0%	F	0.085	F	0.525	7900	G	2002
Bus	- Due				To-		SR 55 Ma	in St, Mar	rshall								
100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	$\sim$	loot 0.9E	6000	•		10/	20/	10/	10/	00/	_	0.004	_	0.615	6000	_	2001
Bus   Bus   Free   US   15 US   17 US   29   US   15 US   20 US   US   15 US   20 US   2	17 (55) Main St W	est 0.85	6800	G						0%	r	0.094	г	0.015	6800	G	2002
Second   S	~ ~					I-	66-US 17.	North of N	/larshall								
SCI_Warrenton   SCI_Warrento																	
SCL Warrenton   SUS	17 } { 15 } James Mad	dison H 0.55	9600	Α		1%	3%	1%	1%	0%	Α	0.121	Α	0.609	10000	Α	2002
Sus	$\hookrightarrow$				To-		SCL	Warrentor	1								
Bus	Town of Warrenton																
Bus					From:		SCL '	Warrentor	ì								
Sustantification   Sustantific	17 \ 15 \ James Mad	dison H 0.34	9600	N	95%	1%	3%	1%	1%	0%	Ν	0.121	Ν	0.609	10000	N	2002
Sustantification   Sustantific	$\rightarrow$				To		ZII	15 BUS									
Culpeper St																	
Sus   14000   G   96%   1%   2%   0%   0%   0%   C   0.085   F   0.538   15000   G   2001	17 Shirley Ave	0.96	12000	G	96%	1%	2%	0%	0%	0%	С	0.085	F	0.562	12000	G	2002
Sus   14000   G   96%   1%   2%   0%   0%   0%   C   0.085   F   0.538   15000   G   2001	<del>-</del>				To:		Cul	peper St									
Bus   17   Broadview Ave   0.86   32000   G   96%   1%   2%   0%   1%   0%   0%   C   0.081   F   0.592   32000   G   2003	Bus	0.00	44000	_		10/			00/	00/	_	0.005	_	0.520	15000	_	2000
Bus	17)	0.80	14000	G	96%	1%	2%	0%	0%	0%	C	0.085	г	0.538	15000	G	2002
17   Broadview Ave   0.86   3200   G   96%   1%   2%   0%   1%   0%   C   0.081   F   0.592   3200   G   2002	Rue				From:		US	211 Bus									
Second   S	~~ · · · ·	0.86	32000	G	96%	1%	2%	0%	1%	0%	C.	0.081	F	0 592	32000	G	2002
Bus   NCL Warrenton   NCL Warr	17 Broadview Ave	0.00	32000	Ü	30 70	1 70	270	070	1 70	0 70	,	0.001	•	0.552	32000	O	2002
To   Strong   Stron	Bus				From:		US 29 B	us; Lee H	wy								
Fauduier County Bus  17  0.25 10000 G 97% 1% 2% 0% 1% 0% 1% 0% F 0.089 F 0.562 10000 G 2003  18  19  10  10  10  10  10  10  10  10  10		0.57	12000	G	97%	1%	2%	0%	1%	0%	С	0.092	F	0.523	12000	G	2002
NCL Warrenton   Sus																	
Bus	Fauguion Count																
1000   G   97%   1%   2%   0%   1%   0%   F   0.089   F   0.562   10000   G   2002					From:		NCI	Warrentor	1								
US 17   US 15 & US 29 N of Remington   US 15 & US 29 N of Remington   US 15 & US 29 N of Remington   US 17 North of Bealeton   US 17 North of Beal		0.25	10000	G	97%	1%				0%	F	0.089	F	0.562	10000	G	2002
28 Catlett Rd 2.30 6200 G 93% 0% 3% 1% 2% 0% F 0.084 F 0.616 6200 G 2002  28 Catlett Rd 2.70 9900 G 93% 0% 3% 1% 2% 0% F 0.090 F 0.694 9900 G 2002  28 Catlett Rd 3.72 10000 G 93% 0% 3% 1% 2% 0% F 0.091 F 0.704 10000 G 2002  28 Catlett Rd 2.40 8900 G 93% 0% 3% 1% 2% 0% F 0.092 F 0.682 8900 G 2002  28 Catlett Rd 2.40 8900 G 93% 0% 3% 1% 2% 0% F 0.092 F 0.682 8900 G 2002  28 Catlett Rd 2.57 11000 A 93% 0% 3% 1% 2% 0% B 0.107 A 0.636 11000 A 2002		520		-	_								-			-	
28 Catlett Rd 2.30 6200 G 93% 0% 3% 1% 2% 0% F 0.084 F 0.616 6200 G 2002  28 Catlett Rd 2.70 9900 G 93% 0% 3% 1% 2% 0% F 0.090 F 0.694 9900 G 2002  28 Catlett Rd 3.72 10000 G 93% 0% 3% 1% 2% 0% F 0.091 F 0.704 10000 G 2002  28 Catlett Rd 2.40 8900 G 93% 0% 3% 1% 2% 0% F 0.092 F 0.682 8900 G 2002  28 Catlett Rd 2.57 11000 A 93% 0% 3% 1% 2% 0% B 0.107 A 0.636 11000 A 2002					From:	TIC			in								
28 Catlett Rd 2.70 9900 G 93% 0% 3% 1% 2% 0% F 0.090 F 0.694 9900 G 2002  28 Catlett Rd 3.72 10000 G 93% 0% 3% 1% 2% 0% F 0.091 F 0.704 10000 G 2002  28 Catlett Rd 2.40 8900 G 93% 0% 3% 1% 2% 0% F 0.092 F 0.682 8900 G 2002  28 Catlett Rd 2.57 11000 A 93% 0% 3% 1% 2% 0% B 0.107 A 0.636 11000 A 2002	Catlott Pd	2 20	6200	c						∩0/		0.004	E	0.616	6200	C	2000
28 Catlett Rd 2.70 9900 G 93% 0% 3% 1% 2% 0% F 0.090 F 0.694 9900 G 2002  28 Catlett Rd 3.72 10000 G 93% 0% 3% 1% 2% 0% F 0.091 F 0.704 10000 G 2002  28 Catlett Rd 2.40 8900 G 93% 0% 3% 1% 2% 0% F 0.092 F 0.682 8900 G 2002  28 Catlett Rd 2.57 11000 A 93% 0% 3% 1% 2% 0% B 0.107 A 0.636 11000 A 2002	28 Callell Ru	2.30	0200	G	93% <u>—</u>	U 7/0	J 70	1 70	∠ 7/0	U 7/0		0.004	r	0.010	0200	G	2002
28 Catlett Rd 2.40 8900 G 93% 0% 3% 1% 2% 0% F 0.091 F 0.704 10000 G 2002  28 Catlett Rd 2.40 8900 G 93% 0% 3% 1% 2% 0% F 0.092 F 0.682 8900 G 2002  28 Catlett Rd 2.57 11000 A 93% 0% 3% 1% 2% 0% B 0.107 A 0.636 11000 A 2002									leton								
28 Catlett Rd 3.72 10000 G 93% 0% 3% 1% 2% 0% F 0.091 F 0.704 10000 G 2002  28 Catlett Rd 2.40 8900 G 93% 0% 3% 1% 2% 0% F 0.092 F 0.682 8900 G 2002  28 Catlett Rd 2.57 11000 A 93% 0% 3% 1% 2% 0% B 0.107 A 0.636 11000 A 2002	28) Catlett Rd	2.70	9900	G	93%	0%	3%	1%	2%	0%	F	0.090	F	0.694	9900	G	2002
28 Catlett Rd 3.72 10000 G 93% 0% 3% 1% 2% 0% F 0.091 F 0.704 10000 G 2002  28 Catlett Rd 2.40 8900 G 93% 0% 3% 1% 2% 0% F 0.092 F 0.682 8900 G 2002  28 Catlett Rd 2.57 11000 A 93% 0% 3% 1% 2% 0% B 0.107 A 0.636 11000 A 2002					To:		30_61	0 Midland	1								
28 Catlett Rd 2.40 8900 G 93% 0% 3% 1% 2% 0% F 0.092 F 0.682 8900 G 2002  28 Catlett Rd 2.57 11000 A 93% 0% 3% 1% 2% 0% B 0.107 A 0.636 11000 A 2002	20 Catlett Rd	3 72	10000	G		በ%				በ%	F	0 001	F	0.704	10000	G	2003
28 Catlett Rd 2.40 8900 G 93% 0% 3% 1% 2% 0% F 0.092 F 0.682 8900 G 2002  28 Catlett Rd 2.57 11000 A 93% 0% 3% 1% 2% 0% B 0.107 A 0.636 11000 A 2002	ZO CARCILINA	5.72	10000	3	JJ /0	J /0				J /0	'	0.001	'	0.704	10000	J	2002
28) Catlett Rd 2.57 <b>11000 A</b> 93% 0% 3% 1% 2% 0% B 0.107 A 0.636 11000 A 2003																	
28) Catlett Rd 2.57 11000 A 93% 0% 3% 1% 2% 0% B 0.107 A 0.636 11000 A 2002	(28) Catlett Rd	2.40	8900	G	93%	0%	3%	1%	2%	0%	F	0.092	F	0.682	8900	G	2002
28) Catlett Rd 2.57 <b>11000 A</b> 93 <mark>% 0% 3% 1% 2% 0%</mark> B 0.107 A 0.636 11000 A 200%					To:		30-8	06 Catlett		]							
\\	20 Catlett Rd	2 57	11000	Δ		0%			2%	0%	R	0 107	Δ	0.636	11000	Δ	2002
	20) 30000 110	2.57		^	To:					- 70 - 1		0.107		0.000	11000	, \	2002

					га	uquier Maintena	ance Area	3							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County															
~~ ~~	~			From:	10/	Culpeper Count		201	_		_		21222		
29 (15) James Madison H	2.17	22000	G	86%	1%	3% 1%	9%	0%	F	0.078	F	0.639	21000	G	2002
~~ · · · · · · · · · · · · · · · · · ·				r rom.		15, BUS US 29 No									
29 (15) James Madison H	0.30	30000	G	86%	1%	3% 1%	9%	0%	F	0.075	F	0.617	29000	G	2002
~~~				To: From:		SR 28 Catlett									
29 (15) James Madison H	4.00	23000	G	86%	1%	3% 1%	9%	0%	F	0.074	F	0.672	23000	G	2002
~ ~				To: From:		US 17 Marsh									
29 (15) James Madison H	2.28	40000	Α	86%	1%	3% 1%	9%	0%	С	0.096	Α	0.582	39000	Α	2002
<del>~</del> <del>~</del> <del>~</del>				To: From:		30-684 Lees Rid	ge Rd	-							
29 (15) James Madison H	2.43	47000	G	86%	1%	3% 1%	9%	0%	F	0.071	F	0.575	46000	G	2002
<del>~</del> ~				To: From:	BUS	US 15,17,29 South	of Warren	on							
29 (15)	2.44	37000	G	86%	1%	3% 1%	9%	0%	F	0.073	F	0.62	36000	G	2002
$\bigcirc$				To-		US 17		ļ							
29) (15)	0.36	37000	N	86%	1%	3% 1%	9%	0%	Ν	0.073	Ν	0.62	36000	Ν	2002
~ ~ <u> </u>				To:		SCL Warrent	on								
Cown of Warrenton								_							
$\sim$	0.00	25000	_	From:	40/	SCL Warrent		00/	_	0.070	_	0.00	05000	_	0000
29) [15]	0.26	25000	G	86% To:	1%	3% 1% NCL Warren	9%	0%	F	0.079	F	0.66	25000	G	2002
						incl waiten	1011								
Sauguier County				From:		NCL Warren	ton	1							
29 (15)	0.22	25000	N	86%	1%	3% 1%	9%	0%	Ν	0.079	Ν	0.66	25000	Ν	2002
20 (0)				To:	DHC HC	15, BUS US 29 N	arth of War	rantan							
29 Lee Hwy	3.00	45000	G	94%	0%	3% 1%	3%	0%	F	0.081	F	0.67	45000	G	2002
29) 200 11111	0.00	40000	Ŭ	T					•	0.001	•	0.07	40000	Ü	2002
29 Lee Hwy	3.22	43000	F	94%	0%	30-693 Old Alexan	dria Tpk 3%	0%	F	0.091	F	0.541	43000	F	2002
29 Lee Hwy	3.22	43000	-	94 /0	0 70			0 /6	•	0.091		0.541	43000	•	2002
~~ I as I hom	0.40	47000		From:	00/	SR 215 Vint Hi		00/		0.070	_	0.074	47000		2000
29 Lee Hwy	0.13	47000	G	94% To:	0%	3% 1% Prince William Cor	3%	0%	F	0.076	F	0.674	47000	G	2002
D . D .				From:				<u>_</u>							
Bus Bus	0.24	2200	G	97%	0%	Culpeper Count 2% 0%	y Line 1%	0%	F	0.096	F	0.5	2200	G	2002
29 [15]	0.24	2200	·	To:	070	SCL Reming			•	0.000	•	0.0	2200	Ü	2002
Cown of Remington															
Bus Bus				From:		SCL Reming	ton								
29) (15)	0.13	2200	N	97%	0%	2% 0%	1%	0%	Ν	0.096	Ν	0.5	2200	Ν	2002
<b>*</b>				To:		30-651		1							
Bus Bus	0.30	2900	G	97%	0%	2% 0%	1%	00/	F	0.095	F	0.560	2900	G	2002
29) (15)	0.30	2900	G	97 70 To:	070	NCL Reming		0%	Г	0.095	г	0.568	2900	G	2002
						TVEL TOTALL	ion								
Fauguier County Bus Bus				From:		NCL Reming	ton								
29) (15)	1.48	2900	N	97%	0%	2% 0%	1%	0%	Ν	0.095	Ν	0.568	2900	Ν	2002
				To:	US	15,US 29 North of	Remington	1							
Bus Bus				From:		US 15 US 17 U	IS 29								
29) (15) James Madison H	0.55	9600	Α	95%	1%	3% 1%	1%	0%	Α	0.121	Α	0.609	10000	Α	2002
<del></del>				To:		SCL Warrent	on								
Town of Warrenton								_							
Bus Bus	0.04	0000		From:	40/	SCL Warrent		00/		0.404		0.000	40000	Α.	0000
29 (15) James Madison H	0.34	9600	N	95% To:	1%	3% 1% US 17 BUS Shirl	1%	0%	N	0.121	N	0.609	10000	N	2002
Bus Bus				From:		US 17 BUS Shirt									
29) (17) Shirley Ave	0.96	12000	G	96%	1%	2% 0%		0%	С	0.085	F	0.562	12000	G	2002
				To: From:		CULPEPER	ST								
Bus Bus	0.00	44000	_		40/			00/	^	0.005	_	0.500	45000	•	0000
29 17	0.80	14000	G	96% To:	1%	2% 0%		0%	С	0.085	F	0.538	15000	G	2002
~ ~				10:		RT 17 & RT	411								

Comparison   Com							Fa	uquier Mainte	enance Area	a							
Comparison   Com	Route	Len	igth <b>AA</b>	DT Q/	A	4Tire	Bus	2Axle 3+		2Trail	- QC		QK		AAWDT	QW	Year
	own of Warrenton																
See Hely	Bus Bus		00							201	_	0.00:	_	0 ====			
The part	29 17 Broadview	Ave 0.8	86 <b>320</b>	)00 G	i	_	1%			0%	C	0.081	F	0.592	32000	G	2002
Combined Traffic   Combined Tr	Rus																
Description	~~	0.8	55 <b>29</b> 0	000 G	;	96%	1%			0%	С	0.079	F	0.558	29000	G	2002
20   15   Lee Hwy	23)					_											
Section   Sect	~~~					From:		RT 15 I	BUS								
Second   S	29 \ \ \ \ \ \ \ \ \ \ \ Lee Hwy	0.8	59 <b>330</b>	)00 G	;		1%			0%	F	0.088	F	0.568	33000	G	2002
No.	~ ~					To:		NCL War	renton								
1   1   1   1   1   1   1   1   1   1																	
Signature   Sign	~~~		o <del>-</del> -				40/			00/	_	0.070	_	0.507	00000	_	0000
1.11   13000   F   93%   1%   4%   0%   2%   0%   C   0.090   F   0.753   13000   F   2   2   2   2   2   2   2   2   2	29 15 Lee Hwy	0.2	27 290	000 G	•		1%			0%	F 	0.078	F	0.587	29000	G	2002
1.11   13000   F   93%   1%   4%   0%   2%   0%   C   0.090   F   0.753   13000   F   2						!											
Signature   Sign	~~						407		-	00/	· _	0.000	_	0.750	40000	_	0000
Signature   Sign	50)	1.1	11 130	JUU F		93%	1%	4% 0	% 2%	U%	C	0.090	۲	0.753	13000	F	2002
See   Louison County Line   See   See   Louison County Line   See   See   Louison County Line   See	~~~																
Secondary   Seco	50 }	5.7	71 <b>65</b>	00 F		94%	1%	4% 0	% 1%	0%	F	0.097	F	0.904	6500	F	2002
Solid   Section   Sectio	~					To:		Loudoun Cor	ınty Line								
S3-611 Samt Louis Rd   S4-60 Rd   S4-	50 John S Mosby I	Hwy 2.1	10 <b>72</b>	00 F	:		0%			0%	С	0.091	F	0.802	7200	F	2002
September   Sept	,	- 				To:		53-611 Saint	Louis Pd								
	50 John S Moshy I		03 95	00 F			0%			0%	F	0 095	F	0 726	9500	F	2002
Second   S	30) 33 3 WOODY I	,					<b>5</b> /0			- 70		2.000	•	5 20	3000	•	_502
Section   Sect						From:											
Sep   1-66   US   17 South of Delaplane   US   US   17 South of Delaplane   US   17 South of Delaplan	John Marshall F	Hwv a	91 <b>9</b> 1	30 G	ì		0%			0%	l F	0 101	F	0.75	930	G	2002
Second   S	22 001111 111013110111	, 0.0	. <b>.</b>		•		J /0			J /0	'	0.101	•	0.70	550	J	2002
Combined Traffic: NA		Del	04 20	00 0			40/		•	00/		0.070		0.044	0000		0000
See   -66 for direct    See   See   -66 for direct    See   See   -66 for direct    See	00) (11)				•	<b>8</b> 3%	1%	<i>3</i> % 1	% 12%	υ%	۲					G	2002
See   Fee	C	ombined I rai	TTIC: N	A		To:		1.77				0.079	۲	0.644	NA		
See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume   See   1-66 for directional traffic volume estimates for this segment.   See   1-66 for directional traffic volume   See   1-66 for directional traffic volume   See   1-66 for directional traffic   See   1-66 fo																	
Combined Traffic: 40000 G 888% 0% 3% 0% 88% 0% F 0.089 F 0.847 38000 G    SR 55   SR 5	55 (66)	3.3	36				S			ffic volu	me est	imates fo	or this	segment.			
Ramp to 1-66 containing BUS US 17 overlap   Six 9.3		ombined Traf	ffic: <b>40</b> 0	000 G	;	88%	0%	3% 0	% 8%	0%	F	0.089	F	0.847	38000	G	
Main St West   0.85   6800   G   95%   1%   3%   1%   1%   0%   F   0.094   F   0.615   6800   G   2						To:		SR 5	5								
Bus US   17 Marshall   Substant																	
Main St East   2.04   5000   G   95%   1%   3%   1%   1%   0%   F   0.094   F   0.667   5000   G   2	55 Main St West	0.0	85 <b>68</b>	00 G	i	95%	1%	3% 1	% 1%	0%	F	0.094	F	0.615	6800	G	2002
Main St East   2.04   5000   G   95%   1%   3%   1%   1%   0%   F   0.094   F   0.667   5000   G   2						To: From:		Bus US 17 I	Marshall								
Second   S	55) Main St East	2.0	04 <b>50</b>	00 G	;		1%	3% 1	% 1%	0%	F	0.094	F	0.667	5000	G	2002
Second   Combined Traffic:   Second						To:		30_70	19								
Total Plains   Tota	John Marshall H	lwv 2	15 <b>24</b>	00 G	;		1%			0%	F	0.087	F	0.615	2400	G	2002
SR 245   SR 245   SR 245   SECL The Plains   SR 245   SECL The Plains   SECL The P	33)	., <u>-</u> .		•			. , 0						•	2.010		-	_502
Main St   0.32   2400   N   95%   1%   3%   1%   1%   0%   N   0.087   N   0.615   2400   N   2	our of The Dising																
Main St   0.32   2400   N   95%   1%   3%   1%   1%   0%   N   0.087   N   0.615   2400   N   2	OWI OF THE FIRINS					From:		WCL The	Plains								
SR 245   S	55) Main St	0.3	32 <b>24</b>	00 N	ı	95%	1%			0%	N	0.087	Ν	0.615	2400	Ν	2002
Main Street   0.22   1500   G   95%   1%   2%   1%   1%   0%   F   0.097   F   0.576   1500   G   2						To:		CD 7	15	l							
From	Main Street	n :	22 15	00 G		95%	1%			0%	F	0.097	F	0.576	1500	G	2002
Second	Joj main oli ool	0.2	0		•		. 70			370		0.007	•	0.070	.500	J	_002
Solution	anguian Court																
John Marshall Hwy 4.47 1500 N 95% 1% 2% 1% 1% 0% N 0.097 N 0.576 1500 N 2    From   Warren County Line	auduler County					From:		ECL The	Plains								
Prince William County Line   Sast   Go   Gas	55 John Marshall F	lwy 4.4	47 <b>15</b>	00 N	ı	95%	1%			0%	N	0.097	Ν	0.576	1500	Ν	2002
Sast Solution   Soluti																	
3.96 16000 G 81% 1% 2% 0% 16% 0% F 0.119 F 15000 G 2  Combined Traffic: 31000 G 79% 1% 2% 1% 17% 0% F 0.079 F 0.745 29000 G  Sast  66  5.21 17000 G 81% 1% 2% 0% 16% 0% F 0.1 F 16000 G 2  Combined Traffic: 34000 G 79% 1% 2% 1% 17% 0% F 0.081 F 0.76 31000 G	-ast					From:			•								
Combined Traffic: 31000 G 79% 1% 2% 1% 17% 0% F 0.079 F 0.745 29000 G    Solid Prom   30-688	66	3.0	96 160	)00 G	<b>;</b>		1%			0%	F	0 119	F		15000	G	2002
East 5.21 17000 G 81% 1% 2% 0% 16% 0% F 0.1 F 16000 G 2 Combined Traffic: 34000 G 79% 1% 2% 1% 17% 0% F 0.081 F 0.76 31000 G	00)													0 745			2002
5.21 <b>17000 G</b> 81% 1% 2% 0% 16% 0% F 0.1 F 16000 G 2 Combined Traffic: <b>34000 G</b> 79% 1% 2% 1% 17% 0% F 0.081 F 0.76 31000 G	C	OUIDILIEG LIG	o. <b>31</b> 0	,,,,	•		1 70			U /0	l- I	0.079	1,	0.740	23000	J	
Combined Trainic: 34000 G 79% 1% 2% 1% 17% 0% F 0.081 F 0.76 31000 G	East					From:		30-68	8								
Combined Trainic: 34000 G 79% 1% 2% 1% 17% 0% F 0.081 F 0.76 31000 G	66	5.2	21 <b>17</b> 0	000 G	;	81%	1%	2% 0	% 16%	0%	F	0.1	F		16000	G	2002
	C			000 G	;		1%				F	0.081	F	0.76	31000	G	
To: US 17						To:											

						Fai	uquier M	aintenan	ce Area	l							
Route	Leng	jth	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County					From:		1	US 17		1							
East 66	3.3	6	19000	G	88%	0%	3%	0%	9%	0%	F	0.121	F		19000	G	2002
00)	Combined Traff	ic:	40000	G	88%	0%	3%	0%	8%	0%	F	0.089	F	0.847	38000	G	
					To			SR 55		1							
East	1.2	4	20000	•	From:	00/			00/	00/	_	0.400	_		20000	0	2002
66	1.3		20000	G	88% 88%	0%	3%	0%	9%	0% 0%	F	0.123	F	0.710	20000	G	2002
	Combined Traff	IC:	40000	G	88%	0%	3%	0%	8%	0%	F	0.075	F	0.712	39000	G	
East					From:		1	US 17									
66)	3.0	2	17000	Α	88%	0%	3%	0%	9%	0%	Α	0.131	Α		16000	Α	2002
	Combined Traff	ic:	33000	Α	88%	0%	3%	0%	8%	0%	Α	0.148	Α	0.793	32000	Α	
East					To: From:		S	SR 245		-							
East 66	5.0	4	16000	G	88%	0%	3%	0%	9%	0%	F	0.135	F		16000	G	2002
00)	Combined Traff		33000	G	88%	0%	3%	0%	8%	0%	F	0.082	F	0.766	32000	G	
					To:		Prince Will										
Vest					From:		Warren	County Li	ne	<u> </u>							
66	4.3	4	16000	G	77%	1%	2%	1%	18%	1%	F	0.117	F		14000	G	2002
	Combined Traff	ic:	31000	G	79%	1%	2%	1%	17%	0%	F	NA			29000	G	
					To: From:		3	30-688		ŀ							
Vest	4.8	1	16000	G	77%	1%	2%	1%	18%	1%	F	0.125	F		15000	G	2002
66	Combined Traff		34000	G	79%	1%	2%	1%	17%	0%	F	NA	'		31000	G	2002
	Combined Train	10.	3-000	J	7 3 70	1 /0			17 /0	070		INA			31000	J	
Vest					From:			US 17									
66)	3.4	2	20000	G	89%	0%	3%	0%	8%	0%	F	0.111	F		19000	G	2002
	Combined Traff	ic:	40000	G	88%	0%	3%	0%	8%	0%	F	NA			38000	G	
Vest					To: From:		BUS U	JS 17, SR 5	55								
66)	1.2	7	20000	G	89%	0%	3%	0%	8%	0%	F	0.107	F		19000	G	2002
90)	Combined Traff	ic:	40000	G	88%	0%	3%	0%	8%	0%	F	NA			39000	G	
					To		RI	IS US 17									
West	2.4	^	40000		From:	00/			00/	00/	^	0.407	^		10000	^	2002
66	3.4		16000	A	89%	0%	3%	0%	8%	0%	A	0.137	Α		16000	A	2002
	Combined Traff	IC:	33000	Α	88%	0%	3%	0%	8%	0%	Α	NA			32000	Α	
West					From:		S	SR 245									
66	4.7	3	17000	G	89%	0%	3%	0%	8%	0%	F	0.124	F		17000	G	2002
	Combined Traff	ic:	33000	G	88 <u>%</u>	0%	3%	0%	8%	0%	F	NA			32000	G	
					To:	]	Prince Will	iam Count	y Line								
~~ <u>`</u>					From:			r County L									
211 Lee Hwy	5.3	3	16000	G	95% To:	1%	2%	1%	1%	0%	F	0.087	F	0.710	16000	G	2002
					10.		WCL	Warrentor	1	<u> </u>							
Town of Warrento	n				From:		WCI	Warrentor	,	1							
211 Frost Ave	0.4	4	23000	G	96%	1%	2%	0%	1%	0%	С	0.091	F	0.646	23000	G	2002
211)					To:												
211 Frost Ave	0.0	4	25000	G	From: 96%	1%	04 Miles W 2%	0%	1%	0%	F	0.094	F	0.68	25000	G	2002
211)110017110	0.0	•	20000	•	To:	170		ve; US 17			•	0.001	·	0.00	20000	Ŭ	2002
Bus					From:	BUS	US 17 BUS		US US 2	11							
211 \ (17 \) Broad	view Ave 0.8	6	32000	G	96%	1%	2%	0%	1%	0%	С	0.081	F	0.592	32000	G	2002
Pus					To: From:		BU	IS US 17									
Bus 211 29 Lee H	wy 0.5	5	29000	G	96%	1%	2%	0%	1%	0%	С	0.079	F	0.558	29000	G	2002
211) [29] Lee H	, 0.0	_	2000	J	70:	1 /0		ARRENT(		3 /0	J	0.019	•	0.000	20000	J	2002
Due					From:			dview Ave		-							
Bus 211 Waterloo St	0.6	2	8000	G	96%	1%	2%	0%	1%	0%	С	0.094	F	0.587	7900	G	2002
211)	3.0.	_		-	Tar	. 70			. 70		Ŭ	0.50 /	•	3.307	. 500	-	_002
Bus					From:			xandria St									
Bus 211	0.1	0	12000	G	96%	1%	2%	0%	1%	0%	F	0.088	F	0.729	12000	G	2002
<u> </u>					To-		US	5 15 Bus									

					Fal	uquier Maintenan	ice Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Warrenton				r				-							
Bus Bus (211 ) 15 ( Main St	0.01	6400	N	From: 96%	1%	US 15 BUSINES 3% 0%	8 <u>8</u> 1%	0%	N	0.096	N	0.543	6400	N	2002
(211) (15) Main St	0.01	0400	14	Tn:	1 /0	Alexandria Pike		0 70	14	0.030	IN	0.545	0400	IN	2002
Bus Bus				From:		Main St									
(211) (15) Alexandria Pike	0.24	6200	G	98%	1%	1% 0%	0%	0%	С	0.096	F	0.579	6200	G	2002
Bus Bus				To: From:		King St									
211 (15) Alexandria St	0.21	8700	G	98%	1%	1% 0%	0%	0%	F	0.100	F	0.532	8700	G	2002
				To:		Blackwell Rd									
Bus	0.50	44000	_	From:	40/	Alexandria Pike		00/	_	0.007	_	0.000	44000	0	0000
211 15 Blackwell Rd	0.58	11000	G	98% To:	1%	1% 0% JS 29 BUS US 211 L	0%	0%	С	0.097	F	0.630	11000	G	2002
Fauguier County						33 27 BOS OS 211 L	cc nwy	<u> </u>							
				From:		US 29 Lee Hwy									
(215) Vint Hill Rd	2.13	5700	G	95%	1%	3% 1%	1%	0%	F	0.091	F	0.576	5700	G	2002
				To:	I	Prince William Coun	ty Line								
Old Taylor Dd	0.05	0400	_	From:	00/	US 17 Old Tave		00/	_	0.445	_	0.700	0400	_	2000
(245) Old Tavern Rd	2.05	2400	G	95%	0%	3% 1%	1%	0%	F	0.115	F	0.766	2400	G	2002
				From:		I-66	4.5.							_	0000
Old Tavern Rd	0.95	3400	G	95% To:	0%	3% 1%	1%	0%	F	0.11	F	0.629	3400	G	2002
				***		SCL The Plain	5								
Town of The Plains				From:		SCL The Plain:	S	I							
(245) Fauquier Ave	0.27	3400	N	95%	0%	3% 1%	1%	0%	N	0.11	Ν	0.629	3400	Ν	2002
1				To:		SR 55 The Plair	ns								
Fauguier County															
				From:		SR 55 John Marshal									
(600) Beverleys Mill Rd	2.21	940	G	97%	0%	1% 0%	1%	0%	F	NA			920	G	2002
0				From:		30-821 Pilgrims Re	st Rd								
(600) Beverleys Mill Rd	1.82	2000	G	97%	0%	1% 0%	1%	0%	F	0.157	F	0.797	2000	G	2002
				From:		US 29 Lee Hwy									
(600) Broad Run Church Rd	0.33	3700	G	97%	0%	1% 0%	1%	0%	С	0.09	F	0.508	3700	G	2002
				To: From:		30-675 Kelly R	d	-							
(600) Broad Run Church Rd	0.83	2600	G	97%	0%	1% 0%	1%	0%	F	0.104	F	0.708	2600	G	2002
				To: From:		30-676 Riley R	d	-							
600) Broad Run Church Rd	0.34	1900	G	97%	0%	1% 0%	1%	0%	F	0.107	F	0.729	1900	G	2002
				To: From:		30-793 Shepherdstov	wn Rd								
(600) Broad Run Church Rd	0.73	1900	G	97%	0%	1% 0%	1%	0%	F	0.106	F	0.755	1900	G	2002
				To:		SR 215 Vint Hill	Rd								
Town of The Plains															
Llanguall Dd	0.00	400	В	From:		30-626 London A	ve			NIA			NIA		11/01/2001
(601) Hopewell Rd	0.28	480	R	To:		ECL The Plain	0			NA			NA		11/01/2001
EC						ECT THE LIGHT	3								
