2002

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

where available

Jurisdiction Report

34

Frederick County City of Winchester Town of Middletown Town of Stephens City

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- 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.

					Fre	derick Ma	intenance Area	i							
Route	Length	AADT	QA	4Tire	Bus	2Δvle	Truck 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Winchester				_		ZANC	J'ANC TTUI	211011		rioui		i actor			
				From:			Par, Braddock St		_						
7 Boscawen St	0.18	3300	F	89%	1%	2%	5% 3%	0%	С	0.082	F		3500	F	2002
	Combined Traffic:	10000	F	89% To:	1%	2%	5% 3%	0%	F	0.084	F		11000	F	
				From:			Г 11								
7 (11) Camero	n St 0.17	11000	F	89%	2%	4%	5% 1%	0%	F	0.086	F		12000	F	2002
\circ	Combined Traffic:	NA								0.086	F		NA		
				To: From:		US 11 C	Cameron St	-							
(7) Piccaddilly St	0.18	11000	F	95%	1%	2%	1% 1%	0%	F	0.088	F	0.538	11000	F	2002
				To: From:			t Lane dilly St								
7 East Lane	0.02	10000	F	95%	1%	2%	1% 1%	0%	F	0.095	F	0.513	11000	F	2002
() =				To:			ax Lane								
				From:			and Ave							_	
7 National Ave	0.32	13000	F	95%	1%	2%	1% 1%	0%	F	0.085	F	0.604	13000	F	2002
				From:			asant Valley Rd								
(7) Berryville Ave	0.79	17000	F	95%	1%	2%	1% 1%	0%	С	0.081	F	0.554	18000	F	2002
$\stackrel{\smile}{=}$				To: From:		Ro	ss St								
(7) Berryville Ave	0.16	30000	F	95%	1%	2%	1% 1%	0%	F	0.1	F	0.603	32000	F	2002
				To-		ECL Win	chester; I-81								
Frederick County				From:		ECI Win	obactom I 01	ſ							
7 Berryville Pike	3.69	25000	F	91%	1%	4%	0% 4%	0%	F	0.079	F	0.631	26000	F	2002
7) 26,	0.00		•	To:	.,,		County Line		•	0.0.0	•	0.00		•	
City of Winchester															
				From:			dock St								
Piccadilly St	0.18	7200	F	89%	1%	2%	5% 3%	0%	F	0.086	F		7600	F	2002
	Combined Traffic:	0	F	To:		Com	eron St	1		NA			0	F	
						Cali	eron st	<u> </u>							
Frederick County				From:		Warren (County Line	Ī							
11 Valley Pike									_	0.086	_				
	1.98	3600	F	93%	0%	1%	3% 3%	0%	F	0.000	F	0.604	3600	F	2002
	1.98	3600	F	93% To:	0%		3% 3% iddletown	0%	F	0.000	F	0.604	3600	F	2002
Town of Middletown		3600	F	To	0%	SCL M	iddletown	0%	F	0.000	F	0.604	3600	F	2002
~~~~~				To:		SCL M	iddletown								
Town of Middletown  (11) Main St		5000	F	To	1%	SCL M SCL M 2%	iddletown iddletown 3% 3%	0%	F F	0.087	F	0.604	5100	F F	2002
11 Main St				From: 91%		SCL M SCL M 2%	iddletown								
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11 Main St				From: 91% To:		SCL M SCL M 2% NCL M	iddletown 3% 3% iddletown								
Main St Frederick County	0.89	5000	F	From: 91% To:	1%	SCL M SCL M 2% NCL M NCL M 2%	iddletown 3% 3% iddletown iddletown	0%	F	0.087	F	0.571	5100	F	2002
Main St Frederick County	0.89 4.19	5000	F	From: 91% To: 91% To: 91%	1%	SCL M SCL M 2% NCL M NCL M SCL SCL Ste	iddletown 3% 3% iddletown iddletown iddletown 3% 3% phens City	0%	F	0.087	F	0.571	5100	F	2002
Frederick County 11 Valley Pike Town of Stenhens Circumstance Circum	0.89 4.19	5000 4700	F	From: 91% To: 91% From: 91% From: 91% From: 91%	1%	SCL M SCL M 2% NCL M NCL M SCL Ste	iddletown 3% 3% iddletown iddletown iddletown 3% 3% 3% phens City	0%	F C	0.087	F	0.571	5100	F	2002
Main St Frederick County Valley Pike	0.89 4.19	5000	F	From: 91% To: 91% To: 91%	1%	SCL M SCL M 2% NCL M NCL M SCL Ste SCL Ste 2%	iddletown 3% 3% iddletown iddletown 3% 3% phens City phens City 3% 3%	0%	F	0.087	F	0.571	5100	F	2002
Frederick County 11 Valley Pike Town of Stenhens Cir 11 Main Street	0.89 4.19 tv 0.32	5000 4700 4700	F	From: 91% From: 91% To From: 91% To From: 91% From: 91% To From: 91%	1%	SCL M SCL M 2% NCL M NCL M SCL Ste SCL Ste SR 277 SR 277 I	iddletown 3% 3% iddletown 3% 3% iddletown 3% 3% 3% phens City phens City 3% 3% Faifax Pike Fairfax Pike	0%	F C	0.087	F	0.571 0.534 0.534	5100	F	2002
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Frederick County 11 Valley Pike Town of Stenhens Cir	0.89 4.19 tv 0.32	5000 4700 4700	F	From: 91% From: 91% To From: 91% To From: 91% From: 91% To From: 91%	1%	SCL M 2% NCL M 2% SCL Ste SCL Ste 2% SR 277 SR 277 I 1%	iddletown 3% 3% iddletown 3% 3% iddletown 3% 3% 3% phens City phens City 3% 3% Faifax Pike Fairfax Pike	0%	F C	0.087	F F N	0.571 0.534 0.534	5100 4800 4800	F F N	2002
Frederick County 11 Valley Pike Town of Stenhens Cir	0.89 4.19 tv 0.32	5000 4700 4700	F	From: 91 % To: From: 91 % To: From: 91 % To: From: 91 % To: From: 96 % To: From: 96 %	1%	SCL M 2% NCL M 2% SCL Ste SCL Ste 2% SR 277 SR 277 I 1% NCL Ste	iddletown 3% 3% iddletown 3% 3% iddletown iddletown 3% 3% 3% phens City phens City 3% 3% 3% Faifax Pike Fairfax Pike 1% 2% phens City	0%	F C	0.087	F F N	0.571 0.534 0.534	5100 4800 4800	F F N	2002
Frederick County 11 Valley Pike Town of Stenhens Cit 11 Main Street 11 Main Street Frederick County	0.89 4.19 tv 0.32 0.71	5000 4700 4700 9200	F F N	From: 91% To: From: 91% To: From: 91% To: From: 96% To: From: 96% To: From: 96%	1% 1% 1%	SCL M 2% NCL M 2% NCL M 2% SCL Ste 2% SR 277 SR 277 I 1% NCL Ste NCL Ste	iddletown 3% 3% iddletown 3% 3% iddletown 3% 3% 3% phens City phens City 3% 3% 3% Faifax Pike Pairfax Pike 1% 2% phens City phens City phens City	0%	F C N	0.087	F F N F	0.571 0.534 0.534 0.588	5100 4800 4800 9400	F F N	2002 2002 2002 2002
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Frederick County 11 Valley Pike Town of Stenhens Cit 11 Main Street 11 Main Street Frederick County	0.89 4.19 tv 0.32 0.71	5000 4700 4700 9200	F F N	From: 91% To:	1% 1% 1% 0%	SCL M 2% NCL M 2% NCL M 2% SCL Ste 2% SR 277: SR 277! 1% NCL Ste 1% SR 37 South 2%	iddletown 3% 3% iddletown 3% 3% iddletown 3% 3% 3% phens City phens City 3% 3% Faifax Pike 1% 2% phens City 1% 2% of Winchester 1% 2%	0%	F C N	0.087	F F N F	0.571 0.534 0.534 0.588	5100 4800 4800 9400	F F N	2002 2002 2002 2002
Frederick County 11 Valley Pike Town of Stenhens Cit 11 Main Street 11 Main Street Frederick County 11 Valley Pike 11 Valley Pike	0.89 4.19 tv 0.32 0.71	5000 4700 4700 9200	F N F	From: 91% To: 91% To: 91% To: 91% To: 91% To: 96% To: 96% To: 96% To: 95%	1% 1% 1% 0%	SCL M 2% NCL M 2% NCL M 2% SCL Ste 2% SR 277: SR 277! 1% NCL Ste 1% SR 37 South 2%	iddletown 3% 3% iddletown 3% 3% iddletown 3% 3% 3% phens City phens City 3% 3% Faifax Pike 1% 2% phens City phens City 1% 2% of Winchester	0%	F C N C	0.087 0.092 0.092 0.083	F F N N	0.571 0.534 0.534 0.588	5100 4800 4800 9400	F N F	2002 2002 2002 2002 2002
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						110		aintenan		•		Peak		Dir			
Route	Le	ength	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Winchester					From:		V.C.	ddle Rd		1							
11 Valley Ave	0).12	22000	F	95%	0%	2%	1%	2%	0%	F	0.089	F	0.575	24000	F	2002
					To:			ems Lane									
11 Valley Ave	0).67	17000	F	95%	0%	2%	1%	2%	0%	F	0.085	F	0.511	18000	F	2002
					To:			view Ave									
11 Valley Ave	0).59	14000	F	95%	0%	2%	1%	2%	0%	F	0.088	F	0.626	14000	F	2002
					To:		US 11 Pa	r Braddoc	k St	1							
11 Valley Ave	0	0.09	3200	F	96%	0%	1%	1%	2%	0%	F	0.096	F		3300	F	2002
	Combined Tra	affic:	14000	F	92%	1%	4%	2%	1%	0%	F	0.089	F	0.627	15000	F	
					To: From:			rrard St									
11 Gerrard St	0).10	15000	F	96%	0%	1%	lley Ave 1%	2%	0%	F	0.078	F	0.671	15000	F	2002
TT) Solitara St	· ·			•	To	070		neron St			•	0.070	•	0.07 1	10000	·	2002
~~~					From:			Gerrard S									
(11) Cameron St		).53	6000	F	89%	2%	4%	5%	1%	0%	С	0.082	F		6300	F	2002
•	Combined Tra	affic:	14000	F	93%	1%	3%	2%	1%	0%	С	NA			15000	F	
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11 Cameron St).17	11000	F	89%	2%	4%	5%	1%	0%	F	0.086	F		12000	F	2002
	Combined Tra	affic:	NA									0.086	F		NA		
~~~			4000		From:	00/		adilly St	00/	00/		0.000			4000		0000
11 Cameron St		).83	4000	F	96%	0%	1%	1%	2%	0%	С	0.089	F		4300	F	2002
	Combined Tra	arric:	9300	F	96%	0%	1% Lor	1% idoun St	2%	0%	С	0.089	F		9800	F	
					From:			neron St									
11 Martinsburg I	Pike 0	).31	13000	F	96%	0%	1%	1%	2%	0%	F	0.089	F	0.542	14000	F	2002
<u> </u>					To:		NCL '	Wincheste	r								
Frederick County					From:		NO.	O. 7. 1 .		1							
11 Martinsburg I	Pike 1	.04	11000	F	96%	0%	1%	Wincheste 1%	r 2%	0%	F	0.077	F	0.524	11000	F	2002
11 Martinsburg I	inc i	.04	11000	•	30 70	0 70			2 /0	070	•	0.077	'	0.024	11000		2002
11 Martinsburg I	Dika N	).48	11000	N	From: 96%	0%	1%	SR 37 1%	2%	0%	N	0.077	N	0.524	11000	N	2002
11 Martinsburg I	ike 0	7.40	11000	14	30 70	0 70				070	IN	0.077	14	0.524	11000	IN	2002
Martinghura I	Diko 1	57	10000	F	93%	2%	I-81 North 2%	of Winch	ester 2%	0%	F	0.084	F	0.604	10000	F	2002
11 Martinsburg I	rike i	1.57	10000	Г	93%					U%	Г	0.064	Г	0.604	10000	Г	2002
Martin about	2:1-2		6200		From:		4-761 Old (			00/		0.004		0.507	C400		2002
11 Martinsburg I	rike 2	2.62	6300	F	93%	2%	2%	1%	2%	0%	С	0.094	F	0.527	6400	F	2002
~~~	2.1	. 0.4	4000		From:	00/		Cedar Hill		00/		0.000		0.004	4000		0000
11 Martinsburg I	Pike 2	2.21	4200	F	93% To:	2%	2%	1%	2%	0%	F	0.092	F	0.631	4200	F	2002
							West Virg	inia State	Line								
City of Winchester					From:		Val	lley Ave									
Braddock St	0	0.09	11000	F	90%	2%	5%	2%	1%	0%	F	0.093	F	0.78	11000	F	2002
Þ.)	Combined Tra	affic:	14000	F	92%	1%	4%	2%	1%	0%	F	NA			15000	F	
					Tai			rrard St									
11 (50) Braddo	ock St 0).53	8500	F	From: 96%	1%	2%	0%	1%	0%	С	0.094	F		9000	F	2002
	Combined Tr		14000	F	93%	1%	3%	2%	1%	0%	С	NA			15000	F	
					To		Bose	cawen St									
C Duna del crete Ci	^		2022	_	From:	00/		adilly St	40/	00/	0	0.004	_		2000	_	0000
Braddock St		0.36	3000	F	90%	2%	5%	2%	1%	0%	С	0.094	F		3200	F	2002
	Combined Tra	аптс:	7100	F	94% To:	1%	3% No	1% orth Ave	1%	0%	С	NA			7500	F	
					From:			ddock St									
~~~ · · · · ·	0	0.03	500	F	95%	1%	2%	1%	1%	0%	С	0.119	F	0.767	520	F	2002
11 North Ave																	
11 North Ave	Combined Tra	affic:	0	F								NA			0	F	

										l							
Route	Leng	gth <i>A</i>	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Winchester					From:		N.	41. A									
11 Loudoun St	0.3	Λ.	4800	F	96%	1%	1%	rth Ave 2%	0%	0%	С	0.095	F	0.82	5100	F	2002
( 'p' )	Combined Traff		8800	F	96%	0%	1%	1%	1%	0%	С	NA	'	0.02	9300	r F	2002
`	Combined Train	10.	0000	Г	90 /6	0 70			1 /0	0 /0	C	INA			9300	•	
11 Loudoun St	0.2	1	5300	F	From: 96%	0%	w	yck St 1%	2%	0%	С	0.089	F	0.809	5600	F	2002
( b. )	ر. Combined Traff		9300	F	96%			1%			С	NA	'	0.009	9800	F	2002
'	Combined Train	IC.	9300	Г	90% To:	0%	1% Cai	neron St	2%	0%	C	NA			9000	Г	
Frederick County																	
Tederick County					From:		Clarke	County Li	ne								
17 50 Millwood	Pike 2.7	2 1	11000	F	91%	1%	4%	2%	2%	0%	F	0.088	F	0.699	11000	F	2002
$\leftarrow$					To: From:		34-723 Ca	rpers Valle	ey Rd	]-							
17 50 Millwood	Pike 2.7	1 <b>1</b>	19000	F	91%	1%	4%	2%	2%	0%	С	0.086	F	0.621	19000	F	2002
$\sim$					To: From:		US 522 F	ont Royal	Pike								
17 50 Millwood	Pike 0.1	6 1	19000	F	91%	1%	4%	2%	2%	0%	С	0.086	F	0.621	19000	F	2002
$\sim$					To:		ECL '	Wincheste	ſ								
City of Winchester																	
~~~					From:			Wincheste									
17 50 Millwood	Ave 0.0	9 2	26000	F	96% To:	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	F	2002
•					From:	Ma	intenance.	I-81 urisdiction	n Change								
17 50 Jubal Ea	rly Drive 0.1	5 2	26000	F	96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	F	2002
					To:			I-81									
~~~			.=	_	From:	40/		l Early Dr	40/	00/	_	0.00=	_	0.504	40000	_	0000
17) [50] Millwood	Ave 0.8	0 1	17000	F	96% To:	1%	2%	0% neron St	1%	0%	F	0.087	F	0.521	18000	F	2002
							Cal	neron st									
rederick County					From-		I-81 South	of Winch	ester								
37	2.9	1 <b>1</b>	18000	F	92%	0%	2%	1%	4%	0%	F	0.089	F	0.544	18000	F	2002
•••					To:		34-622 Ce	lar Creek	Grade								
37	2.3	2 <b>2</b>	24000	F	92%	0%	2%	1%	4%	0%	F	0.082	F	0.549	24000	F	2002
37				-	Tai						-		-			•	
22	1.6	7 2	29000	F	From: 92%	0%	US 50 Wes 2%	1%	4%	0%	F	0.084	F	0.546	29000	F	2002
37	1.0	' -	-5000	•	JZ 70					070	•	0.004	•	0.540	23000	'	2002
	2.1	6 7	24000	-	From: 92%		US 522 NV			00/	г	0.000		0.527	24000		2002
37	2.1	0 2	24000	F	92% To:	0%	2% US 11 Nor	1%	4% hester	0%	F	0.082	F	0.537	24000	F	2002
					From:					<u>_</u>							
50 Northwestern F	Pike 4.3	5	8300	F	91%	1%	West Virg	4%	2%	0%	С	0.087	F	0.747	8400	F	2002
50 Northwestern F	1.0		0000	•	- T	170			270	070	Ü	0.007	•	0.1 41	0400	•	2002
50 Northwestern F	Pike 4.8	0 1	11000	F	From: 91%	1%	1%	751 East 4%	2%	0%	F	0.082	F	0.725	11000	F	2002
50 Northwestern F	TINE 4.0	0 1	11000	-	9170					0 /6		0.002	'	0.723	11000	•	2002
Northwester !	Oiko 0.4	5 A	16000	_	From:		34-614 Ba			00/	г	0.007	_	0.720	16000	г	2000
Northwestern F	Pike 2.4	ა 1	16000	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.736	16000	F	2002
~~~ <u>.</u>	NI				From:		34-803 Rou					0.000		0 =0	00000		000-
50 Northwestern F	Pike 2.5	9 2	21000	F	96%	0%	1%	1%	2%	0%	С	0.083	F	0.73	22000	F	2002
~~~					From:			SR 37		}							
50 Northwestern F	Pike 0.1	4 1	19000	F	98%	1%	1%	1%	0%	0%	F	0.083	F	0.669	19000	F	2002
<del>~</del>					To:		WCL	Wincheste	r								
City of Winchester					From:		WOI	Win-1.		-							
50 Amherst St	0.6	4 2	20000	F	98%	1%	1%	Wincheste 1%	0%	0%	F	0.087	F	0.603	21000	F	2002