Fauguier County				From:		ECL The Plain	S	I							
(601) Hopewell Rd	2.32	460	R							NA			NA		11/01/2001
				To:		30-628 W; Bust Hea	ad Rd	1							
(601) Hopewell Rd	1.60	320	R	From:		30 020 W, Bust 1100				NA			NA		11/01/2001
				To:	I	Prince William Coun	ty Line								
				From:		30-806 Elk Run l	Rd								
(602) Old Mill Rd	0.80	160	R							NA			NA		1998
				To:		0.80 MW 30-80	16								
(602) Old Mill Rd	1.50	160	R	110111.						NA			NA		1998
				To:		30-644 Ritchie F	Rd								
(602) Rogues Rd	3.50	400	R	From:						NA			NA		1998
				To:		30-805 Bealeton	Rd								

30-643 E; Meetze Rd   30-646 E; Casanova Rd   30-6470 E; Old Aubum Rd   30-670 E; Old Aubum							ıа	uquiei iviai	illeriance Are	a							
Rogues Rd		Route	Length	AADT	QA	4Tire	Bus				- QC		QK		AAWDT	QW	Year
Rogues Rd	Faugu	ier County				Erom:		20 005 D	1	i							
Second   Color   Col	(00)	Roques Rd	0.60	560	R	rioiii.		30-805 B	ealeton Rd			NΔ			NΔ		1998
September   Sept	(602)	rtogacs rta	0.00	300	1	To:		30-610	S: 3rd St	1		IVA			IVA		1330
SR 25 Carlott Rd   SR 25 Carlott Rd   SR 25 Carlott Rd   SR 26 Carlo						From:											
Signature   Sign	602	Rogues Rd	0.20	180	R							NA			NA		1998
Column   C	0					To:		CD 20 (	Catlatt Pd	1							
Second   S	(000)	Old Carolina Rd	0.60	300	R	From:		SIC 26 C	atiett Ru			NΔ			NΔ		09/20/200
Column   C	(002)	Old Galolina rta	0.00	000	••	To:		30-649 S: G	ermantown Rd								00/20/200
100   100						From:											
10   10   10   10   10   10   10   10	602		0.16	440	G	98%	0%	1%	0% 0%	0%	F	0.114	F	0.677	440	G	2002
Rogues Rd	$\odot$					To:		30-649	NORTH								
Book   Computer   Co						From:		30-649 N; G	ermantown Rd								
Rogues Rd	(602)	Rogues Rd	0.49	40	R							NA			NA		1998
Rogues Rd	$\cup$					To:		Dead End: 0	ian Terminus								
30.645	602	Roques Rd	0.76	310	R	From:		.,,				NA			NA		09/20/200
Main	002	•				To:		30-643 E;	Meetze Rd								
Rogues Rd						From:		30-643 W	Meetze Rd								
Second   S	(602)	Rogues Rd	0.80	220	R							NA			NA		09/17/200
Section   Sect	$\bigcirc$					To:		30-664 Grace	Church Lane								
30-616   C. Chasarova Rd   33-67   380   R   30-616   W. Chasarova Rd   33-67   380   R   30-616   W. Chasarova Rd   33-670   Schol Three   33-630   Schol Abbum Rd   30-670	(602)	Roques Rd	0.90	210	R	From:		30-00 <del>+</del> Grac	Charen Lane			NA			NA		09/17/200
Rogues Rd   3.57   380   R   30-616 W; Casanova Rd   NA   NA   09/17/201	(002)	rtogado rta	0.00		••	To:		30-616 E: 0	asanova Rd								00/11/200
Rogues Rd   3.57   380   R						From:											
Section   Sect	602	Rogues Rd	3.57	380	R							NA			NA		09/17/200
602   Rogues Rd   0.05   890   G   98%   0%   1%   0%   0%   0%   0%   0%   0	002					To:		30-670	SOUTH								
Second   1.00   490   R	_					From:		30-670 S; O	ld Auburn Rd								
Substitution   Subs	(602)	Rogues Rd	0.05	890	G	98%	0%	1%	0% 0%	0%	F	0.117	F	0.551	890	G	2002
Rogues Rd	$\bigcup$																
30-405   1   2700   G   98%   0%   1%   0%   0%   0%   0%   0%   0						From:		30-670 N; C	ld Auburn Rd								
Rogues Rd	(602)	Rogues Rd	1.00	490	R							NA			NA		09/17/200
Rogues Rd	$\cup$					To:											
Rogues Rd   3.10   2900   G   98%   0%   1%   0%   0%   0%   0%   0%   0		Danier Dd	0.44	0700	_		00/			00/	_	0.007	_	0.007	0700	_	0000
602 Rogues Rd 3.10 2900 G 98% 0% 1% 0% 0% 0% 0% 0% 0 C 0.102 F 0.737 2900 G 2002    Prince William County Line   SR 28; 30-616   SR 28; 30-616   SR 28; 30-667 W; Old Dumfries Rd   30-605 Dum	(602)	Rogues Ra	0.14	2700	G	98%	0%	1%	0% 0%	0%	F	0.097	F	0.667	2700	G	2002
Prince William County Line   SR 28; 30-616   SP 50 0% 29% 29% 19% 09%   F 0.095   F 0.639   660   G 2002	$\stackrel{\smile}{-}$					To: From:		30-1530 O	d Chapel Rd								
Prince William County Line   SR 28; 30-616   SP 26% 0% 2% 2% 1% 0% F 0.095 F 0.639 660 G 2002   SP 26% 1% 0% 0% F 0.095 F 0.639 660 G 2002   SP 26% 1% 0% 0% F 0.095 F 0.639 660 G 2002   SP 26% 1% 0% 0% F 0.095 F 0.639 660 G 2002   SP 26% 1% 0% 0% F 0.095 F 0.639 660 G 2002   SP 26% 1% 0% 0% F 0.095 F 0.639 660 G 2002   SP 26% 1% 0% 0% F 0.095 F 0.639 660 G 2002   SP 26% 1% 0% 0% F 0.095 F 0.634 1300 G 2002   SP 26% 1% 0% 0% F 0.095 F 0.634 1300 G 2002   SP 26% 1% 0% 0% F 0.095 F 0.634 1300 G 2002   SP 26% 1% 0% 0% F 0.095 F 0.634 1300 G 2002   SP 26% 1% 0% 0% F 0.095 F 0.634 1300 G 2002   SP 26% 1% 0% 0% F 0.095 F 0.634 1300 G 2002   SP 26% 1% 0% 0% 0% F 0.095 F 0.634 1300 G 2002   SP 26% 1% 0% 0% 0% F 0.095 F 0.634 1300 G 2002   SP 26% 1% 0% 0% 0% F 0.095 F 0.634 1300 G 2002   SP 26% 1% 0% 0% 0% 0% F 0.095 F 0.634 1300 G 2002   SP 26% 1% 0% 0% 0% 0% F 0.095 F 0.634 1300 G 2002   SP 26% 1% 0% 0% 0% 0% F 0.095 F 0.503 1000 G 2002   SP 26% 1% 0% 0% 0% 0% 0% F 0.095 F 0.503 1000 G 2002   SP 26% 1% 0% 0% 0% 0% 0% 0% C 0.082 F 0.525 5900 G 2002   SP 26% 1% 0% 0% 0% 0% 0% 0% 0% C 0.082 F 0.525 5900 G 2002   SP 26% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	(602)	Rogues Rd	3.10	2900	G	98%	0%	1%	0% 0%	0%	С	0.102	F	0.737	2900	G	2002
603   Bastable Mill Rd   3.19   660   G   95%   0%   0%   0%   0%   0%   0%   0%	$\bigcirc$					To:		Prince Willia	m County Line								
603 Bastable Mill Rd 3.19 660 G 95% 0% 2% 2% 1% 0% 0% F 0.639 660 G 2002  603 Greenwich Rd 1.80 1300 G 95% 0% 2% 2% 1% 0% F 0.100 F 0.634 1300 G 2002  603 Greenwich Rd 2.72 1300 G 95% 0% 2% 2% 1% 0% F 0.100 F 0.634 1300 G 2002  604 Burkwell Rd 2.80 360 R						From:		SR 28	30-616								
True	603	Bastable Mill Rd	3.19	660	G	95%	0%			0%	F	0.095	F	0.639	660	G	2002
Good   Greenwich Rd   1.80   1300   G   95%   0%   2%   2%   1%   0%   F   0.100   F   0.634   1300   G   2002	(000)																
30-605 Dumfries Rd   2.72   1300   G   95%   0%   2%   2%   1%   0%   C   0.094   F   0.704   1300   G   2002						From:											
30-605 Dumfries Rd   2.72   1300   G   95%   0%   2%   2%   1%   0%   C   0.094   F   0.704   1300   G   2002	(603)	Greenwich Rd	1.80	1300	G	95%	0%	2%	2% 1%	0%	F	0.100	F	0.634	1300	G	2002
G03   Greenwich Rd   2.72   1300   G   95%   0%   2%   2%   1%   0%   C   0.094   F   0.704   1300   G   2002	$\bigcirc$					To:		30-605 D	umfries Rd								
Prince William County Line   30-667 Old Dumfries Rd   NA   NA   09/17/200	600	Greenwich Rd	2 72	1300	G		0%			0%	C	n ng4	F	0.704	1300	G	2002
Surkwell Rd   2.80   360   R     30-667 Old Dumfries Rd   NA   NA   09/17/200	(603)	Oleci Wich Nu	2.12	1300	G					0 70	C	0.034	'	0.704	1300	J	2002
604   Burkwell Rd   2.80   360   R     30-605   Dumfries Rd   NA   NA   09/17/200						r											
Surkwell Rd   1.00   180   R	$\bigcirc$	D	0.00		_	From:		30-667 Old	Dumfries Rd								00/47/000
604   Burkwell Rd   1.00   180   R	(604)	Burkwell Ra	2.80	360	R							NA			NA		09/17/200
Prince William County Line   Prince William County Rd   Prince William Rd   Prince Willi	_					To: From:		30-605 D	umfries Rd								
Prince William County Line   Prince William	(604)	Burkwell Rd	1.00	180	R							NA			NA		09/17/200
605 Airlie Rd 1.94 1000 G 97% 1% 2% 0% 0% 0% F 0.102 F 0.503 1000 G 2002    605 Airlie Rd 1.39	$\bigcirc$					To:		Prince Willia	m County Line								
605   Airlie Rd   1.94   1000   G   97%   1%   2%   0%   0%   0%   F   0.102   F   0.503   1000   G   2002						From:		30-628 B	lantyre Rd	1							
Comparison   Com	605	Airlie Rd	1.94	1000	G	97%	1%			0%	F	0.102	F	0.503	1000	G	2002
605 Airlie Rd 1.39 1800 G 97% 1% 2% 0% 0% 0% C 0.078 F 0.524 1800 G 2002    Solid Rd   S	003				_		.,,				•		•			•	
Second   S	$\overline{}$	A: II B :		455-								0.0==		0 == :	100-	_	
Company   Comp	(605)	Airlie Rd	1.39	1800	G		1%			0%	С	0.078	F	0.524	1800	G	2002
605 Dumfries Rd 4.61 <b>5900 G</b> 99% 0% 1% 0% 0% 0% C 0.082 F 0.525 5900 G 2002    Comparison of Compar	$\cup$																
(605) Dumfries Rd 1.49 <b>2400 G</b> 99% 0% 1% 0% 0% 0% F 0.09 F 0.561 2400 G 2002		D. mafri Dl	4.04	F000	_		001			001	_	0.000	_	0.505	5000	^	0000
(605) Dumfries Rd 1.49 <b>2400 G</b> 99% 0% 1% 0% 0% 0% F 0.09 F 0.561 2400 G 2002	(605)	Dumtries Rd	4.61	5900	G	99%	0%	1%	U% 0%	0%	С	U.U82	F	0.525	5900	G	2002
(605) Dumfries Rd 1.49 <b>2400 G</b> 99% 0% 1% 0% 0% 0% F 0.09 F 0.561 2400 G 2002	$\overline{}$					To: From:		<u>3</u> 0-670	Γaylor Rd								
	605	Dumfries Rd	1.49	2400	G		0%			0%	F	0.09	F	0.561	2400	G	2002

					Fa	uquier Maintena	nce Area	1							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl	ruck e 1Trail	 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				_											
605) Dumfries Rd	2.37	1600	G	99% To:	0%	30-603 Greenwid 1% 0% Prince William Cou	0%	0%	F	0.092	F	0.642	1600	G	2002
				From:		SR 28									
(606)	1.10	420	R	To:		Prince William Cou	unts: Lina			NA			NA		1998
				From:		30-806 Elk Rur	•								
607 Shenandoah Path	0.69	90	R	To:				!		NA			NA		1998
607 Shenandoah Path	0.81	190	R	From:		0.69 MW 30-8				NA			NA		1998
607 Shenandoah Path	1.70	250	R	From:		30-811 Windwrigh				NA			NA		1998
607) Shenandoah Path	2.59	110	R	From:		30-616 Bristersbu		ļ		NA			NA		1998
				From:		30-806 W; Elk R 30-806 E; Elk Ri									
607 Carriage Ford Rd	1.30	250	R	T						NA			NA		1998
(607) Carriage Ford Rd	0.27	20	R	From:		30-641 Daniels D	am Rd			NA			NA		1998
				To		Dead End									
				From:		US 17 Marsh	Rd	j							
(608) Clarks Rd	1.00	290	R	. —						NA			NA		09/20/200
				To:		Dead End									
	1.80	1000	G	93%	1%	30-806 3% 1%	3%	0%	С	0.116	F	0.808	1000	G	2002
(609)	1.00	1000	G	70 To	1 /0	30-612	370	0 70	C	0.110	•	0.000	1000	J	2002
				From:		SR 28 Catlett	Rd								
(610) 3rd St	0.30	1400	R							NA			NA		1998
				To: From:		30-602 S; Rogue	es Rd								
(610) Midland Rd	0.60	870	R	110111.						NA			NA		1998
				From:		30-649 Germanto	wn Rd								
610 Midland Rd	4.10	1500	G	96%	0%	2% 1%	1%	0%	F	0.089	F	0.653	1500	G	2002
Midlered Dd	4.50	200	_	To: From:		30-806 Elk Rur	n Rd			NIA			NIA.		4000
(610) Midland Rd	4.50	880	R	To:		30-616 S; Bristersl	ourg Rd	1		NA			NA		1998
				From:		30-616 N; Bristers									
610) Aquia Rd	2.52	1000	R							NA			NA		1998
O A : DI	0.00	2422		From:		30-846 Beaver Lo	dge Rd								4000
610) Aquia Rd	0.33	2100	R							NA			NA		1998
610) Aquia Rd	0.11	4100	G	From: 96%	0%	30-612 NORT 2% 1%	1%	0%	С	0.103	F	0.681	4100	G	2002
				From:		Stafford County	LIIIC	I							
611)	1.68	480	R	Pioni.		30-806				NA			NA		1998
	1.02	4200	G	From: 95%	0%	30-612 3% 1%	1%	0%	С	0.116	F	0.941	4200	G	2002
(611)	1.02	7200	3	95 76 To:		Prince William Cou		0 /0	C	0.110	'	U.J <del>-1</del> I	7200	9	2002
				From:		Stafford County	-								
612) Brent Town Rd	0.50	390	R	<u> </u>						NA			NA		1998
612) Brent Town Rd	4.65	2900	G	From: 96%	0%	30-610 Aquia 2% 0%	1%	0%	F	0.116	F	0.869	2900	G	2002
O Proof Town Dd	0.00	2000		From:	00/	30-609 Courthou		001		0.440		0.004	2002		2000
612) Brent Town Rd	0.90	3800	G	96% Tn·	0%	2% 0% 30-611 Sowego	1% Rd	0%	С	0.113	F	0.934	3800	G	2002

					rauquiei iviaintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:								
Jeffesonton Rd	0.10	670	R	From:	Culpeper County Line		NA			NA		10/23/200
(613) Jeffesonton Rd	0.10	070	IX	To	30-688 Leeds Manor Rd		INA			INA		10/23/200
				From:	Stafford County Line							
(614) Elk Ridge Rd	0.60	430	R	<u> </u>	Stanord County Enic		NA			NA		1998
014) =				To:	30-616 Bristersburg Rd							
				From:	30-632 Union Church Rd							
(615) Silver Hill Rd	1.30	850	R	<u> </u>		ļ	NA			NA		1998
0.0				To:	30-631 Royalls Mill Rd							
615) Silver Hill Rd	1.70	160	R	From:	50-051 Koyans Willi Ku		NA			NA		1998
(815) 6	•			To:	30-651 W; Sumerduck Rd							.000
				From:	30-651 E; Sumerduck Rd							
(615) Mount Ephriam Rd	0.80	150	R				NA			NA		1998
				To:	30-803 Curtis Rd							
(615) Mount Ephriam Rd	0.20	10	R	rioni.		, i	NA			NA		1998
				To:	Dead End; Gap Terminus							
	0.45		_	From:	Dead End; Gap Terminus							4000
(615) Rock Run Rd	0.45	90	R				NA			NA		1998
				To: From:	30-809 Crawleys Dam Rd							
(615) Rock Run Rd	0.23	170	R				NA			NA		1998
				To	US 17 Marsh Rd							
(615) Rock Run Rd	0.07	140	R	From:		l	NA			NA		1998
				To-	30-813 W; Goldvein Rd							
				From:	30-813 E; Goldvein Rd							
(615)	0.20	430	R				NA			NA		1998
				From	30-617 Blackwells Mill Rd							
(615) Thompsons Mill Rd	0.30	460	R				NA			NA		1998
				To:	0.30 ME 30-617							
(615) Thompsons Mill Rd	0.70	460	R	From:		ļ	NA			NA		1998
				To:	1.00 ME 30-617							
(615) Thompsons Mill Rd	0.40	460	R	From:	1.00 IVIE 30-017		NA			NA		1998
(615) Thompsons Mill Rd	0.10		•	To:	Stafford County Line	1				10.		1000
				From:	Stafford County Line							
616) Bristersburg Rd	2.13	890	R	<u> </u>	Stanord County Line		NA			NA		1998
616 Bristersburg rtd	2.10	000				Ì	14/ (			1471		1000
Orietareh.usa Dal	0.00	4500		From:	30-610 S; Midland Rd		NIA			NIA		4000
616) Bristersburg Rd	0.26	1500	R				NA			NA		1998
				From:	30-610 N; Aquia Rd							
(616) Bristersburg Rd	4.25	860	R	_		i	NA			NA		1998
				To: From:	30-806 E; Elk Run Rd							
616) Bristersburg Rd	2.17	710	R		30-806 W; Elk Run Rd		NA			NA		1998
616) Bristersburg Rd	2.17	710	11			i	14/3			14/3		1000
O Deietereleum Dei	0.40	4000		From:	30-607 Shenandoah Path		N10			NIA		4000
616) Bristersburg Rd	2.40	1300	R				NA			NA		1998
<u> </u>				From:	30-642 S; Calverton Rd							
(616) Bristersburg Rd	0.44	1400	R				NA			NA		1998
				To: From:	SR 28 E; Catlett Rd							
(616) Casanova Rd	3.93	1200	G	94%	0% 4% 1% 1% 0%	С	0.093	F	0.528	1200	G	2002
				To-	30-643 S; Meetze Rd							
<u> </u>			_	From:	30-643 N; Meetze Rd							
(616) Beach Rd	1.84	230	R			1	NA			NA		09/24/200
				To: From:	30-674 S; Green Rd 30-674 S; Beach Rd							
616) Green Rd	0.19	830	R		50-074 S, DEACH RU		NA			NA		09/24/200
616) Green Rd	0.10	330	.,	_		İ	1 1/7			INA		JUIZTIZUU
O 8- 1-81	0.00	600		From:	30-674 N; Green Rd	-	0.00-		0.700	000		2022
616) Beach Rd	2.09	920	G	94%	0% 4% 1% 1% 0%	F	0.095	F	0.726	920	G	2002
				To:	US 17 James Madison Hwy							

					Fauquier Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County						-						
617) Blackwells Mill Rd	2.00	550	R	From:	30-615 Thompsons Mill Rd		NA			NA		1998
617) Blackwells Mill Rd	2.80	170	R	From:	30-758 Deep Run Mill Rd	-	NA			NA		1998
(617) Blackwells Mill Rd	1.10	370	R	From:	30-752 N; Sillamon Rd	1	NA			NA		1998
				To:	30-616 Bristersburg Rd							
618)	0.67	47	R	From:	30-616 NORTH 30-616 SOUTH	]	NA			NA		1998
				From:		l I						
619	1.20	20	R		Dead End	1	NA			NA		11/13/2001
	0.40	170	R	From:	1.20 ME Dead End	<del> </del>	NA			NA		11/13/2001
619	0.40	170	K	To:	US 50	1	INA			INA		11/13/2001
				From:	Culpeper County Line	i						
620 Kelly Ford Rd	0.20	710	G	98% To:	0% 2% 0% 1% 0% 30-651 Sumerduck Rd	C L	0.097	F	0.521	710	G	2002
(621)	0.20	410	G	From: 93%	Culpeper County Line           0%         5%         0%         1%         0%	С	0.116	F	0.688	410	G	2002
				To:	30-651							
$\bigcirc$				From:	Dead End							
(622) Whiting Rd	0.63	570	R				NA			NA		11/05/2001
				To: From:	0.63 MN Dead End	<u> </u>						
(622) Whiting Rd	0.31	570	R				NA			NA		11/05/2001
(622) Whiting Rd	0.80	150	R	From:	SR 55 John Marshall Hwy	<b> </b>	NA			NA		11/08/2001
				To:	30-762 Prince Rd	<b>I</b>						
622) Whiting Rd	1.40	48	R	110111.			NA			NA		11/08/2001
				To: From:	30-717 Old Rectortown Rd	<u> </u>						
622) Whiting Rd	0.50	80	R	т	20.510 D	1	NA			NA		11/08/2001
					30-710 Rectortown Rd							
Jacksontown Rd	1.60	100	R	From:	Dead End	ļ	NA			NA		11/13/2001
623 Jacksontown Rd	1.00	100	1	_		,	INA			INA		11/13/2001
623) Crooked Run Rd	0.07	40	В	From:	30-831 Crooked Run Rd		NA			NA		11/13/2001
623) Crooked Run Rd	0.07	40	R	To:	US 17 W; Winchester Rd	1	INA			INA		11/13/2001
				From:	US 17 E; Winchester Rd							
(623)	0.10	590	R				NA			NA		11/13/2001
				To: From:	30-712 Delaplane Grade	<del> </del>						
(623) Rokeby Rd	3.30	60	R				NA			NA		11/13/2001
				To:	30-710 W; Rectortown Rd							
Rokeby Rd	3.70	500	R		30-710 E; Rectortown Rd	J	NA			NA		11/13/2001
(623) Rokeby Rd	0.70	000		To:	US 50 John S. Mosby Hwy	1	147 (			14/ (		11/10/2001
				From:	Dead End							
624) Lost Corner Rd	1.60	110	R	<u> </u>		ı	NA			NA		11/13/2001
				To:	30-713 Maidstone Rd; Gap Terminus	]						
Cronobour Dd	4.00	470	ь.	From:	30-710 Rectortown Rd; Gap Terminus	l	NIA			NIA		11/12/2004
624) Crenshaw Rd	1.90	170	R				NA			NA		11/13/2001
Orenahau Dd	0.00	40		From:	30-715 Old Carters Mill Rd		NI A			NI A		11/00/0001
624 Crenshaw Rd	2.86	40	R				NA			NA		11/08/2001
O 0 1 5:			_	From:	2.87 MN 30-715	<del>                                     </del>						44/06/2025
624) Crenshaw Rd	0.08	40	R	To:	US 50 John Masky Hyar	1	NA			NA		11/08/2001
				157.	US 50 John Mosby Hwy	<u> </u>						

Common of The Plains   Common of The Plains   See St Main St   See St Ma						Fai	uquier iv	laintenan	ce Area	a							
The property is a content   The Plains   T	Route	Length	AADT	QA	4Tire	Bus				2Trail	- QC		QK		AAWDT	QW	Year
Second File Plains   Second	Fauguier County				_												
Discription	O 511 1 5 1	0.70	400	_	From:		US 2	29 Lee Hwy	/			NI A			NIA		44/45/000
Substitute   County   County	(625) Pilgrims Rd	0.70	490	ĸ	To		Г	Dead End		1		NA			NA		11/15/200
SR 53 Mail S	Town of The Dlains							cad Liid									
200   200	Town of The Flams				From:		SR	55 Main St									
Company   Comp	(626) Loudoun Ave	0.17	2500	G	95%	0%	3%	1%	1%	0%	С	0.088	F	0.623	2500	G	2002
No.1. The Plates   Parameter County   Parameter C					From:		30-601	Hopewell									
Committee   Comm	626) Loudoun Ave	0.20	1900	G		0%				0%	F	0.091	F	0.59	1900	G	2002
August   A					To:		NCL	The Plain:	S								
Halfway Rd   3.39   1900   N   95%   0%   3%   1%   1%   0%   N   0.091   N   0.59   1900   N   2002	Fauguier County				From:		NCI	The Plain									
Second   S	626 Halfway Rd	3.39	1900	N		0%				0%	N	0.091	Ν	0.59	1900	Ν	2002
Halfway Rd	,				To			20,670									
Loudous County Line	626 Halfway Rd	4.02	1500	G		0%			1%	0%	F	0.097	F	0.61	1500	G	2002
Hulberts Lane	,				To:		Loudou	ın County I	ine								
Parsons Rd   0.20   120   R					From:		30-620	6 Halfway I	Rd								
Parsons Rd   0.20   120   R	(627) Hulberts Lane	1.30	60	R								NA			NA		11/01/2001
Parsons Rd					To:		30-776	Landmark	Rd	1							
628   Cannonball Gate Rd   0.60   380   R	(627) Parsons Rd	0.20	120	R								NA			NA		11/01/2001
Cannonball Gate Rd					To:		Loudou	ın County I	ine								
Column   C					From:		30-69	1 Wilson R	ld								
See   Cannonball Gate Rd   C	(628) Cannonball Gate Rd	0.60	380	R								NA			NA		10/25/2001
Second   S	<u> </u>				To: From:		0.60	ME 30-691									
Cannonball Gate Rd   Cannonb	(628) Cannonball Gate Rd	0.20	380	R								NA			NA		10/25/2001
See   Blantyre Rd   Composition   Composit	0				From:		30-690 W;	Bear Wall	ow Rd								
Cannonball Gate Rd; K   1.20   860   R	(628) Cannonball Gate Rd	2.00	430	R								NA			NA		10/29/2001
Column	0				To: From:		30-690 I	E; Dunnota	r Rd	-							
Color   Colo	(628) Cannonball Gate Rd; K	1.20	860	R	_							NA			NA		10/29/2001
628 Blantyre Rd 0.23 1900 G 97% 0% 2% 0% 0% 0% 0% C 0.113 F 0.622 1900 G 2002  628 Blantyre Rd 2.90 830 G 97% 0% 2% 0% 0% 0% 0% F 0.138 F 0.817 830 G 2002  628 Blantyre Rd 3.20 920 G 97% 0% 2% 0% 0% 0% 0% F 0.158 F 0.879 920 G 2002  628 Blantyre Rd 0.60 40 G 97% 0% 2% 0% 0% 0% F 0.158 F 0.879 920 G 2002  628 Blantyre Rd 0.60 40 G 97% 0% 2% 0% 0% 0% F 0.221 F 0.889 40 G 2002  628 Bust Head Rd 0.10 110 R  628 Bust Head Rd 1.00 40 R  628 Bust Head Rd 2.30 40 R  628 Bust Head Rd 2.30 40 R  628 Landmark Rd 1.00 700 R  628 Logans Mill Rd 0.60 40 R  628 Logans Mill Rd 0.60 40 R					From:												
Second   S	628 Blantyre Rd	0.23	1900	G	97%					0%	С	0.113	F	0.622	1900	G	2002
Second					To:		30-60	05 Airlie R	d	1							
30-694 Old Bust Head Rd   3.20   920   G   97%   0%   2%   0%   0%   0%   0%   F   0.158   F   0.879   920   G   2002	628 Blantyre Rd	2.90	830	G		0%				0%	F	0.138	F	0.817	830	G	2002
628         Blantyre Rd         3.20         920         G         97%         0%         2%         0%         0%         0%         F         0.158         F         0.879         920         G         2002           628         Blantyre Rd         0.60         40         G         97%         0%         2%         0%         0%         0%         F         0.221         F         0.889         40         G         2002           628         Bust Head Rd         0.10         110         R         NA         NA         NA         NA         11/01/200           628         Bust Head Rd         2.30         40         R         NA         NA         NA         NA         NA         11/01/200           628         Bust Head Rd         2.70         30         R         NA         NA         NA         NA         11/01/200           628         Landmark Rd         1.00         700         R         NA         NA         NA         NA         11/01/200           628         Logans Mill Rd         2.30         70         R         NA         NA         NA         NA         11/01/200	,				To:		30-694 O	ld Bust He	ad Rd								
SR 55 John Marshall Hwy   SR 55 John Marshall Hwy   NA   NA   11/01/200	628 Blantyre Rd	3.20	920	G		0%				0%	F	0.158	F	0.879	920	G	2002
628         Blantyre Rd         0.60         40         G         97%         0%         2%         0%         0%         F         0.221         F         0.889         40         G         2002           628         Bust Head Rd         0.10         110         R         NA         NA         NA         11/01/200           628         Bust Head Rd         1.00         40         R         NA         NA         NA         NA         11/01/200           628         Bust Head Rd         2.30         40         R         NA         NA         NA         NA         NA         11/01/200         NA         NA         NA         NA         1	,				To:												
SR 55 John Marshall Hwy	628 Blantyre Rd	0.60	40	G	97%	0%			0%	0%	F	0.221	F	0.889	40	G	2002
628         Bust Head Rd         0.10         110         R         NA         NA         11/01/200           628         Bust Head Rd         1.00         40         R         NA         NA         NA         11/01/200           628         Bust Head Rd         2.30         40         R         NA         NA         NA         NA         11/01/200           628         Bust Head Rd         2.70         30         R         NA         NA         NA         NA         11/01/200           628         Landmark Rd         1.00         700         R         NA         NA         NA         NA         11/01/200           628         Logans Mill Rd         2.30         70         R         NA         NA         NA         NA         11/01/200           628         Logans Mill Rd         0.60         40         R         NA         NA         NA         11/01/200	,				To:												
Column   C	Bust Head Rd	0.10	110	R	From:		SK 33 J01	iii iviaisiiaii	HWy			NA			NA		11/01/2001
Bust Head Rd	020)				To:		0.10	MNI CD 55	:	1							
Sust Head Rd   2.30   40   R	Bust Head Rd	1 00	40	R	From:		0.10	MN SK 53	)			NA			NA		11/01/2001
628         Bust Head Rd         2.30         40         R         NA         NA         NA         11/01/200           628         Bust Head Rd         2.70         30         R         NA         NA         NA         11/01/200           628         Landmark Rd         1.00         700         R         NA         NA         NA         11/01/200           628         Logans Mill Rd         2.30         70         R         NA         NA         NA         11/01/200           628         Logans Mill Rd         0.60         40         R         NA         NA         NA         1998	020) 2001 1000 110				To:		20.6	74 NODTI	т								
To   30-601 E; Hopewell Rd   30-601 W; Hopewell Rd   NA   NA   11/01/200	Rust Head Rd	2 30	40	R	From:		30-6	/4 NORTE	1			NΑ			NΑ		11/01/2001
Sust Head Rd   2.70   30   R     30-601 W; Hopewell Rd   NA   NA   11/01/200	628) Bast Flada Na	2.00	-10		To:		30-601 F	E; Hopewel	l Rd			147 (			147 (		11/01/2001
628 Landmark Rd 1.00 700 R NA NA 11/01/200 628 Logans Mill Rd 2.30 70 R NA NA 11/01/200 628 Logans Mill Rd 0.60 40 R NA NA 1998					From:												
628         Landmark Rd         1.00         700         R         NA         NA         11/01/200           628         Logans Mill Rd         2.30         70         R         NA         NA         NA         11/01/200           628         Logans Mill Rd         0.60         40         R         NA         NA         NA         1998	628) Bust Head Rd	2.70	30	R								NA			NA		11/01/2001
628 Logans Mill Rd 2.30 <b>70</b> R NA NA 11/01/200  628 Logans Mill Rd 0.60 <b>40</b> R NA NA 1998					To: From:			30-679									
628)         Logans Mill Rd         2.30         70         R         NA         NA         11/01/200           628)         Logans Mill Rd         0.60         40         R         NA         NA         NA         1998	628) Landmark Rd	1.00	700	R								NA			NA		11/01/2001
628) Logans Mill Rd 0.60 <b>40</b> R NA NA 1998					From:		30-686	Landmark	Rd								
628) Logans Mill Rd 0.60 <b>40 R</b> NA NA 1998	628) Logans Mill Rd	2.30	70	R								NA			NA		11/01/2001
628) Logans Mill Rd 0.60 <b>40 R</b> NA NA 1998					To:	3	30-7 <mark>76 Lar</mark>	ndmark Sch	ool Rd	}							
	628) Logans Mill Rd	0.60	40	R								NA			NA		1998
					To:		Loudou	ın County I	ine								

	Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC OK	AAWDT QV	V Year
Faugi	ier Countv				From:	20 (01 H			
629	Bull Run Mountain Rd	0.20	140	R		30-601 Hopewell Rd	NA	NA	11/01/200
629	Bull Run Mtn Rd	4.90	40	R	From:	0.20 MN 30-601	NA	NA	11/01/200
629	Bull Run Mountain Rd	0.20	330	R	From:	30-686 Landmark Rd	NA	NA	11/01/200
(629)	Bull Run Mtn Rd	0.20	130	R	From:	30-776 Landmark School Rd	NA	NA	11/01/200
(629)	Bull Run Mtn Rd	1.50	130	R	From:	0.20 MW 30-766	NA	NA	11/01/200
					To: From:	Loudoun County Line  Dead End			
(630)	Fletchers Mill Rd	0.07	40	R	To: From:	0.07 MS Dead End	NA ————————————————————————————————————	NA	10/25/200
630	Fletchers Mill Rd	0.40	40	R	To:	30-691 Carters Run Rd	NA	NA	10/25/200
(631)	Snake Castle Rd	1.60	270	R	From:	Dead End	NA	NA	1998
(631)	Royalls Mill Rd	2.20	250	R	From:	30-651 E; Sumerduck Rd 30-651 W; Sumerduck Rd	NA	NA	1998
(632)	Rogers Ford Rd	2.30	240	R	From:	30-615 Silver Hill Rd  Dead End	NA	NA	1998
					To: From:	30-651 S; Sumerduck Rd 30-651 N; Sumerduck Rd			
(632)	Union Church Rd	2.90	230	R	To: From:	30-615 Silver Hill Rd	NA 	NA	1998
(632)	Silver Hill Rd	0.50	960	R	To: From:	30-634 E; Courtneys Corner Rd 30-634 W; Courtneys Corner Rd	NA 	NA	1998
632	Brooks Store Rd	0.20	190	R	To:	30-835 Morrisville Rd	NA	NA	1998
(633)	Dyes Rd	1.00	190	R	From:	30-615 Silver Hill Rd	NA	NA	1998
					To:	US 17 Marsh Rd			
634)	Courtneys Corner Rd	1.10	500	R	From:	30-637 Shipps Store Rd	NA	NA	1998
634)	Courtneys Corner Rd	0.40	1300	R	From:	30-632 E; Silver Hill Rd  US 17 Marsh Rd; Gap Terminus	NA	NA	1998
(634)	Goldmine Rd	1.80	640	R	From:	30-806 S; Elk Run Rd; Gap Terminus	NA	NA	1998
(634)	Elk Run Church Rd	2.30	70	R	From:	30-758 Deep Run Mill Rd	NA NA	NA	1998
(634)	Elk Run Church Rd	0.60	120	R	To: From:	30-637 Ensors Shop Rd	NA	NA	1998
<u></u>					To:	30-806 N; Elk Run Rd			
635)	Hume Rd	1.70	400	R	From:	Rappahannock County Line	NA	NA	11/19/200
(635)	Hume Rd	5.00	380	R	From:	30-726 Fiery Run Dr	NA	NA	11/19/200
(635)	Hume Rd	3.30	780	G	From: 93%	30-688 Leeds Manor Rd 0% 4% 1% 1% 0% 30-732 E; Ramey Rd	C 0.095 F 0.773	780 G	2002

						га	uquier ivia	aintenance	Area	ı							
	Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Faugu	ier Countv																
$\overline{}$				_	From:			E; Ramey Rd			_		_			_	
(635)	Hume Rd	1.20	760	G	93%	0%	4%	1% 1	۱%	0%	F	0.095	F	0.747	760	G	2002
_					To: From:		30-647	Crest Hill Rd		-							
(635)	Hume Rd	0.40	80	R								NA			NA		10/25/200
$\bigcirc$					To:		30-72	24 Ada Rd									
					From:		De	ead End									
(636)	Stoney Rd	0.40	100	R								NA			NA		09/24/200
<u></u>					To-		30-67	4 Green Rd									
					From:		30-651 S	umerduck Rd		ĺ							
(637)	Courtneys Corner Rd	1.90	910	R	<u> </u>							NA			NA		1998
001)	•				To:		20.6246		D 1	1							
	Shipps Store Rd	0.28	900	R	From:		30-634 Cou	rtneys Corner	Ka			NA			NA		1998
(637)	Shipps Stole Ru	0.20	900	K								IVA			INA		1990
$\overline{}$					From:		30-795	Steward Rd									
637)	Shipps Store Rd	0.55	900	R								NA			NA		1998
$\cup$					To:		0.55 N	MN 30-795									
637)	Shipps Store Rd	0.21	900	R	r tom.							NA			NA		1998
					To		IIC 17	Marsh Rd		<u> </u>							
(00 <del>7</del> )	Razor Hill Rd	1.88	510	R	From:		0317	Maisii Ku				NA			NA		1998
637)	Nazoi IIII Nu	1.00	310	1	To:		30 806 8	s; Elk Run Rd		1		INA			INA		1990
					From:			; Elk Run Rd									
637)	Ensors Shop Rd	0.60	260	R	<u> </u>							NA			NA		1998
901)	·				To:		20 (24 FII	D CL 11	<b>.</b> 1	1							
	Ensors Shop Rd	1.00	220	R	From:		30-634 EIK	Run Church I	Ka			NA			NA		1998
637)	Liisuis Silop Ru	1.00	220	K	To:		20 610 E	; Midland Rd				IVA			INA		1990
					From:			; Midland Ro									
637)	Courtney School Rd	2.50	110	R				,				NA			NA		1998
031)	<b>,</b>				To:		30-616 B	ristersburg Rd									
					From:			ead End		1							
000	Cherry Hill Rd	0.55	220	R	<u> </u>		D	au Enu				NA			NA		11/19/200
638	Officity Filli rea	0.00	220	1	To:		30-726 E	; Fiery Run Ro	1	1		14/3			INA		11/13/200
					From:			; Fiery Run R									
638)	Harrels Corner Rd	0.60	60	R								NA			NA		11/19/200
					To:		Warren	County Line									
					From:		30-616 B	ristersburg Rd		1							
639)	Cromwell Rd	1.35	300	R	-							NA			NA		1998
000					To:		1 2 5 1	FF 20 (1)		1							
	Crementall Del	0.45	200		From:		1.35 1	ME 30-616				NIA			NIA		4000
639)	Cromwell Rd	2.45	300	R	To:		20 612 D	rent Town Rd		1		NA			NA		1998
										J							
		4.00	470	_	From:		3	0-806				N.1.0			NI A		4000
640		1.30	170	R	To:			15.1		i		NA			NA		1998
$\stackrel{\smile}{=}$							De	ead End									
$\overline{}$					From:		3	0-607									
(641)		0.50	10	R	_							NA			NA		1998
$\overline{}$					To:		De	ead End		J							
_					From:		SR 28	Catlett Rd									
642)	Old Calverton Rd	0.90	590	R								NA			NA		1998
$\bigcirc$					To:			Bristersburg R									
	Old Colvertor Dd	0.00		_	From:		30-616 N;	Bristersburg F	ld			NI A			N I A		4000
(642)	Old Calverton Rd	0.20	50	R	To:		T-	ad Ea J		<del></del> ,		NA			NA		1998
								ead End									
$\overline{}$					From:		De	ead End									
(643)	Eustace Rd	1.30	100	R						-		NA			NA		1998
$\overline{}$					To: From:			N; Catlett Rd									
	Mootzo Pd	2 22	2400	_		Ω0/		S; Catlett Rd	10/	00/	_	0.004	_	0 544	2400	_	2002
(643)	Meetze Rd	3.33	2400	G	94% To:	0%	2%		l%	0%	F	0.094	F	0.544	2400	G	2002
_							50-616 S	; Casanova Ro	l								

						1 4	aquici ivi	antenan	00 7 11 00	•							
	Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			-0C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Faugu	iier County																
$\bigcirc$	Marker Dal	4.04	0000	_	From:	00/		S; Casanova		00/	_	0.007	_	0.500	0000	_	0000
(643)	Meetze Rd	4.61	3900	G	94%	0%	2%	2%	1%	0%	F	0.087	F	0.596	3900	G	2002
_					To: From:		30-672 (	Old Meetze	Rd								
(643)	Meetze Rd	0.59	7500	G	94%	0%	2%	2%	1%	0%	С	0.086	F	0.546	7500	G	2002
$\bigcirc$					Tn-		ECL	Warrenton									
					From:		US 1	7 Marsh Ro	l								
(644)	Ritchie Rd	1.90	480	R								NA			NA		1998
					To: From:		30-602	Old Mill F	Rd	-							
644)	Ritchie Rd	1.40	190	R	110111.							NA			NA		1998
					To:		30-806	Elk Run R	ld								
					From:		Rappahanr	nock County	V Line								
(645)	Tapps Ford Rd	3.25	160	R			•	-				NA			NA		10/23/200
0.0					To:		30-647	Crest Hill	Rd								
					From:		30-602	Old Mill F	βd								
(646)	Blackwelltown Rd	2.10	80	R	<u> </u>		30 002	. Old Willia	· ·			NA			NA		1998
040					To:		30-648 Ebe	enezer Chu	rch Rd								
					From:			nock County									
(647)	Crest Hill Rd	2.89	810	G	96%	0%	2%	1%	1%	0%	F	0.090	F	0.711	810	G	2002
041	Or Got Time Ttd	2.00	0.0	•		0,0					•	0.000	•	0.7 1 1	0.10	Ŭ	2002
$\overline{}$	O	0.00	200		From:	00/		eeds Mano		00/	_	0.000		0.740	000	_	0000
(647)	Crest Hill Rd	3.23	860	G	96%	0%	2%	1%	1%	0%	F	0.093	F	0.710	860	G	2002
_					From:		30-73	3 Wilson R	d								
647)	Crest Hill Rd	1.38	1800	G	96%	0%	2%	1%	1%	0%	F	0.099	F	0.689	1800	G	2002
$\bigcirc$					To		30-63	5 Hume Ro	i								
(647)	Crest Hill Rd	4.46	3000	G	96%	0%	2%	1%	1%	0%	С	0.096	F	0.723	3000	G	2002
041)					To:			19; 30-721									
					From:		30-60	2 Rogues R	d								
(648)	Ebenezer Church Rd	1.50	90	R			30 00.	2 108400 10				NA			NA		1998
040					To		20 (46 DI	1 11.	D.1								
$\bigcirc$	Changer Church Dd	0.20	470	В	From:		30-646 BI	ackwelltow	n Rd			NIA			NIA		1000
(648)	Ebenezer Church Rd	0.30	170	R	To:		20.610	Midland E	) d			NA			NA		1998
								) Midland F									
	0 , 0,	0.50	4=00	_	From:	00/		Midland F		00/		0.000	_	0.540	4500	_	0000
(649)	Germantown Rd	0.52	1500	G	94%	0%	2%	2%	2%	0%	С	0.099	F	0.513	1500	G	2002
$\stackrel{\smile}{\sim}$					To: From:		SR 2	8 Catlett Ro	i								
(649)	Germantown Rd	0.36	310	G	96%	0%	3%	1%	0%	0%	С	0.102	F	0.75	310	G	2002
$\bigcirc$					To:		30-602	W; Rogues	Rd								
(649)	Germantown Rd	1.13	380	G	96%	0%	3%	1%	0%	0%	F	0.105	F	0.519	380	G	2002
043																	
	Germantown Rd	0.59	470	G	From: 96%	0%	30-650	Messick F	0%	0%	F	0.101	Г	0.510	470	G	2002
(649)	Germantown Ru	0.59	4/0	G	90 76 To:	070		Balls Mill		0%	F	0.101	F	0.510	470	G	2002
$\bigcirc$	Massiels Del	4.00	000	_	From:		SR 2	8 Catlett Ro	1			NIA			NIA		00/00/000
(650)	Messick Rd	1.20	260	R	To:		20 (40 (	Germantown	. D.J			NA			NA		09/20/200
	0 1 1 5 1	0.00		_	From:	40/		S; Marsh I		00/		0.400	_	0.544	050	_	0000
(651)	Sumerduck Rd	3.82	860	G	94%	1%	4%	0%	1%	0%	С	0.100	F	0.511	850	G	2002
_					To: From:		30-632 E;	Rogers For	rd Rd								
(651)	Sumerduck Rd	0.60	1100	G	94%	1%	4%	0%	1%	0%	F	0.095	F	0.525	1100	G	2002
$\cup$					To: From:	3	30-632 W·	Union Chu	rch Rd								
(651)	Sumerduck Rd	1.80	850	G	94%	1%	4%	0%	1%	0%	F	0.1	F	0.531	850	G	2002
631)				-	Te-						- I					-	
	Cumordual Dd	0.40	4000	^	From:	40/		Courtneys :		00/	_	0.400	_	0.570	1000		2002
(651)	Sumerduck Rd	2.10	1000	G	94%	1%	4%	0%	1%	0%	F	0.100	F	0.572	1000	G	2002
_					From:			Kelly Ford									
(651)	Sumerduck Rd	1.80	1100	G	94%	1%	4%	0%	1%	0%	F	0.094	F	0.551	1100	G	2002
					To:		30-668 Sav	annah Brar	ich Rd								

					Fauq	quier Maintenan	ce Area	3							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				F				-							
651) Sumerduck Rd	1.90	1800	G	94%	1%	-668 Savannah Brai 4% 0%	nch Rd 1%	0%	F	0.085	F	0.571	1800	G	2002
(651) Sumeduck Rd	0.64	1900	G	From: 94%	1%	30-820 Piney Ridge 4% 0%	e Rd 1%	0%	F	0.081	F	0.537	1900	G	2002
				To:		SCL Remingtor	1								
Town of Remington				From:		SCL Remingtor	1	I							
(651) Main St	0.24	1900	N	94%	1%	4% 0%	1%	0%	Ν	0.081	N	0.537	1900	N	2002
(651) Main St	0.27	1900	G	94% To:	0%	15 BUS; James Ma 4% 0% WCL Remingto	1%	0%	F	0.091	F	0.555	1900	G	2002
Fauguier County						WCL Remingto	п								
				From-		WCL Remingto									
651 Freemans Ford Rd	0.37	1900	N	94%	0%	4% 0% 30-658 Cemetery	1%	0%	N	0.091	N	0.555	1900	N	2002
651) Freemans Ford Rd	4.25	580	G	94%	0%	4% 0%	1%	0%	С	0.112	F	0.606	580	G	2002
(651) Lees Mill Rd	0.75	120	R	From:	30	0-621 Freemans Fo	rd Rd	-		NA			NA		09/05/200
				To:		0.75 MN 30-62	1	1							
651) Lees Mill Rd	0.50	120	R	From:						NA			NA		09/05/200
(651) Lees Mill Rd	1.01	180	R	From:	D	Dead End; Gap Terr	ninus			NA			NA		10/15/200
				To: From:		30-661 Botha R	d								
651) Lees Mill Rd	1.90	1300	R	To		20.607.0 1.0	1			NA			NA		10/15/200
(651) Lees Mill Rd	1.30	2000	R	From:		30-687 Opal Ro	1			NA			NA		10/15/200
(031) ====================================				To:	US	17 N; James Madis	on Hwy								
				From:		SR 215 Vint Hill	Rd								
(652) Kennedy Rd	0.90	2300	R	т						NA			NA		11/19/200
(652) Kennedy Rd	1.20	310	R	From:	D	Dead End; Gap Terr	ninus			NA			NA		09/17/200
				To: From:		30-603 Greenwich	Rd	-							
(652) Kennedy Rd	1.10	290	R	To:	Pri	ince William Count	ty Line			NA			NA		09/17/200
				From:		-668 Savannah Brai									
(653) Morgansburg Rd	3.30	190	R							NA			NA		1998
				To:		US 17 Marsh R									
654) Strodes Mill Rd	0.80	60	R	From:		Culpeper County I	ine			NA			NA		1998
654) Strodes Mill Rd	0.00	00		To	30	0-651 E; Sumerduc	ck Rd			1473			147.		1000
				From:		0-651 W; Sumerdu									
654 Strodes Mill Rd	1.10	30	R	To:		20.6551 1 1171	D.1			NA			NA		1998
						30-655 Lucky Hill									
655) Lucky Hill Rd	1.00	640	R	From:		SR 28 Catlett R	d			NA			NA		1998
(655) Lucky Hill Rd	1.00	U-TU	١,	To:	3	30-656 S; Remingto	n Rd			11/7			INC		1000
$\bigcirc$				From:		0-656 N; Remingto									
655) Lucky Hill Rd	1.00	250	R							NA			NA		1998
655) Lucky Hill Rd	1.70	230	R	From:		1.00 ME 30-656	N	<del></del>		NA			NA		1998
$\overline{}$				To:	3	30-654 Strodes Mil	l Rd								
655) Lucky Hill Rd	0.71	780	R	From:						NA			NA		1998
	0.01		_	From:		30-1201 Lucky Hil	l Rd			N1.0					1000
655 Tinpot Run Lane	0.31	800	R	To:		ECL Remington				NA			NA		1998
						ECL Remington	1								

					Fa	uquier M	aintenan	ce Area	l							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Remington				From:		ECI	D									
(655) Tinpot Run Lane	0.08	800	N	r tom.		ECL	Remington	1			NA			0	N	1998
(033) ·pot · tail· 2ail·0	0.00			To:		30-6	51 Main S	t								
				From:		30-6	51 Main S	i	1							
656) Franklin St	0.17	1200	G	97%	0%	2%	0%	0%	0%	F	0.084	F	0.651	1200	G	2002
				To: From:		3	0-1203									
(656) Remington Rd	0.07	1200	R								NA			NA		1998
				To:		ECL	Remington	1								
Fauguier County				From:		ECI	Remington									
(656) Remington Rd	1.60	1100	R			LCL	Remingto				NA			NA		1998
				To		30-655 S	, Lucky Hi	ll Rd								
(656) Remington Rd	0.10	1300	R	From:		30-033 5	, Lucky III	II Ku			NA			NA		1998
				To		30-655 N	, Lucky Hi	ll Rd								
(656) Remington Rd	1.63	1800	R	From:		30 033 11	, Lucky III	11 100			NA			NA		1998
				To		30-661 S	choolhous	e Rd								
(656) Remington Rd	0.32	2300	G	97%	0%	2%	0%	0%	0%	С	0.11	F	0.646	2300	G	2002
				To:		US 1	7 Marsh R	d								
				From:		30-658	Cemetery	Rd								
(657) Kings Hill Rd	1.10	220	R	. —							NA			NA		09/05/200
				To:			15; SR 28									
658) Cemetery Rd	1.10	280	c	95%	0%	30-651 Fr 2%	eemans Fo	rd Rd 2%	0%	С	0.106	F	0.552	280	G	2002
658 Cemetery Rd	1.10	200	G	95%	070				0%	C	0.100	Г	0.552	200	G	2002
658) Cemetery Rd	1.20	210	R	From:		30-657	Kings Hill	Rd			NA			NA		09/05/200
(658) Cemetery Rd	1.20	210	K								INA			INA		09/03/200
Cometon / Pd	1.30	210	R	From:		30-786	6 OKeefe I	Rd			NA			NA		09/05/200
(658) Cemetery Rd	1.30	210	K	To:		30-660	St Pauls I	Rd			INA			INA		09/03/200
				From:			ead End									
659) Fox Groves Rd	0.60	49	R				cua Ena				NA			NA		09/05/200
				To:		30-651 Fr	eemans Fo	rd Rd								
				From:			30-651									
(660)	0.80	440	R								NA			NA		09/05/200
<u> </u>				From:			30-658									
(660)	1.70	370	R								NA			NA		09/05/200
				To:			30-661									
661) Botha Rd	1.00	290	R	From:		D	ead End				NA			NA		10/15/200
(661) Botha Rd	1.00	230	IX	. —							INA			INA		10/13/200
661) Botha Rd	3.00	580	R	From:		30-651	Lees Mill	Rd			NA			NA		10/15/200
(661) Botha Rd	0.00	300				****					14/4			IVA		10/13/200
(661) Oak Shade Rd	0.60	970	R	From:		US	15; 30-786				NA			NA		09/20/200
(661) Oak Shade Rd	0.00	3.0		To:		20.662.7	V '''	. D.2			11/1			14/7		55/20/200
(661) Oak Shade Rd	0.51	1200	R	From:		30-662 \	Veaverville	e Kd			NA			NA		09/20/200
OUT SUIT STRUCT TO	0.01	.200		Tax		20.12	40 D1 1 - *				11/1			14/7		55/20/200
661) Oak Shade Rd	0.17	2000	R	From:		30-12	40 Blake I	a			NA			NA		09/20/200
Oak Shade Rd	5.17	2000		т		20.1:	20 D1 1 -				14/4			INA		30,20,20
661) Oak Shade Rd	0.04	2400	R	From:		30-11	30 Blake I	a			NA			NA		09/20/200
(661) Oak Shade Rd	0.04	£ <del>7</del> 00	11	To:		SR 28	N; Catlett	Rd			11/7			INA		JJ/20/200
				From:			S; Catlett									
(661) Schoolhouse Rd	0.19	1700	R								NA			NA		1998
<u> </u>				To: From:		30-103	0 W; 30-11	23	}							
(661) Schoolhouse Rd	0.27	1300	R								NA			NA		1998
				To:		30-1030	E; Crest I	ane								

						Га	uquier Ma										
	Route	Length	AADT	QA	4Tire	Bus	2Axle	Trud 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Faugu	ier Countv				From:		20 1020 1	Creat La	***	1							
661)	Schoolhouse Rd	0.19	880	R				E; Crest La				NA			NA		1998
664	Schoolhouse Rd	0.25	850	R	From:		30-1060 N	1eadefield	Dr			NA			NA		1998
(661)	Genoomouse rea	0.20	000		To:		30 1070	Torrie Wa	N/			INA			14/-1		1330
661)	Schoolhouse Rd	0.10	690	R	From:							NA			NA		1998
661)	Schoolhouse Way	0.04	690	N	From:		30-656 Re	mington W	Vay			NA			0	N	1998
001)		0.01			To:		30-805 B	ealetown F	Rd							.,	
$\overline{}$					From:		30-661 O	ak Shade F	₹d								
662)	Weaverville Rd	1.39	450	R	To:	3	30-663 Covir	ngtons Com	ner Rd	1		NA			NA		1998
					From:			Botha Rd									
663	Covingtons Corner Rd	0.83	680	R	_							NA			NA		10/15/20
663)	Covingtons Corner Rd	0.85	580	R	From:		30-662 W	eaverville	Rd	-		NA			NA		09/20/20
003					To:		0.85 N	IE 30-662		1							
663)	Covingtons Corner Rd	0.08	580	R	From:							NA			NA		09/20/20
$\overline{}$					To: From:			Marsh Rd		-							
(663)	Balls Mill Rd	0.82	1100	G	98%	0%	2%	0%	0%	0%	С	0.103	F	0.526	1100	G	2002
663)	Balls Mill Rd	1.21	710	G	From: 98%	0%	30-674 2%	Green Rd 0%	0%	0%	F	0.102	F	0.503	710	G	2002
$\frac{\circ}{\circ}$					To: From:		30-649 Ge			}							
663)	Balls Mill Rd	2.13	660	G	98% Tn:	0%	2% 30-643	0% Meetze Ro	0% i	0%	F	0.109	F	0.596	660	G	2002
					From:			Rogues Ro		ĺ							
664	Grace Church Lane	0.30	45	R	To:		Day	ad End				NA			NA		1998
					From:			)-667									
665)		0.30	60	R	<u></u>		30	7 007				NA			NA		11/19/20
					To:			R 28									
666)	Prince William Rd	0.20	10	R	From:		30-843 Old	Nokesville	e Rd			NA			NA		09/17/20
000	T TITLOG VV IIII GITT T CO	0.20			To:		Dea	ad End									00/11/20
$\overline{}$					From:			3; 30-806									
667		2.10	1100	G	93% To:	0%	5%	1% 03 EAST	1%	0%	С	0.111	F	0.516	1100	G	2002
_					From:			3 WEST									
667		2.20	390	G	93% To:	0%	5%	1%	1%	0%	F	0.129	F	0.564	390	G	2002
_					From:			0-670 Marsh Rd		<u> </u>							
668)	Savannah Branch Rd	3.20	520	R	L		0317	iviaisii Ku				NA			NA		1998
$\odot$					To:		30-651 St	ımerduck I	Rd								
$\overline{}$					From:		30-602	Rogues Ro	i								
669)	Ringwood Rd	1.90	260	R	To:		30-603 G	reenwich I	Rd	1		NA			NA		09/17/20
					From:			ad End	···								
670)	Old Meetze Rd	0.27	130	R				D.I.G				NA			NA		09/24/20
$\overline{}$	Old Auburg Dd	0.00	4400		From:	00/		Meetze Ro		001		0.004		0.505	4400		0000
(670)	Old Auburn Rd	0.30	1100	G	96%	0%	2%	1%	1%	0%	С	0.091	F	0.535	1100	G	2002
(670)	Old Auburn Rd	2.70	860	G	From: 97%	0%	30-674 W 2%	; Frytown :	Rd 0%	0%	С	0.099	F	0.523	860	G	2002
<u></u>					To:			Kines Rd		].							