50 Amherst St	0.0	- Z		•	JJ /0	1 /0			0 /0	0 /0	'	0.001	•	0.000	21000		2002
Ambarat Ct	0.7	5 4	17000	_	From:	40/		ox Dr	00/	00/		0.005		0.510	10000		2000
50 Amherst St	0.7	ა 1	17000	F	98% To:	1%	1%	1% cawen St	0%	0%	С	0.085	F	0.518	18000	F	2002
					From-			herst St									
50 Boscawen St	0.3	7 <b>1</b>	16000	F	98%	1%	1%	1%	0%	0%	F	0.086	F	0.515	17000	F	2002
. 1					To:			ddock St		-							

						Fre	derick Maintenan	ce Area	3							
Route		Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Winchester																
Proddeck St		0.52	9500	_	From:	10/	Boscawen St	10/	00/	_	0.004	_		0000	_	2002
50 Braddock St	0	0.53	8500	F	96%	1%	2% 0%	1%	0%	С	0.094	F		9000	F	2002
	Combined	raffic:	14000	F	93% To:	1%	3% 2% Gerrard St	1%	0%	С	NA			15000	F	
					From:		Braddock St									
50 Gerrard St		0.07	11000	F	96%	1%	2% 0%	1%	0%	F	0.082	F	0.612	11000	F	2002
					To:		Valley Ave									
50 (11) Gerrai	d St	0.10	15000	F	From: 96%	0%	1% 1%	2%	0%	F	0.078	F	0.671	15000	F	2002
(30) (11) 301141	u Ot	0.10	.0000		To:	070	RT 11 P	270	7,0	•	0.070	•	0.07 1	10000	•	2002
					From:		Cameron St									
(50) Millwood Ave	<del>)</del>	0.80	17000	F	96%	1%	2% 0%	1%	0%	F	0.087	F	0.521	18000	F	2002
<u> </u>					To:		Jubal Early Dr									
lubal Farly [	aris so	0.15	20000	_	From:	00/	Millwood Ave	1%	0%	_	0.002	_	0.622	20000	_	2002
[50] Jubal Early [	rive	0.15	26000	F	96%	0%	1% 1%	1%	0%	С	0.083	F	0.622	28000	F	2002
~~					From:		I-81									
$\{_{50}\}$ Millwood Ave	)	0.09	26000	F	96%	0%	1% 1%	1%	0%	С	0.083	F	0.622	28000	F	2002
~					To:		ECL Wincheste	r								
Frederick County					F											
Milloward Dill	•	0.40	40000	_	From:	10/	ECL Wincheste		00/	_	0.000	_	0.604	10000	г	2000
Millwood Pik	<del>U</del>	0.16	19000	F	91%	1%	4% 2%	2%	0%	С	0.086	F	0.621	19000	F	2002
~~~					To: From:		US 522 Front Royal									
(50) Millwood Pik	е	2.71	19000	F	91%	1%	4% 2%	2%	0%	С	0.086	F	0.621	19000	F	2002
~					From:		34-723 Carpers Valle	ey Rd								
Millwood Pik	е	2.72	11000	F	91%	1%	4% 2%	2%	0%	F	0.088	F	0.699	11000	F	2002
					To:		Clarke County Li	ne								
City of Winchester		-			-				-							
~~ ~					From:		Braddock St									
(50) (7) Picca	lilly St	0.18	7200	F	89%	1%	2% 5%	3%	0%	F	0.086	F		7600	F	2002
	Combined	Traffic:	0	F							NA			0	F	
					To-		Cameron St									
~ ~ ~ · · · ·	C4	0.47	44000	_	000/	20/	Piccadilly St	40/	00/	_	0.000	_		40000	_	2002
(50) (11) Came		0.17	11000	F	89%	2%	4% 5%	1%	0%	F	0.086	F		12000	F	2002
	Combined	i raffic:	NA								0.086	F		NA		
~~ ~~					From:		Boscawen St		-							
$\left(\begin{array}{c} 50 \end{array}\right) \left(\begin{array}{c} 11 \end{array}\right)$ Came	on St	0.53	6000	F	89%	2%	4% 5%	1%	0%	С	0.082	F		6300	F	2002
$\Leftrightarrow \diamond$	Combined	Traffic:	14000	F	93 <u>%</u>	1%	3% 2%	1%	0%	С	NA			15000	F	
					To:		US 50 Gerrard S	t								
Frederick County																
	Diles	4.00	4000		From:	001	West Virginia State		001		0.400		0.077	4700		0000
55 Wardensville	PIKE	4.83	1800	Α	90%	0%	3% 1%	5%	0%	Α	0.126	Α	0.677	1700	Α	2002
					To: From:	•	34-600 Pifer Ro									
(55) Wardensville	Pike	0.70	2700	F	90%	0%	3% 1%	5%	0%	F	0.081	F	0.748	2500	F	2002
\sim					To:		Shenandoah County	Line								
West					From:		I-81									
(66)		0.42	12000	F	77%	1%	2% 1%	18%	1%	F	0.099	F		11000	F	2002
\smile	Combined	Traffic:	24000	F	79%	1%	2% 1%	17%	0%	F	NA			22000	F	
					To-		Warren County Li									
Shenandoah Count	v															
North					From:	Shenai	ndoah County Mainte									
81)		0.43	23000	F	70%	1%	2% 1%	25%	2%	F	0.059	F		23000	F	2002
	Combined	Traffic:	44000	F	71 <u>%</u>	1%	2% 1%	24%	2%	F	0.059	F		44000	F	
					To:		Warren County Li	ne								
Warren County					From:		Shenandoah County	Line								
		1.29	23000	F	70%	1%	2% 1%	25%	2%	F	0.059	F		23000	F	2002
Warren County North 81	Combined			F F		1% 1%			2% 2%	F F	0.059 0.059	F F		23000 44000	F F	2002

Sect 1.96						Fre	derick ivi	aintenai	nce Area	1							
	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
1.96 22000 F 75% 1% 3% 1% 20% 1% F 0.064 F 22000 F 2002	Frederick County				From:		I CC IVI	<u> </u>		i							
Combined Traffic: 38000 F 75% 1% 2% 1% 20% 1% F 0.068 F 38000 F		1.06	22000	_						10/	_	0.064	_		22000	_	2002
North	81																2002
Combined Traffic 42000 F 75% 1% 3% 1% 20% 1% F 0.063 F 2000 F 2002		Combined France:	38000	r	75%	1%	2%	1%	20%	1%	F	0.068	F		38000	F	
## 4.54 22000 F 75% 1% 3% 1% 20% 1% F 0.068 F 2000	North				From:			34-627									
Combined Traffic:		4.54	22000	F	75%	1%	3%	1%	20%	1%	F	0.063	F		22000	F	2002
SCL Stephens City	(81)																
Section Combined Traffic: Section Sect		Combined Trainc.	42000	•		1 /0				1 70	'	0.000	•		42000		
Sect Supplement City Sect Supplement City Sect Supplement City Sect Supplement City Sect		~•.					BCLB	серпена с	ity								
Combined Traffic: 42000 F 75% 1% 3% 1% 20% 1% F 0.066 F 42000 F 2002		lity			From:		SCLS	tenhens C	itv	ı							
Combined Traffic: 42000 F 75% 1% 29% 1% 20% 1% F 0.066 F 42000 F		0.10	22000	F	75%	1%				1%	F	0.063	F		22000	F	2002
SR 277, NCL Stephers City	01)	Combined Traffic	42000	F		1%	2%	1%		1%	F		F		42000	F	
Steamandack County Steamandack County Steamandack C		Combined Traine.	42000	•						1 70	•	0.000	•		42000	•	
Second S	Fundamials Country						,										
State Stat					From:	9	SR 277; NO	CL Stephe	ens City								
Combined Traffic: 47000 F 75% 1% 2% 1% 20% 1% F 0.064 F 47000 F		3.05	26000	F	75%					1%	F	0.062	F		26000	F	2002
SR 37 SR 3		Combined Traffic:	47000	F		1%										F	
Solid Soli		22		•	Te.	. 70					•		•		500	•	
Combined Traffic: 44000 F 75% 1% 2% 1% 20% 1% F 0.067 F 44000 F	North				From:			SK 37									
Combined Traffic: 44000 F 75% 1% 2% 1% 20% 1% F 0.067 F 44000 F	(81)	3.66	23000	F	75%	1%	3%	1%	20%	1%	F	0.066	F		23000	F	2002
South Sout		Combined Traffic:	44000	F	75%	1%	2%	1%	20%	1%	F	0.067	F		44000	F	
Section Sect					To:		1	US 50									
Combined Traffic:				_		407			2221	40/	_						
SCL Winchester SCL	81)			Α											28000	Α	2002
SCL Winchester SCL	\smile	Combined Traffic:	55000	Α		1%				1%	С	0.092	Α	0.512	55000	Α	
North					To:		SCL	Wincheste	er								
Steeland Combined Traffic: South A 75% 1% 3% 1% 20% 1% 19% 1% C 0.094 A 28000 A 2002	City of Winchester																
Combined Traffic: 55000 A 75% 1% 2% 1% 19% 1% C 0.092 A 0.512 55000 A 2002 A 0.512 55000 A 2002 A 0.512 25000 A 25000 A 2002 A 0.512 25000 A 25000 A 2002 A 0.512 25000 A	North										_						
North Street St	(81)	0.07	28000	Α		1%			20%		С		Α		28000	Α	2002
Steelerisk County		Combined Traffic:	55000	Α		1%				1%	С	0.092	Α	0.512	55000	Α	
North Steel Section Steel St					To:		NCL	Winchest	er								
North Second Se	Frederick County																
Combined Traffic: 55000 A 75% 1% 2% 1% 19% 1% C 0.092 A 0.512 55000 A	North										_						
North Sign	(81)			Α								0.094	Α		28000	Α	2002
North		Combined Traffic:	55000	Α	75%	1%	2%	1%	19%	1%	С	0.092	Α	0.512	55000	Α	
2.07 27000 F 75% 1% 3% 1% 20% 1% F 0.077 F 27000 F 2002 Combined Traffic: 51000 F 75% 1% 2% 1% 20% 1% F 0.081 F 51000 F North 3.51 23000 F 75% 1% 3% 1% 20% 1% F 0.073 F 23000 F 2002 Combined Traffic: 45000 F 75% 1% 2% 1% 20% 1% F 0.076 F 45000 F North 2.55 23000 F 75% 1% 3% 1% 20% 1% F 0.076 F 45000 F Combined Traffic: 43000 F 75% 1% 2% 1% 20% 1% F 0.076 F 43000 F Combined Traffic: 43000 F 75% 1% 3% 1% 20% 1% F 0.076 F 43000 F North O.50 19000 F 75% 1% 3% 1% 20% 1% F 0.079 F 19000 F 2002 Combined Traffic: 38000 F 75% 1% 2% 1% 19% 1% F 0.072 F 0.558 38000 F North O.50 19000 F 75% 1% 2% 1% 19% 1% F 0.072 F 0.558 38000 F North O.50 19000 F 75% 1% 2% 1% 19% 1% F 0.072 F 0.558 38000 F North O.43 21000 F 72% 1% 2% 1% 23% 2% F 0.082 F 21000 F 2002 Combined Traffic: 44000 F 71% 1% 2% 1% 24% 2% F 0.059 F 44000 F	North				To: From:			SR 7									
Combined Traffic: 51000 F 75% 1% 2% 1% 20% 1% F 0.081 F 51000 F North Since Sin		2.07	27000	F	750/	10/	30/	10/-	20%	10/-	F	0.077	F		27000	F	აიია
North Side Shenandoah County South S	81																2002
Shenandoah County Shenandoah County Maintenance Break Shenandoah Traffic: 44000 F 75% 1% 2% 1% 2% 1% 23% 2% F 0.082 F 21000 F 2002 Combined Traffic: 44000 F 75% 1% 2% 1% 2% 1% 20% 1% F 0.073 F 23000 F 2002		Complined Framic:	51000	г	15%	170			∠∪%	170	Г	0.081	Г		31000	Г	
3.51 23000 F 75% 1% 3% 1% 20% 1% F 0.073 F 23000 F 2002 Combined Traffic: 45000 F 75% 1% 2% 1% 20% 1% F 0.076 F 45000 F	North				To: From:			US 11									
Combined Traffic: 45000 F 75% 1% 2% 1% 20% 1% F 0.076 F 45000 F North 2.55 23000 F 75% 1% 3% 1% 20% 1% F 0.073 F 23000 F 2002 Combined Traffic: 43000 F 75% 1% 2% 1% 20% 1% F 0.076 F 43000 F North 0.50 19000 F 75% 1% 3% 1% 20% 1% F 0.079 F 19000 F 2002 Combined Traffic: 38000 F 75% 1% 2% 1% 19% 1% F 0.079 F 19000 F 2002 Combined Traffic: 38000 F 75% 1% 2% 1% 19% 1% F 0.072 F 0.558 38000 F North Shenandoah County South 0.43 21000 F 72% 1% 2% 1% 23% 2% F 0.082 F 21000 F 2002 Combined Traffic: 44000 F 71% 1% 2% 1% 24% 2% F 0.059 F 44000 F		3.51	23000	F	75%	1%	3%	1%	20%	1%	F	0.073	F		23000	F	2002
North Shenandoah County South South Shenandoah County Maintenance Break South South Shenandoah County Maintenance Break South Shenandoah County Maintenance Break Shenandoah County Maintenance Break Shenandoah County Maintenance Break South Shenandoah County Maintenance Break Shenandoah Cou																	
2.55 23000 F 75% 1% 3% 1% 20% 1% F 0.073 F 23000 F 2002		Combined Halle.	.5555	•	. 5 /0	. 70			_570	. //	•	0.070	•		.5000	•	
2.55 23000 F 75% 1% 3% 1% 20% 1% F 0.073 F 23000 F 2002 Combined Traffic: 43000 F 75% 1% 2% 1% 20% 1% F 0.076 F 43000 F 0.50 19000 F 75% 1% 3% 1% 20% 1% F 0.079 F 19000 F 2002 Combined Traffic: 38000 F 75% 1% 2% 1% 19% 1% F 0.072 F 0.558 38000 F West Virginia State Line Shenandoah County South 0.43 21000 F 72% 1% 2% 1% 23% 2% F 0.082 F 21000 F 2002 Combined Traffic: 44000 F 71% 1% 2% 1% 24% 2% F 0.059 F 44000 F	North				From:			34-672									
Combined Traffic: 43000 F 75% 1% 2% 1% 20% 1% F 0.076 F 43000 F		2.55	23000	F	75%	1%	3%	1%	20%	1%	F	0.073	F		23000	F	2002
North	\smile	Combined Traffic:	43000	F	75%	1%	2%	1%	20%	1%	F	0.076	F		43000	F	
North					To:			84-660		L							
Combined Traffic: 38000 F 75% 1% 2% 1% 19% 1% F 0.072 F 0.558 38000 F Vest Virginia State Line From Shenandoah County Maintenance Break	North																
To West Virginia State Line Shenandoah County Shenandoah County Shenandoah County Maintenance Break	(81)			F					20%	1%	F	0.079	F		19000	F	2002
Shenandoah County Shenandoah County Maintenance Break		Combined Traffic:	38000	F		1%				1%	F	0.072	F	0.558	38000	F	
South Shenandoah County Maintenance Break 0.43 21000 F 72% 1% 2% 1% 23% 2% F 0.082 F 21000 F 2002 Combined Traffic: 44000 F 71% 1% 2% 1% 24% 2% F 0.059 F 44000 F					To:		West Vir	ginia State	Line								
South Shenandoah County Maintenance Break 0.43 21000 F 72% 1% 2% 1% 23% 2% F 0.082 F 21000 F 2002 Combined Traffic: 44000 F 71% 1% 2% 1% 24% 2% F 0.059 F 44000 F	Shenandoah Count	v															
Combined Traffic: 44000 F 71% 1% 2% 1% 24% 2% F 0.059 F 44000 F	South					Shenai		_						_			_
Combined Traffic: 44000 F 71% 1% 2% 1% 24% 2% F 0.059 F 44000 F	(81)	0.43	21000	F	72%	1%	2%	1%	23%	2%	F	0.082	F		21000	F	2002
To: Warren County Line		Combined Traffic:	44000	F	71%	1%				2%	F	0.059	F		44000	F	
					To:		Warren	County L	ine								

Autrea County Factor Fac						116	derick ivi	annena	IICE AI C	1							
Substitution Subs	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Combined Traffic: 44000 F 72% 1% 22% 1% 22% 2% F 0.082 F 21000 F 2000	Warren County				From:		Chananda	ah Counts	. Lina	ī							
Combined Traffic: 44000 F 71% 1% 2% 1% 24% 2% F NA 44000 F		1 15	21000	F	72%	1%				2%	F	0.082	F		21000	F	2002
Protectick County Prot	01)												·				2002
Second S		Combined Traine.	44000	•		1 70				270	•	IVA			44000		
Second S					r												
Combined Traffic: 44000 F 71% 1% 2% 1% 24% 2% F NA 44000 F		0.26	24000	_		10/				20/	_	0.000	_		21000	_	2002
Second S	81)												Г				2002
1.95		Combined Frantic:	44000	г	71%	1%	2%		24%	2%	F	NA			44000	F	
Combined Traffic: 38000 F 75% 1% 2% 1% 20% 1% F NA 38000 F	South				From:			I-66		-							
Second S	81)	1.95	16000	F	76%	1%	2%	1%	19%	1%	F	0.076	F		16000	F	2002
Combined Traffic: 42000 F 76% 1% 2% 1% 19% 1% F 0.081 F 2000 E 2000 F 2000 E 2000		Combined Traffic:	38000	F	75%	1%	2%	1%	20%	1%	F	NA			38000	F	
### Section Family	outh				To: From:		3	34-627									
Combined Traffic: 4200 F 75% 1% 2% 1% 20% 1% F NA 4200 F		4.28	20000	F	76%	1%	2%	1%	19%	1%	F	0.081	F		20000	F	2002
SCI. Stephens City																F	
SEL Stephens City						.,,					-						
Combined Traffic:		City			Erom		0.07										
Combined Traffic: 42000 F 75% 1% 2% 1% 20% 1% F 0.066 F 42000 F		0.10	20000	_	<u> </u>	10/				10/	_	0.001	_		20000	_	2001
NCL Stephens City NCL	81)																2002
NCL Stephens City		Combined Framic:	42000	г		1%				1%	г	0.066	г		42000	Г	
NCL Stephens City NCL	rederick County						NCLB	tepriens c	nty.	·							
Combined Traffic: 42000 F 75% 1% 2% 1% 20% 1% F NA 42000 F SR 277																	