(670)	Old Auburn Rd	1.28	700	G	97%	0%	2%	0%	0%	0%	F	0.108	F	0.507	700	G	2002
$\bigcup$					To:		30-602 S	; Rogues R	Rd								

Rr	oute	Length	AADT	QA	4Tire	Bus	uquier Maintenance Area Truck		QC	Peak	QK	Dir	AAWDT	QW	Year
	· County	Longui	, , , , ,	ųл		243	2Axle 3+Axle 1Trail	2Trail	Q0	Hour	۷i۱	Factor	, , , , , , , , , , , , , , , , , , , ,	٠,٠	i oui
					From:		30-602 N; Rogues Rd								
(670) O	ld Auburn Rd; Taylor	1.00	450	G	97%	0%	2% 0% 0%	0%	F	0.102	F	0.578	440	G	2002
					In:		30-605 Dumfries Rd								
		0.01	20	В	From:		30-759			NIA			NA		11/26/200
(671)		0.01	20	R						NA			INA		11/26/200
		0.07	•		From:		US 50			NIA			NIA		44/00/000
(671)		0.27	8	R	To:		Loudoun County Line			NA			NA		11/26/200
					From:		Dead End								
(672) Du	ıhollow Rd	0.60	40	R	<u> </u>		Dead End			NA			NA		1998
072					To:		20.771 F								
670 D	uhollow Rd	0.20	190	R	From:		30-771 Frys Lane			NA			NA		09/24/200
(672) D	anonow ra	0.20			Tool		40 (FIF)			1471			147 (		00/2 1/200
(=0, D	uhollow Rd	0.45	910	R	From:		30-674 Frytown Rd			NA			NA		09/24/200
(672) D	unollow Ru	0.43	310	K	_					INA			INA		09/24/200
	laalla Dal	0.05	4000		From:		30-892 Mourningdove Lane			NIA			NIA		00/04/000
(672) D	uhollow Rd	0.05	1200	R						NA			NA		09/24/200
<u> </u>		0.40		_	From:		30-643 Meetze Rd								00/04/000
672 D	uhollow Rd	0.10	90	R						NA			NA		09/24/200
					From:		Dead End; Gap Terminus								
(672)		0.15	NA		Tool					NA			NA		
					From:		Dead End; Gap Terminus NCL Warrenton	+							
(672) BI	lackwell Rd	0.23	1500	R	<u> </u>		NCL Waitchton			NA			NA		11/01/200
072					To:		20.1460								
670 BI	lackwell Rd	1.00	1200	R	From:		30-1460			NA			NA		11/01/200
(672) BI	idekweli itu	1.00	1200	IX.	To:		30-605 E; Airlie Rd			INA			INA		11/01/200
					From:		30-605 W; Airlie Rd								
(672) BI	lackwell Rd	2.40	320	R						NA			NA		11/01/200
$\bigcirc$					To:		30-628 Blantyre Rd								
$\bigcirc$					From:		30-694 Old Bust Head Rd								
(673) Fo	osters Fork Rd	0.80	190	R						NA			NA		11/15/200
					To: From:		0.80 MS 30-694	]							
(673) Fo	osters Fork Rd	1.10	190	R						NA			NA		11/15/200°
$\bigcirc$					To:		US 29 S; Lee Hwy								
070 B	aldwin St	0.40	1000	R			US 29 N; Lee Hwy			NA			NA		11/05/200
(673) Ba	ald Will Ot	0.40	1000		. —					14/ (			14/ (		11/00/200
O P	aldwin St	0.31	690	R	From:		30-674 WEST			NA			NA		11/05/200
(673) Ba	aiuwiii Si	0.51	690	K						INA			INA		11/05/200
( ) D	alduria Ct	0.20	60		From:		30-900			NIA			NΙΛ		11/05/200
(673) Ba	aldwin St	0.20	60	R	To:		Dead End			NA			NA		11/05/2001
					From:										
( <del></del> ) (-	reen Rd	0.70	60	R	FIOIII.		30-837 Old Marsh Rd			NA			NA		09/20/200
(674) G	icen itu	0.70	00	IX.				_		INA			INA		03/20/200
$\bigcirc$ $\circ$	man Dd	2.00	F70		From:		30-663 Balls Mill Rd			NIA			NIA		00/04/000
(674) G	reen Rd	3.00	570	R	To		30-616 E; Beach Rd			NA			NA		09/24/2001
					From:		30-616 W; Beach Rd								
(674) G	reen Rd	2.40	290	R			· ·			NA			NA		09/24/200
					To:		30-643 Meetze Rd								
(674) Lu	nsford Rd	0.90	140	R	From:		55 5.5 Meetes Nu			NA			NA		09/24/200
					To:		30-670 E; Old Auburn Rd								
					From:		30-670 W; Old Auburn Rd								
(674) FI	rytown Rd	0.60	260	R						NA			NA		09/24/2001
					To: From:		30-672 Duhollow Rd								
(674) FI	rytown Rd	0.69	140	R						NA			NA		09/24/2001
\ /					To:		0.69 MN 30-672								

					Fauquier Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				-								
674) Frytown Rd	0.81	140	R	From:	0.69 MN 30-672		NA			NA		09/24/200
				To- From:	30-678 Acadamy Hill Rd 30-678 Academy Hill Rd							
674) Atlee Rd.	0.20	130	R		50-678 Academy Hill Rd		NA			NA		09/27/200
674) 7 moo 1 m.	0.20			To:	30-1440 Millwood		10.					00/2//200
				From:	30-1440 Millwood Dr							
674) Atlee Rd	0.20	1300	R			ı	NA			NA		09/27/200
674) Atlee Rd	0.30	1300	R	From:	30-839 Porch Rd		NA			NA		09/29/200
674) Atlee Rd	0.50	1300	1	To:	30-605 W; Dumfries Rd		INA			INA		03/23/200
				From:	30-605 E; Dumfries Rd							
674) Grays Mill Rd	1.15	780	R				NA			NA		09/27/200
				To:	30-673 W; Baldwin St							
				From:	30-673 E; Baldwin St							
674) Grays Mill Rd	1.10	510	R			_	NA			NA		11/05/200
Crown Mill Dd	0.05	740		From:	30-1314		NΙΔ			NIA		44/05/000
674) Grays Mill Rd	0.25	740	R	To:	LIC 20 W. I. II	ı	NA			NA		11/05/200
				From:	US 29 W; Lee Hwy US 29 E; Lee Hwy							
674) Village Dr	0.30	1400	R	<u> </u>	OS 27 E, Ecc Hwy		NA			NA		11/15/200
(0/4) 1ago 2.	0.00				20 (02 01) 11 11 11 11	ı						
O	0.00	4000		From:	30-693 Old Alexandria Tpke		NIA			NIA		44/45/000
(674) Georgetown Rd	0.90	1900	R				NA			NA		11/15/200
				From:	30-694 Old Bust Head Rd							
674) Georgetown Rd	3.10	670	R			_	NA			NA		11/15/200
$\cup$				To:	30-628 S; Blantyre Rd							
			_	From:	30-628 N; Blantyre Rd							
(674)	0.45	1400	R			i	NA			NA		10/29/200
				To:	SR 55 John Marshall Hwy							
_				From:	Cul-de-Sac							
675 Kelly Rd	0.41	1100	R				NA			NA		1998
				Tar	30-1316							
(675) Kelly Rd	1.10	1500	R	From:	30 1310		NA			NA		1998
(073) 113				To:	30-600 Broad Run Church Rd							.000
				From:								
676) Riley Rd	2.43	1700	G	99%	30-605 Dumfries Rd 0% 1% 0% 0% 0%	С	0.107	F	0.7	1700	G	2002
(676) Riley Rd	2.43	1700	G	99 /0			0.107	'	0.7	1700	G	2002
$\overline{}$				From:	30-600 Broad Run Church Rd							
(676) Riley Rd	0.26	1800	G	99 <u>%</u>	0% 1% 0% 0% 0%	F	0.11	F	0.880	1800	G	2002
				To:	Cul-de-Sac							
_				From:	FR-185							
(677) Oak Hill Rd	0.30	70	R			_	NA			NA		1998
				To:	Dead End							
				From:	30-681 Cliff Mills Rd							
(678) Piney Mountain Rd	0.50	520	R				NA			NA		10/23/200
0.09				To:	20 (90 D1:- D-1							
678) Piney Mountain Rd	1.50	660	R	From:	30-689 Dudie Rd		NA			NA		10/23/200
678) Piney Mountain Rd	1.50	660	K	To:	20 601 W. Wilson Dd		INA			INA		10/23/200
				From:	30-691 W; Wilson Rd 30-691 E; Old Waterloo Rd							
(678) Waterloo Rd	3.31	2200	G	96%	0% 3% 1% 0% 0%	С	0.079	F	0.707	2200	G	2002
070				To	30-680 EAST; Gap Terminus							
				From-	ECL Warrenton							
678) Academy Hill Rd	0.28	90	R				NA			NA		1998
				To:	30-890 Movern Lane							
678) Academy Hill Rd	1.05	10	R	From:	50-690 Movem Lane		NA			NA		10/23/200
678) Academy Hill Rd	1.00	10	ĸ	To:	30-674 Frytown Rd	l	INA			INA		10/23/200
	0.0-	=	_	From-	30-626							44/04/05
679	0.05	760	R	<sub>T</sub>	22.65	Ī	NA			NA		11/01/200
				To:	30-628							

					Fauquier Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	(JK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	20 (70 )						
680 Lower Waterloo Rd	0.70	48	R	rioin.	30-678 Waterloo Rd	NA			NA		1998
(680) Lower Waterloo Rd	0.70	-10		To	30-678 WCL Warrenton	1471			147.		1000
				From:	30-732 John Payne Rd						
681) Cliff Mills Rd	2.10	340	R	<u> </u>	30-732 30m 1 ayne Rd	NA			NA		10/23/200
001)				To:	20 790 Cakin Dranch Dd						
681) Cliff Mills Rd	1.00	420	R	From:	30-780 Cabin Branch Rd	NA			NA		10/23/200
(681) Cliff Mills Rd	1.00	720		. —		107			1471		10/20/200
Cliff Mills Dd	1 10	420	В	From:	1.00 MS 30-780	NIA			NIA		10/22/200
681) Cliff Mills Rd	1.10	420	R			NA			NA		10/23/200
O 0111111111 D.1	0.40		_	From:	30-678 Piney Mountain Rd						10/00/000
681) Cliff Mills Rd	2.10	80	R	To:	20 (01 W 1 . D G . T	NA			NA		10/23/200
				From:	30-691 Waterloo Rd; Gap Terminus US 211 Gap Terminus						
(681) Holtzclaw Rd	1.29	180	R	<u> </u>	OS 211 Gup Terrimius	NA			NA		10/18/200
001)				To:	120 MG HG 211						
681) Holtzclaw Rd	0.91	180	R	From:	1.29 MS US 211	NA			NA		10/18/200
(681) Holtzclaw Rd	0.51	100	1	To:	30-802 W; Springs Rd	IVA			IVA		10/10/200
				From:	30-802 E; Springs Rd						
(681) Wales Rd	1.20	140	R			NA			NA		10/18/200
				To:	Dead End						
				From:	Dead End						
682) Black Snake Lane	1.20	60	R	· <u> </u>		NA			NA		10/18/200
$\cup$				To	1.20 ME Dead End						
			_	From:	1.20 MI E Dead End						10/10/000
682) Black Snake Lane	0.10	60	R	т	20.002.0	NA			NA		10/18/200
					30-802 Springs Rd						
O +	0.50		_	From:	Dead End						40/45/000
683) Turnbull Rd	0.50	80	R			NA			NA		10/15/200
<u> </u>				To: From:	0.50 ME Dead End						
(683) Turnbull Rd	0.70	300	R			NA			NA		10/15/200
				To: From:	30-802 N; Springs Rd						
683) Turnbull Rd	0.20	100	R		30-802 S; Springs Rd	NA			NA		10/15/200
(683) Turnbull Rd	0.20	100	1	To	Dead End	IVA			IVA		10/13/200
				From:	30-744 Lovers Lane						
684) Lees Ridge Rd	1.00	270	R	<u> </u>	30-744 LOVEIS Lane	NA			NA		10/18/200
004		•		. —							
O Less Dides Dd	4.00	070		From:	0.40 ME 30-1026	NIA			NIA		40/40/000
684) Lees Ridge Rd	1.00	270	R			NA			NA		10/18/200
<u> </u>				From:	1.40 ME 30-1026						
684) Lees Ridge Rd	0.60	270	R	т	V0.15 1 V V V	NA			NA		10/18/200
				To:	US 15 James Madison Hwy						
<u> </u>			_	From:	30-651 Lees Mill Rd						
685 Routts Hill Rd	1.70	240	R	т	20 (07 11 0 1 1 1 1	NA			NA		10/15/200
				From:	30-687 W; Opal Rd 30-687 E; Opal Rd						
605	0.19	90	R		30-087 E, Opai Ku	NA			NA		10/15/200
(685)	00			To:	Dead End						
				From:	30-628						
(686)	2.10	640	R	<u> </u>	50 020	NA			NA		11/01/200
				To	30-629						
				From:	30-802 Springs Rd						
687) Opal Rd	4.50	2200	G	89%	1% 2% 7% 1% 0%	C 0.082	F	0.622	2200	G	2002
				To:	US 15; US 17						
				From:	30-802 Springs Rd						
688) Harts Mill Rd	2.57	80	R	<u> </u>		NA			NA		10/18/200
				To-	2.57 MN 30-802						
		_							_		_

Route	Length	AADT	QA	4Tire	Bus	uquier Maintenar	uck		- QC	Peak	QK	Dir	AAWDT	QW	Year
Fauguier County	3		-	-		2Axle 3+Axle	1Trail	2Trail		Hour		Factor		•	-
<u> </u>	0.14	90		From:		2.57 MN 30-80	)2			NΙΔ			NIA		10/19/200
(688) Harts Mill Rd	0.14	80	R	To		110 011 1 11				NA			NA		10/18/200
(688) Leeds Manor Rd	0.38	2400	G	From: 95%	1%	US 211 Lee Hy 3% 1%	1%	0%	С	0.081	F	0.549	2400	G	2002
0000 20000 11101 1101	0.00			To	.,,	30-691 Old Waterle				0.00		0.0.0			
688) Leeds Manor Rd	2.05	2300	Α	95%	0%	4% 0%	1%	0%	Α	0.097	Α	0.518	2400	Α	2002
688 Leeds Manor Rd	1.84	1700	G	From: 95%	0%	30-798 W; Dulins F 4% 0%	ord Rd 1%	0%	F	0.076	F	0.519	1700	G	2002
(688) Leeds Manor Rd	1.04	1700	Ū	JJ 70	070			<del></del>	'	0.070		0.515	1700	J	2002
(688) Leeds Manor Rd	4.10	1100	G	From: 95%	0%	30-743 Bears Der 4% 0%	1%	0%	F	0.09	F	0.577	1100	G	2002
000) ==================================				Ta		30-647 Crest Hill									
(688) Leeds Manor Rd	3.81	680	G	95%	0%	4% 0%	1%	0%	F	0.105	F	0.662	680	G	2002
				Tax		30-635 Hume F									
(688) Leeds Manor Rd	1.87	580	G	95%	0%	4% 0%	1%	0%	F	0.095	F	0.513	580	G	2002
				To:		30-730 Stillhouse	Rd								
688) Leeds Manor Rd	3.69	550	G	92%	0%	3% 2%	2%	0%	С	0.1	F	0.607	550	G	2002
688) Leeds Manor Rd	0.15	970	G	From: 92%	0%	30-757 EAST 3% 2%	2%	0%	F	0.095	F	0.523	970	G	2002
(688) Leeds Manor Rd	0.15	370	G	32 /0 To:	0 /6	SR 55 John Marsha		0 70	,	0.095	,	0.323	970	G	2002
				From:		SR 55									
(688) Leeds Manor Rd	0.04	2500	R							NA			NA		11/15/2001
<u> </u>				To: From:		I-66 RAMP									
(688) Leeds Manor Rd	0.09	860	R							NA			NA		11/15/2001
<u> </u>				To: From:		I-66 RAMP									
(688) Leeds Manor Rd	5.66	200	R							NA			NA		11/13/2001
0				To: From:		30-711 Snowden	Rd								
(688) Leeds Manor Rd	0.93	240	R	To		110 15 17	D.1			NA			NA		11/13/2001
				From:		US 17 Wincheste	r Ka	l							
(200)	1.60	60	R	r tolin.		30-678				NA			NA		1998
(689)	1.00	00		To:		20.720				147 (			147 (		1000
(689)	0.70	1000	G	From: 96%	0%	30-738 3% 1%	0%	0%	С	0.087	F	0.634	1000	G	2002
(009)	00			To:	0,0	30-691	0,0	7,0		0.00.	•	0.00			
				From:		NWCL Warrent	on								
(690) Bear Wallow Rd	0.69	2300	G	95%	0%	3% 1%	1%	0%	С	0.117	F	0.806	2300	G	2002
				To: From:		30-842 Bear Wallo	w Dr								
(690) Bear Wallow Rd	2.17	190	R	_						NA			NA		11/26/2001
				To: From:		30-628 Cannonball C 30-628	Gate Rd								
(690)	1.56	120	R	<u> </u>		30 020				NA			NA		11/26/2001
				To:		US 17 W									
				From:		30-688 Leeds Man	or Rd								
(691) Old Waterloo Rd	1.00	540	R							NA			NA		10/23/2001
<u> </u>				From:		30-681 Cliff Mills	s Rd								
(691) Old Waterloo Rd	1.10	520	R							NA			NA		10/23/2001
<u> </u>				To: From:		30-678 E; Old Water									
(691) Wilson Rd	2.50	1300	G	95%	0%	1% 3%	0%	0%	С	0.085	F	0.544	1300	G	2002
<u> </u>				To: From:		30-689 Wilson l	Rd								
(691) Carters Run Rd	7.70	410	R							NA			NA		10/29/2001
O a ::				To: From:		30-783 Hideaway	Rd								1010000
691 Carters Run Rd	0.61	660	R	To:		HC 17 W: 1 ·	. D.J			NA			NA		10/29/2001
						US 17 Wincheste	ı Kü								

					Fauquier Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	Dead End							
(692)	0.39	230	R		Dead Elid		NA			NA		09/17/2001
002				To	30-670 Old Auburn Rd							
				From:	US 29							
693)	0.80	1200	R	т	20.674		NA			NA		11/15/2001
				From:	30-674							
604)	1.00	100	R	r toin.	30-628		NA			NA		11/15/2001
694)	1.00			To:	1.00 MI E 30-628							11/10/200
694)	0.90	100	R	From:	1.00 WH E 30-028		NA			NA		11/15/200
004)				To:	30-673							
694)	0.80	460	R	From:	50 075		NA			NA		11/15/200
				To:	30-829							
(694)	0.30	1100	R	From:			NA			NA		11/15/2001
				To:	30-674							
<u> </u>				From:	30-628 Blantyre Rd							
(695) McRaes Rd	0.77	190	R	To:	Dead End		NA			NA		10/29/2001
				From:								
(606)	1.20	10	R	rioiii.	Dead End		NA			NA		10/29/2001
696)	1.20			To:	30-674					1471		10/20/200
				From:	Dead End							
(697) Huntley Rd	1.60	50	R				NA			NA		10/29/200
				To:	30-628							
$\bigcirc$				From:	US 17 James Madison							
(698) OBannon Rd	0.02	110	R				NA			NA		10/29/2001
<u> </u>				To: From:	0.02 ME US 17							
698) OBannon Rd	2.55	110	R				NA			NA		10/29/2001
O 00 01	0.40			From:	30-746 Mount Eccentric Rd							10/00/000
698 OBannon Rd	2.10	50	R	To:	SR 55 John Marshall Hwy		NA			NA		10/29/2001
				From:	US 17 S; James Madison Hwy							
(699) Merry Oaks Lane	2.21	230	R		US 17 S, James Madison Hwy		NA			NA		10/29/2001
,				To:	US 17 N; James Madison Hwy							
				From:	30-601 Hopewell Rd							
(700) Creels Lane	1.62	30	R				NA			NA		11/01/2001
				To:	Dead End							
	0.59	200	В	From:	US 17		NA			NA		1998
(701)	0.59	200	R	-			INA			INA		1990
700	0.11	260	R	From:	30-797		NA			NA		1998
(701)	0.11	200	1	To:	30-757		11/7			14/-3		1000
				From:	30-710 Rectortown Rd							
(702) Frogtown Rd	2.30	330	R				NA			NA		11/08/2001
				To: From:	30-716 Five Points Rd							
(702) Frogtown Rd	1.10	330	R	Prom.			NA			NA		11/08/2001
				To: From:	30-709 S; Zulla Rd							
(702) Rock Hill Mill Rd	1.15	80	R		30-709 NORTH		NA			NA		11/08/2001
102				To:	20 791 Peak IIII D 1							
(702) Rock Hill Rd	1.90	60	R	From:	30-781 Rock Hill Rd		NA			NA		11/08/2001
102				To:	30-626 Halfway Rd							
				From:	Dead End							
(703) Enon Church Rd	1.17	140	R				NA			NA		10/29/2001
				To:	1.17 ME Dead End							

					rauquiei Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:		1						
Enon Church Rd	0.10	140	R	From:	1.17 ME Dead End	1	NA			NA		10/29/2001
(703) Enon Church Rd	0.10	140	IX.	To-	US 17; SR 245	1	INA			INA		10/29/2001
				From:	SR 55 John Marshall Hwy							
(704) Whitewood Rd	0.50	660	R	<u> </u>	ore of voint mandain 11mj	1	NA			NA		11/05/2001
				To:	30-707 Milestone Rd	1						
(704) Whitewood Rd	2.30	190	R	From:	30 you milestone rea	1	NA			NA		11/08/2001
				To:	30-705 Herringdon Rd	1						
(704) Whitewood Rd	0.40	90	R	From:	50 / 00 Homingaon Ha	1	NA			NA		11/08/2001
				To:	30-702 Rock Hill Mill Rd	]						
				From:	30-626 S; Halfway Rd							
(705) Herringdon Rd	1.10	140	R			-	NA			NA		11/08/2001
				To: From:	30-704 Gap Terminus	-						
(705) Burrland Lane	0.20	50	R		30-702 Gap Terminus	1	NA			NA		11/08/2001
(703)				To:	20 701 D L- IEH D J	1						
(705) Burrland Lane	0.80	140	R	From:	30-781 Rock Hill Rd		NA			NA		11/08/2001
(705) Burriana Earlo	0.00		••	To:	20.700 t 1.1 D.1	1						11700/2001
(705) Burrland Rd	1.00	60	R	From:	30-708 Lambdon Rd	j	NA			NA		11/01/2001
705 Burnaria ra	1.00	00	11		20.70())	7	INA			14/3		11/01/2001
705) Burrland Lane	2.00	70	R	From:	30-706 N; Muster Lane		NA			NA		11/01/2001
(705) Burrland Lane	2.00	70	11			1	INA			14/3		11/01/2001
705) Burrland Lane	0.30	70	R	From:	2.00 MN 30-706		NA			NA		11/01/2001
(705) Burrland Lane	0.50	70	IX	To:	30-626 N; Halfway Rd	1	INA			INA		1 1/0 1/200 1
				From:	30-709 Zulla Rd							
(706) Muster Lane	0.60	140	R	<u> </u>	30 (0) Edita Rd	1	NA			NA		11/01/2001
1,00				To:	30-705 N; Burrland Lane							
O Trace Del	4.70	70	_	From:	30-705 SOUTH		N1.0			NIA		4000
706 Coon Tree Rd	1.79	70	R			_	NA			NA		1998
O 0 T 1	0.14	400	_	From:	1.79 ME 30-705	}						44/04/0004
706 Coon Tree Lane	0.11	100	R	To:	30-626 Halfway Rd	1	NA			NA		11/01/2001
				From:								
(707) Milestone Rd	1.30	520	R		30-709 Zulla Rd	j	NA			NA		11/05/2001
707) Will colone red	1.00	020		To:	30-704 Whitewood Rd	1	147 (			14/1		11/00/2001
				From:	30-716 Five Points Rd							
(708) Young Rd	0.70	110	R	<u> </u>	00 , 10 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	NA			NA		11/08/2001
				To:	30-715 Old Carters Mill Rd	1						
(708) Young Rd	1.20	60	R	From:	00 , 10 000 00000	1	NA			NA		11/08/2001
				To:	30-709 S; Zulla Rd	]						
	0.20	200	В	From:	30-709 N; Zulla Rd	j	NIA			NIA		11/08/2001
(708)	0.20	200	R			-	NA			NA		11/06/2001
O Lambdan Bd	0.00	000	_	From:	0.20 ME 30-709	}	N1A			NIA		44/00/0004
(708) Lambdon Rd	0.20	200	R	To:	30-705 Burrland Rd	1	NA			NA		11/08/2001
				From:		l						
(709) Belvoir Rd; Zulla Rd	4.77	2100	G	95%	US 17 Winchester Rd 0% 3% 1% 1% 0%	J F	0.091	F	0.611	2100	G	2002
				To:		L						
(709) Zulla Rd	4.87	2300	G	95%	30-702 N; Rock Hill Rd 0% 3% 1% 1% 0%	С	0.089	F	0.598	2300	G	2002
109) =====				To:	US 50 John Mosby Hwy						_	
				From:	US 17 BUS, SR 55 Main St, Marshall							
(710) Rectortown Rd	4.04	2400	G	93%	0% 3% 1% 2% 0%	С	0.095	F	0.560	2400	G	2002
				To:	30-713 E; Atoka Rd							
Postartaum Dd	0.36	1400	•	From:	30-713 E; Atoka Rd	]	0.005	Г	0.540	1400	_	2002
710 Rectortown Rd	0.36	1400	G	93% To:	0% 3% 1% 2% 0% 30-713 W; Maidstone Rd	F <b>1</b>	0.095	F	0.542	1400	G	2002
					JU-113 VV, IVIAIUSIUIIC IXU							

						1 0	auquiei i	viaintenar	ice Alea	1							
	Route	Length	AADT	QA	4Tire	Bus	:	Tr e 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Faug	uier Countv				r		20.512			-							
710	Rectortown Rd	3.91	700	G	93%	0%		W; Maidsto 1%	ne Rd 2%	0%	F	0.102	F	0.669	700	G	2002
	Comlone	2.40	40		From:		30-712 D	elaplane Gr	ade Rd			NIA			NIA		1000
710	Carr Lane	3.19	40	R	To:		US 17	Winchester	r Rd			NA			NA		1998
_					From:		0017	US 17	. 1.0								
(710)	Edmonds Lane	1.15	120	R	To:							NA			NA		11/13/200
$\overline{}$					From:			Dead End									
711		0.90	60	R	r ioni.			30-688				NA			NA		11/13/200
		0.00		•••	To-			Dead End									
					From:		US 17	Winchester	r Rd								
712		0.08	60	R								NA			NA		11/13/200
$\bigcirc$					To: From:		20.7	30-623	n 1								
712	Delaplane Grade	3.37	290	R	<u> </u>		30-0	23 Rokeby l	Ku			NA			NA		11/13/200
					To:		30.71	0 S; Carr La	ane								
712	Delaplane Grade Rd	0.14	320	R	From:		30-71	.0 5, Carr L	anc			NA			NA		11/13/200
	•				To:		30-710	N; Rectortov	wn Rd								
712	Delaplane Grade	2.60	570	G	94%	0%		3%	1%	0%	С	0.101	F	0.518	570	G	2002
	•				To:		US 50 Jo	hn S. Mosb	y Hwy								
_					From:		US 17	Winchester	r Rd								
(713)	Maidstone Rd	3.08	530	R								NA			NA		11/13/200
$\frac{\circ}{\circ}$					To: From:		30-624	Lost Corne	er Rd	-							
713)	Maidstone Rd	0.50	530	R	т		20.7101	W. D	D.1			NA			NA		11/13/200
$\overline{}$					To: From:			W; Rectortov E; Rectortov									
713	Atoka Rd	3.53	1700	G	92%	0%		0%	2%	0%	F	0.107	F	0.582	1700	G	2002
	·				To: From:		30-714	Goose Cree	k Rd	1							
713	Atoka Rd	1.44	1800	G	92%	0%		0%	2%	0%	С	0.098	F	0.562	1800	G	2002
$\bigcirc$					To: From:		30-82	8 Rectors L	ane								
713	Atoka Rd	0.09	2000	G	92%	0%		0%	2%	0%	F	0.094	F	0.549	2000	G	2002
					To:		US 50 Jo	hn S. Mosb	y Hwy								
	Occasio Del	0.70	00		From:		30-	713 Atoka R	ld			NIA			NIA		44/00/000
714	Goose Creek Rd	0.70	80	R	To:			Dead End				NA			NA		11/08/200
					From:			4 Crenshaw	Rd								
715	Old Carters Mill Rd	1.20	140	R	<u> </u>		30-02	+ Crensnaw	Nu			NA			NA		11/08/200
	5 				To:		30-	713 Atoka R	ld.	1							
715	Old Carters Mill Rd	2.40	50	R	From:							NA			NA		11/08/200
	•				To:		30-7	'08 Young F	₹d								
$\overline{}$					From:		30-	713 Atoka R	ld								
(716)	Five Points Rd	2.35	45	R	To:		20.70	2.5	D.I.			NA			NA		11/08/200
					From:			2 Frogtown	ка								
(747)	Chestnut Forks Rd	0.20	47	R	From:			Dead End				NA			NA		11/08/200
717	Onestrat i one ita	0.20		• • • • • • • • • • • • • • • • • • • •	To:		30-710	S; Rectortov	vn Rd			14/1			14/ (		11/00/200
	OH D	2.55		_	From:			N; Rectortov									44/00/00=
(717)	Old Rectortown Rd	0.30	60	R	To:		30.6	22 Whiting	Rd			NA			NA		11/08/200
					From:		30-0	30-634	ı.u								
718		0.10	40	R	<u></u>			JU-034				NA			NA		1998
<u>'''</u>	·				To:			30-835							<u> </u>		
_					From:		30-691	Carters Ru	n Rd			· <u> </u>					
(719)	Scotts Rd	2.10	47	R								NA			NA		1998
					To:			30-1021									

						anor mani	teriarioe 7	1100							
Route	Length	AADT	QA	4Tire	Rue			rail 2Tra	()(')	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:			-								
(719) Scotts Rd	0.04	210	R	From:		30-1			] -	NA			NA		11/26/200
				To-		30-647;	30-721								
O 11 11 51			_	From:		Dead	End							G	40/0=/000
(720) Mountjoy Rd	0.62	320	R						_	NA			NA		10/25/200
				From:		30-1	115		]						
(720) Mountjoy Rd	0.21	560	R			20 =21 0	7.1		,	NA			NA		10/25/200
				10.		30-721 S									
O 5 01 1 D 1	0.00		_	From:		30-738 W	ilson Rd		J						40/05/00
(721) Free State Rd	0.89	270	R	_						NA			NA		10/25/200
<u> </u>				To: From:		0.89 ME	30-738		]						
(721) Free State Rd	1.00	320	R							NA			NA		10/25/200
				To: From:		1.89 ME	30-738		]						
(721) Free State Rd	4.46	1400	R							NA			NA		10/25/200
				To: From:		30-647;	30-719		]						
(721)	0.07	4500	G	97%	0%	2%	0% 1	% 0%	С	0.093	F	0.725	4500	G	2002
				To:		I-66; S	R 55								
_				From:		30-647 Cre	st Hill Rd								
(722) Elihu Rd	0.40	210	R						_	NA			NA		10/25/200
<u> </u>				To:		Dead	End								
				From:		30-7	31								
(723)	0.50	520	R							NA			NA		11/15/200
				To:		FR-	184		]						
(723)	0.10	1100	R						_	NA			NA		11/15/200
				To:		FR-	185								
				From:		30-721 Free	e State Rd								
(724) Ada Rd	3.20	170	R						_	NA			NA		10/25/200
				To:		30-647 N; C									
Ada Dd	4.00	40	_	From-	3	30-647 S; Cı	est Hill Rd			NIA			NIA		44/40/000
(724) Ada Rd	1.30	40	R	To:		30-732 S; I	Domary D.d		7	NA			NA		11/19/200
				From:		30-732 S, I									
(724) Moreland Rd	2.20	90	R						_	NA			NA		11/15/200
				To:	3	30-729 S; Ca	rrington Rd		1						
(724)	0.90	110	R	From:		70-727 B, CC	migton Ku		_	NA			NA		11/15/200
(124)				To:	2	0.720 N. C.	· D.1		1						
(724) Sage Rd	1.00	140	R	From:		0-729 N; Ca	arrington Rd			NA			NA		11/15/200
(724) Sage Rd	1.00	140	1						_	INA			INA		11/15/200
Carra Del	0.55	40		From:		30-816 Fen	ny Hill Rd			NIA			NIA		44/45/000
(724) Sage Rd	0.55	49	R						_	NA			NA		11/15/200
O 0 51				From:		0.55 MW	30-816								4444=4000
(724) Sage Rd	1.25	46	R							NA			NA		11/15/200
<u> </u>				To: From:		30-756 Old	l Sage Rd		}						
(724) Sage Rd	0.10	30	R	. —					7	NA			NA		11/15/200
				From:	Sl	R 55 John M SR 55 l	farshell Hwy	у	1						
(724)	3.27	120	R	<u> </u>		510 55	27101		_	NA			NA		11/13/200
(124)				Tai		LIC	17		7						
(724)	0.05	10	R	From:		US	1 /			NA			NA		11/13/200
724	0.00	.0	.,	To:		Dead	End		1	11/7			14/1		, 10/200
				From:	Ç1		farshall Hwy	v	i						
(725) Tuckers Lane	0.30	160	R	<u> </u>	31	ix JJ JUIII IV	шэнан ПЖ	у	_	NA			NA		11/19/200
123	0.00		••	To-		Dead	End		1	1 1/1					15/200
				From:		30-635 H			i						
(726) Fiery Run Rd	3.30	90	R	<u> </u>		50-055 11	unic IXI		_	NA			NA		11/19/200
120				To	30-	-638 S; Harr	els Corner R	Rd	1	· •			•		
•						-									

					Fauquier Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	20 629 St. Hammala Common Dd							
(726) Fiery Run Rd	3.20	40	R		30-638 S; Harrels Corner Rd		NA			NA		1998
(120)		_		To	SR 55 John Marshall Hwy							
				From:	Dead End							
727) Hard Scrabble Rd	1.30	46	R				NA			NA		11/19/200
				To:	30-726 Fiery Run Rd							
Mana Hallam Dal	0.40	450	_	From:	Dead End		NIA			NIA		44/45/000
728 Moss Hollow Rd	2.40	150	R	To:	30-688 Leeds Manor Rd		NA			NA		11/15/200
				From:	30-688 Leeds Manor Rd							
729) Carrington Rd	1.80	40	R		50-000 Leeds Wanof Rd		NA			NA		11/15/200
				To:	30-724 S; Moreland Rd							
Comington Dd	4.07	000	_	From:	30-724 N; Carrington Rd	NIA	NIA			NIA		44/45/00
729 Carrington Rd	1.67	230	R	To:	SR 55 John Marshall Hwy		NA			NA		11/15/200
				From:	30-635 Hume Rd							
730) Stillhouse Rd	3.20	40	R		50-055 Hume Ru		NA			NA		11/19/200
130)				To:	30-688 Leeds Manor Rd							
				From:	30-732 Ramey Rd							
731) Ashville Rd	1.30	160	R				NA			NA		11/15/200
				To: From:	30-723							
731) Cobbler Mountain Rd	2.88	50	R				NA			NA		11/15/200
				To: From:	I-66							
731)	0.06	760	R				NA			NA		11/15/20
				To:	SR 55 John Marshall Hwy							
Color Postor Porce Dd	0.00	000	_	From:	30-688 Leeds Manor Rd		NIA			NIA		40/00/00
John Barton Payne Rd	3.20	630	R				NA			NA		10/23/20
	0.00		_	From:	30-733 John Barton Payne Rd							40/00/00
732 Tanner Branch Rd	0.20	630	R	To:	Dood Ends Con Torrainus		NA			NA		10/23/20
				From:	Dead End; Gap Terminus 30-647 Crest Hill Rd; Gap Terminus							
732) Dixons Mill Rd	2.00	40	R				NA			NA		11/19/20
<u> </u>				To: From:	30-635 W; Hume Rd							
732) Ramey Rd	2.50	450	R		30-635 E; Hume Rd		NA			NA		11/15/200
732) 1101110) 110	2.00		••	To:	20 721 4 1 71 D 1							11/10/20
732) Ramey Rd	2.08	710	R	From:	30-731 Ashville Rd		NA			NA		11/15/200
732) Turney Tu	2.00	7.10		To:	FR-17		147.			14/1		11/10/20
				From:	30-647 Crest Hill Rd							
733) Wilson Rd	0.70	950	G	96%	1% 3% 0% 1% 0%	С	0.100	F	0.653	950	G	2002
				To: From:	30-738 Wilson Rd							
733) John Barton Payne Rd	0.70	650	G	96%	1% 3% 0% 1% 0%	F	0.099	F	0.713	650	G	2002
				To:	30-732							
<u> </u>				From:	30-735 Keyser Rd							
734) Washwright Rd	1.20	200	R	_			NA			NA		11/19/200
				To:	30-688 Leeds Manor Rd							
O Karran Dal	0.70	400	_	From:	30-688 Leeds Manor Rd		NIA			NIA		44/40/00
735 Keyser Rd	2.70	180	R				NA			NA		11/19/20
( Kovers Dd	4.00	400		From:	30-734 Washwright Rd		N1.0			NIA		11/10/00
735 Keyser Rd	1.30	130	R	To:	Dead End		NA			NA		11/19/200
				From:								
736) Thumb Run Rd	1.10	60	R	. com.	Dead End		NA			NA		10/23/20
736) Thumb Run Rd	1.10	00	.,	т	20 000 0		14/-1			13/7		10,20,20
736) Thumb Run Rd	0.20	60	R	From:	30-770 Putnams Mill Rd		NA			NA		10/23/200
736 Thumb Run Rd	0.20	00	I.	To:	30-688 Leeds Manor Rd		INA			INA		10/23/200
					55 555 Decas manor na							

				4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QVV	Year
ier Countv				From:					1							
Ernest Robinson Rd	0.70	110	R			Dea	au EHU				NA			NA		10/23/200
				To:				-								
Conde Rd	0.90	210	R	r tom.	30-7	/32 N; Johr	n Barton Pa	ayne Rd			NA			NA		10/23/200
				To:		30-799 Bat	ttle Branch	Rd								
Conde Rd	0.69	210	R	From:		30 177 Bu	ttie Branen	rtu			NA			NA		10/23/200
				From:		0.69 N	1E 30-799									
Conde Rd	0.11	150	R								NA			NA		10/23/200
0 1 51	0.05			From:		30-780 Cal	bin Branch	Rd								40/00/000
Conde Rd	2.05	220	ĸ	_							NA			NA		10/23/200
Conde Rd	0.80	170	R	From:		30-738	Wilson Ro				NΔ			NΑ		10/29/200
Condc ra	0.00	170		To:		Dea	ad End		j		147 (			147 (		10/20/200
				From:		30-689	Dudie Rd									
Wilson Rd	1.76	830	G	95%	0%	3%	1%	1%	0%	С	0.087	F	0.573	830	G	2002
				From:												
Wilson Rd	0.70	670	G	95% 	0%	3%	1%	1%	0%	F	0.090	F	0.543	670	G	2002
Wilson Dd	2.00	420		From:	00/				00/		0.101		0.560	420		2002
WIISON Ru	2.00	420	G	95% To:					0%	Г	0.101	Г	0.506	420	G	2002
				From:					1							
Swains Rd	1.14	190	R								NA			NA		10/25/200
				To:												
Mt Nobo Churah Dd	0.50	60	_	From:		30-721	1 State Rd				NIA			NIA		10/25/200
WIL NEDO CHUICH RU	0.50	60	ĸ	To:		Dea	ad End		1		INA			NA		10/25/200
				From:				l								
Enon School Rd	0.70	550	R								NA			NA		10/25/200
				To: From:		30-739	Swains Rd									
Enon School Rd	2.10	320	R	. —							NA			NA		10/25/2001
Wheatley School Rd	0.36	230	R	rioiii.		Dea	ad End				NA			NA		10/23/200°
				To:		30-688 Lee	eds Manor	Rd								
				From:		Dea	ad End									
Bears Den Rd	1.55	460	R								NA			NA		10/23/2001
				From:		1.55 ME	E Dead En	d								
Bears Den Rd	0.81	460	R	To:		30-688 Lee	eds Manor	Rd	1		NA			NA		10/23/2001
				From:												
Lovers Lane	0.90	340	R	<u> </u>		ob 10 June	5 1414415011	11111			NA			NA		10/23/200
				To:		30-684 Le	ees Ridge l	Rd								
Lovers Lane	1.48	580	R	rioiii.							NA			NA		10/23/2001
				To: From:		30-802	Springs Ro	l								
Shipmadilly Lane	0.40	480	R								NA			NA		10/23/2001
				To: From:		0.40 M	IN 30-802									
Snipmadilly Lane	0.10	480	R	To:		Des	ad End				NA			NA		10/23/2001
				From:					I							
Liberty Rd	1.60	290	R	<u> </u>		5K 20	Cuncti Nu				NA			NA		09/20/2001
				To:		30-837 O	old Marsh I	₹d								
				From:		Dea	ad End				NA			NA		10/00/===
Mount Eccentric Rd	0.53	45	R								NIA.			NIA.		10/29/2001
	Ernest Robinson Rd  Conde Rd  Conde Rd  Conde Rd  Conde Rd  Conde Rd  Wilson Rd  Wilson Rd  Wilson Rd  Mt Nebo Church Rd  Enon School Rd  Enon School Rd  Bears Den Rd  Bears Den Rd  Lovers Lane  Lovers Lane  Shipmadilly Lane  Shipmadilly Lane	Ernest Robinson Rd       0.70         Conde Rd       0.69         Conde Rd       0.11         Conde Rd       2.05         Conde Rd       0.80         Wilson Rd       0.70         Wilson Rd       2.80         Swains Rd       1.14         Mt Nebo Church Rd       0.50         Enon School Rd       0.70         Enon School Rd       2.10         Wheatley School Rd       0.36         Bears Den Rd       1.55         Bears Den Rd       0.81         Lovers Lane       0.90         Lovers Lane       1.48         Shipmadilly Lane       0.40         Shipmadilly Lane       0.10	Ernest Robinson Rd       0.70       110         Conde Rd       0.90       210         Conde Rd       0.69       210         Conde Rd       0.11       150         Conde Rd       2.05       220         Conde Rd       0.80       170         Wilson Rd       0.70       670         Wilson Rd       2.80       420         Swains Rd       1.14       190         Mt Nebo Church Rd       0.50       60         Enon School Rd       2.10       320         Wheatley School Rd       0.36       230         Bears Den Rd       1.55       460         Bears Den Rd       0.81       460         Lovers Lane       0.90       340         Lovers Lane       1.48       580         Shipmadilly Lane       0.40       480         Shipmadilly Lane       0.10       480	Emest Robinson Rd       0.70       110       R         Conde Rd       0.90       210       R         Conde Rd       0.69       210       R         Conde Rd       0.11       150       R         Conde Rd       2.05       220       R         Conde Rd       0.80       170       R         Wilson Rd       0.70       670       G         Wilson Rd       2.80       420       G         Swains Rd       1.14       190       R         Enon School Rd       0.50       60       R         Enon School Rd       2.10       320       R         Wheatley School Rd       0.36       230       R         Bears Den Rd       1.55       460       R         Bears Den Rd       0.81       460       R         Lovers Lane       0.90       340       R         Lovers Lane       1.48       580       R         Shipmadilly Lane       0.40       480       R	Ernest Robinson Rd 0.70 110 R	Ernest Robinson Rd	Fine   Conde   Conde	Ernest Robinson Rd	Emest Robinson Rd	Emest Robinson Rd	The set Robinson Rd	The part of the	Time	The mate of the political part   The mate of the political part   The	The past Robinson Rd	The part   Par

					Fauquier Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC	(JK	Dir Factor	AAWDT	QW	Year
Fauguier County											
	0.40	240	ь	From:	30-698 OBannon Rd				NΙΔ		10/20/200
Mount Eccentric Rd	0.40	210	R	To	SR 245 Old Tavern Rd	NA <b>1</b>			NA		10/29/200
				From:	30-602 Rogues Rd						
(747) Weston Rd	0.80	250	R	<u> </u>	30 002 Rogues 1rd	NA NA			NA		09/17/200
				To	0.80 ME 30-602						
(747) Weston Rd	0.25	100	R	riom.		NA			NA		09/17/200
				To:	Dead End						
O =			_	From:	30-806 Elk Run Rd	]					1000
748 Eskridges Lane	0.60	140	R	To:	Dead End	NA 1			NA		1998
				From:	30-806						
(749)	0.30	290	R	<u> </u>	30-800	NA I			NA		1998
(149)				Tn	30-767						
				From:	30-709 Belvoir Rd						
(750) Harrison Rd	1.50	190	R			NA •			NA		10/24/200
				To:	SR 245 Tavern Rd						
(751) Belcoir Rd	1.00	30	R	From:	Dead End	] NA			NΙΛ		1998
(751) Belcoir Rd	1.00	30	K	To:	30-668 Savannah Branch Rd	]			INA	NA N	1990
				From:	30-617 S; Blackwells Mill Rd						
(752) Sillamon Rd	4.00	160	R	<u> </u>	50 617 B, Blackwells IIII Ru	NA			NA		1998
				To:	30-617 N; Blackwells Mill Rd						
				From:	Cul-de-Sac						
(753)	0.10	60	R			NA			NA		1998
				To:	30-829						
$\bigcirc$	0.23	40	R	From:	30-731	] NA			NΙΛ		11/15/200
(754)	0.23	40	K	To:	Dead End	]			INA		11/13/200
				From:	30-651 Sumerduck Rd						
(755) Grassdale Rd	0.82	70	R	<u> </u>	50 051 Sumeradok Pa	NA NA			NA		1998
				To:	Dead End	1					
				From:	SR 55						
(756)	0.10	70	R			NA			NA		11/15/200
				lo:	30-724						
	0.06	10	R	From:	SR 55 WEST	J NA			NΔ		11/15/200
(757)	0.00		•	To:	Dead Dead End; Gap Terminus	]			14/-3	NA N	11/15/200
				From:	30-688 Gap Terminus						
(757)	0.30	120	R	To:	CD 55 FACT	NA 1			NA		11/15/200
				From:	SR 55 EAST	]					
750	1.30	350	R	rioiii.	30-617	NA NA			NΔ		1998
758	1.00	000	• • •	To	30-634	]					1000
				From:	US 50 WEST	1					
759	0.44	200	R			NA			NA		1998
				To:	US 50 EAST						
$\bigcirc$	• • • •		_	From:	Dead End						44/4=/==:
760	0.02	20	R	To:	20.757	NA 1			NA		11/15/200
				From:	30-757	I					
(761) Greenville Rd	0.49	280	R	. ront.	30-603 S; Greenwich Rd	J NA			NΑ		09/17/200
(101) Graditimo ra	J10			To	0.40 MN 20.402				. 4/ 3		
(761) Greenville Rd	0.51	50	R	From:	0.49 MN 30-603	NA NA	_		NA		09/17/200
701) 5.5577	0.01			To:	30-603 N; Greenwich Rd	1					20.11.200
										A A A A A A A A A A A A A A A A A A A	

					Fauquier Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	(.)(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	20 (22 Whiting D.I	i						
762) Prince Rd	1.50	40	R		30-622 Whiting Rd	l	NA			NA		11/08/200
102)				To:	30-702 Frogtown Rd							
				From:	SR 55 W; John Marshall Hwy							
763) Bunker Hill Rd	1.37	430	R			_	NA			NA		11/05/200
				To:	SR 55 E; John Marshall Hwy							
	4.00	400	_	From:	Dead End							40/00/00/
764) Olinger Rd	1.29	180	R			_	NA			NA		10/23/200
0.11				From:	1.29 MN Dead End	}						10/00/00
764) Olinger Rd	0.11	180	R	To:	20 727 C J- D-J	1	NA			NA		10/23/20
				From:	30-737 Conde Rd	l I						
765) Townsend Rd	0.40	10	R	riom.	30-647 Crest Hill Rd	ļ	NA			NA		10/25/20
765 Townsend Rd	0.40	10	1		0.10.107.00.617	1	14/7			IVA		10/23/20
765) Townsend Rd	0.60	10	R	From:	0.40 ME 30-647		NA			NA		10/25/20
765) Townsend Rd	0.00			To:	30-733 Wilson Rd	]				14/1		10/20/20
				From:	30-749							
766)	0.32	140	R	<u> </u>	*****	1	NA			NA		1998
				To:	Dead End							
				From:	30-806							
767)	0.10	270	R				NA			NA		1998
				To: From:	30-749	-						
767)	1.60	240	R			_	NA			NA		1998
				To	Dead End							
$\widehat{}$				From:	Dead End							
768) Kilkenny Rd	0.60	60	R	To:	20,6001, 1,14, 1,14	1	NA			NA		10/23/200
					30-688 Leeds Manor Rd							
$\bigcirc$	0.35	90	R	From:	30-651 Freemans Ford Rd		NA			NA		09/05/20
769)	0.33	90	K	To:	Dead End	1	INA			INA		09/03/20
				From:	30-647 Crest Hill Rd							
770) Putnams Mill Rd	1.60	110	R	<u> </u>	50-047 Clest Hill Rd	ı	NA			NA		10/23/20
				To:	30-736 Thumb Run Rd							
				From:	30-672 Duhollow Rd							
771) Frys Lane	0.65	280	R			_	NA			NA		11/19/20
				To:	Dead End							
$\sim$				From:	Dead End							
772)	0.74	170	R	To:	22.722	1	NA			NA		10/23/20
					30-732	1						
	0.09	45	R	From:	30-626		NΙΛ			NA		11/08/20
773)	0.09	45	ĸ	To:	Dead End	1	NA			INA		11/06/20
				From:	30-710 Rectortown Rd	I						
774) Fortune Mountain Rd	0.30	110	R	<u> </u>	30-710 Rectortown Ru	ı	NA			NA		11/08/20
				To:	Dead End							
				From:	30-610							
775)	0.07 <b>20</b>	20	R			_	NA			NA		1998
				To:	Dead End							
				From:	30-629 Bull Run Mountain Rd							
776) Landmark School Rd	mark School Rd 1.70 3		R				NA			NA		11/01/20
_				To: From:	30-628 Logans Mill Rd	}						
776) Landmark School Rd	1.50	480	R			=	NA			NA		11/01/20
				To: From:	30-627 Hulberts Lane							
776) Landmark School Rd	0.30	650	R	rioin:			NA			NA		11/01/20
				To:	Loudoun County Line							

					Fauquier Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak	ΩK	Dir Factor	AAWDT	QW Year
Fauguier County				From:	US 17 SOUTH					
(777) Old Zion Rd	0.33	45	R		03 17 300 111	NA			NA	10/29/200
				To-	US 17 NORTH					
				From:	Dead End					
(778) Moore Rd	0.57	120	R			NA			NA	10/25/200
				To:	30-738 Wilson Rd					
Turkey Due Dd	4.00	240	_	From:	30-643 Meetze Rd	NIA			NIA	00/04/000
779 Turkey Run Rd	1.00	210	R	To:	Dead End	NA			NA	09/24/200
				From:	30-681 Cliff Mills Rd					
(780) ·	1.30	90	R		50-061 CHII WHIIS KU	NA			NA	10/23/200
				To:	30-737 Conde Rd					
				From:	30-705 Burrland La					
781) Rock Hill Rd	0.20	80	R			NA			NA	11/08/200
				To:	30-702 Rock Hill Mill Rd					
O				From:	Dead End					
(782) Old Grassdale Rd	0.54	40	R	To:	20.6551 1 11711 11	NA			NA	1998
				From	30-655 Lucky Hill Rd					
783) Hideaway Rd	0.30	210	R	F10111	Dead End	NA			NA	10/29/200
783) Hideaway Rd	0.50	210	1	To-	30-691 Carters Run Rd	IVA			IVA	10/25/200
Town of The Plains										
				From:	30-626					
784	0.15	100	R			NA			NA	11/01/200
				To:	ECL THE PLAINS					
Fauguier County				From:	Dead End					
785) McDonalds Lane	0.40	90	R	<u> </u>	Dead End	NA			NA	11/19/200
(783)	00		•••	To:	30-734 Washwright Rd					
				From:	30-658 Cemetery Rd					
(786) OKeefe Rd	1.70	280	R			NA			NA	09/05/200
				To:	US 15; 30-661					
$\sim$				From:	Dead End					
(787)	0.35	110	R			NA			NA	10/29/200
<u> </u>				From:	30-860					
(787)	0.02	110	R		10.45	NA			NA	10/29/200
				To:	US 17					
788) Tall Cedars Rd	0.24	150	R	From:	Dead End	NA			NA	1998
(788) Tall Cedars Rd	0.24	150	K	To:	30-637 Courtneys Corner Rd	INA			INA	1990
				From:	30-651 Sumerduck Rd					
789) Hardins Pines Rd	0.82	70	R		50-051 Sumerduck Rd	NA			NA	1998
(700)				To-	Dead End					
				From:	Dead End					
790) Boteler Rd	1.25	60	R			NA			NA	1998
				To:	30-642 Calverton Rd					
$\sim$				From:	Dead End					
(791) Foxville Rd	1.00	250	R	т	20.607.0. I.D.I	NA			NA	10/15/200
_				To:	30-687 Opal Rd					
(792) Biscuit Mountain Rd	0.30	60	R	From:	Dead End	NA			NA	11/15/200
792) Biscuit Mountain Rd	0.30	90	ĸ	To:	30-600 Beverlys Mill Rd	INA			IVA	11/15/200
				From:	Dead End					
793) Shepherdstown Rd	0.10	10	R	<u></u>	Dead Elid	NA			NA	11/15/200
				To:	30-825 Lake Brittle Rd					
793) Shepherdstown Rd	1.15	760	R	From:	50-623 Lare Dillie Ru	NA			NA	11/15/200
1000				To:	30-600 Broad Run Church Rd					
			_							-

					Fauquier Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak	QK Dir Factor	AAWDT Q	W Year
Fauguier County				From:	30-611				
(794)	1.00	80	R	<u> </u>	30-011	NA		NA	1998
				To	Dead End				
				From:	Dead End				
795) Steward Rd	1.00	190	R	т	20.625 (1)	NA		NA	1998
				From:	30-637 Shipps Store Rd				
(796)	0.30	190	R	rioiii.	SR 28	NA		NA	09/17/200
(790)	0.00	100		To:	Dead End	14/1		10/	00/11/200
				From:	30-701				
(797)	0.25	60	R			NA		NA	11/13/200
				To:	Dead End				
O			_	From:	Dead End				
(798) Dulins Ford Rd	0.50	160	R			NA		NA	10/23/200
<u> </u>			_	From:	30-688 Leeds Manor Rd				
798) Wesley Chapel Rd	0.80	360	R	To:	D15-1	NA		NA	10/23/200
				From:	Dead End				
(799) Rattle Branch Rd	0.75	90	R	r toin.	30-737 Conde Rd	NA		NA	10/23/200
(799) - tattio 2 tariori - ta	00		•••	To:	Dead End				10/20/200
				From:	US 15 James Madison Hwy				
(800) Old Culpeper Rd	0.60	160	R		,	NA		NA	10/18/200
				To:	Dead End				
$\widehat{}$				From:	Dead End				
(801)	0.40	130	R	. —		NA		NA	09/24/200
				In-	30-616				
802 Springs Rd	0.16	1700	R	From:	Culpeper County Line	NA		NA	10/15/200
802 Springs Rd	0.10	1700	IX.	. —		INA		INA	10/13/200
802) Springs Rd	1.40	1900	R	From:	30-687 Opal Rd	NA		NA	10/15/200
802 Springs Rd	1.40	1300	IX.	. —		INA		INA	10/13/200
(802) Springs Rd	0.61	1900	R	From:	30-683 S; Turnbull Rd	NA		NA	10/18/200
(802) Oprings red	0.01	1300	1	т	20, 600 H NEW D	IVA		14/-3	10/10/200
(802) Springs Rd	1.25	2200	R	From:	30-688 Harts Mill Rd	NA		NA	10/18/200
(802) Ophings Nd	1.20	2200	1	To:	20 (01 F W. L. D.L.	IVA		14/-3	10/10/200
802 Springs Rd	1.43	2200	R	From:	30-681 E; Wales Rd	NA		NA	10/18/200
(802) Springs Rd	1.40	2200		To:	30-682 Black Snake La	14/1		10/	10/10/200
$\widehat{}$				From:	30-682 Black Snake Rd				
(802) Springs Rd	1.04	2200	R			NA		NA	10/18/200
O 0 1 51				From:	30-744 Lees Ridge Rd				404404000
802 Springs Rd	0.28	4100	R	To:	SCL Warrenton	NA		NA	10/18/200
				From:					
(803) Curtis Rd	1.10	10	R	r tolli.	Dead End	NA		NA	1998
(803) Guita i tu	1.10			To-	30-615 Mount Ephriam Rd	14/1		10/	1000
Fown of The Plains					•				
				From:	SR 55				
(804)	0.30	220	R	To:	20.626	NA		NA	11/01/200
				10.	30-626				
Fauguier County				From:	US 17 Marsh Rd				
(805) Schoolhouse Rd	0.25	1100	G	94%	0% 3% 2% 1% 0%	C 0.116	F 0.566	1100	G 2002
				To:	30-661 Schoolhouse Rd				
(805) Bealeton Rd	2.60	330	R	From:	50 001 Sentollivase Ita	NA		NA	1998
				To:	30-602 Rogues Rd				

					ıα	uquici ivia	iiiiciiaii	JC / 11 CG	•							
Route	Length	AADT	QA	4Tire	Bus					QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
iier County				r		****	20.5210		-							
Flk Run Rd	2.85	920	G		1%				0%	F	0 112	F	0.621	920	G	2002
Likitanita	2.00	020	Ŭ	To:					<del></del>	•	0.112	•	0.021	020	Ü	2002
Elk Run Rd	3.01	1100	G						0%	F	0.105	F	0.771	1100	G	2002
				To:												
Elk Run Rd	3.32	1000	G	93%	1%	4%	1%	1%	0%	F	0.109	F	0.717	1000	G	2002
				To:		30-609 Co	ourthouse	Rd								
Elk Run Rd	2.80	1500	G	93%	1%	4%	1%	1%	0%	F	0.116	F	0.755	1500	G	2002
				To: From:		30-640 L	aws Ford	Rd	ŀ							
Elk Run Rd	3.14	2400	G	93%	1%	4%	1%	1%	0%	С	0.102	F	0.754	2400	G	2002
	4.00	50	_	From:		30	)-626				NIA			NIA		44/04/000
	1.30	50	ĸ	To:		Loudoun	County L	ine	1		NA			NA		11/01/200
				From:												
	0.40	90	R			Dec	au Liiu				NA			NA		11/15/200
				To		30	)-731									
				From:		Dea	ad End									
	0.70	60	R	_							NA			NA		1998
				To:												
	0.00	90	В	From:		Dea	ad End				NΙΛ			NΙΔ		11/01/200
	0.00	80	K	To:		30	)-709				INA			INA		11/01/200
				From:												
Windwright La	0.70	50	R			200	au Diu				NA			NA		1998
				To:		30-607 She	enandoah	Path								
				From:		Dea	ad End									
	0.10	20	R	т		**	10.1 <b>5</b>				NA			NA		10/29/2001
				10.												