SR 277	81)	0.42	20000	F	76%	1%	2%	1%	19%	1%	F	0.081	F		20000	F	2002
2.95 22000 F 76% 1% 2% 1% 19% 1% F 0.072 F 22000 F 2002		Combined Traffic:	42000	F	75%	1%	2%	1%	20%	1%	F	NA			42000	F	
2.95 22000 F 76% 1% 2% 1% 19% 1% F 0.072 F 22000 F 2002	outh				From:		S	SR 277									
Combined Traffic: 47000 F 75% 1% 2% 1% 20% 1% F NA 47000 F		2.95	22000	F	76%	1%	2%	1%	19%	1%	F	0.072	F		22000	F	2002
3.50 22000 F 76% 1% 2% 1% 19% 1% F 0.084 F 21000 F 2002 Combined Traffic: 44000 F 75% 1% 2% 1% 19% 1% F NA 44000 F 1.65 27000 A 76% 1% 2% 1% 19% 1% A 0.096 A 27000 A 2002 Combined Traffic: 55000 A 76% 1% 2% 1% 19% 1% C NA 55000 A Combined Traffic: 55000 A 76% 1% 2% 1% 19% 1% C NA 55000 A Combined Traffic: 55000 A 76% 1% 2% 1% 19% 1% C 0.092 A 0.512 55000 A Combined Traffic: 55000 A 76% 1% 2% 1% 19% 1% C 0.092 A 0.512 55000 A Combined Traffic: 55000 A 76% 1% 2% 1% 19% 1% C 0.092 A 0.512 55000 A Combined Traffic: 55000 A 76% 1% 2% 1% 19% 1% C 0.092 A 0.512 55000 A Combined Traffic: 55000 A 76% 1% 2% 1% 19% 1% C 0.092 A 0.512 55000 A Combined Traffic: 55000 A 76% 1% 2% 1% 19% 1% C 0.092 A 0.512 55000 A Combined Traffic: 55000 A 76% 1% 2% 1% 19% 1% F 0.065 F 25000 A Combined Traffic: 51000 F 76% 1% 2% 1% 19% 1% F NA 51000 F	0.1)	Combined Traffic:	47000	F	75%	1%	2%	1%	20%	1%	F	NA			47000	F	
3.50 22000 F 76% 1% 2% 1% 19% 1% F 0.084 F 21000 F 2002 Combined Traffic: 44000 F 75% 1% 2% 1% 19% 1% F NA 44000 F 1.65 27000 A 76% 1% 2% 1% 19% 1% A 0.096 A 27000 A 2002 Combined Traffic: 55000 A 76% 19% 2% 1% 19% 1% C NA 55000 A Combined Traffic: 55000 A 76% 19% 2% 1% 19% 1% A 0.096 A 27000 A 2002 Combined Traffic: 55000 A 76% 19% 2% 1% 19% 1% C NA 55000 A Combined Traffic: 55000 A 76% 19% 2% 1% 19% 1% C 0.092 A 0.512 55000 A Combined Traffic: 55000 A 76% 19% 2% 1% 19% 1% C 0.092 A 0.512 55000 A Combined Traffic: 55000 A 76% 19% 2% 1% 19% 1% C 0.092 A 0.512 55000 A Combined Traffic: 55000 A 76% 19% 2% 1% 19% 1% C 0.092 A 0.512 55000 A Combined Traffic: 55000 A 76% 19% 2% 1% 19% 1% C 0.092 A 0.512 55000 A Combined Traffic: 55000 A 76% 19% 2% 1% 19% 1% F NA 51000 F Combined Traffic: 51000 F 76% 19% 2% 1% 19% 1% F NA 51000 F					To			SR 37									
Combined Traffic: 44000 F 75% 1% 2% 1% 20% 1% F NA 44000 F Signature Sign		0.50	00000	_		40/			400/	40/	_	0.004	_		04000	_	0000
SR 50 SR 5	81)												F				2002
1.65 27000 A 76% 1% 2% 1% 19% 1% C NA 55000 A		Combined Traffic:	44000	F	75%	1%	2%	1%	20%	1%	F	NA			44000	F	
Combined Traffic: 55000 A 75% 1% 2% 1% 19% 1% C NA 55000 A Combined Traffic: 55000 A 75% 1% 2% 1% 19% 1% A 0.096 A 27000 A 2002	outh				From:		9	SR 50		-							
SCL Winchester SCL	81)	1.65	27000	Α	76%	1%	2%	1%	19%	1%	Α	0.096	Α		27000	Α	2002
SCL Winchester		Combined Traffic:	55000	Α		1%				1%	С	NA			55000	Α	
SCL Winchester SCL					To:		SCL	Wincheste	er								
Section Sect					From:		SCL	Winchesta	or.	I							
Combined Traffic: 55000 A 75% 1% 2% 1% 19% 1% C 0.092 A 0.512 55000 A Combined Traffic: 55000 A 75% 1% 2% 1% 19% 1% A 0.096 A 27000 A 2002		0.07	27000	A		1%				1%	Α	0.096	Α		27000	Α	2002
NCL Winchester NCL Winchester NCL Winchester	01)													0.512			
No.						. /0				. 70							
0.26 27000 A 76% 1% 2% 1% 19% 1% A 0.096 A 27000 A 2002 Combined Traffic: 55000 A 75% 1% 2% 1% 19% 1% C 0.092 A 0.512 55000 A 2.20 25000 F 76% 1% 2% 1% 19% 1% F 0.065 F 25000 F 2002 Combined Traffic: 51000 F 75% 1% 2% 1% 20% 1% F NA 51000 F 3.62 22000 F 76% 1% 2% 1% 19% 1% F 0.068 F 22000 F 2002 Combined Traffic: 45000 F 75% 1% 2% 1% 19% 1% F NA 45000 F	rederick County																
Combined Traffic: 55000 A 75% 1% 2% 1% 19% 1% C 0.092 A 0.512 55000 A South Single SR 7 SR 7	South									42.							
SR 7	81)																2002
2.20 25000 F 76% 1% 2% 1% 19% 1% F 0.065 F 25000 F 2002 Combined Traffic: 51000 F 75% 1% 2% 1% 20% 1% F NA 51000 F Outh 3.62 22000 F 76% 1% 2% 1% 19% 1% F 0.068 F 22000 F 2002 Combined Traffic: 45000 F 75% 1% 2% 1% 20% 1% F NA 45000 F	~	Combined Traffic:	55000	Α	75%	1%	2%	1%	19%	1%	С	0.092	Α	0.512	55000	Α	
2.20 25000 F 76% 1% 2% 1% 19% 1% F 0.065 F 25000 F 2002 Combined Traffic: 51000 F 75% 1% 2% 1% 20% 1% F NA 51000 F	outh				From:			SR 7									
Combined Traffic: 51000 F 75% 1% 2% 1% 20% 1% F NA 51000 F Outh State State		2.20	25000	F	76%	1%	2%	1%	19%	1%	F	0.065	F		25000	F	2002
South Sout			51000														
3.62 22000 F 76% 1% 2% 1% 19% 1% F 0.068 F 22000 F 2002 Combined Traffic: 45000 F 75% 1% 2% 1% 20% 1% F NA 45000 F					_												
Combined Traffic: 45000 F 75% 1% 2% 1% 20% 1% F NA 45000 F									4651		_						
	81)												F				2002
To: 34-672	~	Combined Traffic:	45000	F		1%			20%	1%	F	NA			45000	F	

						116	delick iv	annena	IICE AI C	l							
Route	Lenç	gth	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County					-												
South				_	From:	101		34-672	100/	101	_		_			_	
(81)	2.4		20000	F	76%	1%	2%	1%	19%	1%	F	0.065	F		20000	F	2002
C	ombined Traf	ffic:	43000	F	75%	1%	2%	1%	20%	1%	F	NA			43000	F	
					To: From:			34-669		F							
South				_		407			400/	101	_		_		40000	_	
81)	0.2		19000	F	76%	1%	2%	1%	19%	1%	F	0.068	F		19000	F	2002
C	ombined Traf	ffic:	38000	F	75 <u>%</u>	1%	2%	1%	19%	1%	F	NA			38000	F	
					To:		West Vir	ginia State	Line								
					From:		West Vir	ginia State	Line								
(127) Bloomery Pike	3.3	35	4900	F	93%	1%	1%	2%	3%	0%	С	0.086	F	0.727	5000	F	2002
					To		US 522	Frederick	Pike								
					From:		West Vir	ginia State	Line	Ī							
(259) Carpers Pike	0.6	35	2300	F	95%	1%	1%	1%	3%	0%	F	0.091	F	0.712	2300	F	2002
239)					. —												
				_	From:	101		ginia State			_		_				
259 Carpers Pike	4.3	34	2500	F	95%	1%	1%	1%	3%	0%	С	0.09	F	0.688	2500	F	2002
					To-		US 50 No	rthwester	n Pike								
Town of Stephens City																	
	_			_	From:			Stephens C			_		_			_	
(₂₇₇) Fairfax St	0.1	15	14000	F	95 <u>%</u>	0%	2%	1%	2%	0%	F	0.083	F	0.59	14000	F	2002
					To:		ECL S	tephens C	City	J							
Frederick County																	
		_	_	_	From:			tephens C	_		_	_		_	_	_	
277 Fairfax Pike	0.0	38	14000	N	95%	0%	2%	1%	2%	0%	N	0.083	Ν	0.59	14000	N	2002
					To:			I-81									
277) Fairfax Pike	2.0	01	8800	F	93%	0%	1%	1%	5%	0%	С	0.080	F	0.615	8900	F	2002
211)																	
Colofor Biles	0.0	2.4	7000		From:	00/		White Oal		-00/	_	0.005	_	0.000	7400		0000
₂₇₇ Fairfax Pike	2.3	34	7000	F	93%	0%	1%	1%	5%	0%	F	0.085	F	0.696	7100	F	2002
					To: From:			County L									
	0.1	1.4	7700	F	93%	0%	1%	k County	5%	0%	F	0.09	F	0.666	7800	F	2002
277	0.1	14	7700	-	93 /6 To:	0 /0		JS 522	370	0 /6		0.09		0.000	7000		2002
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				_	From:	101		County L		201	_		_		4=000	_	
(340)(522) Front Roya	al Pike 0.5	53	17000	F	84%	1%	1%	1%	13%	0%	С	0.082	F	0.532	17000	F	2002
~~					To:		Warren	County L	ine	-							
340 522 Front Roy	al Pike 0.3	30	17000	F	84%	1%	1%	1%	13%	0%	С	0.082	F	0.532	17000	F	2002
					To:		Warren	County L	ine								
					From:		Warren	County L	ine								
522 Front Royal Pike	9 0.5	53	17000	F	84%	1%	1%	1%	13%	0%	С	0.082	F	0.532	17000	F	2002
522 Front Royal Pike	0.0	55	17000	•	0470	1 70	1 70	1 70	10 /0	070	O	0.002		0.002	17000	•	2002
~~~					From:			County L									
522 Front Royal Pike	9 0.3	30	17000	F	84 <u>%</u>	1%	1%	1%	13%	0%	С	0.082	F	0.532	17000	F	2002
~					To:		Warren	County L	ine]							
Clarke County								_			_						
					From:		340; SR 2										
522 Front Royal Pike	0.3	32	13000	F	86%	1%	1%	1%	11%	0%	F	0.075	F	0.51	13000	F	2002
					To:		Frederic	k County	Line								
Frederick County																	
~~~					From:			County L									
522 Front Royal Pike	2.2	28	13000	F	86%	1%	1%	1%	11%	0%	С	0.086	F	0.505	13000	F	2002
$\sim$					To:	3/1	-642 N; Ma	cedonia (	hurch Rd	L							
522 Front Royal Pike	2.4	41	14000	F	From: 86%	1%	1%	1%	11%	0%	F	0.076	F	0.522	15000	F	2002
522 Front Royal Pike	. 2. <del>4</del>	T 1	1-000	•	00 /0	1 /0				U /0	'	0.070	'	0.022	15000	'	2002
~~~					From:			; Papermi									
522 Front Royal Pike	2.4	43	14000	F	86 <u>%</u>	1%	1%	1%	11%	0%	F	0.070	F	0.524	14000	F	2002
					To:			Aillwood 1	Pike								
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				_	From:			US 50			_		_			_	
(522) (50) Millwood F	Pike 0.1	16	19000	F	91%	1%	4%	2%	2%	0%	С	0.086	F	0.621	19000	F	2002
<del></del>					To:		ECL	Wincheste	er								

					Fre	derick Maintenai	nce Area	3							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Winchester				From:											
522 50 Millwood Ave	0.09	26000	F	96%	0%	ECL Winchester	er 1%	0%	С	0.083	F	0.622	28000	F	2002
522 50 Millwood Ave	0.09	20000	-	70 /0 To:	0 /0	I-81	1 /0	0 76	C	0.003	1	0.022	20000	,	2002
				From:	Ma	nintenance Jurisdiction	n Change								
522 50 Jubal Early Drive	0.15	26000	F	96%	0%	1% 1%	1%	0%	С	0.083	F	0.622	28000	F	2002
$\hookrightarrow$				To: From:		I-81									
522 50 Millwood Ave	0.80	17000	F	96%	1%	Jubal Early Di 2% 0%	1%	0%	F	0.087	F	0.521	18000	F	2002
522 50 Millwood Ave	0.00	17000	•	7.	170		170		•	0.007	•	0.021	10000	•	2002
Comoron St	0.53	6000	F	From: 89%	2%	N RT 50 4% 5%	1%	0%	С	0.082	F		6300	F	2002
522 11 Cameron St	ed Traffic:		F	93%	2% 1%	3% 2%	1%	0%	С	NA	Г			F	2002
Combine	eu mame.	14000	Г	93%	1 70		1 70	076	C	INA			15000	Г	
Compron St	0.17	44000	F	From:	2%	Boscawen St	1%	0%	F	0.006	F		12000	F	2002
522 11 Cameron St	0.17	11000	Г	89%	270	4% 5%	170	0%	Г	0.086	F		12000	Г	2002
Combine	ed Traffic:	NA		To:		Piccadilly St				0.086	Г		NA		
				From:		Cameron St									
522 Piccadilly St	0.18	7200	F	89%	1%	2% 5%	3%	0%	F	0.086	F		7600	F	2002
/ \ P /	ed Traffic:	0	F							NA			0	F	
				To: From:		RT 7 P/RT 50	)								
522 Piccadilly St	0.19	5900	F	94%	1%	Braddock St 3% 2%	1%	0%	F	0.093	F	0.619	6200	F	2002
522 Piccadilly St	0.19	3900	-	54 /0 To:	1 /0	Fairmont Ave		0 76	'	0.093	•	0.019	0200	'	2002
				From:		Piccadilly St									
522 Fairmont Ave	0.22	6700	F	94%	1%	3% 2%	1%	0%	F	0.091	F	0.629	7100	F	2002
<del></del>				To		Commercial S	t	1							
522 Fairmont Ave	0.55	12000	F	From: 94%	1%	3% 2%	1%	0%	С	0.094	F	0.683	13000	F	2002
322)			-	To:		NCL Wincheste			_		-			-	
rederick County															
				From:		NCL Winchest	er								
522 Maple St	1.27	14000	F	95%	1%	1% 1%	2%	0%	С	0.083	F	0.612	14000	F	2002
<del>~</del>				To: From:		SR 37		ļ							
522 Frederick Pike North	2.89	18000	F	82%	1%	3% 1%	14%	0%	F	0.079	F	0.731	17000	F	2002
				To		34-654 Cedar Grov	ve Rd	1							
522 Frederick Pike North	4.24	16000	F	From: <b>82%</b>	1%	3% 1%	14%	0%	F	0.081	F	0.687	15000	F	2002
522)			-	To:	.,,				•	0.00	•	0.00.	.0000	•	
522 Frederick Pike North	5.08	15000	F	From: 82%	1%	34-600 Siler R 3% 1%	14%	0%	F	0.075	F		14000	F	2002
522 Trederick Fike North	5.00	13000	-	02.70	1 /0	370 170	14 /0	0 /6	'	0.075	•		14000	'	2002
~~	0.00		_	From:	40/	SR 127 Bloomery				0.440		0.554	7.100		0000
522 Frederick Pike North	3.26	7900	В	82%	1%	3% 1%	14%	0%	Α	0.110	Α	0.551	7400	В	2002
~~~				From:		34-694 Cumberland	Γrail Rd								
522 Frederick Pike North	4.40	6400	F	82%	1%	3% 1%	14%	0%	F	0.071	F	0.584	6000	F	2002
~				To:		West Virginia State	Line								
City of Winchester															
Command Ct	0.40	45000	_	From:	00/	Cameron St	20/	00/	_	0.070	_	0.674	15000	_	2002
522 (11) Gerrard St	0.10	15000	F	96%	0%	1% 1%	2%	0%	F	0.078	F	0.671	15000	F	2002
~~~				From:		Valley Ave									
522 (50) Gerrard St	0.07	11000	F	96%	1%	2% 0%	1%	0%	F	0.082	F	0.612	11000	F	2002
~ ~				To: From:		Braddock St Gerrard St									
522 50 Braddock St	0.53	8500	F	96%	1%	2% 0%	1%	0%	С	0.094	F		9000	F	2002
<del>p</del> /( • • )	ed Traffic:		F	93%	1%	3% 2%	1%	0%	C	NA	•		15000	F	_00_
Combine	Ja mamo.	1-300	•	To:	1 /0	Boscawen St	1 /0	J /0	J	14/7			10000	'	
Fradariak County															
Frederick County				From:		Shenandoah County	Line								
(600) Vance Rd; Oates Rd	3.09	270	R	<u></u>		~				NA			NA		08/19/200
				To		34-604 S; Gravel Spr	ings RA								
600) Pifer Rd	1.20	40	R	From:		, , oot o, Giavei spi	mgo NU			NA			NA		08/19/200
1 1107 110	1.20			To:		34-603 Brill R	d			14/7			1 1/7		55, 15/200
						2 . 003 Billi 10									

					1 10	edelick iv	iaiiileiiai		2							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:		24.6	02 D.::II D.:	1								
(600) Pifer Rd	0.90	200	R	110		34-6	03 Brill Rd	1			NA			NA		08/19/2002
(800) 1 1101 110	0.00		•••	To:		SR 55 W	ardensburg	Pike						10.		00/10/200
<u> </u>				From:			ardensville									
(600) Pifer Rd	2.65	360	R								NA			NA		1999
				To: From:	3	34-608 S; V	Vardensvill	e Grade	-							
(600)	0.60	480	F	96%	0%	1%	2%	1%	0%	F	0.084	F	0.543	490	F	2002
$\bigcup$				To		34-604 N	Star Tanne	erv Rd								
(600) Back Mountain Rd	4.08	1100	F	96%	0%	1%	2%	1%	0%	F	0.085	F	0.655	1100	F	2002
				To:		24.61	11 White R	d								
(600) Back Mountain Rd	0.70	1300	F	96%	0%	1%	2%	1%	0%	F	0.091	F	0.766	1300	F	2002
800) Basit Meantain Fta	0.70		•	To:	070		S; Fishel		- 70		0.001	·	0.700	1000	•	2002
_				From:			2 S; Fishel									
(600) Back Mountain Rd	1.00	2600	F	96%	0%	1%	2%	1%	0%	С	0.088	F	0.694	2600	F	2002
				To: From:		34-6	12 NORTH	ł	ŀ							
(600) Back Mountain Rd	3.00	3100	F	96%	0%	1%	2%	1%	0%	F	0.091	F	0.722	3100	F	2002
				To:		34-614 B:	ack Mounta	in Rd	1.							