Coldyein Pd	n 38	180	P	From:		US 17 S	; Marsh F	.d			NΔ			NΔ		1998
Goldveili i ka	0.50	100	1	To:		20.614	- 001 ITTI				IVA			INA		1000
Goldvein Rd	0.17	390	R	From:		30-615	SOUTH				NΔ			NΑ		1998
Colavolii i ta	0.17	000	••	To:		20.616	NODTH									1000
Goldvein Rd	0.51	300	R	From:		30-013	NORTH				NA			NA		1998
				To:		US 17 N	; Marsh F	td.								
				From:		30	)-815									
	0.05	20	R								NA			NA		1998
	0.05	10	ь	From:		30	0-602				NΙΛ			NΙΛ		1998
	0.05	10	K	To:		30	)-814				INA			INA		1990
				From:					1							
Fenny Hill Rd	0.75	40	R			30 ,2	. Suge Itu				NA			NA		11/15/2001
				To:		Dea	ad End									
				From:		30	)-610									
	0.20	20	R	Te		P	. 4 E. 1		<del></del> 1		NA			NA		1998
	0.36	240	R	r rom.		S.	K 28				NΔ			NΔ		1998
<u> </u>	J.50	<u>-</u>		To:		30	0-806									
				From:								•				
			_	<u>-</u>		-					NIA			NIA		11/12/2001
	0.10	140	R								NA			NA		11/13/2001
	Elk Run Rd  Elk Run Rd	Elk Run Rd 2.85  Elk Run Rd 3.01  Elk Run Rd 2.80  Elk Run Rd 2.80  Elk Run Rd 3.14  1.30  0.40  0.70  0.80  Windwright La 0.70  Goldvein Rd 0.38  Goldvein Rd 0.17  Goldvein Rd 0.51  0.05	Elk Run Rd 2.85 920  Elk Run Rd 3.01 1100  Elk Run Rd 3.32 1000  Elk Run Rd 2.80 1500  Elk Run Rd 3.14 2400  1.30 50  0.40 90  0.70 60  0.80 80  Windwright La 0.70 50  Goldvein Rd 0.38 180  Goldvein Rd 0.17 390  Goldvein Rd 0.51 300  Fenny Hill Rd 0.75 40  Fenny Hill Rd 0.75 40	Elk Run Rd 2.85 920 G  Elk Run Rd 3.01 1100 G  Elk Run Rd 3.32 1000 G  Elk Run Rd 2.80 1500 G  Elk Run Rd 3.14 2400 G  Elk Run Rd 3.14 2400 R  0.40 90 R  0.70 60 R  0.80 80 R  Windwright La 0.70 50 R  Goldvein Rd 0.38 180 R  Goldvein Rd 0.17 390 R  Goldvein Rd 0.51 300 R  0.05 20 R  Fenny Hill Rd 0.75 40 R  Fenny Hill Rd 0.75 40 R  Fenny Hill Rd 0.75 40 R	EIK RUN Rd 2.85 920 G 93%  EIK RUN Rd 3.01 1100 G 93%  EIK RUN Rd 3.32 1000 G 93%  EIK RUN Rd 2.80 1500 G 93%  EIK RUN Rd 3.14 2400 G 93%  EIK RUN Rd 3.14 2400 G 93%  EIK RUN Rd 3.14 2400 G 93%  TO T	Route   Length   AADT   QA   4Tire   Bus   State   County   Elk Run Rd   2.85   920   G   93%   1%   1%   3   3   3   3   3   3   3   3   3	Route   Length   AADT   QA   4Tire   Bus   Continuity   Continuity	Route   Length   AADT   QA   4Tire   Bus   California   County   California   Cal	Route   Length   AADT   QA   4The   Bus     STAUK   STAUK	Route   Length   AADT   QA   4 Tire   Bus   Truck   ZAxkg   34Axlg   1Trail   2Trail   2Tra	See   See	Route Length AADT QA 4Tire BUS 2006 3+Ax6 117211 217211 QC Peak Hour size* Count*  Elk Run Rd 2.85 920 8 93% 1% 4% 1% 1% 0% F 0.112   1100 8 93% 1% 4% 1% 1% 0% F 0.112   1100 8 93% 1% 4% 1% 1% 0% F 0.112   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 0% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 0% 1% 0% F 0.105   1100 8 93% 1% 4% 1% 1% 0% F 0.105   1100 8 93% 1% 1% 4% 1% 0% 0% F 0.105   1100 8 93% 1% 1% 4% 1% 0% 0% F 0.105   1100 8 93% 1% 1% 4% 1% 0% 0% F 0.105   1100 8 93% 1% 1% 1% 0% F 0.105   1100 8 93% 1% 1% 0% 1% 0% F 0.105   1100 8 93% 1% 1% 0% 1% 0% F 0.105   1100 8 93% 1% 1% 0% 1% 0% F 0.105   1100 8 93% 1% 0% 1% 0% F 0.105   1100 8 93% 1% 0% 1% 0% 0% F 0.105   1100 8 93% 1% 0% 1% 0% 0% F 0.105   1100 8 93% 1% 0% 0% F 0.105   1100 8 93% 1% 0% 0% 1% 0% 0% F 0.105   1100 8 93% 1% 0% 0% 0% F 0.105   1100 8 93% 1% 0% 0% 0% F 0.105   1100 8 93% 1% 0% 0% 0% F 0.105   1100 8 93% 1% 0% 0% 0% F 0.105   1100 8 93% 1% 0% 0% 0% F 0.105   1100 8 93% 1% 0% 0% 0% 0% F 0.105   1100 8 93% 1% 0% 0% 0% 0% F 0.105   1100 8 93% 1% 0% 0% 0% 0% 0% 0% F 0.105   1100 8 93% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Route   Length   AADT   QA   4Tire   Bus   Cardia   Car	Route   Length   AADT   QA   STITE   Bus   STITUCK   2006   34 Me   171 ml   27 ml	Route Length AADT OA 4Tire Bus 2Ades 3-Ades 1Trail 2Trail OR Peak OK Dir Factor AAWDT inter Counts.	Route Length AADT QA 4TIF BUS 2006 3 AAA6 1TIR 2TIR 2TIR 2TIR 2TIR 2TIR 2TIR 2TIR 2

					Fauquier Maintenance Area				Г.			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()C	eak our	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	30-651 Sumerduck Rd	1						
(820) Piney Ridge Rd	0.33	47	R		30-031 Sumerquek Ku	I I	IA			NA		1998
				To-	Dead End							
O 511 1 5 15 1			_	From:	30-600 Beverlys Mill Rd							
821) Pilgrims Rest Rd	0.46	260	R	To:	Cul-de-Sac	N ]	IA			NA		11/15/200
				From:	Dead End							
(822) Distillery Rd	0.10	40	R	<u> </u>	Bead End	N	IΑ			NA		11/19/200
				To:	SR 55 John Marshall Hwy							
<u> </u>				From:	Dead End							
823) Spring Mill Rd	0.60	50	R	To:	US 17 Marsh Rd	N 1	IA			NA		1998
				From:	Dead End							
824)	0.25	90	R	<u> </u>	Dead End	) ]	IA			NA		1998
024)				To:	30-655							
				From:	Dead End							
(825)	0.25	290	R			١ ١	IA			NA		11/15/200
				To:	30-793	1						
(826) Scuffleburg Rd	0.95	40	R	From:	Dead End	J	IA			NA		1998
826) Ocumeburg No	0.55	70		Ta	20 724 PL (V. L. P. L.	'. 1				IVA		1550
(826) Scuffleburg Rd	0.20	46	R	From:	30-724 Pleasant Vale Rd		IA			NA		11/13/200
620) Sources and 1 to	0.20			To:	Dead End	]						
_				From:	30-1407							
827	0.43	860	R			N	IA			NA		11/19/200
				To: From:	30-1335	-						
827	0.37	380	R			١ ١	IA			NA		11/19/200
				To: From:	0.37 MN 30-1335 0.38 MN 30-1335							
827	0.21	380	R			N	IΑ			NA		11/19/200
				To: From:	30-1350							
827)	0.15	140	R			N	IΑ			NA		11/19/200
				To:	Dead End							
	0.40	490	R	From:	US 50	l	IA			NA		11/08/200
828	0.40	490	K	To:	30-713	]	iA			INA		11/00/200
				From:	30-694 Old Bust Head Rd							
(829) Snow Mountain Rd	0.85	390	R			N	IΑ			NA		11/15/200
				To:	Dead End							
$\bigcirc$	0.40	6=6	_	From:	30-612		1.4					4000
830	0.10	270	R	To-	30-611	 ]	IA			NA		1998
				From:	US 17	<u> </u>						
831)	0.13	130	R	<u> </u>	0517	, ,	IA			NA		11/13/200
				To:	30-623							
				From:	US 17							
832)	0.11	7	R	т	D 15 1	۱ ۱	IA			NA		11/13/200
				To: From:	Dead End	l I						
(833) Mt Paran Church Rd	0.25	20	R	Froill.	30-638 Cherry Hill Lane	] N	IA			NA		11/19/200
000		•		To:	Dead End	<u> </u>						
				From:	30-841							
(834)	0.30	40	R				IA			NA		1998
	_			Tn-	Dead End							
Morrisvilla Del	0.07	400	-	From:	US 17 S; Marsh Rd		۱۸			NIA		1000
835) Morrisville Rd	0.37	100	R	To:	30-632 Brooks Store Rd	\ ]	IA			NA		1998
					50 052 Diooks Store Ru	L						

					Fauquier Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County												
(835) Morrisville Rd	0.27	340	R	From:	30-632 Brooks Store Rd	] -	NA			NA		1998
				To-	US 17 N; Marsh Rd							
				From:	US 17 S; Marsh Rd							4000
(836) Harpers Run Rd	0.53	60	R	To:	HO 17 N. M. J. D.I.	1	NA			NA		1998
				From:	US 17 N; Marsh Rd	1						
837) Bowers Run Dr	0.60	47	R	From:	US 17 S; Marsh Rd	]	NA			NA		1998
837) Bowers Run Dr	0.00	41	K	To:	US 17 MID; Marsh Rd	1	INA			INA		1990
				From:	US 17 N; Marsh Rd							
(837) Old Marsh Rd	0.68	490	R				NA			NA		09/20/2001
				To:	30-674 Green Rd							
(837) Old Marsh Rd	0.74	430	R			_'	NA			NA		09/20/2001
				To:	30-663 Balls Mill Rd							
				From:	Dead End							
(838)	0.11	420	R				NA			NA		11/05/2001
				To-	US 29							
				From:	30-674 Atlee Rd	]						
(839) Porch Rd	0.07	660	R			_	NA			NA		1998
				To: From:	30-1433 Hilly Lane							
Porch Dd	0.00	500	В	FIOIII.	30-1433 Hilly La	]	NIA			NIA		1000
839 Porch Rd	0.08	580	R			_	NA			NA		1998
<u> </u>				From:	30-1434 Crown La	<del>                                     </del>						
(839) Porch Rd	0.23	490	R				NA			NA		1998
				To: From:	30-1437 Suncrest Dr	]						
(839) Porch Rd	0.01	240	R				NA			NA		1998
				Tor	0.01 ME 30-1437	<b>—</b> —						
(839) Porch Rd	0.01	240	R	rioii.		4	NA			NA		1998
				To:	30-1430	1						
(839) Porch Rd	0.06	110	R	From:	30-1430	J	NA			NA		1998
(639) 1 GIGHT 1G	0.00		•••	To:	Dead End	1				100		1000
				From:	US 17 SOUTH	I						
(840)	0.27	40	R	<u> </u>	65 17 500 III	1	NA			NA		1998
040				To:	US 17 NORTH	1						
				From:	US 17 S; Marsh Rd							
(841) Elk Marsh Rd	0.25	70	R	<u> </u>	0.2 0. 2, 10	4	NA			NA		1998
				To:	30-834 Old Morgansburg Rd	1						
(841) Elk Marsh Rd	0.10	40	R	From:	50-654 Old Worgansburg Ku	1	NA			NA		1998
041) Zik Maron Yta	0.10		•••	To:	US 17 N; Marsh Rd	1				100		1000
				From:	Dead End							
842) Bear Wallow Dr	0.22	220	R	<u>                                     </u>	Dead End	J	NA			NA		10/25/2001
042) 300. 110011 31	V			To:	30-690 Bear Wallow Rd	1						
				From:	Prince William County Line							
(843) Old Nokesville Rd	0.09	30	R	<u> </u>	Timee withain county Eme	1	NA			NA		09/17/2001
043)				To:	20 ((( D.: Will: D.1	1						
01d Nokesville Rd	0.11	30	R	From:	30-666 Prince William Rd	J	NA			NA		09/17/2001
Old Nokesville Rd	0.11	00		To:	SR 28 Catlett Rd	1	147 (			1471		00/11/2001
				From:	US 15 James Madison Hwy							
844) Fayettsville Rd	0.66	140	R	<u> </u>	OS 13 Junes Madison Hwy	j	NA			NA		09/20/2001
. 5,000 7.00	0.00		• • •	To:	US 17 Marsh Rd	1						30.20.2001
				From:	US 17 James Madison Hwy							
0ld Winchester Rd	0.43	220	R	<u> </u>	OS 17 James Madisoff flwy	J	NA			NA		10/29/2001
045)	0.10		• • •	To	SR 245 Old Tavern Rd	1						. 5 5. £ 50 1
				From:	30-847 S; Meyer Lane	i i						
846) Beaver Lodge Rd	0.85	60	R	<u> </u>	50-047 B, Meyer Lane	1	NA			NA		1998
070				To:	30-847 N; Meyer Lane	1	•					

					Fauquier Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	( )K	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	30-847 N; Meyer Lane						
(846) Beaver Lodge Rd	0.25	150	R	<u> </u>	50-647 IV, Meyer Lane	NA			NA		1998
010				To-	30-610 Aquia Rd						
				From:	30-846 S; Beaver Lodge Rd						
(847) Meyer Lane	0.45	60	R			NA			NA		1998
				To:	30-846 N; Beaver Lodge Rd						
Tauran Lill Dd	4.00	222	_	From:	Dead End	NI A			NIA		4000
848) Tower Hill Rd	1.00	230	R	To:	30-610 Aquia Rd	NA			NA		1998
				From:	30-624 Crenshaw Rd						
(849) Old Maidstone Rd	0.27	100	R	<u> </u>	30 021 Crenshaw Ru	NA			NA		11/13/200
				To:	30-713 Atoka Rd						
				From:	30-694						
850	0.17	110	R			NA			NA		1998
				To:	Dead End						
	0.04	400	_	From:	30-637						1000
851	0.21	420	R	To:	30-637	NA			NA		1998
				From:							
052)	0.23	20	R		FR-284	NA			NA		11/13/200
852				To	Dead End						
				From:	US 17						
853)	0.05	160	R			NA			NA		1998
				To:	Dead End						
$\widehat{}$				From:	30-829						
(854)	0.16	70	R		311.0	NA			NA		1998
				In-	Cul-de-Sac						
	0.09	60	R	From:	30-802	NA			NA		1998
855	0.09	60	K	To:	Cul-de-Sac	NA			INA		1990
				From:	Cul-de-Sac						
856	0.03	370	R	<u> </u>	Cur-uc-sac	NA			NA		11/05/200
				To:	30-857						
856	0.19	1000	R	From:	30-637	NA			NA		11/05/200
000				To:	US 29						
				From:	30-856						
(857)	0.11	620	R			NA			NA		11/05/200
				To:	30-858						
	0.05	400	_	From:	Dead End						44/05/000
858	0.05	190	R			NA			NA		11/05/200
	0.05	4.0		From:	30-857						44/05/000
(858)	0.05	440	R	To:	Cul-de-Sac	NA			NA		11/05/200
				From:							
000	0.13	50	R	r ioni.	30-787	NA			NA		10/29/200
860	0.10	00		To:	Dead End	1471			14/ (		10/20/200
				From:	Dead End/						
863)	0.32	NA		<u></u>		NA			NA		
				To:	30-00647(B)/						
				From-	Dead End						
865) South Pines Road	0.25	NA				NA			NA		
				To:	30-687						
$\bigcirc$				From:	US 15 BUS						10116:51:
880	0.62	2600	R	To:	C.1 1. C	NA			NA		10/18/200
_				10.	Cul-de-Sac						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	()K	Dir AAWDT	QW Year
Fauguier County				From:	30-880				
(881)	0.22	50	R		30-880	NA		NA	10/18/2001
				To	REGIMENT ROAD				
$\bigcirc$	0.00	400	_	From:	30-674				00/04/000
885	0.32	100	R	To:	Cul-de-Sac	NA		NA	09/24/200
				From:	30-678				
890	0.46	10	R	<u> </u>	30-076	NA		NA	09/24/200
				To:	Dead End				
$\bigcirc$				From:	30-672				
892	0.02	20	R	To:	Dead End	NA		NA	09/24/200
				From:	Dead End				
900	0.45	270	R		Dead End	NA		NA	11/05/200
000				To:	30-673				
				From:	30-628				
904)	0.14	110	R	To:	0.11.0	NA		NA	10/29/200
				From:	Cul-de-Sac				
010	0.25	60	R		30-744	NA		NA	10/18/200
910				To:	Cul-de-Sac				
				From:	Cul-de-Sac				
1000	0.92	310	R	_		NA		NA	10/29/200
				To:	30-674				
	0.24	1800	R	From:	US 17 BUS	NA		NA	11/05/200
(1001)	0.24	1000	K	To-	SR 55	INA		INA	11/05/200
				From:	Dead End				
1002	0.15	200	R			NA		NA	11/05/200
				From	30-1003				
1002	0.18	760	R	riom.		NA		NA	11/05/200
				To: From:	30-1004				
1002	0.18	560	R	_		NA		NA	11/05/200
				Tn-	US 17 BUS				
(100)	0.29	1300	R	From:	Dead End	NA		NA	11/05/200
(1003)	0.29	1300	IX.	т	20.1002	INA		IVA	11/03/200
(1003)	0.08	1800	R	From:	30-1002	NA		NA	11/05/200
(1003)	0.00			To:	SR 55	1471			11/00/200
(1003)	0.09	1300	R	From:	SK 33	NA		NA	11/05/200
				To:	30-1006				
1003	0.09	80	R	From:	30 1000	NA		NA	11/05/200
				To:	Dead End				
$\bigcirc$				From:	30-1005				
(1004)	0.14	240	R	To:	30-1002	NA		NA	11/05/2001
				From:	30-1002				
(1005)	0.16	620	R	L	30-1004	NA		NA	11/05/2001
	- 1	-		To	US 17 BUS				
_				From:	Dead End	<u> </u>		· · · · · · · · · · · · · · · · · · ·	
1006	0.13	560	R			NA		NA	11/05/2001
$\overline{}$				To: From:	30-1003				
(1006)	0.09	640	R	To	20 1005	NA		NA	11/05/2001
				ın.	30-1007				

					r adquier maintenance	riica				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1	Frail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT	QW Year
Fauguier County				From:		<u> </u>				
(1006)	0.12	790	R	T TOME.	30-1007		NA		NA	11/05/2001
(1000)				To:	30-710					
				From:	30-1006					
(1007)	0.33	380	R				NA		NA	11/05/200
				To: From:	Dead End					
(1000)	0.03	490	R	From:	Dead End		NA		NA	11/05/200
1008	0.00	400	.,	To:	30-1016		147.		147 (	11/00/200
1008	0.13	250	R	From:	30-1010		NA		NA	1998
				To:	30-1009					
1008	0.09	450	R	From:	30-1007		NA		NA	1998
				To:	30-710					
				From:	Dead End					
(1009)	0.11	130	R	т	20.4000		NA		NA	1998
				To:	30-1008					
(1)	0.06	150	R	From:	SR 55		NA		NA	11/05/200
1010	0.00	100	1	To:	20 1011		IVA		IVA	11/05/200
1010	0.02	40	R	From:	30-1011		NA		NA	11/05/200
(1010)				To:	Cul-de-Sac					
_				From:	30-1010					
(1011)	0.03	60	R				NA		NA	11/05/200
				To-	Cul-de-Sac					
	0.10	220	В	From:	Cul-de-Sac		NIA		NA	11/05/200
1012	0.10	230	R	To:	30-710		NA		INA	11/05/200
				From:	Cul-de-Sac					
1013)	0.33	90	R		Cui de bue		NA		NA	10/18/200
				To:	US 15					
				From:	Cul-de-Sac					
(1014)	0.06	60	R	To:	20.655		NA		NA	1998
				From:	30-655					
(1015)	0.24	80	R		Dead End		NA		NA	1998
(1013)				To:	30-647					
				From:	Cul-de-Sac					
1016	0.12	180	R				NA		NA	11/05/200
				To:	30-1008					
	0.20	420	ь	From:	30-651		NIA		NIA	10/15/200
1017	0.29	120	R	To:	Cul-de-Sac		NA		NA	10/15/200
				From:	30-688					
1018	0.09	40	R	<u> </u>	30 000		NA		NA	10/23/200
				To:	Cul-de-Sac					
$\bigcirc$		_		From:	Dead End					
1019	0.13	150	R	To:	20.755		NA		NA	09/20/200
				From:	30-655	<u> </u>				
1020	0.19	130	R	110111.	Dead End		NA		NA	1998
1020	0.10			To:	SR 55					
				From:	30-719					
(1021)	0.08	20	R				NA		NA	1998
				To:	Dead End					

						Maintenance Area								
Route	Length	AADT	QA	4Tire		Truck e 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:										
(1022)	0.10	NA		rioni.		US 17			NA			NA		
				To:		Cul-de-Sac								
$\bigcirc$	0.26	200	_	From:		30-651			NIA			NIA		10/15/2001
(1023)	0.36	200	R	т		20 1024			NA			NA		10/15/2001
(1023)	0.09	50	R	From:		30-1024			NA			NA		10/15/2001
1020				To:	(	Cul-de-Sac								
$\bigcirc$	0.04	40	_	From:		Cul-de-Sac								40/45/0004
1024	0.04	40	R	To:		30-1023			NA			NA		10/15/2001
				From:		US 29	1							
(1025)	0.22	140	R						NA			NA		11/15/2001
				To:		Cul-de-Sac								
1026	0.12	NA		From:	31	0-00684(B)/			NA			NA		
(1026)	0.12			To:	(	Cul-de-Sac/								
				From:		30-763								
(1029)	0.15	49	R	To:		Dead End			NA			NA		11/05/2001
				From:		0-661 WEST								
(1030)	0.09	480	R		30	FOOT WEST			NA			NA		1998
				To: From:		30-1031								
1030	0.16	210	R	110111.					NA			NA		1998
			_	From:		30-1032								
1030	0.41	170	R						NA			NA		1998
	0.12	430	R	From:		30-1033			NA			NA		1998
1030	0.12	450	IX	To:	21	) 661 EAST			INA			INA		1990
1030	0.13	370	R	From:	31	0-661 EAST			NA			NA		1998
				To: From:		30-1090	<u> </u>							
1030	0.24	NA							NA			NA		
				To:		Dead End								
(1031)	0.07	100	R	From:		Dead End			NA			NA		1998
(1031)				To:		30-1030								
(1031)	0.09	100	R	From:		30 1030			NA			NA		1998
				To:		Cul-de-Sac								
	0.08	80	R	From:		Cul-de-Sac			NA			NA		1998
1032	0.06	00	K	To:		30-1030			INA			INA		1990
				From:		Dead End								
1033	0.09	90	R						NA			NA		1998
				From:		30-1030								1000
1033	0.08	110	R	To:		Cul-de-Sac			NA			NA		1998
				From:		0-00661(B)/								
(1034)	0.04	NA							NA			NA		
				To:		Dead End/								
(1035)	0.15	60	R	From:		30-731			NA			NA		11/15/2001
(1035)	0.10			To-		Cul-de-Sac			. 1/-1			11/		7171072001
				From:		Cul-de-Sac/								
1037	0.15	NA		To:	20.0104	E(D)/20 01020/JD /			NA			NA		
				10.	30-0104	5(B)/30-01038(U)/								

					Fauquier Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	( )( :	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	30-01045(B)/30-01037(U)/							
(1038)	0.20	NA			30-01043(B)/30-0103/(U)/		NA			NA		
				To:	Cul-de-Sac/							
$\bigcirc$	0.00	NIA		From:	Cul-de-Sac/		NIA			NIA		
1039	0.06	NA		To:	30-01038(B)/		NA			NA		
				From:	30-605							
(1040)	0.23	60	R				NA			NA		11/13/200
				To:	Cul-de-Sac							
	0.04	NA		From:	Cul-de-Sac/		NA			NA		
(1041)	0.04	IVA		To:	30-01046(B)/		INA			INA		
				From:	30-01046(B)/							
(1042)	0.07	NA				· 1	NA			NA		
				To:	Cul-de-Sac/							
	0.13	NA		From:	30-01045(B)/		NA			NA		
1043	0.13	NA.		To:	Cul-de-Sac/		INA			INA		
				From:	30-01043(B)/							
1044	0.04	NA				-	NA			NA		
				To:	Cul-de-Sac/							
	0.07	870	R	From:	US 29		NIA			NA		11/13/200
(1045)	0.07	670	K	т	20.1015	Ī	NA			INA		11/13/200
4045	0.27	640	R	From:	30-1046		NA			NA		11/13/200
1045	0.21	040		To:	30-1048		147 (			147.		11/10/200
(1045)	0.52	540	R	From:	30-1048		NA			NA		11/13/200
				Ta	30-1051							
1045	0.29	NA		From:			NA			NA		
				To: From:	30-1068; 30-1066							
(1045)	0.35	NA		_		1	NA			NA		
				To:	30-693							
1046	0.12	110	R	From:	Dead End		NA			NA		11/13/200
1046	0.12			To:	30-1047							11/10/200
(1046)	0.04	150	R	From:	30-1047		NA			NA		11/13/200
				To:	30-1045							
1046	0.27	70	R	From:	00.00.00		NA			NA		11/13/200
				To:	Cul-de-Sac							
$\bigcirc$	0.04	40	_	From:	30-1046		NIA			NIA		44/42/200
1047)	0.04	40	R	To:	Cul-de-Sac	Ī	NA			NA		11/13/200
				From:	Dead End							
(1048)	0.06	45	R		Dead End		NA			NA		11/13/200
				To: From:	30-1049							
1048)	0.07	110	R	r tom.			NA			NA		11/13/200
				To: From:	30-1045							
1048)	0.19	80	R		G.1. 3	Ī	NA			NA		11/13/200
				To:	Cul-de-Sac							
1040	0.04	45	R	From:	Cul-de-Sac		NA			NA		11/13/200
1049				To	30-1048	<u></u>						
				From:	Cul-de-Sac							
1050	0.47	80	R			Ī	NA			NA		11/13/200
				To:	Cul-de-Sac							

					Fauquier Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	()K	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	30-1050						
(1051)	0.23	40	R	_		NA			NA		11/13/2001
				To: From:	Cul-de-Sac	1					
1052	0.46	360	R	110111.	Cul-de-Sac	J NA			NA		11/15/200
				To:	30-694; 30-829						
$\bigcirc$			_	From:	30-1052	]					
(1053)	0.06	50	R	To:	Cul-de-Sac	NA 1			NA		11/15/200
				From:	Cul-de-Sac						
1054)	0.05	50	R			NA			NA		11/15/200
				To:	30-1052						
1055	0.04	50	R	From:	30-1052	J NA			NA		11/15/200
1055	0.04			To:	Cul-de-Sac	1			14/ (		11/10/200
				From:	30-1052						
(1056)	0.09	30	R	To:	0.11.0	NA			NA		11/15/200
				From:	Cul-de-Sac 30-01045(B)/						
1057	0.49	NA		<u> </u>	30-01043(B)/	NA			NA		
				To-	Cul-de-Sac/						
$\bigcirc$	0.40			From:	30-01057(B)/	<u> </u>					
1058	0.18	NA		To:	Cul-de-Sac/	NA 1			NA		
				From:	Dead End						
1059	0.24	120	R	<u> </u>	Dvad Ziid	NA			NA		09/05/200
				To-	US 17						
$\bigcirc$	0.04	440	_	From:	30-656	]			NΙΔ		1000
1060	0.04	440	R			NA			NA		1998
1060	0.06	380	R	From:	30-1065	NA			NA		1998
(1000)	0.00			To:	30-1064	1					
1060	0.04	320	R	From:	30 100.	NA			NA		1998
				To: From:	30-1063	]					
(1060)	0.06	290	R			NA			NA		1998
$\overline{\bigcirc}$				To: From:	30-1062	]					
(1060)	0.05	390	R			NA -			NA		1998
	0.08	370	R	From:	30-1061	NA			NA		1998
1060	0.06	3/0	K	To:	30-661	]			INA		1990
				From:	Cul-de-Sac						
1061)	0.07	70	R			NA			NA		1998
				To:	30-1060					<del></del>	
1062	0.06	100	R	From:	30-1060	J NA			NA		1998
1002)	0.00			To:	Cul-de-Sac	1					
				From:	Cul-de-Sac	]					
1063	0.12	120	R	To	20.1070	NA 1			NA		1998
				From:	30-1060	<u> </u>					
1064	0.06	90	R		Cul-de-Sac	J NA			NA		1998
				To:	30-1060	1					
$\overline{}$	`			From:	Cul-de-Sac						
1065	0.06	100	R	To-	30-1060	NA 1			NA		1998
				<u> </u>	30-1000	<u>i</u>				—	