(600) Hayfield Rd	2.30	580	R	From:		34-014 B	ack Mounta	iii Ku			NA			NA		08/22/2002
(000)			••	т		110 50 31		D'I								00/11/100
Lasfield Dd	0.70	1000	F	From:	0%		orthwestern			С	0.000	F	0.575	1000	F	2002
(600) Hayfield Rd	0.70	1000	г	93%	0%	3%	2%	1%	0%	C	0.088	Г	0.575	1000	Г	2002
				From:			ndian Hollo									
(600) Hayfield Rd	3.00	760	F	93%	0%	3%	2%	1%	0%	F	0.090	F	0.653	770	F	2002
				From:			; Gainesboi ; Gainesboi									
600) Siler Rd	0.28	200	F	93%	0%	3%	2%	1%	0%	F	0.145	F	0.608	200	F	2002
(800) Siles Fita	0.20		•		0,0					•	0.110	·	0.000	200	•	2002
Ciler Dd	0.40	500	_	From:	40/		rederick Pi		00/		0.000	_	0.700	000	_	2002
600) Siler Rd	2.18	590	F	84%	1%	5%	8%	2%	0%	С	0.090	F	0.736	600	F	2002
<u> </u>				From:		34-6	89 SOUTH	I	-							
(600) Siler Road; Brush Ck R	7.16	530	R								NA			NA		1999
				To: From:		34-692 W	; Chapel H	ill Rd	-							
(600) Morgan Frederick Grade	1.70	60	R								NA			NA		08/26/2002
				To:		34-694	Reynolds	Rd								
(600) Reynolds Rd	1.80	590	R	From:							NA			NA		1999
,				To:		West Vir	ginia State	Line								
				From:		D	Dead End									
(601) Paddys Cove Lane	0.50	30	R	<u></u>							NA			NA		08/19/2002
				To:			34-600									
				From:		Shenando	oah County	Line								
(602) Paddys Run Road	2.38	40	R								NA			NA		08/19/2002
				To			34-600									
				From:		34-604 G	ravel Spring	gs Rd								
(603) Brill Road	0.70	170	R								NA			NA		08/19/2002
				To:		34-6	00 Pifer Ro	1	1.							
603) Brill Road	1.00	30	R	From:		310	000 1 1101 140	•			NA			NA		08/19/2002
(003)				To:		SR 55 W	ardensville	Pike								
			_	From:	_		00 SOUTH			_	_	_				
(604) Gravel Springs Road	2.00	390	R	<u> </u>		3.0					NA			NA		08/19/2002
				To		CD EE W	andan: 11	Diles								
604) Star Tannery Rd	3.69	48	R	From:		2K 22 M	ardensville	rike			NA			NA		09/05/2002
604) Star Tannery Rd	3.08	70	IX.	To		34_6	00 NORTH	1			INA			INA		0010012002
				From:					<u>I</u>							
605) Fairview Church Road	0.50	30	R	. tom.		west Vii	ginia State	Line			NA			NA		08/22/2002
(605) Fairview Church Road	0.50	30	I.	To:		34 723	B Fairview l	Rd	1		14/4			INA		0012212002
				-		34-733	ranview i	INU								

					FIE	ederick iv	lailitellai	nce Area	l							
Route	Length	AADT	QA	4Tire	Bus		Tr			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:		CI I	1.0	τ.	1							
(606) Mountain Falls Road	2.90	70	R			Snenando	oah County	Line			NA			NA		08/19/200
000				To		34-6	600; 34-608	8								
				From:		Б	Dead End		1							
(607) Heishman Lane	0.78	100	R								NA			NA		08/19/200
				To:			34-600									
O				From:		SR 55 W	ardensville	e Pike								
(608) Wardensville Grade	2.46	80	R								NA			NA		08/19/200
O				From:		34-790	Richard L	ane								00//0/00
608 Wardensville Grade	0.11	150	R	To:		24.6	500 SOUTE	T			NA			NA		08/19/200
				From:			00 SOO 11									
(608) Wardensville Grade	4.50	240	R								NA			NA		1999
				To: From:		34-6	512 SOUTE	Н								
(608) Wardensville Grade	3.23	690	F	96%	1%	2%	1%	0%	0%	F	0.117	F	0.578	700	F	2002
				To:		34-61	16 S; 34-61	19								
(608) Wardensville Grade	2.83	1100	F	96%	1%	2%	1%	0%	0%	С	0.094	F	0.651	1100	F	2002
				To: From:		US 50 S; N										
608) Dicks Hollow Rd	2.30	440	F	96%	1%	US 50 N; N 2%	Northweste	orn Pike 0%	0%	F	0.120	F	0.729	440	F	2002
(608) Dicks Hollow Rd	2.50	440	•	To:		34-679 W;			070	•	0.120	•	0.723	440		2002
$\circ$				From:		34-679 E;										
608) Old Bethel Church Rd	2.96	360	R	т		110.4	22 COLUE				NA			NA		09/03/200
				From:			522 SOUTI 522 NORT									
608) Hunting Ridge Rd	3.87	510	R	<u> </u>							NA			NA		09/03/200
				To:		34-682 G	laze Orcha	ard Rd								
(608) Hunting Ridge Rd	2.44	150	R	From:							NA			NA		09/03/200
				To-		34-681 Ch	hestnut Gro	ove Rd								
$\sim$				From:		SR 55 W	ardensville	e Pike								
(609) Capon Springs Grade	1.04	80	R	т		***					NA			NA		09/05/200
				10.			rginia State									
610) Muse Road	2.30	110	R	From-		West Vir	rginia State	e Line			NA			NA		08/22/200
(610) Muse Road	2.50	110	IX.	To:		34-	707 EAST	,			INA			INA		00/22/200
				From:			707 WEST									
610 Muse Road	1.50	230	R	т		LIC 50 N		D.1			NA			NA		1999
				To:			orthwester									
611) White Road	0.80	30	R	From:		34-600 Ba	ack Mount	ain Rd			NA			NA		08/22/200
(611) White Road	0.80	30	K	To:		34-61	12 Fishel R	Rd			INA			INA		00/22/200
				From:			Dead End		1							
(612) Mount Williams La	0.38	120	R	L.							NA			NA		08/22/200
				Ta		34-608 Wa	ardensville	Grade								
(612) Fishel Rd	1.60	240	R	From:							NA			NA		08/22/200
				To:		34-600 S; I	Back Mour	ntain Rd								
612) Fishel Rd	1.60	30	R	From:		2.0000,1	<u>Juon 1710 un</u>	iuiii itu			NA			NA		08/22/200
				To:		34-600 N; I	Back Mour	ntain Rd								
				From:		Б	Dead End									
613) Bowman Lane	0.10	1300	R								NA			NA		08/22/200
				To:			34-600									
	2.06	2700	_	From:	00/		34-600	10/	00/	0	0.002	_	0.700	2000	_	2002
(614)	2.06	3700	F	98% To:	0%	0%	1% US 50	1%	0%	С	0.093	F	0.708	3800	F	2002
				From:			34-600									
(615) Mount Olive Road	0.73	20	R	<u> </u>			JT-000				NA			NA		08/22/200
				To-		0.73	ME 34-60	00								

					1100	ierick Main	Cilailoc	Aica								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				r												
(615) Mount Olive Road	0.16	20	R	From:		0.73 ME	34-600				NA			NA		08/22/2002
615) Wouth Olive Road	0.10	20	K	To:		US :	50				INA			INA		00/22/2002
				From:		34-618 Go										
(616) Whissens Ridge Rd	1.04	30	R			34-018 GC	ougn Ru				NA			NA		08/22/200
(010)				To:		1.043.01	24 (10									
616) Whissens Ridge Rd	1.46	290	R	From:		1.04 MN	34-618				NA			NA		08/22/200
(616) Whissens Ridge Rd	1.40	250	1	To:	34-	-608 S; Warde	ensville G	rade			INA			14/5		00/22/200
_				From:		34-608										
(616) McDonald Road	0.44	60	R								NA			NA		08/22/200
				To: From:		0.44 MN	34-608									
(616) McDonald Road	1.54	420	R								NA			NA		08/22/200
				Tax		34-7	48									
(616) McDonald Road	0.32	670	R	From:							NA			NA		1999
				To:	34-	608 N; Ward	ensville C	rade								
				From:	,	West Virginia	a State Lir	ne								
617) Pinetop Road	2.10	20	R	-							NA			NA		08/22/200
				To:		34-7	'04									
				From:	3	4-622 Cedar	Creek Gra	ide								
618) Gough Rd	1.90	60	R								NA			NA		08/22/200
				Ta	3,	4-616 Whisse	ens Ridge	Rd								
618) Gough Rd	1.40	60	R	From:		. 010 ((111550	ons rauge	110			NA			NA		09/05/200
0.00				To:	34	4-608 Warder	nsville Gra	ade								
				From:	3	4-622 Cedar	Creek Gra	ide								
619) Perry Road	3.30	540	R								NA			NA		1999
				To:	34	4-608 Warder	nsville Gra	ade								
				From:	3	4-622 Cedar	Creek Gra	nde								
620 Miller Rd; Singhass Rd	3.80	800	R								NA			NA		08/22/2002
				To:		34-803 Rour	nd Hill Ro	l								
				From:		34-628 Mi	iddle Rd									
(621) Jones Road	1.95	1900	R								NA			NA		1999
				To: From:		34-622 Ceda	r Creek R	d								
(621) Merrimans Lane	1.88	1600	R								NA			NA		09/19/2002
				To:		WCL Wir	nchester									
_				From:	(	Shenandoah C	County Li	ne								
(622) Minebank Rd	2.20	220	R								NA			NA		1999
<u> </u>				To: From:		34-627 V 34-627 I										
Minebank Rd	0.56	400	R			34-62/1	EASI				NA			NA		08/19/2002
(622) Minebank Rd	0.50	400	1	To:		34-628 V	WEST				INA			INA		00/19/200/
_				From:		34-628 1										
(622) Cedar Creek Grade	1.07	280	R								NA			NA		1999
				To: From:		34-623 Fro	mans Rd									
(622) Cedar Creek Grade	2.52	570	R	FIOII.							NA			NA		08/19/2002
				To:		34-618 Go	ough Rd									
(622) Cedar Creek Grade	0.96	700	F	97%	0%			1%	0%	F	0.106	F	0.833	710	F	2002
022																
622 Cedar Creek Grade	1.45	770	F	From: 97%	0%	34-732 Ba		1%	0%	F	0.085	F	0.66	780	F	2002
(622) Cedar Creek Grade	0		•	- T				. , 0	J ,0	•	2.000	•	3.00	. 50	•	2002
Codor Crook Crode	1.09	1300	F	From: 97%	0%	34-619 Pc		1%	00/		0.091	F	0.651	1400	c	2002
622 Cedar Creek Grade	1.09	1300	r	<i>317</i> 0	U 70			1 /0	0%	С	0.091	٢	0.001	1400	F	2002
O 0 - d 0	4 = 4	4000		From:	001	34-620 M		40/	007		0.000		0.000	4000		0000
622 Cedar Creek Grade	1.54	1900	F	97%	0%	2% (	0%	1%	0%	F	0.092	F	0.692	1900	F	2002
				To: From:		34-6										
(622) Cedar Creek Grade	0.39	3800	F	93%	0%			1%	0%	С	0.095	F	0.633	3900	F	2002
				To:		SR 3	37									

					FIE	ederick Maintenance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:										
622) Cedar Creek Grade	1.03	12000	F	93% To:	0%	SR 37 2% 4% 1% WCL Winchester	0%	F	0.088	F	0.634	12000	F	2002
O			_	From:		Shenandoah County Line								
623 Fromans Road	0.80	310	R	To:		34-622 Cedar Creek Grade			NA			NA		1999
				From:		Dead End								
(624) Meadow Mills Road	0.90	150	R	<u> </u>					NA			NA		10/09/200
<u> </u>				To: From:		34-757 McCune Rd								
624) Meadow Mills Road	0.20	550	R	To:		34-625 Veterans Rd			NA			NA		1999
Town of Middletown						34-623 Veteralis Ku								
				From:		34-1124								
625)	0.07	45	R						NA			NA		1999
	0.13	220	R	From:		34-1127			NA			NA		1999
625)	0.13	220	K	To:		24 1102			INA			INA		1999
(625)	0.09	580	R	From:		34-1102			NA			NA		10/09/200
020				To:		US 11								
(625)	0.13	580	R	From:					NA			NA		10/09/200
<u> </u>				To:		WCL Middletown								
Frederick County				From:		WCL Middletown								
625)	0.60	580	R						NA			NA		10/09/200
				To: From:		34-624 34-624 Meadow Mills Rd								
(625) Veterans Rd	0.50	110	R			34-024 Meadow Mills Rd			NA			NA		10/09/200
				To: From:		34-635								
(625)	0.50	90	R						NA			NA		10/09/200
				To: From:		34-627 SOUTH 34-627 NORTH								
(625)	3.80	460	R						NA			NA		1999
				To: From:		34-631 WEST 34-631 EAST								
(625) Germany Rd	1.30	100	R			51 051 E/151			NA			NA		08/19/200
<u> </u>				To: From:		34-629 Carters La								
(625) Germany Rd	0.60	180	R						NA			NA		08/19/200
<u> </u>				To: From:		34-649 Springdale Rd								
(625) Germany Rd	0.38	330	R	To:		34-628 Middle Rd			NA			NA		08/19/200
				From:		Dead End								
(626) Middle Lane	0.32	100	R						NA			NA		1999
				To:		34-750								
Reliance Rd	1.45	1500	_	From:	1%	Warren County Line 2% 1% 1%	0%	C	0.105	_	0.546	1500	_	2002
(627) Reliance Rd	1.45	1500	F	96%	170	ECL Middletown	076	С	0.105	F	0.540	1500	F	2002
Fown of Middletown				•										
O	0.30	1500	NI .	From:	10/	ECL Middletown	00/	N.I	0.405	NI	O F46	1500	N1	2002
627 Reliance Rd	0.38	1500	N	96% To:	1%	2% 1% 1% US 11 N; Valley Pike	0%	N	0.105	N	0.546	1500	N	2002
Obs. 181	2.66	4400	_	From:	201	US 11 S; Valley Pike	001	_	0.000	_	0.500	4400	_	2222
627) Chapel Rd	0.29	1100	F	91% To:	0%	5% 2% 1% WCL Middletown	0%	F	0.082	F	0.560	1100	F	2002
Frederick County						C. Middletown								
			_	From:	251	WCL Middletown	251	_	0.05=	_	0.07=	22-	_	22
627 Chapel Rd	0.10	820	F	91% To:	0%	5% 2% 1% 34-635 NORTH	0%	С	0.097	F	0.618	830	F	2002
						34-033 NOK1H								

					Fre	derick M	1aintenan	ce Area	3							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:		24.6	25 NODTH		1							
627) Chapel Rd	0.66	760	F	91%	0%	5%	35 NORTH 2%	1%	0%	F	0.097	F	0.6	770	F	2002
627 Chapel Rd	3.87	460	R	From:			25 NORTH				NA			NA		08/19/2002
	0.39	10	R	From:		34-6	522 WEST				NA			NA		08/19/2002
627	0.39	10	K	To:		D	ead End				INA			INA		00/19/2002
				From:			oah County	Line								
628)	0.17	1400	F	92%	0%	3%	4%	1%	0%	F	0.094	F	0.767	1400	F	2002
628	0.17	1500	F	92%	0%	3%	22 SOUTH 4%	1%	0%	F	0.099	F	0.694	1600	F	2002
(628) Middle Road	2.29	1900	F	From: 92%	0%	34-6 3%	22 NORTH 4%	1%	0%	F	0.107	F	0.594	1900	F	2002
<u> </u>				From:			Marlboro I									
628) Middle Rd	2.41	2200	F	92%	0%	3%	4%	1%	0%	С	0.099	F	0.698	2200	F	2002
				To: From:			2 Barley Lar 32 Barley La		-							
628) Middle Rd	1.57	2500	F	92%	0%	3%	4%	1%	0%	F	0.097	F	0.776	2500	F	2002
(628) Middle Rd	1.53	3100	F	92%	0%	3%	4%	1%	0%	F	0.099	F	0.584	3200	F	2002
(626) Wilddie 1 td	1.00	0.00	•	72.F	070				070	•	0.000	•	0.004	0200	•	2002
628) Middle Rd	0.78	3700	F	92% _{To:}	0%	3%	4% Winchester	1%	0%	F	0.088	F	0.617	3800	F	2002
				From:			Marlboro I		i							
629 Carters Lane	1.80	290	R	To:					· · · · · · · · · · · · · · · · · · ·		NA			NA		08/19/2002
(629) Carters Lane	0.40	160	R	From:		34-625	Germany I	kd			NA			NA		1999
029				To:		34-628	N; Middle	Rd								
(629) Laurel Grove Rd	1.20	620	R	From:		34-628	S; Middle l	Rd			NA			NA		08/19/2002