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Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	(.)(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	30-01045(L)/30-01068(U)/	1						
1066	0.23	NA			30-01043(L)/30-01008(U)/	ļ	NA			NA		
				To-	30-01058(B)/	]						
$\bigcirc$				From:	Cul-de-Sac/							
1067	0.09	NA		To:	30-01066(B)/	1	NA			NA		
				From:	Cul-de-Sac/	l						
1068	0.09	NA		<u> </u>	cui de sue	ı	NA			NA		
				To:	30-01045(L)/30-01066(U)/							
$\bigcirc$	0.45	0=0	_	From:	30-656							4000
1070	0.15	270	R	To:	30-661	1	NA			NA		1998
				From:	30-655							
1080	0.18	530	R	<u> </u>	30 033	ı	NA			NA		11/19/200
				To:	30-1083							
$\bigcirc$				From:	Cul-de-Sac							
1081	0.21	240	R			_	NA			NA		11/19/200
$\overline{}$	0.00	260		From:	30-1080	<u> </u>	NIA			NΙΔ		11/10/200
1081	0.09	260	R	To:	30-1084	1	NA			NA		11/19/200
				From:	Dead End	I						
1082	0.06	40	R		2002	ı	NA			NA		11/19/200
				To:	30-1081							
$\bigcirc$	0.07			From:	Cul-de-Sac							4440000
1083	0.07	80	R	To-	30-1080	1	NA			NA		11/19/200
				From:	Cul-de-Sac	i						
1084	0.05	90	R		2 2. 5	a .	NA			NA		11/19/200
				To:	30-1081							
	0.40	420		From:	Cul-de-Sac; .12 MW		NIA			NIA		4000
1090	0.12	130	R			7	NA			NA		1998
1090	0.03	40	R	From	30-1030	l	NA			NA		1998
1090)	0.00		.,	To-	Cul-de-Sac; .03 ME							1000
_				From:	30-01030(B)/							
1091)	0.07	NA		_		,	NA			NA		
				To:	Dead End/							
(100)	0.18	NA		From:	Dead End/	<u>l</u>	NA			NA		
1092	0.10	IVA		То:	Dead End/	]	14/-1			IVA		
				From:	30-643 SOUTH							
1100	0.48	250	R				NA			NA		09/24/200
				To:	30-643 NORTH							
	0.10	NA		From:	Dead End		NA			NA		
1101	0.10	IVA.		To-	30-672	1	INA			INA		
				From:	Cul-de-Sac							
1102	0.08	70	R	_			NA			NA		1998
				To:	30-672							
$\cap$	0.11	E0	Б	From:	30-643		NIA			NIA		1998
1103	0.11	50	R	To:	Cul-de-Sac	]	NA			NA		1998
				From:	30-771							
1104	0.04	40	R				NA			NA		09/24/200
				To:	Dead End							

					rauquiei Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	30-651	-							
(1111)	0.47	190	R	<u> </u>	30-031			NA			NA		09/05/200
				To:	Cul-de-Sac								
				From:	30-720								
1115	0.17	210	R					NA			NA		10/25/200
				From:	30-1116								
(1115)	0.05	40	R	To:	Cal da Car			NA			NA		10/25/200
				From:	Cul-de-Sac								
(1116)	0.09	110	R		Cul-de-Sac			NA			NA		10/25/200
1110				To:	30-1115								
				From:	US 15 BUS								
1117	0.07	180	R					NA			NA		11/15/200
				From:	30-1118	-							
(1117)	0.16	100	R					NA			NA		11/15/200
				To:	30-1119								
	0.04	40	R	From:	Cul-de-Sac			NA			NA		11/15/200
1118	0.04	40	K					INA			INA		11/13/200
	0.13	70	R	From:	30-1117			NA			NA		11/15/200
1118	0.13	70	1	To:	30-1119			14/-1			IVA		11/10/200
				From:	Cul-de-Sac	İ							
1119	0.02	40	R					NA			NA		11/15/200
				To: From:	30-1117								
(1119)	0.05	90	R	riom.				NA			NA		11/15/200
				From:	30-1118								
1119	0.04	170	R					NA			NA		11/15/200
				To:	US 15 BUS								
$\bigcirc$	2.22			From:	30-1121 SOUTH								1000
(1120)	0.20	290	R					NA			NA		1998
	0.05	F70	-	From:	30-1121 NORTH			NIA			NΙΔ		1000
1120	0.05	570	R	To:	SR 28			NA			NA		1998
				From:	Cul-de-Sac	1							
1121	0.03	60	R	<u> </u>	car de bae			NA			NA		1998
				To:	30-1120 SOUTH	1							
1121)	0.19	130	R	From:				NA			NA		1998
				To: From:	30-1122	$\neg$							
(1121)	0.15	220	R	a coult.				NA			NA		1998
				To: From:	30-1120 NORTH	}							
(1121)	0.08	110	R					NA			NA		1998
				To:	Dead End								
	0.02	40	В	From:	Cul-de-Sac			NIA			NIA		1000
1122	0.02	40	R	To	30-1121			NA			NA		1998
				From:	30-661; 30-1030	1							
1123)	0.16	200	R	<u> </u>	20-001, 20-1030			NA			NA		1998
$\bigcirc$				To:	Cul-de-Sac								
				From:	Dead End/								
(1124)	0.22	NA			22 33323			NA			NA		
				To:	30-01121(B)/								
1125	0.15	NA		From:	30-01124(B)/			NA			NA		
1125	0.13	14/1		To:	Cul-de-Sac/			11/7			INA		
-					***	-							

Douto	-المتمدم ا	AADT	04	AT:	Truck	Peak	OK	Dir	A A\A\DT	OW Y
Route	Length	AADT	ŲА	4 I IFE	Bus 2Axle 3+Axle 1Trail 2Trail	l QC Hour	QK	Factor	AAWDT	QW Year
Fauguier County				From:	30-00744(B)/	j				
(1126)	0.41	NA		To:	Cul-de-Sac/	NA T			NA	
				From:	Cul-de-Sac/	1				
(1127)	0.28	NA			cui de bue	NA			NA	
				To:	30-01126(B)/	1				
(1122)	0.25	80	R	From:	Dead End	J NA			NA	1998
(1133)				To:	30-1134	<b>1</b>				
1133	0.20	250	R	From:	30 113 1	NA			NA	1998
				To:	30-802					
	0.72	160	R	From:	Dead End	_ NA			NA	1998
1134	0.72	100	K	To-	30-1133	]			INA	1990
				From:	30-744					
1135	0.09	230	R			NA			NA	1998
				To: From:	30-1137	]				
(1135)	0.10	120	R	To:	20.1126	NA T			NA	1998
				From:	30-1136 30-1137	<u> </u>				
1136	0.20	60	R		30-1137	NA NA			NA	1998
				To:	30-1135	1				
$\widehat{}$				From:	30-1136	]				
1137	0.20	120	R	To:	30-1135	NA			NA	1998
				From:	30-744					
1138	0.32	160	R	<u> </u>	30-744	NA			NA	10/18/20
$\bigcup$				To:	Cul-de-Sac	]				
$\bigcirc$	0.40			From:	30-663	]				00/00/0
(1143)	0.10	60	R	To:	Cul-de-Sac	NA T			NA	09/20/20
				From:	30-1146					
(1145)	0.23	230	R			NA			NA	09/17/20
				To:	30-761					
	0.28	80	R	From:	Cul-de-Sac				NA	09/17/2
(1146)	0.28	00	K	To:	20.1145	IN/A T			INA	09/11/20
1146	0.06	110	R	From:	30-1145	NA			NA	09/17/2
				To:	Dead End					
$\bigcirc$				From:	US-00015(B)/					
1150	0.27	NA		To:	30-01151(L)/	NA T			NA	
				From:	30-01151(L)/	1				
(1151)	0.05	NA			30-01130(L)/	NA NA			NA	
				To:	Cul-de-Sac/					
$\bigcirc$			_	From:	30-651					
(1201)	0.36	70	R	To:	30-655	NA T			NA	1998
				From:	Dead End	<u>+</u> 				
202	0.15	100	R	<u> </u>	Doug Life	NA			NA	1998
				To:	US 15 BUS					
	0.05	4400		From:	30-1204				N. A	00/05/0
1203	0.25	1100	R	To:	NCL Remington	NA T			NA	09/05/20
					1101 Remington	1				

					Fai	uquier Maintenan	ce Area	ı							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Remington				From:		NCL Remington									
1203)	0.09	1100	R			NCL Remington	1			NA			NA		09/05/200
				To: From:		US 15 BUS									
1203)	0.20	450	G	99%	0%	0% 1%	0%	0%	С	0.104	F	0.646	450	G	2002
				Tn-		30-656									
	0.30	360	R	From:		30-651				NA			NA		09/05/200
1204)	0.50	300	K	To		NCL Remington	1	1		INA			INA		09/03/20
Fauguier County				•				•							
$\bigcirc$	0.04	200	_	From:		NCL Remington	1			NIA			NIA		00/05/00
1204	0.01	360	R	_						NA			NA		09/05/200
	0.45	140	R	From:		30-1203 WEST				NA			NA		09/05/20
1204	0.43	140		To:		20 1212				INA			11/7		03/03/20
1204	0.15	560	R	From:		30-1212				NA			NA		09/05/200
1204)				To:		30-1203 EAST									
Town of Remington															
	0.29	150	R	From:		30-1204				NA			NA		09/05/200
1205	0.29	150	K	т		************				INA			INA		09/03/200
4005	0.06	90	R	From:		US 15 BUS				NA			NA		09/05/200
1205	0.00	00		To:		30-1210				1471			147.		00/00/20
				From:		30-651									
1206	0.25	200	R							NA			NA		09/05/20
				To:		30-1203									
	0.13	690	ь	From:		US 15 BUS				NA			NA		09/05/200
1207	0.13	090	0 R	To:		30-656				INA			INA		09/03/200
				From:		30-1209									
1208)	0.30	450	R							NA			NA		09/05/20
				To:		30-656									
	0.26	440	В	From:		30-651				NΙΛ			NΙΔ		00/05/20
1209	0.26	110	R	To:		30-1203				NA			NA		09/05/200
				From:		30-1207		1							
(1210)	0.12	180	R							NA			NA		09/05/200
$\bigcup_{i=1}^{n}$				To:		30-1205									
Fauguier County				From:		30-1203									
1211)	0.03	100	R			30-1203				NA			NA		09/05/200
				To:		30-1212									
				From:		30-1211									
1212	0.12	60	R	To:		20.1204				NA			NA		09/05/200
				From:		30-1204									
1213	0.01	90	R	Fiolii.		Dead End				NA			NA		09/05/200
12.19	J.J.			To:		30-1214									
1213)	0.06	1100	R	From:		50-1214			_	NA			NA		09/05/200
				To:		30-651									
				From:		Cul-de-Sac									
1214)	0.23	780	R	т		20 1012				NA			NA		09/05/200
				To: From:		30-1213		<u> </u>							
1220	0.34	130	R	rrout.		Dead End				NA			NA		1998
				To:		30-615									

					Fauquiei Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC I	Peak Hour	QK Dir Factor	AAWDT	QW Y	Year
Fauguier County				From:	20.615	ı					
(1221)	0.15	NA			30-615	l	NA		NA		
1221)				To:	Cul-de-Sac						
				From:	30-1221						
1222	0.06	NA					NA		NA		
				To:	Cul-de-Sac						
	0.42	40	_	From:	30-1236		NIA		NIA		1000
1235	0.12	40	R	To:	30-661	]	NA		NA		1998
				From:	Cul-de-Sac						
1236	0.05	20	R	<u> </u>	cui de suc	1	NA		NA	1	1998
				To:	30-1235	ļ					
1236	0.06	20	R	From:		1	NA		NA	1	1998
				To:	Cul-de-Sac						
				From:	30-661 WEST						
1240	0.12	1300	R				NA		NA	09/2	20/20
				To: From:	30-1242	]					
1240	0.10	490	R		20.1211.0	1	NA		NA	1	1998
				To: From:	30-1241 Gap Terminus 30-1243 Gap Terminus						
1240	0.16	380	R		20 12 10 Out 10	1	NA		NA	1	1998
				To:	30-1245						
1240	0.05	310	R	From:			NA		NA	1	1998
$\bigcup$				Tar	30-1247						
1240	0.44	350	R	From:			NA		NA	1	1998
$\bigcirc$				To: From:	30-1248	1					
1240	0.06	740	R	From:			NA		NA	1	1998
				To:	30-661 EAST						
$\widehat{}$				From:	30-1240						
1241)	0.12	120	R	т		1	NA		NA	09/2	20/20
				To:	Cul-de-Sac	1					
	0.13	200	R	From:	30-1240		NA		NA	00/3	20/20
1242	0.13	200	K	To:	Cul-de-Sac	1	INA		INA	09/2	.0/20
				From:	Cul-de-Sac	! 					
1243)	0.10	100	R	<u> </u>	eu. de sue	1	NA		NA	09/2	20/20
				To:	30-1244	ļ					
1243)	0.12	280	R	From:		1	NA		NA	09/2	20/20
				To:	BLAKE LANE						
				From:	30-1243						
1244)	0.12	140	R	т		1	NA		NA	09/2	20/20
				To:	Cul-de-Sac						
	0.10	140	R	From:	Cul-de-Sac		NA		NA	1	1998
1245	0.10	140	IX.			1	INA		INA	'	330
1015	0.08	210	R	From:	30-1240		NA		NA	1	1998
1245	0.00	210	11		20.4246	1	11/7		IN/A	!	550
	0.13	120	R	From:	30-1246		NA		NA	1	1998
1245	0.13	120	11	To:	Cul-de-Sac	1	14/7		INA	'	550
				From:	30-1245						
246)	0.19	150	R	ш.			NA		NA	1	1998
				To:	Cul-de-Sac						
<u> </u>				From:	30-1240						
247)	0.07	70	R		Cul-de-Sac	1	NA		NA	1	1998
				To							

Route	Length	AADT	QA	4Tire	Bus Saxle 3+Axle 1Trail 2Trail	QC Pe	( )	K Dir Factor	AAWDT	QW Year
Fauguier County				From:	Cul-de-Sac					
(1248)	0.07	110	R		Cui de Suc	N	A		NA	09/20/200
				To	30-1130					
$\bigcirc$				From:	30-676					
(1301)	0.32	190	R			N.	4		NA	1998
			_	From:	30-1302					
(1301)	0.24	100	R	To	Dead End	N.	4		NA	1998
				From:						
(1302)	0.12	230	R		30-605	N.	A		NA	1998
1302				To:	30-1301					
$\bigcirc$	0.40			From:	30-1303; Gap					
1302	0.16	NA		To:	Dead End	N.	4		NA	
				From:						
(1303)	0.42	250	R	110111.	Dead End	N.	Δ		NA	1998
1303	0.12		•••	To:	20 1204		•			1000
(1202)	0.12	490	R	From:	30-1304	N.	Α		NA	1998
(1303)	0		•••	To:	20 (7)		•			.000
	0.58	300	R	From:	30-676	N.	Δ		NA	1998
(1303)	0.00		•••	To:	Dead End		•			1000
				From:	Dead End					
(1304)	0.15	90	R			N.	A		NA	1998
$\bigcup$				To:	30-1305					
(1304)	0.13	360	R	From:		N.	A		NA	1998
$\bigcup$				To:	30-1303					
_				From:	30-1304					
1305	0.26	270	R			N.	A		NA	1998
				To- From:	30-1309					
1305	0.05	60	R			N.	A		NA	1998
				To: From:	0.05 MN 30-1309					
(1305)	0.02	60	R	_		N.	A		NA	1998
				To:	Cul-de-Sac					
	0.04	00	_	From:	Dead End	N.			NIA	4000
1306	0.01	30	R			N.	4		NA	1998
$\overline{}$	0.50	000	_	From:	30-1323	N			NIA	4000
(1306)	0.58	260	R			N.	٠,		NA	1998
$\overline{}$	0.42	550		From:	30-676	N			NA	4000
1306	0.13	550	R			N.	4		NA	1998
$\overline{}$	0.55	460		From:	30-1307	N.	٠		NA	1998
1306	0.55	460	R			IV.	٠		INA	1990
$\overline{}$	0.19	440		From:	30-1310	N.	٠		NA	1998
1306	0.19	110	R	To:	Dead End	IN.	٠,		INA	1990
				From:	Dead End					
(1307)	0.16	80	R		Deau Ellu	N.	A		NA	1998
				To:	30-1308				· ·	
(1307)	0.29	120	R	From:	30-1300	N.	Α .		NA	1998
				To:	30-1306					
				From:	30-676					
1308	0.10	130	R			N.	A		NA	1998
				To:	30-1307					
			_	From:	Dead End					
309)	0.16	90	R	т	20 1205	N.	4		NA	1998
				To:	30-1305					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hou	()K	AAWDT QW	Year
Fauguier County				From:	Cul-de-Sac				
1310	0.10	50	R			NA		NA	1998
				To: From:	30-1306 Dead End				
1311)	0.20	130	R		Dead End	NA		NA	1998
				To:	30-676				
(1)	0.17	880	R	From:	30-605	NA		NA	1998
1312	0.17	000		To:	30-1313 SOUTH	IVA		IVA	1000
1312	0.11	680	R	From:	30 1313 500111	NA		NA	1998
				To: From:	30-1315				
1312	0.07	480	R			NA		NA	1998
	0.21	580	R	To: From:	30-1313 NORTH	NA		NA	11/19/200
1312	0.21	500	ĸ	Tar	20 1245	INA		NA	11/19/200
1312	0.09	510	R	From:	30-1345	NA		NA	11/19/200
				To: From:	30-1346				
1312	0.12	500	R	From:		NA		NA	11/19/200
				To: From:	30-1348				
1312	0.17	480	R			NA		NA	11/19/200
	0.25	NIA		From:	30-1350	NIA		NA	
1312	0.25	NA		To:	30-1343	NA		NA	
				From:	30-1312 SOUTH				
1313	0.74	310	R	- <del>-</del>	_	NA		NA	11/19/200
				To: From:	30-1312 NORTH				
(1314)	0.76	240	R	rioiii.	30-674	NA		NA	1998
				To:	Dead End				
$\bigcirc$				From:	Dead End				1000
(1315)	0.15	50	R	To:	30-1312	NA		NA	1998
				From:	Cul-de-Sac				
(1316)	0.10	80	R			NA		NA	1998
				To: From:	30-1317				
1316)	0.16	660	R			NA		NA	1998
	0.06	100	R	From:	30-675	NA		NA	1998
1316)	0.00	100	1	To:	30-1330	IVA		IVA	1990
1316	0.03	40	R	From:	50-1550	NA		NA	1998
				To:	Dead End				
$\bigcirc$	0.44	20	_	From:	Dead End	NIA		NIA	1000
1317	0.11	30	R			NA		NA	1998
(1317)	0.04	220	R	From:	30-1322	NA		NA	1998
(1911)				To:	30-1321				
1317)	0.09	320	R	From:		NA		NA	1998
				To: From:	30-1320				
1317	0.15	460	R			NA		NA	1998
	0.00	F00		From:	30-1318	A I A		NI A	4000
1317	0.09	500	R	<sub>T</sub>	20.40	NA		NA	1998
(1317)	0.14	130	R	From:	30-1316	NA		NA	1998
	<b>3</b>	. = #	- •	To:	30-1319				

					Fauquier Maintenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tra		()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	30-1319	1							
(1317)	0.03	20	R		30-1319			NA			NA		1998
(1311)				To:	Dead End								
				From:	Cul-de-Sac	Ī							
1318	0.04	30	R	-				NA			NA		1998
				To:	30-1317								
				From:	30-1317								
1319	0.08	60	R	. —				NA			NA		1998
				To:	Cul-de-Sac								
	0.40	00	_	From:	Dead End			NIA			NIA		4000
1320	0.10	80	R					NA			NA		1998
				From:	30-1317								
(1320)	0.14	100	R	To:				NA			NA		1998
					Dead End								
$\bigcirc$	0.40	400	_	From:	30-1317			N.1.A			NIA		4000
(1321)	0.19	160	R	To:	Dead End			NA			NA		1998
	0.09	90	R	From:	Dead End			NA			NA		1998
1322	0.09	90	K	To:	30-1317	1		INA			INA		1990
				From:									
(100)	0.08	220	R	1 ioin.	30-1306			NA			NA		1998
(1323)	0.00	220	1					INA			INA		1990
$\overline{}$				From:	30-1324			N.1.A			NIA		4000
1323	0.01	30	R	To:	Dead End			NA			NA		1998
	0.20	180	R	From:	Cul-de-Sac			NA			NA		1998
1324	0.20	100	K	To:	30-1323	1		INA			INA		1990
				From:									
(100)	0.12	180	R		30-1327			NA			NA		1998
(1325)	0.12	100	1	_				14/-1			IVA		1000
$\bigcirc$	0.24	240	В	From:	30-1326			NIA			NIA		1000
(1325)	0.24	340	R	To:	30-676	1		NA			NA		1998
				From:									
(100)	0.06	50	R	1 ioin.	Dead End			NA			NA		1998
1326	0.00	50	- 1	To:	30-1325			14/-1			14/3		1000
				From:	Cul-de-Sac	1							
(1327)	0.27	110	R	<u> </u>	Cur-uc-sac			NA			NA		1998
1021)	V.= /			To:	30-1325								
				From:	30-1306								
1328	0.31	100	R					NA			NA		1998
				To:	Cul-de-Sac								
				From:	30-01302(B)/								
1329	0.21	NA						NA			NA		
$\overline{}$				To:	Dead End/								
				From:	Cul-de-Sac								
(1330)	0.06	30	R		•			NA			NA		1998
				To:	30-1316								
				From:	30-675								
1331)	0.17	70	R	_ —				NA			NA		1998
				Tn·	Cul-de-Sac								
$\overline{}$				From:	30-675								
1332	0.20	140	R	. —				NA			NA		11/05/2001
				To:	30-1333								

					Fauquier Mainten	ance Area							
Route	Length	AADT	QA	4Tire	Rue	Truckde 1Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	30-1332	<del></del>							
(1333)	0.07	30	R		30 1332			NA			NA		11/05/200
$\bigcup$				To:	Cul-de-Sa	c							
$\bigcirc$	0.22	450	Б	From:	Cul-de-Sa	c		NIA			NIA		1000
(1335)	0.23	150	R	_				NA			NA		1998
	0.11	370	R	From:	30-1336			NA			NA		1998
(1335)	0.11	0,0		To:	30-827			147 (			147 (		1000
				From:	30-1335								
1336	0.14	390	R					NA			NA		11/19/200
				To: From:	30-1337								
1336	0.05	30	R	To:	Cul-de-Sa	C		NA			NA		1998
				From:	Cul-de-Sa	-							
1337	0.08	30	R	<u> </u>	Cur-uc-sa			NA			NA		1998
$\bigcup$				To: From:	30-1338	<del></del>							
1337	0.16	390	R					NA			NA		11/19/200
				To:	30-1336								
	0.20	80	R	From:	30-1337			NΙΛ			NA		1998
1338	0.20	00	K	To:	Cul-de-Sa	c		NA			INA		1990
				From:	30-605								
1340	0.60	220	R					NA			NA		1998
				To:	Cul-de-Sa								
	0.05	NA		From:	Cul-de-Sa	c/		NA			NA		
(1341)	0.05	INA		To:	30-01312(E	3)/		INA			INA		
				From:	30-01312(E								
(1342)	0.11	NA			`			NA			NA		
				To:	30-00675(E								
	0.14	NA		From:	Cul-de-Sa	c/		NA			NA		
(1343)	0.14	INA		To:	Cul-de-Sa	c/		INA			INA		
				From:	Cul-de-Sa	-							
1345	0.12	90	R	_				NA			NA		11/19/200
				To:	30-1312	-							
	0.18	100	R	From:	30-1312			NA			NA		11/19/200
(1346)	0.10	100		To:	Cul-de-Sa	c		14/-1			11/5		11/10/200
				From:	Cul-de-Sa								
(1348)	0.10	70	R	_				NA			NA		11/19/200
				To:	30-1312								
	0.22	110	R	From:	30-827			NA			NA		11/19/200
1350	0.22	110	IX	To:	30-1312			INA			INA		11/19/200
				From:	Dead Enc								
1400	0.09	80	R					NA			NA		1998
				From:	30-605	-							
1400	0.09	60	R	To:	n 15	<u>,                                    </u>		NA			NA		1998
				From:	Dead End								
(1401)	0.24	250	R		30-1485			NA			NA		1998
	J. <u>L</u> 1			To:	30-1478								
0.3	0.38	390	R	From:	30-14/0			NA	· <u>-</u>		NA		1998
				To:	30-1477								

					Fauquier Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC Peak	QK Dir Factor	AAWDT QW	/ Year
Fauguier County				From:	30-1477				
1401)	0.05	470	R		30-1477	NA		NA	1998
				To: From:	30-1475				
1401)	0.06	670	R		_	NA		NA	1998
				To: From:	30-605				
1401)	0.08	370	R			NA		NA	1998
	0.14	220	R	From:	30-1402 SOUTH	NA		NA	1998
1401)	0.14	220	K	To	20.1402.VODTV	INA		INA	1990
1401)	0.19	90	R	From:	30-1402 NORTH	NA		NA	1998
				To:	Dead End				
$\overline{}$				From:	30-1401 SOUTH				
1402	0.40	180	R	To:	30-1401 NORTH	NA		NA	1998
				From:	30-1401 NORTH				
1403)	0.23	220	R	<u> </u>	30-1404	NA		NA	1998
				To	30-674				
	0.10	^^	-	From:	Dead End			<b>NIA</b>	4000
1404	0.16	90	R			NA		NA	1998
	0.08	60	R	From:	30-1403	NA		NA	1998
1404	0.00	- 00		To	Dead End	IVA		IN/X	1000
_				From:	Dead End				
1405	0.46	1700	R			NA		NA	09/27/200
				To: From:	30-1446				00/0=/00/
1405	0.15	1800	R			NA		NA	09/27/200
	0.11	2000	R	From:	30-1444	NA		NA	09/27/200
1405	0.11	2000		To	US 29	IVA		IN/X	03/21/200
1405)	0.68	2500	R	From:	03 27	NA		NA	11/01/200
				To:	30-1419				
$\overline{}$				From:	30-1405 WEST				
1406	0.45	110	R	To:	30-1405 EAST	NA		NA	1998
				From:	Dead End				
1407)	0.06	70	R		2 3.00 2.00	NA		NA	1998
				To: From:	30-1409				
1407)	0.13	160	R			NA		NA	1998
1407)				To: From:	30-1408				
1407	0.13	260	R			NA		NA	1998
	0.03	690	R	From:	30-605	NA		NA	1998
1407)	0.03	090	K	т	20.005	INA		INA	1990
1407	0.18	280	R	From:	30-827	NA		NA	1998
				To:	30-1431				
1407	0.04	40	R	From:	JU-171	NA		NA	1998
				To:	Dead End				
$\bigcirc$	0.07	^^	-	From:	Dead End			<b>NIA</b>	4000
008)	0.07	60	R	To:	30-1407	NA		NA	1998
				From:	30-1407				
1409	0.03	40	R	<u> </u>		NA		NA	1998
			_	To	Dead End				

					Fau	quier Maintena	nce Area							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail 2Tra	$\Omega$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County							, 111aii 211a	•	, ioui		1 40101			
(1410)	0.06	NA		From:		Dead End		L	NA			NA		
(1410)	0.00			To-		Cul-de-Sac DEL	ETE							
	0.27	90	R	From:		Cul-de-Sac		_	NA			NA		1998
(1410)	0.21	30	IX.	To:		20 1411		7	INA			INA		1990
(1410)	0.25	350	R	From:		30-1411			NA			NA		1998
				To:		30-1413		7						
(1410)	0.15	360	R	From:				<b>_</b> 	NA			NA		11/01/200
				To:		30-1405		<u> </u>						
	0.08	120	R	From:		30-1410		_	NA			NA		1998
(1411)	0.06	120	K	To:		20.1427		7	INA			INA		1990
(1411)	0.07	190	R	From:		30-1427			NA			NA		1998
	0.0.			To:		30-1426		1						
1411)	0.06	370	R	From:		30-1420		_	NA			NA		1998
$\bigcirc$				To:		30-1412		1						
(1411)	0.07	420	R	From:				_	NA			NA		1998
				To: From:		30-1413		]						
(1411)	0.16	720	R					_	NA			NA		1998
				To:		30-1405		<u> </u>						
	0.06	50	R	From:		Dead End			NA			NA		1998
(1412)	0.00	30	IX.	To:		30-1411		7	INA			INA		1990
				From:		Dead End								
(1413)	0.05	70	R					_	NA			NA		1998
				To: From:		30-1411		}						
(1413)	0.10	100	R					7	NA			NA		1998
				To:		30-1410		<u> </u>						
	0.46	990	R	From:		30-1405		_	NA			NA		11/01/200
(1414)	0.40	550	• • • • • • • • • • • • • • • • • • • •	To:		20 1417			1471			147.1		11/01/200
(1414)	0.12	580	R	From:		30-1417			NA			NA		11/01/200
				To:		30-1421								
(1414)	0.14	360	R	From:		30 1121		_	NA			NA		1998
				To- From:		30-1422		1—						
1414)	0.03	190	R					=	NA			NA		1998
				To:		Dead End								
	0.36	330	R	From:		30-1414		j	NA			NA		11/01/2001
1415)	0.30	330	IX.	Tai		20 1410		7	INA			INA		11/01/200
(1415)	0.23	170	R	From:		30-1419			NA			NA		11/01/2001
1415)	0.20	•		To:		30-1454								
1415)	0.23	110	R	From:		30-1434		_	NA			NA		11/01/2001
				To:		30-1456		1						
1415)	0.04	690	R	From:				=	NA			NA		11/01/2001
				To: From:		30-1458		<u> </u>						
1415	0.11	360	R						NA			NA		11/01/2001
				To: From:		30-1455		]						
1415)	0.24	470	R						NA			NA		11/01/2001
		4===		From:		30-1452		]				***		441641555
1415)	0.10	170	R	To:		30-1453		1	NA			NA		11/01/2001
-						30-1453		1						

				Fauquiei iviaintenance Area							
Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC		QK	Dir Factor	AAWDT	QW	Year
			From:	Dood End							
0.05	50	R		Dead End		NA			NA		1998
			To: From:	30-1415							
0.14	120	R			·	NA			NA		1998
0.16	360	R	From:	30-1415		ΝΔ			ΝΔ		11/01/200
0.10	300		To:	20 1414		IVA			IVA		11/01/200
0.05	780	R	From:	30-1414		NA			NA		11/01/200
			To:	30-605							
			From:	30-1419							
0.10	110	R	To:	Cul do Soo	1	NA			NA		1998
0.20	280	R		30-1420		NA			NA		1998
			To:	30-1405							
0.17	540	R	From:		l	NA			NA		1998
			To: From:	30-1415							
0.05	190	R			· I	NA			NA		1998
0.11	100	Р	From:	30-1419		NΔ			NΔ		1998
0.11	100	IX.	To:	Cul-de-Sac		INA			INA		1990
			From:								
0.18	120	R				NA			NA		1998
0.02	40	В	From:	30-1414		NIA			NΙΔ		1998
0.02	40	K	To:	Cul-de-Sac		INA			INA		1990
			From:								
0.15	170	R		-	!	NA			NA		1998
			To: From:	30-1424							
0.10	260	R			1	NA			NA		1998
0.05	50	R	From:	30-1423		NΑ			NΑ		1998
0.00	•	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac							1000
			From:	Cul-de-Sac							
0.11	48	R			· I	NA			NA		1998
0.12	50	В	From:	Cul-de-Sac		NΙΛ			NΙΔ		1998
0.12	30	IX.	To:	30-1411		INA			INA		1990
			From:	Cul-de-Sac							
0.04	47	R			·	NA			NA		1998
			From:	30-1428							
0.07	130	R		20.1111	1	NA			NA		1998
0.02	<b>4</b> 0	R	From:	Cul-de-Sac		NΔ			NΔ		1998
0.02	<del></del>		To:	30-1427		17/1			11/7		
			From:	30-1405							
0.13	120	R				NA			NA		1998
			To-	Cul-de-Sac							
	0.05 0.14 0.16 0.05 0.10 0.20 0.17 0.05 0.11 0.18 0.02 0.15 0.10 0.05 0.11 0.005 0.11 0.005	0.05 50 0.14 120 0.16 360 0.05 780 0.10 110 0.20 280 0.17 540 0.05 190 0.11 100 0.18 120 0.02 40 0.15 170 0.10 260 0.11 48 0.12 50 0.04 47 0.07 130	0.05 50 R 0.14 120 R 0.16 360 R 0.05 780 R 0.10 110 R 0.20 280 R 0.17 540 R 0.05 190 R 0.11 100 R 0.18 120 R 0.18 120 R 0.15 170 R 0.10 260 R 0.10 260 R 0.11 48 R 0.11 48 R 0.12 50 R 0.12 50 R 0.04 47 R 0.07 130 R	0.05   50   R	Length   AADT   QA   4Tire   Bus   Truck   2Axie 3+Axie 1Trail 2Trail	Length AADT QA 4Tire Bus	Length   AADT   QA   4Tire   Bus   2Axide 3+Axide 1Trail 2Trail   OC   Hour	Length   AADT   QA   4Tire   Bus   2Axle   34-Axle   1Trail   2Trail   QC   Peak   Hour   QK	Length   AADT   QA	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus

					Fauquier Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir AAWDT Factor	QW Year
Fauguier County				From:				
(1430)	0.14	50	R		30-839	NA	NA	1998
				To-	Dead End			
$\bigcirc$				From:	Dead End			
(1431)	0.06	60	R			NA	NA	1998
	0.44	450		From:	30-1432	<b>N</b> 10	N/A	4000
(1431)	0.14	150	R	To:	30-1407	NA I	NA	1998
				From:	Dead End			
1432	0.10	30	R		Deut End	NA	NA	1998
				To:	30-1431			
$\overline{}$				From:	Cul-de-Sac			
1433	0.10	90	R	To:	30-839	NA I	NA	1998
				From:				
1434	0.12	100	R		30-839	NA	NA	1998
(1434)				To:	Cul-de-Sac			
				From:	30-1436			
1435	0.17	170	R	_		NA	NA	1998
				To:	30-673			
	0.09	50	R	From:	Cul-de-Sac	l NA	NA	1998
1436	0.09	30	K	To:	30-1435	l INA	NA.	1990
				From:	Cul-de-Sac			
1437	0.23	240	R			NA	NA	1998
$\bigcup$				Tn-	30-839			
$\bigcirc$				From:	Cul-de-Sac			
1439	0.28	90	R	To:	30-674	NA I	NA	09/24/200
				From:				
1440)	0.20	130	R		Cul-de-Sac	NA NA	NA	1998
1440				To:	30-1445			
1440	0.11	320	R	From:	30-14-3	NA	NA	1998
				To:	30-1405			
(1440)	0.45	1200	R	From:	33 3332	NA	NA	09/27/200
$\bigcirc$				To:	30-674			
$\bigcirc$			_	From:	30-1440			1000
1441)	0.26	180	R	To:	Cul-de-Sac	NA I	NA	1998
				From:	30-1440			
1442	0.06	60	R		30-14-0	NA	NA	1998
				To:	Cul-de-Sac			
				From:	30-1405			
1444	0.34	150	R			NA	NA	1998
				To:	Cul-de-Sac			
1445	0.05	50	R	From:	Cul-de-Sac	NA NA	NA	1998
1445				To	20.1449		I N/C	
1445)	0.11	200	R	From:	30-1448	NA	NA	1998
	<b>3</b>			To:	30-1440			
				From:	Cul-de-Sac			
1446	0.11	60	R	_		NA	NA	1998
				To:	30-1405			
1447)	0.44	120	P	From:	Dead End	NIA.	NA	1998
	0.11	120	R	To:	30-1405	NA I	INA	1996

					rauquiei iviaii iteriarice Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	 ail QC	Peak Hour	()K	Dir AAWDT QW	Year
Fauguier County				From:	30-1405	1				
1447)	0.10	60	R		30-1403		NA		NA	1998
				To:	Dead End					
$\sim$				From:	Cul-de-Sac					
1448	0.18	90	R	To:	30-1445	_	NA		NA	1998
				From:	30-605					
1449	0.09	50	R	<u> </u>	30-003		NA		NA	1998
				To:	Cul-de-Sac					
$\bigcirc$				From:	Cul-de-Sac					
1450	0.14	110	R			_	NA		NA	1998
	0.03	180	R	From:	30-1451		NA		NA	1998
1450	0.03	100	K	To:	30-605	1	INA		NA .	1990
				From:	Cul-de-Sac	Ī				
1451)	0.05	50	R	_		_	NA		NA	1998
				To:	30-1450					
	0.07	30	R	From:	Cul-de-Sac		NA		NA	1998
1452	0.07	30	IX.	Tar	20.1415	_	INA		IVA	1990
1452	0.04	560	R	From:	30-1415		NA		NA	1998
1452)	0.01			To:	30-605		1471			1000
				From:	Cul-de-Sac					
1453	0.10	90	R			_	NA		NA	1998
				To: From:	30-1415					
1454)	0.02	30	R	rioiii.	Cul-de-Sac		NA		NA	11/01/200
1434)	0.02			To:	30-1415					
				From:	Cul-de-Sac	]				
1455	0.02	50	R	To:	20.1415	_	NA		NA	11/01/200
				From:	30-1415					
1456	0.09	410	R		30-1415	_	NA		NA	11/01/200
				To:	30-1457					
$\sim$				From:	Cul-de-Sac					
1457	0.03	40	R	To:	20.1457	_	NA		NA	11/01/200
				From:	30-1456					
1458)	0.05	30	R		Cul-de-Sac		NA		NA	11/01/200
				To:	30-1459	<b>—</b>				
1458	0.07	310	R	From:			NA		NA	11/01/200
				To:	30-1415	<u> </u>				
$\bigcirc$	0.44			From:	Cul-de-Sac					44/04/000
1459	0.11	80	R			_	NA		NA	11/01/200
1450	0.08	160	R	From:	30-1469		NA		NA	11/01/200
1459	0.00			Te	20.1450				I V/Cs	11/01/200
1459	0.09	80	R	From:	30-1458		NA		NA	11/01/200
				To:	Cul-de-Sac					
		·		From:	Cul-de-Sac		·	·		
1460	0.09	40	R				NA		NA	1998
<u> </u>				To: From:	30-1465					
1460	0.21	440	R	To:	20 1464	_	NA		NA	1998
					30-1464					

					Fauquier Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir AAWDT QW Factor	Year
Fauguier County								
(1460)	0.05	620	R	From:	30-1464	NA	NA	1998
(1400)				To:	30-1463	1		
(1460)	0.07	800	R	From:	30 1103	NA	NA	1998
				To: From:	30-1462	}		
1460	0.10	660	R			NA	NA	1998
	0.08	670	R	From:	30-1461	NA	NA	1998
1460	0.00	070	K	To:	30-672	INA	NA .	1990
				From:	Cul-de-Sac			
(1461)	0.15	140	R	To:	20.1460	NA 1	NA	1998
				From:	30-1460	l		
(1462)	0.12	1200	R	110111.	NCL WARRENTON	J NA	NA	1998
1.432				To:	30-1460	]		
$\bigcirc$				From:	30-1460			
(1463)	0.09	80	R	To:	Cul-de-Sac	NA 1	NA	1998
				From:	Cul-de-Sac			
(1464)	0.06	60	R		2.00 2.00	NA	NA	1998
				To:	30-1460			
$\bigcirc$	0.00	220	R	From:	30-1460	NA	NA	1009
1465	0.09	330	ĸ	т	20.1166	NA 1	NA	1998
(1465)	0.05	90	R	From:	30-1466	NA	NA	1998
(1403)				To:	Dead End	]		
				From:	30-1465			
1466	0.10	240	R			NA	NA	1998
	0.44	400		From:	30-1467	)	NIA	1000
1466	0.11	180	R		20.1160	NA 1	NA	1998
(1466)	0.06	50	R	From:	30-1468	NA	NA	1998
1400				To:	Cul-de-Sac	]		
				From:	Cul-de-Sac			
(1467)	0.05	80	R	To:	30-1466	NA 1	NA	1998
				From:	Cul-de-Sac	<u> </u>		
(1468)	0.04	70	R	<u> </u>	cui de Suc	NA	NA	1998
				To:	30-1466	]		
$\bigcirc$	0.00	40	_	From:	Cul-de-Sac	N/A	NIA	44/04/000
1469	0.03	40	R	To:	30-1459	NA 1	NA	11/01/200
				From:	30-674	İ		
1470	0.14	110	R			NA	NA	09/27/200
				To:	Cul-de-Sac			
(1471)	0.15	180	R	From:	30-674	NA NA	NA	09/27/200
(14/1)	0.10			To	30-1472			
(1471)	0.04	50	R	From:	30-14/2	NA	NA	09/27/200
				To:	Cul-de-Sac			
$\overline{}$			_	From:	30-1471			
(1472)	0.07	40	R	To:	Cul-de-Sac	NA 1	NA	09/27/200
				.0.	Cui-ue-Sac	]		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	()K	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	Dead End						
(1473)	0.32	150	R			NA			NA		09/27/200
				Tn-	30-674						
	0.08	40	R	From:	Dead End	NA.			NA		00/27/200
1474	0.06	40	ĸ	To:	30-1473	NA I			INA		09/27/200
				From:	30-1401						
1475)	0.22	270	R			NA			NA		1998
<u> </u>				To: From:	30-1476						
1475	0.06	50	R	_		NA			NA		1998
				To:	Cul-de-Sac						
(13)	0.09	80	R	From:	Cul-de-Sac	l NA			NA		1998
1476	0.09	00	K	To	30-1475	INA.			INA		1990
				From:	Cul-de-Sac						
1477)	0.06	90	R	<u> </u>		NA			NA		1998
				To:	30-1401						
$\bigcirc$	0.07		_	From:	30-1401						1000
1478	0.07	70	R	To:	Cul-de-Sac	NA I			NA		1998
				From:	30-1401						
(1479)	0.04	60	R	<u></u>	30-1401	NA			NA		09/27/200
				To:	Cul-de-Sac						
				From:	30-674						
1480	0.15	150	R	. —		NA			NA		1998
				To:	Cul-de-Sac						
1481)	0.30	NA		From:	30-00605(B)/	l NA			NA		
1481)	0.00	.30 NA		To:	Cul-de-Sac/				14/1		
				From:	Cul-de-Sac/						
1482	0.16	NA				NA			NA		
				To:	30-01481(B)/						
	0.41	NA		From:	30-605	NA			NA		
1483	0.41	INA		To:	30-1484	INA 			INA		
				From:	Dead End/						
1484)	0.28	NA				NA			NA		
$\bigcirc$				To:	30-01483(R)/						
$\bigcirc$	0.07		_	From:	Dead End	NIA			NIA		00/07/000
1485	0.07	50	R			NA			NA		09/27/200
	0.10	70	R	From:	30-1401	NA			NA		09/27/200
1485)	0.10	70	IX	To:	Cul-de-Sac				INA		03/21/200
				From:	Cul-de-Sac/						
1486)	0.20	NA				NA			NA		
$\bigcup_{i=1}^{n}$				To:	30-01407(B)/						
$\bigcirc$	0.07	N/A		From:	30-01486(B)/				N.1.0		
1487	0.07	NA		To:	Cul-de-Sac/	NA I			NA		
				From:	Cul-de-Sac						
1490	0.03	50	R		Cur-uc-Dac	NA			NA		09/27/200
				To	30-1494						
1490	0.11	190	R	From:	24.17.	NA NA			NA		09/27/200
				To: From:	30-1492						
1490	0.04	290	R			NA			NA		09/27/200
$\sim$				To:	30-1493						

					Truck	Dools	Dir	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak QK Hour QK	Dir Factor AAWDT QV	V Year
auguier County				From:	30-1493			
1490	0.08	390	R	<u> </u>	30-1473	NA	NA	09/27/20
				To: From:	30-1491			
1490	0.13	460	R			NA	NA	09/27/20
				To:	30-605			
	0.04	60	R	From:	30-1490	l NA	NA	11/05/20
1491	0.04	00	IX.	To	Cul-de-Sac	INA.	IVA	11/05/20
				From:	Cul-de-Sac			
1492	0.07	90	R			NA	NA	11/05/20
				To:	30-1490			
	0.08	80	R	From:	30-1490	NA NA	NA	11/05/20
1493	0.06	60	K	To	Cul-de-Sac	INA 	INA	11/05/20
				From:	Cul-de-Sac			
1494)	0.06	70	R			NA	NA	11/05/20
				To:	30-1490			
$\bigcirc$				From:	30-1405; 30-1406			4.440=40.0
1495	0.30	670	R	To:	30-1496; 30-1497	NA I	NA	11/05/20
				From:	Dead End			
1496	0.03	50	R		Dead End	NA NA	NA	11/05/20
				To:	30-1495; 30-1497			
				From:	30-1495; 30-1496			
1497	0.12	180	R	To:	D 15 1	NA I	NA	11/05/20
				From:	Dead End			
1408	0.14	240	R	110111.	30-1495	l NA	NA	11/05/20
1498				To:	30-1499			
				From:	Dead End			
1499	0.03	50	R			NA	NA	11/05/20
				To:	30-1498			
1501)	0.08	60	R	From:	Dead End	l NA	NA	1998
1301)	0.00		• • • • • • • • • • • • • • • • • • • •	To	30-1502	1.0.		1000
1501)	0.36	240	R	From:	30-1302	NA	NA	1998
				To:	30-604			
				From:	30-1501			
1502	0.19	80	R	To:	0.11.3	NA I	NA	1998
				From:	Cul-de-Sac			
1503)	0.23	120	R	r toin.	Dead End	l NA	NA	1998
1303)				To:	30-604			
				From:	30-605			
1509	0.20	80	R			NA	NA	1998
				To:	Cul-de-Sac			
	0.29	150	R	From:	30-605	NA	NA	1998
1510	0.29	100	ĸ	~		IN/A	INA	1990
1510	0.08	30	R	From:	30-1511	NA	NA	1998
1310				To	Dead End			
				From:	Dead End			
1511	0.09	50	R			NA	NA	1998
				To:	30-1510			

					Fauquier Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:								
(1515)	0.25	80	R		Dead End		NA			NA		1998
10.09				To	30-652							
				From:	Cul-de-Sac							
(1516)	0.17	60	R	To:	20.702	i	NA			NA		11/15/200
				From:	30-793							
(1517)	0.05	240	R	1.0	30-1518		NA			NA		11/15/200
1011)				To:	30-793							
				From:	Cul-de-Sac							
1518)	0.24	160	R				NA			NA		11/15/200
				From:	30-1519							
1518)	0.16	60	R	To:	0.1.1.0		NA			NA		11/15/200
				From:	Cul-de-Sac							
(1519)	0.08	80	R	r toni.	Cul-de-Sac		NA			NA		11/15/200
(1519)	0.00			To:	30-1518							
				From:	Cul-de-Sac							
1520	0.05	50	R	_		="	NA			NA		1998
				To:	30-602							
	0.09	60	R	From:	Cul-de-Sac		NA			NA		1998
(1521)	0.09	60	K	. —			INA			INA		1990
4504	0.24	370	R	From:	30-1524		NA			NA		1998
(1521)	0.24	370		To:	20.1522		IVA			IVA		1550
(1521)	0.14	640	R	From:	30-1522		NA			NA		1998
(1521)	• • • • • • • • • • • • • • • • • • • •			To:	30-602							
				From:	Dead End							
1522	0.17	120	R			<u>-</u> '	NA			NA		1998
				To: From:	30-1521							
(1522)	0.10	180	R				NA			NA		1998
				To: From:	30-1523							
1522	0.10	90	R	To:	Cul-de-Sac		NA			NA		1998
				From:	30-1522							
(1523)	0.13	60	R		30-1322		NA			NA		1998
				To:	Cul-de-Sac							
				From:	Dead End							
1524	0.11	140	R				NA			NA		11/19/200
				To: From:	30-1525	<b>-</b>	N.1.0			<b></b>		441401000
(1524)	0.14	300	R			•	NA			NA		11/19/200
	0.40	420		From:	30-1521		NIA			NIA.		11/10/000
1524	0.13	130	R	To:	Cul-de-Sac		NA			NA		11/19/200
				From:	Cul-de-Sac							
(1525)	0.10	120	R		ou. do bue		NA			NA		11/19/200
				To:	30-1524							
$\bigcirc$				From:	30-602							
(1530)	0.19	320	R	To:	30-1531	İ	NA			NA		09/17/200
-				From:								
(1531)	0.21	100	R		Cul-de-Sac		NA			NA		09/17/200
0				To:	30-1530							
(1531)	0.39	180	R	From:	30-1330		NA			NA		09/17/200
$\bigcup$				To:	Cul-de-Sac							

					Fauquier Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tr	ail P	eak lour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County						-						
(1540)	0.45	140	R	From:	30-678	┙,	NA			NA		10/18/200°
(1540)	0.40	140		To	Cul-de-Sac	<u> </u>	147 (			14/ (		10/10/200
				From:	Dead End	1						
1549	0.49	210	R				NA			NA		10/25/200
				To:	30-690							
	0.40	400	_	From:	30-678	╛.				NIA		40/40/000
1550	0.16	490	R				NA			NA		10/18/200
	0.05	200	_	From:	30-1551	┵	N 1 A			NIA		40/40/200
1550	0.85	280	R	To:	Cul-de-Sac	¬ '	NA			NA		10/18/200
				From:	30-1550							
(1551)	0.19	170	R		30-1330		NA			NA		10/18/200
(1331)				To	30-1552							
				From:	Cul-de-Sac							
1552	0.13	70	R				NA			NA		10/18/200
				To: From:	30-1551	<del>_</del>						
(1552)	0.07	60	R	rioii.			NA			NA		10/18/200
				To-	Cul-de-Sac							
$\bigcirc$				From:	30-685							
(1601)	0.21	190	R			1	NA			NA		1998
				From:	30-1602							
(1601)	0.05	20	R	To:	D 15.1	_ '	NA			NA		1998
					Dead End							
0.11	0.11	70	R	From:	Dead End	┙,	NA			NA		1998
	70	K	To:	30-1601	┑ '	INA			INA		1990	
				From:	Dead End							
(1603)	0.15	100	R	<u> </u>	Dette Elle	_ ,	NA			NA		1998
				To:	30-1605							
1603	0.14	380	R	From:	30-1003		NA			NA		1998
				To:	30-1604							
1603	0.05	460	R	From:	30-1004		NA			NA		1998
				To:	30-687							
				From:	Dead End							
(1604)	0.19	120	R				NA			NA		1998
				To:	30-1603							
$\bigcirc$	0.00	70	_	From:	Cul-de-Sac	┙.				NIA		4000
1605	0.09	70	R				NA			NA		1998
	0.44	400		From:	30-1607	┵				NIA		4000
1605	0.14	190	R			_ '	NA			NA		1998
	0.44	070	_	From:	30-1606	┵	N 1 A			NIA		1000
(1605)	0.14	270	R	To:	30-1603	ٔ '	NA			NA		1998
				From:		1						
(1606)	0.12	70	R		Cul-de-Sac		NA			NA		1998
1606	J.,, <u>L</u>			To	30-1605	`						
				From:	Cul-de-Sac							
1607)	0.14	80	R	<u>-</u>		_	NA			NA		1998
				To:	30-1605							
				From:	30-1611							
(1610)	0.48	200	R			_ '	NA			NA		10/15/200
				To:	30-687							

					Fauquier Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	()K	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	Cul-de-Sac						
(1611)	0.09	50	R	<u> </u>	Cui de Sue	NA			NA		10/15/200
$\bigcup$				To: From:	30-1610						
1611)	0.14	150	R			NA			NA		10/15/200
				To: From:	30-1612						
(1611)	0.23	330	R	To:	30-651	NA			NA		10/15/200
				From:	30-1611						
(1612)	0.13	250	R		30-1011	NA NA			NA		10/15/200
				To: From:	30-1613						
1612	0.13	80	R	-		NA			NA		10/15/200
				To:	Cul-de-Sac						
	0.12	60	R	From:	30-1612	NIA.			NA		10/15/200
(1613)	0.12	60	K	To:	Cul-de-Sac	NA I			INA		10/13/200
				From:	30-00661(B)/						
(1619)	0.07	NA				NA			NA		
				To:	Cul-de-Sac/						
$\bigcirc$	0.05	20	_	From:	Cul-de-Sac	NIA			NΙΔ		11/05/200
1620	0.05	20	R	_		NA			NA		11/05/200
	0.11	130	R	From:	30-1621	NA			NA		11/05/200
1620	0.11	100		То:	30-674				14/ (		11/00/200
				From:	Cul-de-Sac						
(1621)	0.06	40	R			NA			NA		11/05/200
				To-	30-1620						
	0.42	70	R	From:	30-616	NA			NA		1998
1630	0.42	70	IX.	To:	Dead End				INA		1990
				From:	US 17						
(1700)	0.10	70	R			NA			NA		1998
				To:	Dead End						
	0.16	90	R	From:	30-637	NA NA			NA		1998
1730	0.10	30		To:	Cul-de-Sac	l INA			IVA		1330
				From:	30-788						
(1731)	0.15	70	R			NA			NA		1998
				To:	Cul-de-Sac						
	0.10	220	R	From:	BUS US 15	NA NA			NA		1998
9931)	0.10	220	K	To:	MARGARET PIERCE ELEM SCH	INA			INA		1990
				From:	Cul-de-Sac						
9932	0.13	300	R			NA			NA		1998
$\bigcup_{i=1}^{n}$				To:	US 17						
$\bigcirc$	0.40			From:	SR 28						4000
9933	0.18	70	R	To:	Dead End	NA I			NA		1998
				From:	30-603						
9934)	0.10	220	R	<u></u>	30 003	NA			NA		1998
				To:	H.M. PEARSON ELEM SCH						
$\bigcirc$		*	_	From:	30-605						
9935	0.10	300	R	To:	DD SMITH ELEM SOU	NA I			NA		1998
				From:	P.B. SMITH ELEM SCH						
9936	0.12	270	R		30-709	l NA			NA		1998
	•	-		To:	W.C. COLEMAN ELEM SCH						

					rauquiei Maintena	ance Area	1							
Route	Length	AADT	QA	4Tire	Bus			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fauguier County				From:	20.710									
0037	0.08	160	R	Troin.	30-710				NA			NA		1998
9937)				To:	NORTHWESTERN I	ELEM SCH								
				From:	30-835		1							
9952)	0.10	280	R						NA			NA		1998
				To:	MARY WALTER E	LEM SCH								
O				From:	US 50					_				
611 Saint Louis Rd	0.10	3400	F	90% To:	0% 6% 1%	2%	0%	С	0.101	F	0.602	3400	F	2002
				From:	US 50 John S. Mo		1							
618) Snake Den Rd	0.27	70	R		US 30 JOHN S. IVIO	suy nwy			NA			NA		03/02/20
618) Snake Den Rd				To:	Loudoun Count	y Line								
				From:	US 50 John S. Mo	sby Hwy	1							
619 Trappe Rd	0.20	490	R						NA			NA		1999
5.5				To:	Loudoun County	y Line								
O			_	From:	US 50 John S. Mo						_			
623 Willisville Rd	0.03	860	F	88% To:	1% 5% 3%	3%	0%	С	0.105	F	0.544	860	F	2002
				From:	Loudoun County									
719) Greengarden Rd	0.23	150	R	From:	US 50 John S. Mo	sby Hwy			NA			NA		03/02/20
719 Greengarden Rd	0.20	100		To:	Loudoun County	y Line			14/4			IVA		03/02/20
				From:	US 50 John S. Mo		ĺ							
832	0.17					,,			NA			NA		1999
53				To:	Dead End									
Cown of Warrenton														
Alexandria Dika	0.50	240	G	From:	Blackwell R 1% 4% 1%	0%	00/	С	0.100	_	0.502	240	0	2002
2 Alexandria Pike	0.58	240	G	93% To:	1% 4% 1% Dead End		0%	C	0.123	F	0.593	240	G	2002
				From:	Broadview A		1							
3 Oak Springs Dr	0.26	3700	G	98%	1% 1% 0%	0%	0%	С	0.116	F	0.503	3700	G	2002
Oak Springs Dr				To:	Branch Dr									
				From:	Lee Hwy									
4 Branch Rd	0.19	2100	G	96%	1% 3% 0%	0%	0%	С	0.094	F	0.557	2100	G	2002
				To:	Oak Springs	Dr								
Deer Wellew Dd	0.40	2500	_	From:	WCL Warren		00/	0	0.440	_	0.70	2500	0	2002
880 Bear Wallow Rd	0.49	2500	G	96% To:	1% 3% 1% Broadview A		0%	С	0.116	F	0.78	2500	G	2002
				From:	WCL Warren		1							
886 Waterloo Rd	0.58	3200	G	97%	1% 2% 0%		0%	С	0.127	F	0.776	3200	G	2002
156				To:	Rappahannocl									
Dannehannack Ct	0.02	2400	•	From:	Frost Ave		00/	_	NIA			2200	0	2002
Rappahannock St	0.03	2400	G	97% To:	1% 2% 0% US 211 Waterlo		0%	F	NA			2300	G	2002
				From:	Falmouth S									
893) Meetze Rd	0.37	9600	G	97%	0% 2% 0%		0%	С	0.101	F	0.527	9600	G	2002
893) Meetze Rd				To-	ECL Warren									
				From:	Alexandria	St								
Winchester St	0.42	4000	G	97%	0% 2% 0%	0%	0%	F	0.098	F	0.548	4000	G	2002
100/				To: From:	King St									
Winchester St	0.69	4700	G	97%	0% 2% 0%	0%	0%	С	0.097	F	0.608	4700	G	2002
100/				To-	Lee Hwy									
		_		From:	Shirley Av						_			
1894 Culpeper St	0.38	2900	G	98%	0% 2% 0%	0%	0%	С	0.1	F	0.630	2800	G	2002
				To: From:	Hotel St									
1894) Culpeper St	0.04	1800	G	98%	0% 2% 0%	0%	0%	F	0.087	F		1800	G	2002
(1894) Culpeper St				To-	Main St									

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Warrenton																
_				From:			US15									
1895 Old Broadview Ave	0.17	4400	G	97%	0%	2%	0%	0%	0%	С	0.107	F	0.514	4400	G	2002
156				To-			US 17									
				From:		L	ee Hwy									
Branch Dr		2200	G								0.105	F		2300	G	2002
				To:		A	rbor Ct									
-				From:		N	Aain St									
East St		210	G		·	•	•				0.122	F		220	G	2002
				To:		ECL.	Warrenton	ı								