0				To: From:		1.20 N	/W 34-628	S								
(629) Laurel Grove Rd	1.30	200	R								NA			NA		08/19/2002
629) Laurel Grove Rd	4.20	180	R	From:		34-622 Ce	edar Creek (	Grade	}		NA			NA		08/19/2002
(629) Laurel Grove Rd	4.20	100	IX	To:		34-608 Wa	ardensville (	Grade			INA			INA		00/19/2002
				From:			34-654									
(630) Bethel Grange Road	0.90	450	R								NA			NA		1999
				To:			34-608									
_				From:			34-628									
631)	2.99	1400	F	83%	1%	3%	11%	2%	0%	С	0.099	F	0.738	1500	F	2002
				To: From:			34-648									
(631)	0.33	2400	F	83%	1%	3%	11%	2%	0%	F	0.099	F	0.607	2500	F	2002
				To:		WCL S	Stephens Ci	ty								
Town of Stephens City				From:		WCL	Stephens Ci	ts /								
631)	0.45	3100	F	83% To-	1%	3%	11% 11; SR 277	2%	0%	F	0.081	F	0.612	3100	F	2002
Frederick County																
				From:		D	ead End									
632) Sand Mine Road	0.41	510	R								NA			NA		08/22/2002
				To:		34-704	Back Creek	Rd	]							
O 101			_	From:			34-625									001:5:5
(633) Klines Mill Road	1.40	260	R	т			110.11				NA			NA		08/19/2002
				To:			US 11									

Route	Length	AADT	QA	4Tire	Rue	Truck 3+Axle 1Trai		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:		US 11	Ī							
(633) Klines Mill Road	0.41	100	R			0311			NA			NA		08/19/2002
				To		Dead End								
634) Cougill Road	0.25	280	R	From:		US 11			NA			NA		10/09/2002
(634) Cougill Road	0.23	200	IX.	To:		24 (25			INA			INA		10/09/2002
(634) Cougill Road	0.75	170	R	From:		34-635			NA			NA		08/19/2002
004)				To:		34-625								
				From:		34-625								
635 Mineral Street	0.15	120	R	į.					NA			NA		10/09/2002
635) Mineral Street	0.50	120	R	From:	0.15	MN 34-625			NA			NA		10/09/2002
(635) Mineral Street	0.50	120		To:	34-6	27 NORTH			14/3			IVA		10/03/2002
	0.55			From:	34-6	27 SOUTH								40/00/0000
635) Mineral Street	0.55	90	R	To:		34-634			NA			NA		10/09/2002
				From:		7 Reliance Rd	-							
(636) Huttle Rd	1.70	240	R		3102	renance rea			NA			NA		10/07/2002
				To-	34-709 F	Ridings Mill Rd	<del></del>							
(636) Huttle Rd	1.10	150	R	FIOIII.		Ĭ			NA			NA		10/23/2002
				To: From:		Salem Church Rd Salem Church Rd								
(636) Canterburg Rd	1.10	260	R		34-733 IV,	Salem Church Ru			NA			NA		10/07/2002
-				To:	34-640	W; GRM Rd								
(636) Canterburg Rd	0.20	370	R	From:		,			NA			NA		10/07/2002
				To: From:	34-640 E; 1	Refuge Church Rd	1							
636) Canterburg Rd	1.50	130	R						NA			NA		10/07/2002
				To: From:		Double Church Rd Double Church Rd								
(636) Hudson Hollow Road	0.50	160	R		3.0115,1	Source Charen ru	•		NA			NA		10/07/2002
				To: From:	0.50 N	MN 34-641 S								
(636) Hudson Hollow Road	1.50	80	R						NA			NA		10/07/2002
<u> </u>				To: From:	2.00 N	MN 34-641 S								
(636) Hudson Hollow Road	1.20	1100	R	To:	CD 27/	7 E-i-f Dil			NA			NA		10/07/2002
				From:		7 Fairfax Pike Fairfax Pike Rd								
(636) White Oak Rd	1.60	1400	R						NA			NA		1999
				To:		cedonia Church Rd								
(27)	0.40	100	R	From:	Warrer	n County Line			NA			NA		10/07/2002
(637)	0.40	100		To:		34-735			14/7			IVA		10/01/2002
				From:	US 11	Valley Pike								
(638) Vancluse Rd	2.00	80	R						NA			NA		08/19/2002
				To: From:		5 N; Hites Rd 5 S; Hites Rd								
(638) Clark Road	0.80	70	R			,	-		NA			NA		08/19/2002
				To: From:	34-759 B	uffalo Marsh Rd	1							
638) Clark Road	1.50	280	R						NA			NA		08/19/2002
				Tn·		8 Middle Rd								
(639) East Refuge Church Ro	1.80	320	R	From:		34-640			NA			NA		1999
		J_J		To:	Warrer	n County Line			. 1// \			17/3		1000
				From:		n County Line								
(640) Refuge Church Road	0.57	130	R						NA			NA		10/07/2002
				To: From:	0.57	MN OF CL	]							
640 Refuge Church Road	0.13	160	R	To		24 (20			NA			NA		1999
				To:		34-639								

					Fre	ederick Main	itenance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trai	I 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:											
(640) Refuge Church Road	1.30	260	R	From:		34-6	539			NA			NA		10/07/200
(640) Refuge Church Road	1.00	200		To		34-636	EAST			14/ (			147 (		10/01/200
O-1 - 1				From:		34-636									
640 Refuge Church Road	1.90	490	R	To:		24.6	:41	1		NA			NA		1999
				From:		34-6									
Refuge Church Rd	2.35	1000	R	rioiii.		Warren Co	unty Line			NA			NA		10/07/200
				From:		4-636 S; Huds		201					4=00		
(641) Double Church Rd	1.38	1500	F	94%	1%	4%	1% 1%	0%	F	0.101	F	0.52	1500	F	2002
	4.00			From:	40/	34-640 G		00/	_	0.000		0.545	2000		
641) Double Church Rd	1.28	2800	F	94%	1%	4%	1% 1%	0%	С	0.092	F	0.515	2900	F	2002
				From:		SR 277 Fa	irfax Pike								
(641) Double Church Rd	0.52	4200	R							NA			NA		1999
<u> </u>				From:		34-1049 Buc	kingham Dr								
(641) Double Church Rd	0.16	3500	R	_						NA			NA		10/02/200
				To:		34-647 A	ylor Rd								
O				From:		Clarke Co	unty Line								
(642) Armel Rd	0.54	270	R							NA			NA		1999
<u> </u>				To: From:		34-643 R	itter Rd								
(642) Armel Rd	1.23	400	R					-		NA			NA		09/30/200
				To: From:		US 522 S; Ft	-								
Macedonia Church Rd	2.25	5400	F	98%	0%	US 522 N; Ft	1% 0%	0%	F	0.087	F	0.654	5400	F	2002
(642) Macedonia Church Rd	2.20	0-100	•		070					0.007	•	0.004	0400	•	2002
Manadania Church Dd	1 22	0000		From: 98%	00/	Former		00/		0.002		0.630	10000		2002
642 Macedonia Church Rd	1.22	9800	F	96%	0%	1%	1% 0%	0%	F	0.092	F	0.638	10000	F	2002
<u> </u>				From:		34-8									
(642) Macedonia Church Rd	0.80	11000	F	98%	0%		1% 0%	0%	С	0.091	F	0.634	12000	F	2002
				To:		SR 37;									
Difference of	0.00	050	_	From:		US 522 Ft I	Royal Pike			N.1.0			NIA		4000
643 Ritter Road	0.80	250	R	To:		24 (42 A	1 D.J	1		NA			NA		1999
				10.		34-642 A									
Deddies Mill Dead Foot	0.75	400	_	From:		Clarke Co	unty Line			N.1.0			NIA		00/00/000
644) Parkins Mill Road East	0.75	180	R							NA			NA		09/30/200
				From:		0.75 MW	OF CL								
(644) Parkins Mill Road East	0.06	260	R							NA			NA		1999
				To: From:		US 50 Mill	wood Pike								
(644) Parkins Mill Road West	2.28	650	R							NA			NA		09/30/200
				To: From:		US 522 S; Fro									
644) Papermill Rd	1.37	7400	F	93%	1%	US 522 N; Fro 2%	3% 2%	0%	С	0.091	F	0.546	7500	F	2002
(644) Papermill Rd	1.07	1400	•	To:	170	SCL Wir		070		0.001	•	0.040	7000		2002
				From:		US 522 From									
645) Airport Rd	1.48	2000	F	91%	1%		1% 3%	0%	С	0.098	F	0.679	2100	F	2002
(645) Airport Rd	1.40	2000	•		170			070		0.000	•	0.070	2100		2002
645) Airport Road	2.44	460	ь	From:		34-728 Vi	ctory Rd			NIA			NA		1999
(645) Airport Road	2.44	400	R	To:		US 50 Mill	wood Pike	1		NA			INA		1999
				From:											
646) Reardon Road	0.30	190	P	rioil.		US 522 Ft I	koyal Pike			NIA			NΙΛ		U0/3U/3UU
(646) Reardon Road	0.30	190	R	To:		Clarke Co	unty Line			NA			NA		09/30/200
Aylor Pd	0.65	6000	-	Prom-	10/	SR 277 Fa		Ω9/		0.003	E	0.527	7000	_	2002
647 Aylor Rd	0.65	6900	F	96%	1%		1% 0%	0%	С	0.092	F	0.527	7000	F	2002
$\overline{}$				From:	,	34-641 Doubl			_		_				
(647)	1.34	6800	F	96%	1%		1% 0%	0%	F	0.096	F	0.501	6900	F	2002
				To:	3	4-642 Macedo	nia Church Rd								

Length	AADT	QA	4Tire	Bus			2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
			Erom:		24.621		1							
0.21	200	R	To			J.			NA			NA		10/02/2002
					202214									
0.70	150	R	From:		SCL Stephens City	7			NA			NA		10/02/2002
			To:		NCL Stephens City	у								
			From:		NCL Stephens City	v	1							
0.60	100	R			rven stephens en	,			NA			NA		10/02/2002
			To:		34-649									
1.00	250	ь	From:		34-625				NΙΛ			NΙΔ		10/02/2002
1.60	250	ĸ	т		24.640				INA			INA		10/02/2002
1.20	190	R	From:		34-648				NA			NA		1999
			To: From:		34-651									10/00/000
0.70	440	К	To:		LIS 11				NA			NA		10/02/2002
			From:											
0.22	70	R	<u> </u>						NA			NA		1999
			To-		34-739									
0.00	4000	_	From:		34-649 Springdale R	Rd			NIA			NIA		00/00/0000
2.00	1200	ĸ	To:		34-652 Apple Valley	Rd			NA			NA		09/23/2002
			From:											
0.97	2000	F	95%	1%	2% 1%	0%	0%	С	0.108	F	0.603	2100	F	2002
			To:		34-651 Shady Elm F	Rd								
0.25	4100	F	95%	1%	2% 1%	0%	0%	F	0.091	F	0.578	4100	F	2002
			To: From:											
0.52	4700	F	92%	1%	2% 3%	2%	0%	С	0.088	F	0.542	4700	F	2002
			To:		SCL Winchester									
			From:		34-671									
0.90	180	R	To:		Wast Virginia Stata I	ino			NA			NA		09/09/2002
			From:			лис								
1.50	450	R	<u></u>		Dead End				NA			NA		09/19/2002
			To:											
0.18	1200	R			34-803 W; Round Hill	ı Ka			NA			NA		1999
			To:		US 50 Northwestern F	Pike								
2.60	960	R	From:		ob so moral western i				NA			NA		09/19/2002
			To: From:		34-630 Bethel Grange	Rd	-							
1.68	480	R							NA			NA		1999
			To: From:											
1.88	1500	F	95%	1%	3% 0%	1%	0%	С	0.106	F	0.682	1500	F	2002
0.75	700		From:	40/	34-677 Clair Rd	40/	00/		0.000		0.747	740		0000
0.75	730	F	95%	1%		1%	0%	F	0.099	F	0.747	740	F	2002
2 18	500	R	From:		34-730				NΔ			NΔ		09/09/2002
2.10			To:	3	4-671 W; Green Sprir	ng Rd			: 1/-1			19/7		
a = 4			From:		34-671 E; Green Sprin	g Rd								4000
2./1	290	R	To:		West Virginia State L	ine			NΑ			NA		1999
			From:	11			1							
0.79	5000	F	From: 90%	2%	S 17, US 50 Millwood 3% 4%		0%	С	0.088	F	0.633	5000	F	2002
	0.21  0.70  0.60  1.80  1.20  0.70  0.22  2.00  0.97  0.25  0.52  0.90  1.50  0.18  2.60	0.70 150  0.60 100  1.80 250  1.20 190  0.70 440  0.22 70  2.00 1200  0.97 2000  0.25 4100  0.52 4700  0.90 180  1.50 450  0.18 1200  2.60 960  1.68 480  1.88 1500  0.75 730  2.18 500	0.21 200 R  0.70 150 R  0.60 100 R  1.80 250 R  1.20 190 R  0.70 440 R  2.00 1200 R  2.00 1200 F  0.25 4100 F  0.52 4700 F  0.52 4700 F  0.90 180 R  1.50 450 R  1.68 480 R  1.68 480 R  1.88 1500 F  0.75 730 F  2.18 500 R	0.21 200 R  To    O.70   150 R   From	0.21 200 R  Tro  0.70 150 R  To  0.60 100 R  To:  1.80 250 R  1.20 190 R  0.70 440 R  To:  1.20 190 R  0.22 70 R  To:  1.50 1200 R  1.60 100 F  0.97 2000 F  0.97 2000 F  0.97 100 F  0.98 196 196 196 196 196 196 196 196 196 196	Carrell	1.20	Length	Carried   Carr	Add	Company   Comp	Add	Company   Comp	Company   Comp

					1 10	CUCITOR IN	nan nena	ICE AICE	1							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County																
655) Sulphur Spring Rd	0.81	2300	R	From:		34-656	Greenwoo	d Rd			NA			NA		09/23/2002
(655) Sulphur Spring Rd	0.79	1100	R	From:		34-71	9 Landfill	Rd			NA			NA		09/23/2002
(655) Sulphur Spring Rd	0.70		•	To:		Clarke	County L	ine						147		00/20/2002
				From:			ulphur Spri		1							
656) Greenwood Road	1.39	4300	F	94%	1%	2%	2%	1%	0%	F	0.094	F	0.636	4300	F	2002
656) Greenwood Rd	1.01	6400	F	94%	1%	2%	7 Senseny 2%	1%	0%	С	0.106	F	0.520	6500	F	2002
(656) Greenwood Rd	0.61	4000	F	From: 94%	1%	2%	2%	1%	0%	F	0.101	F	0.607	4100	F	2002
				From:			Berryville Berryville									
(656) Morgan Mill Rd	0.69	200	R			BIC / E,	Berry vine	1 1110			NA			NA		1999
000				To:		34-66	1 Redbud	Rd								
				From:		ECL	Wincheste	er	1							
657) Senseny Rd	1.60	9800	F	95%	1%	2%	1%	2%	0%	С	0.093	F	0.557	9900	F	2002
657) Senseny Rd	1.18	5200	F	From: 95%	1%	34-656 <b>2%</b>	Greenwoo 1%	d Rd 2%	0%	F	0.102	F	0.58	5200	F	2002
657 Senseny Rd	1.10	3200	'	To:	1 /0		34-736	270	070	<u>'</u>	0.102		0.50	3200	'	2002
657) Senseny Rd	0.89	1800	F	95% To:	1%	2%	1% e County L	2% ine	0%	F	0.104	F	0.663	1800	F	2002
				From:			Dead End		1							
(658) Brookland Lane	0.30	1300	R	<u> </u>			cau Liiu				NA			NA		09/30/200
(030)				To			34-659									
				From:		SR 7 W;	Berryville	e Pike								
(659) Valley Mill Rd	0.32	6700	F	95%	0%	2%	2%	1%	0%	F	0.096	F	0.605	6800	F	2002
				To: From:			34-658									
(659) Valley Mill Rd	0.80	4900	F	95%	0%	2%	2%	1%	0%	С	0.096	F	0.57	4900	F	2002
				To: From:			; Greenwo									
(659) Valley Mill Rd	2.00	1500	R			34-030 IN	, Giceliwo	ou Ku			NA			NA		1999
(659) Valley Willi 1 to	2.00		•	To:		SR 7 E;	Berryville	Pike			10.			147		1000
				From:			); Berryvil									
(659) Burnt Factory Rd	1.00	290	R								NA			NA		09/16/200
				To:		34-664 Jo	ordan Sprin	ıgs Rd								
Marada Mill Dal	0.40	4000	_	From:	00/		Berryville F		00/	0	0.404	_	0.040	4000	_	0000
660 Woods Mill Rd	2.13	1300	F	94% To:	0%	2% 34-664 N;	3%	0%	0%	С	0.104	F	0.643	1300	F	2002
				From:		34-664 S;										
(660) High Banks Rd	0.80	330	R								NA			NA		1999
				To:		Clarke	e County L	ine								
				From:		24-659 E	Burnt Facto	ry Rd								
(661) Pine Rd	0.77	280	R								NA			NA		09/12/2002
				To: From:			; Wood M ; Woods M									
(661) Redbud Rd	2.05	400	R	110111		34-000 S	, woods iv	IIII Ka			NA			NA		1999
(001)			••	T		21.55										
(661) Redbud Rd	1.19	760	R	From:		34-66	2 Milburn	Rd			NA			NA		09/16/2002
(661) Redbud Rd	1.18	700	N	To:		US 11 N·	Martinsbu	rg Pike			INA			INA		03/10/2002
				From:			Martinsbu	_								
661) Welltown Rd	1.21	3900	F	93%	0%	3%	3%	1%	0%	С	0.086	F	0.731	4000	F	2002
(661) Welltown Rd	1.83	2200	F	From: 93%	0%	34-6	63 Fair Lar 3%	1%	0%	F	0.095	F	0.721	2300	F	2002
	-			To			N; Hopewe									
(661) Welltown Rd	1.01	1600	F	93%	0%	3%	3%	1%	0%	F	0.098	F	0.761	1600	F	2002
				To:	•	34-671	Cedar Hil	l Rd								

					Fre	derick M	laintenar	nce Area	l							
Route	Length	AADT	QA	4Tire	Bus	2Axle	TrıTrı 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:		24.671	G 1 1771	D.I.	-							
(661) Welltown Road	1.21	500	R	From:		34-671	Cedar Hill	Rd			NA			NA		09/09/200
(66 1) *** Silte**** * * * * * * * * * * * * * * * * *		000		To		34-669 E;										00/00/200
O W: 1/B1	4.04	440		From:		34-669 W;	Rest Chu	rch Rd								00/00/000
(661) Wright Rd	1.84	110	R	To:		West Vir	ginia State	Line			NA			NA		09/09/200
				From:			1Redbud F									
(662) Milburn Road	1.10	90	R	<u>.                                    </u>		34-00	i Keubuu r	\u			NA			NA		09/16/200
002)				To:		34-838	McCanns	Rd								
(662) Milburn Road	0.60	50	R	From:		34-030	Wiccamis	T(U			NA			NA		10/23/200
002				To:	3-	4-761 Old	Charles To	own Rd								
				From:		Сυ	ıl-de-Sac									
(663) Tyler Rd	0.64	180	R								NA			NA		1999
				To: From:		34-6	72 Hiatt Ro	d								
(663) Payne Road	1.50	310	R			•					NA			NA		09/09/200
				To: From:		34-673 (	Glendobbir	n Rd								
(663) Payne Road	0.50	890	R								NA			NA		1999
				To:		34-661	Welltown	Rd								
(663) Fair Lane	1.18	550	R	r tom.							NA			NA		09/09/200
				To-		3	4-1354									
<u> </u>				From:		US 11 M	artinsburg	Pike	j							
(664) Stephenson Rd	1.00	1100	R								NA			NA		1999
				From:		761 W; Ol -761 E; Ol										
664) Jordan Springs Rd	0.40	1500	F	94%	1%	2%	3%	1%	0%	С	0.106	F	0.545	1500	F	2002
004) saraam apimiga raa				To:			34-729					-				
664) Jordan Springs Rd	0.70	1300	F	94%	1%	2%	3%	1%	0%	F	0.117	F	0.552	1300	F	2002
664 Gordan Springs rtd	0.70	.000	•	To:						•	0.117	•	0.002	1000	·	2002
(664) Jordan Springs Rd	1.20	440	R	From:		34-660 N;	Woods M	IIII Ka			NA			NA		09/16/2002
664 Jordan Springs Nd	1.20	440	1			24 (50 0					INA			INA		09/10/200/
664) Jordan Springs Rd	0.04	20	R	From:		34-659 B	urnt Factor	ry Rd			NA			NA		10/23/2002
664 Jordan Springs Rd	0.04	20	K	To:		Clarke	County Li	ine			INA			INA		10/23/200/
				From:			Hopewell									
(665) Waverly Road	0.86	70	R	<u>.                                    </u>		34-072	Hopeweii	Nu			NA			NA		09/09/2002
,				To			FR-229									
(665) Waverly Road	0.73	70	R	From:		1	K-229				NA			NA		1999
000)				To:		34-672 E	; Hopewel	ll Rd								
				From:		34-7	'61 WEST		1							
(666) Gun Club Road	0.10	580	R								NA			NA		09/12/200
				To: From:			34-664									
(666) Gun Club Road	0.50	490	R	From:							NA			NA		1999
				To: From:			ME 34-66									
666) Gun Club Road	1.40	200	R	From:		0.50	E 34-664				NA			NA		09/16/200
(666) Gun Club Road	1.40	200	K	To:		34-7	761 EAST				INA			INA		09/10/200
				From:			ead End		<u>_</u>							
(667) Rocky Ford Rd	0.70	560	R			<u>D</u>	cau EIIU				NA			NA		1999
, , ,			-	To:			Brucetow									
0:-1:-5	2.66		_	From:		34-672 W	; Brucetov	wn Rd								00/10/22
667) Sir Johns Road	0.90	410	R								NA			NA		09/12/200
<u> </u>				From:		34-66	68 NORTI	I								
667) Sir Johns Road	1.60	90	R	т		C1 1	0				NA			NA		10/23/200
				10:			County Li	ine								
	0.00	450	ь.	From:		3	34-672				NI A			NI A		00/40/000
668 -	0.80	150	R	To:		0 00	MN 34-67	2			NA			NA		09/12/200
						0.80 1	WIIN 34-0/	4								

					Frederick M	aintenance	Area								
Route	Length	AADT	QA	4Tire	Bus 2Ayle	Truck 3+Axle 1		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County							TTAIL 2	211011		rioui		i actor			
(600)	0.90	140	R	From:	0.80 M	MN 34-672				NA			NA		09/12/2002
(668) -	0.00	140		To	34-667 N	; Sir Johns R	d			147 (			147 (		00/12/2002
Over an Observato But	4.40	400	_	From:	34-667 S	; Sir Johns Ro	d			NIA			NIA		00/40/0000
668 Grace Church Rd	1.40	100	R	To:	34-671 S	Woodside R	d			NA			NA		09/16/2002
				From:		; Woodside R									
(668) Branson Spring Rd	0.50	260	R	To:	110 11 14	. 1 P3				NA			NA		1999
				From:		artinsburg Pik									
(669) Rest Church Rd	0.99	420	R	rioiii.	34-6/1 W	; Cedar Hill F	Rd			NA			NA		09/09/2002
(669) Troot Sharon Tra	0.00	0		To:	24 661 8	Walltown D	d						10.		00/00/2002
(669) Rest Church Rd	2.04	1300	R	From:	34-001 S	; Welltown R	a			NA			NA		1999
(009)	_			To:	1.0	1 Ramps									
(669) Rest Church Rd	0.16	7000	R	From:	1-0	i Kamps				NA			NA		09/16/2002
000				To:		Martinsburg P									
Woodbing Road	0.80	170	ь	From:	US 11 S; N	Martinsburg P	ike			NΙΛ			NA		1000
(669) Woodbine Road	0.80	170	R	To:	34-671 E:	Woodside R	d			NA			INA		1999
				From:		ead End									
(670) Ruebuck Road	0.60	140	R							NA			NA		09/12/2002
				To:	34-669 R	est Church R	d								
(670) Ruebuck Road	1.30	650	R	From:			-			NA			NA		1999
				To:	West Virg	ginia State Lir	ne								
<u> </u>			_	From:	West Virg	ginia State Lir	ne								
(671) Woodside Rd	0.50	220	R							NA			NA		09/12/2002
O				To: From:	34-669 V	Woodbine Rd									
(671) Woodside Rd	0.90	100	R							NA			NA		09/12/2002
Mandaida Bd	0.40	440	_	From:	34-668 N; B	ranson Spring	g Rd			NI A			NIA		00/40/0000
(671) Woodside Rd	0.10	140	R							NA			NA		09/12/2002
( ) Woodeide Dd	1 10	40		From:	34-668 S; (	Grace Church	Rd			NIA			NΙΔ		00/12/2002
(671) Woodside Rd	1.10	40	R	_						NA			NA		09/12/2002
(671) Cedar Hill Rd	2.30	580	F	From: 98%		artinsburg Pik 0%	œ 0%	0%	F	0.120	F	0.601	590	F	2002
(671) Cedar Hill Rd	2.30	300	Г	90 /0			0 70	070		0.120	,	0.001	390		2002
(671) Cedar Hill Rd	2.60	1300	F	From: 98%	0% 1%	Welltown Rd	0%	0%	F	0.108	F	0.703	1400	F	2002
(671) Cedar Hill Rd	2.00	1300	•	30 /0				070	'	0.100	'	0.703	1400	'	2002
(671) Green Spring Rd	0.78	1300	F	From: 98%	0% 1%	arm Springs F 0%	0%	0%	С	0.101	F	0.69	1300	F	2002
671) Great Spring rea	0.70	1000	•	To:		Frog Hollow		<u> </u>		0.101		0.00	1000	·	2002
O 0 0 1 D1	0.00	4000	_	From:		Green Spring									00/00/0000
671) Green Spring Rd	0.62	1200	R							NA			NA		09/09/2002
Our are Our day at Del	5.04	200		From:	34-682 Gl	aze Orchard I	₹d	-		NIA			NIA		4000
671) Green Spring Rd	5.61	820	R							NA			NA		1999
Our are Our day to Del	0.00	400	_	To: From:	34-690 Hov	wards Chapel	Rd			NI A			NIA		00/00/0000
671) Green Spring Rd	2.80	120	R	To:	34_601 S+ S	Shockeysville	Rd			NA			NA		09/09/2002
				From:		Shockeysville									
(671) Shockeysville Rd	0.80	80	R	_						NA			NA		09/03/2002
				To:		ack Horse Ro		ļ							
Catalna Dd: Liint Dd	0.70	020	г.	From:	34-677 \$	Saint Clair Rd	[			NIA	· <u> </u>		NIA		00/00/2002
672 Catalpa Rd; Hiatt Rd	2.72	830	R	To:	34_661 9	; Welltown R	d			NA			NA		09/09/2002
				From:	34-661 N	; Welltown R									
(672) Hopewell Rd	1.08	950	F	86%	1% 1%		9%	0%	F	0.094	F	0.604	960	F	2002
				To: From:	34-665 W	; Waverly R	d								
(672) Hopewell Rd	0.64	980	F	86%	1% 1%		9%	0%	F	0.104	F	0.566	1000	F	2002
				To:	34-665 E	E; Waverly Ro	ł								

					Fre	ederick i	vlaintena	nce Are	а							
Route	Length	AADT	QA	4Tire	Bus		Tr e 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County																
672) Hopewell Rd	0.34	3600	F	86% To:	1%	1%	E; Waverl	9%	0%	С	0.081	F	0.524	3700	F	2002
672) Brucetown Rd	0.63	2900	F	93%	1%		Martinsbu 3%		0%	F	0.089	F	0.542	2900	F	2002
672) Brucetown Rd	1.01	1700	F	From: 93%	1%	34-74 3%	9 Quarry L 3%	ane 1%	0%	С	0.09	F	0.607	1700	F	2002
672) Brucetown Rd	0.57	1300	F	From: 93%	1%	34-667 3%	W; Sir Joh 3%	ns Rd 1%	0%	F	0.091	F	0.574	1300	F	2002
672 Brucetown Rd	1.12	810	R	From:			e County I		<u>-</u>		NA			NA		1999
673) Golds Hill Road	1.10	100	R	From:	1		ederick Pil				NA			NA		09/09/200
673) Golds Hill Road	0.20	140	R	From:		34-650	Upper Rid	ge Rd	}		NA			NA		1999
673) Glendobbin Rd	1.90	530	R	From:			pple Pie R		}		NA			NA		09/09/2002
674) Winding Hill Road	0.80	290	R	From:		34-654	Frog Hollo	w Rd			NA			NA		1999
675) Foster Hollow Road	0.17	140	R	From:			pple Pie R ounty Line				NA			NA		10/07/200
(676) Warm Springs Road	0.83	240	R	To: From:		34-677 (	34-639 Old Baltime	ore Rd			NA			NA		09/09/200
676) Warm Springs Road	0.87	240	R	From:			MN 34-6'		<u></u>		NA			NA		1999
677) Old Baltimore Road	0.88	400	R	From:			Dead End	ng Ku			NA			NA		1999
677) Old Baltimore Road	0.30	200	R	From:			34-672				NA			NA		09/09/200
677) Old Baltimore Road	0.90	90	R	From:			34-730		]		NA			NA		09/09/200
677) Old Baltimore Road	0.10	450	R	From:			34-676				NA			NA		09/09/200
678) Burnt Church Road	0.50	70	R	From:		34-679 I	ndain Holl	ow Rd			NA			NA		09/19/200
678) Burnt Church Road	0.50	90	R	From:	1		ME 34-67				NA			NA		09/19/2002
679) Indain Hollow Rd	0.50	350	R	From:			0 Hayfield				NA			NA		1999
679 Indain Hollow Rd	2.50	140	R	From:			ME 34-60				NA			NA		09/05/2002
679 Indian Hollow Rd	0.30	390	R	From:			ME 34-60		}		NA			NA		1999
679 Indian Hollow Rd	0.88	800	R	From:	3		Dicks Ho				NA			NA		09/19/2002

					Fre	ederick Mair	ntenanc	e Area	<b>a</b>							
Route	Length	AADT	QA	4Tire	Bus		Truc		OTroil	- QC	Peak	QK	Dir	AAWDT	QW	Year
Frederick County						2Axle 3	+Axie	TTTAII	ZTrall		Hour		Factor			
				From:		34-654 E;										
679 Indian Hollow Rd	1.13	1400	F	89%	3%	4%	2%	2%	0%	F	0.111	F	0.633	1500	F	2002
O				From:	201	34-789 B			20/					0.400		
679 Indian Hollow Rd	0.32	3100	F	89%	3%	4% US 522 Freder	2%	2%	0%	С	0.094	F	0.574	3100	F	2002
				From:				NOILII	1							
(680) Newlins Hill Road	0.80	360	R			US	30				NA			NA		1999
(000)				To-		Dead	End									
				From:	1	US 522 Freder	ick Pike	North								
(681) Chestnut Grove Road	1.30	550	R								NA			NA		09/03/200
				To: From:		34-805 N	Ayers La		ŀ							
(681) Chestnut Grove Road	0.34	420	R								NA			NA		09/03/2002
				To: From:		0.34 MN	I 34-805		ŀ							
(681) Chestnut Grove Road	3.10	270	R								NA			NA		09/03/200
				To: From:		34-608 Hunti	ing Ridge	Rd								
(681) Hunting Ridge Rd	1.00	60	R	From:							NA			NA		09/03/2002
				To:		34-685 I	Light Rd									
(681) Hunting Ridge Rd/Three	2.70	80	R	From:			8				NA			NA		09/03/2002
				To:		34-690 Gap										
Claraca Dd	4.50	640	_	From:		34-671 Gap	Termin	JS			NIA			NIA		1000
681 Glengary Rd	1.50	610	R	To:		West Virgini	o Ctoto I	ina			NA			NA		1999
				From:												
682) Glaize Orchard Road	1.46	90	R	FIOIII.		34-608 Hunti	ing Ridge	Rd			NA			NA		09/03/2002
682 Glaize Orchard Road	1.40	90	K	_							INA			INA		09/03/2002
Claire Orah and Dand	0.44	200		From:		1.46 ME	34-608				NIA			NIA		00/02/2004
682 Glaize Orchard Road	0.14	200	R	To:		34-671 Gree	n Spring	Dd			NA			NA		09/03/2002
				From:				Νu								
(683) Rock Enon Springs Roa	0.70	100	R	110		Dead	Ena				NA			NA		08/22/200
(683) Rock Enon Springs Roa	0.70	100	• • • • • • • • • • • • • • • • • • • •	To:		34-704 Bac	k Creek I	Rd			147 (			147.		00/22/200/
				From:		US 522	SOUTH									
(684)	0.40	830	R	<u> </u>		00022	000111				NA			NA		08/26/2002
				To:		34-600 \$	SOUTH									
(684)	0.21	940	F	91%	2%		1%	1%	0%	С	0.102	F	0.667	950	F	2002
004)				To:		34-600 1										
(684)	0.10	1000	R	From:		34-000 I	NOKIII				NA			NA		1999
004)				To:		34-0	600									
(684)	0.61	730	R	From:		34-0	000				NA			NA		08/26/200
(004)	0.01		••	To:		US 522 1	NORTH							10.		00/20/2001
				From:		34-600 \$	Siler Rd									
(685) Light Road	1.30	100	R			3.000.	oner rea				NA			NA		09/03/2002
				To:		34-681 Hunti	ing Ridge	Rd								
				From:		Dead	l End									
(686) Russell Road	0.57	90	R								NA			NA		10/23/2002
				To:		34-0	661									
O				From:		34-600 \$	Siler Rd									
687 Chalybeate Springs Roa	0.65	60	R	To:		0.653.55	24 600				NA			NA		08/26/2002
						0.65 ME										
(688) Stony Hill Road	2 20	260	D	From:		US	50				NIA			NIA		08/26/2004
688) Stony Hill Road	3.30	360	R	To:		34-0	684				NA			NA		08/26/2002
				From:		34-600 S;		lr.								
(689) Adams Road	4.20	100	R			54-000 S;	i iiaieii D	1			NA			NA		09/03/2002
003)	0			To-		34-600 N; Bri	ush Creel	c Rd								
				•												

					Frederick Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County						•	Tioui		i actor			
(690) Howards Chapel Road	1.80	650	R	From:	34-600 Siler Rd	]	NA			NA		09/03/200
(990)				To	34-681 Three Creeks Rd	1						00/00/200
O				From:	34-681Three Creeks Rd							
(690) Howards Chapel Road	0.10	730	R	To:	34-671 Shockeysville Rd	7	NA			NA		1999
				From:	•	<u>.                                    </u>						
(691) Holiday Road	0.15	80	R	110	34-671	J	NA			NA		09/03/200
(691) Fromday Froda	0.10	-	•••	To:	Dead End	1				10.		00/00/200
				From:	US 522 Frederick Pike North							
(692) Chapel Hill Road	1.10	710	R			=	NA			NA		1999
$\overline{}$				To: From:	34-600 Brush Creek Rd	<b>}</b>						
(692) Pack Horse Rd	2.60	200	R	110111.		=	NA			NA		09/03/200
				To: From:	34-671 Shockeysville Rd	<b>}</b>						
(692) Pack Horse Rd	0.70	80	R	110		= =	NA			NA		09/03/200
				To:	West Virginia State Line	<u> </u>						
O 0 111 - 111 - 5 - 1				From:	US 522 North Frederick Pike							00/00:55
(693) Collinsville Road	4.85	300	R	To:	24 COO Devel Covel- D.I	7	NA			NA		08/26/200
				From:	34-600 Brush Creek Rd	1 1						
(694) Dick Ridge Rd	1.10	40	R	110	34-734 Sleepy Creek Rd	J	NA			NA		08/26/200
1694) Diok raago raa	0		•••	Ta	24 (O(T'   D'  D	1				10.		00/20/200
(694) Cumberland Trail Road	1.00	60	R	From:	34-696 Timber Ridge Rd		NA			NA		08/26/200
694) Cumbenana Trail Road	1.00			т	24 (2021)	1	147 (			1471		00/20/200
(694) Cumberland Trail Road	0.30	350	R	From:	34-699 New Hope Rd	]	NA			NA		1999
694) Cambenana Trail Road	0.00	000		To:	VIG 522 F. 1 : 1 P.7 . V. d	1	147 (			1471		1000
(694) Reynolds Rd	1.50	800	R	From:	US 522 Frederick Pike North		NA			NA		08/26/200
694) reyriolds red	1.50	000			A4 (00 P. 1. 1. 1. G. 1	7	14/-1			IVA		00/20/200
694) Morgan Frederick La	0.40	3	R	From:	34-600 Frederick Grade		NA			NA		1993
(694) Morgan Frederick La	0.40	Ū		To	Dead End	1	147 (			1471		1000
				From:	US 522 Frederick Pike North							
(695) Middle Fork Rd	2.30	140	R	<u> </u>		4	NA			NA		1999
				To: From:	2.30 MN US 522	1						
(695) Middle Fork Rd	0.90	30	R	rioii.		•	NA			NA		08/26/200
				To:	West Virginia State Line							
				From:	SR 127 Bloomery Pike							
696) South Timber Ridge Ro	0.23	40	R				NA			NA		1999
				To: From:	34-698 OMPS Rd	}						
696) South Timber Ridge Ro	2.30	40	R				NA			NA		08/26/200
<u> </u>				To: From:	34-694 Cumberland Trail Rd	}						
696) South Timber Ridge Ro	1.30	130	R				NA			NA		08/26/200
<u> </u>				To: From:	Former US 522	}						
696 South Timber Ridge Ro	0.01	40	R	To:	LIC 522 COLUMN TO A DOLL DO	1	NA			NA		08/26/200
				From:	US 522 SOUTH Timber Ridge Rd US 522 NORTH	1						
696)	2.31	760	R		-	<b>.</b>	NA			NA		08/26/200
				To-	West Virginia State Line	]						
				From:	US 522							
697) Morgan Road	0.59	10	R			7	NA			NA		08/26/200
				10:	West Virginia State Line	<u> </u>						
698) Omps Road	0.13	30	R	From:	SR 127	J	NA			NA		08/26/200
(698) Omps Road	0.13	30	К	To:	34-696	1	INA			INA		00/20/200
					JT-0/U	1						

					Fre	ederick Maintena	nce Area	1							
Route	Length	AADT	QA	4Tire	e Bus	Tr 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:		WG 500 E. 1 . 1 B.	37 4	ī							
(699) New Hope Road	2.82	40	R	Prom.		US 522 Frederick Pik				NA			NA		1999
Now Hope Reed	0.38	430	R	From:		2.82 MW US 5	22			NA			NA		08/26/200
(699) New Hope Road	0.36	430	K	To:		34-694 Cumberland	Trail Rd	1		INA			INA		00/20/200
				From:		34-701 Old Braddo									
700 Gardners Road	0.80	60	R	To:		0.80 MN 34-70				NA			NA		08/26/200
700 Gardners Road	0.15	60	R	From:		SR 127 Bloomery				NA			NA		08/26/200
				From:		West Virginia State									
(701) Redland Rd	1.01	200	R	Tai						NA			NA		1999
(701) Old Braddock Rd	0.61	780	R	From:		34-703 Whitacre	Rd			NA			NA		08/26/200
				To		34-700 Gardener	s Rd								
701) Old Braddock Rd	1.16	2800	F	96%	1%	2% 0%	0%	0%	С	0.1	F	0.798	2900	F	2002
(701) Red Oak Rd	0.44	2800	F	From: 96%	1%	34-771 Red Oak 2% 0%	Rd 0%	0%	F	0.103	F	0.735	2900	F	2002
(701) Red Oak Rd	0.44	2000	-	90 /0 To:		US 522 Frederick Pil		0 76		0.103	•	0.733	2900	,	2002
				From:		West Virginia State									
(702) Ridgeview Road	0.80	300	R	<u>_</u>		West Virginia State	c Eme			NA			NA		1999
102				To		34-703									
_				From:		US 50 Northwester	n Pike								
(703) Whitacre Road	4.82	560	R							NA			NA		08/26/200
<u> </u>				To:		34-701 Old Braddo	ock Rd								
<u> </u>				From:		West Virginia State	e Line								
(704) Back Creek Raod	1.60	70	R	To:		24 (15 Pi	D 1			NA			NA		08/22/200
				From:		34-617 Pinetop 34-617 Pine Top									
704) Back Creek Raod	1.70	160	R	<u>L</u>						NA			NA		08/22/2002
				To:		34-683 Cove R	2d	1							
(704) Back Creek Raod	4.11	480	R	From:		3. 003 00701				NA			NA		1999
				To:		34-632 Sand Min	e Rd								
(704) Back Creek Raod	0.22	1100	R	From:		3 1 032 Bana 17111	o rea			NA			NA		08/22/2002
				To:		34-751									
				From:		34-703 Whitacre	Rd								
(705) Ebenezer Church Road	0.25	50	R							NA			NA		1999
				From:		0.25 ME 34-70	)3								
(705) Ebenezer Church Road	0.85	50	R							NA			NA		08/26/2002
<u> </u>				To: From:		34-752 Knob F	Rd								
(705) Ebenezer Church Road	3.40	160	R	r roin.						NA			NA		08/26/2002
				To:	1	US 522 Frederick Pil	e North								
				From:		Dead End									
(706) Opequon Church Lane	0.35	430	R							NA			NA		09/23/2002
				To:		US 11									
O			_	From:		West Virginia State	e Line								00/00/000
(707) Hollow Road	0.50	80	R							NA			NA		08/22/2002
				From:		34-733 Fletcher	Rd								00/00:00:
(707) Hollow Road	1.10	200	R							NA			NA		08/22/2002
O Halla B I	0.00			From:	-	34-610 W; Parishvi	ille Rd								1000
(707) Hollow Road	0.20	90	R	_						NA			NA		1999
<u> </u>				To: From:		34-610 E; Muse	Rd								
(707) Hollow Road	2.05	20	R	_{T.}		OP 252				NA			NA		08/22/2002
$\sim$				To:		SR 259									

					Frederick Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	(.)(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:	GD 250							
(708) Gold Orchard Road	0.71	8	R	r tonii.	SR 259	_	NA			NA		08/22/2002
(700)				To:	Dead End							
_				From:	34-636							
(709) Ridings Mill Road	2.70	160	R	_		7	NA			NA		10/07/2002
				To:	34-735							
(710) Virginia Drive	0.36	140	R	From:	34-641	_	NA			NA		1999
(710) Virginia Drive	0.00	140	1	To:	34-849	1	INA			IVA		1000
				From:	Dead End							
(711) Cather Lane	0.30	50	R			-	NA			NA		09/19/2002
				To:	34-803 Round Hill Rd							
	0.07	040	_	From:	NCL Winchester	ļ	<b>N</b> 1.0			NIA		4000
(712)	0.27	310	R	To:	NCL Winchester	1	NA			NA		1999
				From:	34-712							
(713) Dinkle Drive	0.10	50	R	_	54-712		NA			NA		09/12/2002
				To:	Dead End							
				From:	Shenandoah County Line							
(714) Creek Lane	0.90	50	R		21.50	1	NA			NA		08/19/2002
				From:	34-604							
715) Little Mountain Church	0.42	20	R	rioiii.	34-677 Saint Clair Rd	J	NA			NA		09/09/2002
(715) Little Mountain Church	0.42	20		To:	34-654 Cedar Grove Rd	1	147 (			14/ (		00/00/2002
				From:	Dead End							
(716) Dodge Avenue	0.27	990	R			_	NA			NA		1999
				To:	34-659	<b></b>						
716) Dodge Avenue	0.12	120	R			-	NA			NA		09/30/2002
				To:	SR 7							
Caldwall Large	0.45	250	_	From:	Dead End	j	NIA			NIA		4000
(717) Caldwell Lane	0.45	250	R	To:	34-644	1	NA			NA		1999
				From:	Dead End							
(718)	0.10	30	R		Dead Lind		NA			NA		08/22/2002
				To:	34-704	]						
				From:	US 522							
(721) Purcell Lane	0.17	150	R	т	D 15 1	1	NA			NA		1999
				10.	Dead End							
(722) Quaker Lane	0.24	160	R	From:	34-673	_	NA			NA		09/09/2002
(722) Quaker Lane	0.24	100		To:	Dead End	1	147 (			14/ (		00/00/2002
				From:	Clarke County Line							
(723) Carpers Valley Rd	1.72	1100	F	99%	0% 0% 0% 0% 0%	С	0.11	F	0.58	1100	F	2002
				To:	US 50 Millwood Pike							
O				From:	US 522 Frederick Pike North							1000
724) Ashton Drive	0.20	140	R	To:	Dead End	1	NA			NA		1999
				From:	Dead End							
(725)	0.42	220	R	<u> </u>	Doug Lift	1	NA			NA		09/19/2002
				To:	34-679							
				From:	Dead End							
(726) Lakeview Circle	0.57	610	R			1	NA			NA		1999
				To:	SR 277	<u> </u>						
(727) Belle Grove Road	0.70	220	R	From:	US 11 Valley Pike	J	NA			NA		10/09/2002
(727) Belle Grove Road	0.70	220	ĸ	To:	34-624 Meadow Mills Rd	1	INA			INA		10/03/2002

					Fre	ederick Maintena	ance Are	а							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl	ruck e 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County															
(727) Belle Grove Road	0.10	20	R	From:		34-624 Meadow M	Iills Rd			NA			NA		1999
(727) Belle Grove Road	0.10	20	K	To		Dead End				INA			INA		1999
				From:		34-645		1							
(728)	0.80	2400	F	92%	1%	2% 1%	4%	0%	С	0.089	F	0.526	2400	F	2002
				To:		US 50									
O 11	0.40		_	From:		34-664									00/40/000
(729) Morrisons Road	0.40	270	R	To:		34-761				NA			NA		09/12/200
				From:		34-677 Old Baltim	ore Rd								
(730) Babbs Mountain Road	0.90	50	R			54-077 Old Baitin	iore rea			NA			NA		09/09/200
				To:		34-654 Cedar Gro	ove Rd								
				From:		34-654 Cedar Gro	ove Rd								
(731) Cattail Road	1.70	40	R	. —						NA			NA		09/12/200
				To:		34-608 Hunting R									
Parloy Lana	1.82	360	R	From:		34-622 Cedar Cree	k Grade			NA			NA		1999
(732) Barley Lane	1.02	360	K	To:		34-628 Middle	: Rd			INA			INA		1999
				From:		34-707 Hollow									
(733) Fletcher Road	1.30	120	R	<u> </u>		31 707 11011011				NA			NA		08/22/200
				To		US 50 Northweste	rn Pike	1							
(733) Fairview Rd	0.85	260	R	From:						NA			NA		08/22/200
				To-		0.85 MN US	50								
(733) Fairview Rd	0.25	120	R	From:						NA			NA		08/22/200
				To		34-605 Fairview Ch	nurch Rd								
(733) Fairview Rd	0.30	100	R	From:						NA			NA		08/22/200
				To:		Dead End									
O 41 4 1 1 1				From:		SR 127 Bloomer	y Pike								
734) Sleepy Creek Rd	2.40	110	R	To:		34-694 Dick Rid	ao D.d	1		NA			NA		08/26/200
				From:		34-694 Ridge									
(734) Sleepy Creek Rd	1.40	70	R							NA			NA		08/26/200
				To: From:		1.40 MN 34-6	594								
(734) Sleepy Creek Rd	1.70	140	R							NA			NA		1999
				To:	1	US 522 Frederick Pi									
O 5:1: 01 15:1	0.50			From:		Warren County	Line								40/07/000
(735) Riding Chapel Rd	0.50	80	R	To:		34-637 Salem Chu	rch Pd			NA			NA		10/07/200
				From:		34-637 Salein Cit. 34-637	iicii Ku								
(735)	1.30	210	R							NA			NA		1999
				To: From:		34-636 SOUT	ГН								
(735) Salem Church Road	0.60	500	R			<u> </u>				NA			NA		10/07/200
				To: From:		34-636 NOR									
735)	1.40	670	F	90%	1%	3% 5%	1%	0%	С	0.108	F	0.519	680	F	2002
				From:		34-709									
735)	0.75	960	F	90%	1%	3% 5%	1%	0%	F	0.106	F	0.603	970	F	2002
				To:		US 11									
(736) Rossum Lane	0.15	270	R	From:		Dead End				NA			NA		1999
(736) Rossum Lane	0.15	210	rt	To:		34-657				INA			INA		1999
				From:		Dead End									
(737) Wise Mill Lane	0.51	80	R	<u> </u>		Dead Eug				NA			NA		10/07/200
				To		34-640 GRM	Rd						<u>-</u>		10/01/2002
				From:		34-758 Belle Vie	ew La								
738) Ogden Lane	0.78	150	R							NA			NA		1999
				To:		Dead End									

						ederick ivialitierian	0071100	4							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				P				-							
(739) Fox Dr	0.51	4600	F	93%	2%	NCL Winchester	1%	0%	С	0.099	F	0.543	4700	F	2002
739) 1 3/21	0.01	4000	•	To-	270	US 522 SOUTH		070	Ü	0.000	•	0.040	4700	•	2002
<u> </u>				From:		US 522 NORTH									
739 Apple Pie Ridge Rd	1.66	3100	F	93%	2%	2% 2%	1%	0%	F	0.142	F	0.817	3200	F	2002
<u> </u>				To: From:		34-673 S; Golds Hil									
(739)	4.58	2100	F	93%	2%	2% 2%	1%	0%	F	0.116	F	0.763	2100	F	2002
				From:		34-671 White Hall	Rd								
(739) Apple Pie Ridge Road	2.01	710	R							NA			NA		09/09/2002
<u> </u>				From:		34-674 Winding Hil	l Rd								
(739) Apple Pie Ridge Road	0.56	330	R	To:		Wast Virginia State	Lina			NA			NA		09/09/2002
				From:		West Virginia State	Line								
(740)	0.15	430	R	riom.		34-642				NA			NA		09/30/2002
(740)	0.10	400		To:		34-756				1471			14/ (		00/00/2002
				From:		Dead End									
(741) Hodges Lane	0.15	20	R	<u> </u>						NA			NA		09/03/2002
				To:		34-671									
				From:		34-671 Cedar Hill	Rd								
(742) Brown Lane	0.40	120	R							NA			NA		09/09/2002
				To:		Dead End									
<u> </u>				From:		Dead End									00/07/0000
743) Flint Ridge Lane	0.60	48	R	To:		24.600		1		NA			NA		09/05/2002
						34-600		I							
	0.12	2400	F	97%	1%	ECL Winchester	1%	0%	С	0.097	F	0.562	2400	F	2002
(744)	0.12	2400	Г	91 /6	1 /0		1 /0	0 /0	C	0.031		0.302	2400		2002
( Wandatask Lane	0.00	4200		From:		34-1204				NA			NΙΔ		00/22/2002
(744) Woodstock Lane	0.09	1300	R							INA			NA		09/23/2002
O Was data dall and	0.40	040		From:		34-1231		<u> </u>		NIA.			NIA		4000
(744) Woodstock Lane	0.12	840	R	To:		34-1234		1		NA			NA		1999
				From:		Dead End									
(745) Nelsons Chapel Lane	0.40	60	R			Dead Elid				NA			NA		08/26/2002
(745)	00	••	•••	To:		34-693 Collinsville	Rd								00/20/2002
				From:		US 522		Ī							
(746) Ronner Lane	0.50	110	R	·				-		NA			NA		1999
				To:		Dead End									
				From:		Dead End									
(747) Woodridge Lane	0.22	80	R							NA			NA		09/09/2002
				To:		34-856									
(748) Zeiger Drive	0.22	100	В	From:		34-616				NIA			NA		1999
748 Zeiger Drive	0.23	100	R	To:		Dead End				NA			NA		1999
				From:		Dead End									
(749) Quarry Lane	0.10	750	R			Dead Elid				NA			NA		09/09/2002
(749) (400)	00		•••	To:		0.10 MN Dead Er	1								00/00/2002
749 Quarry Lane	0.07	1100	R	From:		0.10 MIN Dead El	ıu			NA			NA		1999
				To:		34-672 Brucetown	Rd	1							
				From:		34-751									
750) Lucas Lane	0.20	210	R							NA			NA		08/22/2002
				To: From:		34-626 Middle La	ne								
(750) Lucas Lane	0.35	60	R	riom:						NA			NA		1999
$\overline{}$				To:		Dead End									
				From:		US 50 WEST									
(751) Gore Road	0.73	1200	R	_						NA			NA		08/22/2002
<i></i>				To:		US 50 EAST									

					F	Frederick Maintenance Area	l							
Route	Length	AADT	QA	4Tire	e Bu	ıs 2Axle 3+Axle 1Trail		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County							1							
(752) Knob Road	2.70	30	R	From:		US 50 Northwestern Pike			NA			NA		08/26/2002
(752) Knob Road	2.70	30	1	To		34-705 Ebenezer Church Rd			14/4			IVA		00/20/2002
				From:		Dead End								
(753) Rosenberger Lane	0.20	2100	R	<u> </u>		DVIII EIII			NA			NA		08/22/2002
				To:		34-600								
				From:		34-659								
(754) Ash Hollow Drive	0.07	380	R						NA			NA		1999
				To:		Cul-de-Sac								
	0.11	20	R	From:		34-654			NA			NA		00/00/2004
(755)	0.11	20	K	To:		Dead End			INA			INA		09/09/2002
				From:		Cul-de-Sac	<u>.</u>							
756	1.73	1100	R	<u> </u>		Cui-uc-sac			NA			NA		09/30/2002
(130)				To:		US 522								
				From:		34-624								
757 McCune Road	0.50	360	R	_					NA			NA		1999
				To:		Dead End								
O			_	From:		Dead End								
(758) Belle View Lane	0.35	60	R						NA			NA		08/19/2002
<u> </u>				From:		34-738 Ogden La								
(758) Belle View Lane	0.60	200	R	To:		44 (95 CL 17)			NA			NA		1999
						34-627 Chapel Rd								
Puffalo March Poad	1.40	140	R	From:		34-627 Chapel Rd			NA			NA		08/19/2002
759 Buffalo Marsh Road	1.40	140	ĸ	To		34-638 Clark Rd			INA			INA		06/19/2002
				From:		US 522	<u>'</u>							
760) Fries Loop Road	0.17	60	R	<u> </u>		00 322			NA			NA		1999
				To:		Cul-de-Sac								
				From:		US 11 Martinsburg Pike								
(761) Old Charles Town Rd	1.13	2500	F	93%	19	% 3% 2% 1%	0%	F	0.091	F	0.628	2500	F	2002
				To: From:		34-664 W; Stephenson Rd	}							
(761) Old Charles Town Rd	1.09	1500	F	93%	19	% 3% 2% 1%	0%	C 0.098 F 0.533	0.533	1500 F	F	2002		
				To: From:		34-664 E; Jordan Springs Rd								
(761) Old Charles Town Rd	0.96	1000	F	93%	. 19	34-664 E; Jordon Springs Rd % 3% 2% 1%	0%	F	0.097	F	0.526	1000	F	2002
(761) Old Ollaries Town Ta	0.00	1000	•	To:	, 1,	Clarke County Line	070	•	0.007	•	0.020	1000	•	2002
				From:		Dead End								
(762) Cole Lane	0.21	340	R						NA			NA		09/30/2002
				To:		SR 7								
				From:		FR-227								
(763)	0.02	1100	R						NA			NA		09/23/2002
				To:		US 522								
	0.47		_	From:		Dead End								00/40/000
764) Lee Avenue	0.17	360	R	To:		US 11	1		NA			NA		09/12/2002
				From:										
765) Splash Avenue	0.23	150	R			Dead End			NA			NA		1999
(103) 57.23.17.110.100	5.20		••	To:		34-726								1000
				From:		US 522	j							
770	0.22	150	R	<u> </u>		~ ~ <b>~ ~ ~ ~</b>			NA			NA		1999
				To:		34-693								
				From:		34-701 Old Braddock Rd					<u> </u>			
Red Oak Rd	0.51	230	R						NA			NA		08/26/2002
				To:		US 522 Frederick Pike North								

						Jerick Mairile	110110071100										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	·Truck xle 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year		
Frederick County				From:		24 (45)(0)	D.T.Y.	-									
775	0.60	410	R	Piolii.		34-645 NO	RTH			NA			NA		1999		
(775)	0.00			To		34-645 SOI	JTH								1000		
				From:		34-645 Airpo	ort Rd	1									
(776) Bufflick Road	0.83	490	R							NA			NA		1999		
				To:		US 522 Front R											
C Dovel Avenue	0.12	46	R	From:		US 522				NIA			NIA		1000		
(777) Royal Avenue	0.13	46	K	To:		34-778				NA			NA		1999		
				From:		Dead En											
(778) Front Drive	0.12	100	R							NA			NA		09/23/2002		
				To: From:		34-777											
(778) Front Drive	0.08	190	R	r tom.						NA			NA		09/23/2002		
				To:		US 522											
O construction Olivita Olivita	0.07	040	-	From:		34-657				N1A			NIA		4000		
(779) Country Club Circle	0.07	340	R							NA			NA		1999		
Country Club Cirolo	0.14	400	R	From:		0.07 MN To	Circle			NIA			NA		09/23/2002		
(779) Country Club Circle	0.14	180	ĸ	_						NA			INA		09/23/2002		
(779) Country Club Circle	0.24	100	R	From:		34-1210	5			NA			NA		1999		
(779) Country Club Circle	0.24	100	IX.	To:		34-779 End	Circle	1		INA			INA		1999		
				From:		US 50		Ì									
(780) Stanley Drive	0.05	120	R							NA			NA		09/23/2002		
				To: From:		34-781											
(780) Stanley Drive	0.11	160	R	r tom.						NA			NA		1999		
				To: From:		34-782											
780) Stanley Drive	0.11	70	R							NA			NA		09/23/2002		
				To:		Dead En	d										
(781) Prince Frederick Drive	0.44	720	ь.	From:		Dead En	d			NIA			NIA		1000		
(781) Prince Frederick Drive	0.41	720	R							NA			NA		1999		
(781) Prince Frederick Drive	0.30	1900	R	From:		US 50				NA			NA		10/23/2002		
(781) Prince Frederick Drive	0.50	1300	K	To:		34-780		1		INA			INA		10/23/2002		
						From:	Cul-de-Sac			1							
(782) Stanley Circle	0.11	60	60	R	<u> </u>	Cui de Suc				NA			NA		1999		
				To:		34-780											
0.011(1.01	2.42	2222	_	From:	40/	34-784 Smithfi		20/		0.007	_	0.500	0000	_	2222		
783 Brick Kiln Rd	0.46	2900	F	92%	1%	4% 1%		0%	С	0.097	F	0.539	2900	F	2002		
(783) Brick Kiln Rd	0.01	NA		From:		34-1322 Broo	oke Rd			NA			NA		2002		
(783) Brick Kiln Rd	0.01	INA		To:		US 11				INA			INA		2002		
				From:		NCL Winch	ester										
(784)	0.10	3000	F	94%	1%	3% 19		0%	С	0.095	F	0.601	3100	F	2002		
				To:		34-783											
$\sim$				From:		US 522											
785 Longcroft Road	80.0	390	R							NA			NA		09/23/2002		
	0.00	040		From:		34-786				N.1.0			N. A		4000		
785 Longcroft Road	0.20	210	R	To:		Dead En	d			NA			NA		1999		
				From:		34-785											
(786) Elmwood Road	0.22	190	R	<u> </u>		34-783				NA			NA		09/23/2002		
		-		To		Dead Er	d										
				From:		Dead En	d						<u> </u>		<u> </u>		
(787) Marcel Drive	0.15	NA								NA			NA				
				To:		34-642											

					Frederick Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC Peak	QK Dir Factor	AAWDT	QW Year
Frederick County									
(789) Bryarly Road	0.70	730	R	From:	34-679 Indian Hollow Rd	NA		NA	1999
(789) Bryarry Road	0.70	730	K	To:	US 522; 34-678	INA		INA	1993
				From:	34-608				
(790) Richard Lane	0.70	60	R		3.000	NA		NA	09/05/2
				To:	Dead End				
				From:	Cul-de-Sac				
791) Dixie Belle Drive	0.20	240	R	_		NA		NA	1999
				To:	34-657				
O Disease time Deign	0.40	440	_	From:	Cul-de-Sac	NIA		NIA	00/00/0
792) Plantation Drive	0.19	140	R	To:	34-657	NA		NA	09/23/2
				From:					
793) Greenwood Avenue	0.24	170	R		34-656	NA		NA	1999
793) Greenwood Avende	0.24	.,,		To:	34-794	14/1		14/1	1000
				From:	34-656				
794) Maloy Drive	0.34	840	R	<u> </u>	3.000	NA		NA	09/23/2
				To:	34-793				
794) Maloy Drive	0.08	880	R	From:	34-173	NA		NA	1999
, ,				To:	34-657				
				From:	34-796				
795) Princeton Drive (	0.25	410	R	-		NA		NA	1999
				To:	34-797; 34-1246				
				From:	US 50				
Purdue Drive 0.10	0.10	430	R			NA		NA	09/23/2
				To: From:	34-795				
796) Purdue Drive	Purdue Drive 0.02	500	R			NA		NA	1999
			To: From:	34-1256					
Purdue Drive 0.07	200	R	rion.		NA		NA	1999	
<u></u>			To: From:	34-1249					
796) Purdue Drive	0.01	20	R	Piolii.		NA		NA	1999
				To:	Dead End				
_				From:	US 50				
797) Tulane Drive	0.11	650	R			NA		NA	09/23/2
				To:	34-795; 34-1246				
<u> </u>		_	_	From:	US 11				40/00/0
798 Mill Lane	0.25	3	R	To:	D IF I	NA		NA	10/02/2
				From:	Dead End				
799) Shane Lane	0.05	50	R	Piolii.	US 522	NA		NA	1999
799) Shane Lane	0.00	30	1		1	IVA		14/3	1000
799) Shane Lane	0.13	50	R	From:	0.05 MN US 522	NA		NA	1999
799) Shane Lane	0.13	30	1	To:	Dead End	INA		INA	1000
				From:	US 50 W; Northwestern Pike				
803) Round Hill Rd 0.	0.37	960	R		03 30 W, Northwestern Fixe	NA		NA	09/19/2
				Tar	34-620 Singhass Rd			·	
803) Round Hill Rd	1.89	1100	F	From: 88%	1% 2% 9% 1% 0%	C 0.090	F 0.738	1200	F 2002
003/ 1.02.12 1.11111.0			•	To:	US 50 E; Northwestern Pike	5 0.000	. 0.,00	00	. 2002
				From:	Dead End				
805) Myers Lane 0	0.59	90	R	<u> </u>		NA		NA	09/03/2
<u> </u>				To:	34-681 Chestnut Grove Rd				
				From:	34-657				
(807)	0.55	1500	R			NA		NA	09/23/2
(007)									

					Frederick Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	(C)	QK Dir Factor	AAWDT (	QW Year
Frederick County									
(809) McFarland Road	0.45	320	R	From:	Dead End	l NA		NA	08/22/200
(809) IVICI dilana redad	0.43	320		To:	34-817			14/3	00/22/200/
				From:	34-672				
(810) Aiken Lane	0.07	40	R			NA		NA	09/09/200
				To:	Dead End				
<u> </u>	0.45	400		From:	34-671 Cedar Hill Rd				00/00/000
(811) Timberlakes Lane	0.45	180	R	To:	Dead End	NA I		NA	09/09/200
				From:	Dead End				
(812) Sunset Drive	0.05	460	R		Dead End	■ NA		NA	1993
				To:	34-824				
812) Sunset Drive	0.26	470	R	From:	31021	NA NA		NA	1999
				To:	34-657				
				From:	End Loop				
(813) Plainfield Drive	0.24	180	R			NA		NA	1999
<u> </u>				To: From:	Begin Loop				
(813) Plainfield Drive	0.06	180	R		***	NA		NA	1999
				To: From:	US 11				
Fay Street	0.07	530	R	From:	Dead End	l NA		NA	09/23/200
	0.07	330		т	24.044	l IVA		14/3	03/23/200
814) Fay Street	0.08	600	R	From:	34-844	NA		NA	1999
814) Tay Olicet	0.00	000	1	To:	US 11	I IVA		14/3	1000
				From:	Dead End				
(815) Blossom Drive	0.17	320	R			NA		NA	09/30/200
				To: From:	34-1208				
815) Blossom Drive	0.07	1700	R	r tom.		NA		NA	1999
				To-	SR 7				
O				From:	SCL Winchester				
816 Battaile Drive	0.04	1900	R	To:	34-652	NA I		NA	09/23/200
				From:	US 50 WEST				
(817) Magic Mountain Road	0.40	150	R		US 30 WES1	l NA		NA	1999
(017)				To:	34-809	1 <b>v</b> /1			
817) Magic Mountain Road	0.29	300	R	From:	34-809	NA		NA	08/22/200
011)				To:	US 50 EAST				
				From:	34-628				
819) Old Middle Road	0.44	20	R			NA		NA	1999
				To:	34-628				
Good Eddyn Lana	0.45	440	г.	From:	Dead End	NI A		NIA	00/40/000
820 Eddys Lane	0.45	110	R	To:	34-659	NA I		NA	09/12/200
				From:	Dead End				
(822) Westwood Drive	0.02	30	R		Dead End	NA		NA	1999
				To:	34-848				
822) Westwood Drive	0.19	150	R	From:	3.0.0	NA		NA	09/23/200
				To:	US 522				
$\sim$				From:	34-628				
823) Stuart Drive	0.56	80	R	т —		NA		NA	09/19/200
				To:	34-628				
Compliant Date:	0.00	190	R	From:	Dead End	l NA		NA	1999
824) Sunshine Drive	0.20	190	ĸ	To:	34-812	INA		INA	וששש
					31 012				

					Frederick Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:								
(826) Robin Hood Circle	0.11	170	R	Piolii.	US 50	j	NA			NA		09/19/200
620) 1 100 1 1000 0 610	• • • • • • • • • • • • • • • • • • • •	•		To	34-827	]						00/10/200
				From:	Cul-de-Sac	]						
827) Sherwood Lane	0.08	50	R			- -	NA			NA		1999
				To:	34-826	<u> </u>						
Deced Avenue	0.40	400	_	From:	Dead End	]	NIA			NIA		00/00/000
831) Broad Avenue	0.10	120	R			•	NA			NA		09/23/200
O Droad Avenue	0.25	500	R	From:	34-857	}	NIA			NΙΔ		1000
831) Broad Avenue	0.35	590	ĸ	To:	34-657	1	NA			NA		1999
				From:	US 522	1						
832) Lauck Drive	0.45	850	R		00322		NA			NA		09/19/20
				To:	Dead End	1						
				From:	Dead End	]						
833) Margaret Lane	0.18	140	R			•	NA			NA		1999
				To:	34-739	<u> </u>						
NA/-H NAULI	4.00	400	_	From:	US 11	j	N.1.A			NIA		00/40/00
836) Walters Mill Lane	1.03	130	R	To:	Dead End	1	NA			NA		09/16/20
				From:		1						
837) Ebert Road	0.30	1100	R		US 11 Martinsburg Pike	ı	NA			NA		1999
037) =20.111000	0.00		•••	To:	Dead End	1						.000
				From:	US 11 Martinsville Pike							
838) McCanns Road	0.40	60	R			_	NA			NA		10/23/20
				To: From:	0.40 ME US 11	<b></b>						
838) McCanns Road	0.20	30	R	110111.		_	NA			NA		1999
				To:	34-662 Milburn Rd							
				From:	US 11; 34-661							
839) Amoco Lane	0.19	4600	R	To:	Dead End	7	NA			NA		09/16/20
				From:		1						
Ramseur Lane	0.05	470	R	1101111	Warren County Line	1	NA			NA		1999
040) Trainiodal Edillo	0.00		• • •	To:	US 11	1				10.		1000
				From:	Dead End							
841) Orchard Lane	0.20	90	R			•	NA			NA		10/09/20
				To:	US 11							
				From:	Warren County Line							
842 North Buckton Road	1.68	320	R				NA			NA		1999
<u> </u>				From:	34-627	]						-
North Buckton Road	1.01	100	R	To:	D 15 1	1	NA			NA		10/07/20
					Dead End	<u> </u>						
843) Campbell Lane	0.22	90	R	From:	Dead End	J	NA			NA		1999
Campbell Lane	0.22	90	K	To:	US 11	1	INA			INA		1999
				From:	Dead End	I						
King Lane	0.13	120	R	<u> </u>	Denn Lill	,	NA			NA		09/23/20
				To:	34-814	1						
				From:	34-643							
845) Blue Ridge Lane	0.15	80	R	_		,	NA			NA		1999
				To-	Dead End	<u> </u>						
O Dutte ( )	0.40		_	From:	Dead End	]	N.1.4					00/00/0=
846 Rutherford Lane	0.13	9	R	To:	34-642	1	NA			NA		09/30/20
					34-042	ı						

					Frederick Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	(.)K	AAWDT	QW Year
Frederick County									
(847) Hillandale Lane	0.58	680	R	From:	SR 37; 34-642	NA		NA	1999
847) Timaridate Earle	0.00	000		To-	Dead End	147 (		1471	1000
				From:	34-822				
(848) Westwood Circle	0.06	70	R			NA		NA	09/23/2002
				To:	Dead End				
NA and Chanad	0.00	20	_	From:	Dead End	NIA		NIA	4000
West Street	0.03	30	R			NA		NA	1999
(849) West Street	0.40	140	R	From:	34-710	NA		NA	10/07/200
849 West Street	0.40	140	K	To:	34-641	INA		INA	10/07/200
				From:	US 522				
850) Vine Lane	0.40	180	R			NA		NA	1999
				To-	Dead End				
				From:	Dead End				
851) Pitcock Lane	0.45	180	R	т	24 (22) (11)   D.1	NA		NA	08/22/200
				To:	34-620 Miller Rd				
852) Dunbar Lane	0.20	160	R	From:	Dead End	NA		NA	1999
852) Dunbar Lane	0.20	100	IX.	To:	34-789	INA		INA	1999
				From:	Dead End				
853) Sinking Spring Lane	0.50	280	R	<u> </u>		NA		NA	08/22/200
				To:	34-751				
				From:	Dead End				
855) Harrison Lane	0.14	90	R	To:		NA		NA	1999
					34-644				
856) Spring Valley Drive	0.60	270	R	From:	US 522	NA		NA	09/09/200
856) Opining valley Drive	0.00	210		To:	Dead End	IVA		IVA	03/03/200
				From:	Cul-de-Sac				
857) Umpire Lane	0.07	90	R			NA		NA	1999
				To:	34-831				
$\sim$				From:	34-803				
858 Stonewall Drive	0.20	100	R	To:	D 15.1	NA		NA	09/19/200
				From:	Dead End				
860)	0.05	320	R	110111.	Dead End	NA		NA	1999
000)	0.00	0_0	••	To:	FR-732				
				From:	34-869				
861) Tyson Drive	0.32	1100	R			NA		NA	09/16/200
				To: From:	34-863				
861) Tyson Drive	0.30	4600	R			NA		NA	1999
				To:	FR-732				
O 0 1 1	0.40		_	From:	FR-732				1000
862) Century Lane	0.13	600	R	To:	Dead End	NA		NA	1999
				From:	Cul-de-Sac				
863)	0.35	2600	R		Cui-uc-Sac	NA		NA	09/16/200
		- * *		To:	34-861			<u> </u>	
				From:	34-657				
864) Bedford Drive	0.12	200	R			NA		NA	1999
				To:	Cul-de-Sac				
OI 5.	• • •		_	From:	34-736				,
865) Glenridge Drive	0.18	260	R	To:	Dead End	NA		NA	1999
					Dead End				

					Frederick Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	(.)(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
rederick County				From:		1						
966	0.09	120	R	From:	34-736	_	NA			NA		1991
866	0.00	120		To	Dead End	1	14/1			14/1		1001
				From:	Dead End	1						
867) Senseny Glen Drive	0.11	600	R			4	NA			NA		09/23/20
				To: From:	34-657	1						
867) Senseny Glen Drive	0.15	1100	R	rioin.		_	NA			NA		1999
				To: From:	34-1407							
867) Senseny Glen Drive	0.28	460	R		34-1407 WEST	J	NA			NA		09/23/20
807) Seriesily Sien Zine	0.20		•••	To:	34-1407 EAST	1						00/20/20
				From:	Cul-de-Sac	1						
868	0.33	430	R			-	NA			NA		09/23/20
				To:	34-867							
				From:	Cul-de-Sac							
869)	0.20	230	R	To:	21.074	7	NA			NA		1999
					34-861	<u> </u>						
Linland Bood	0.16	150	R	From:	Dead End	J	NA			NA		09/03/20
870 Upland Road	0.10	150	K	To:	34-608	1	INA			INA		09/03/20
				From:	Dead End	1						
871)	0.72	170	R		Dead Lind		NA			NA		08/19/20
				To:	34-625	Ī						
				From:	34-651							
880) Industrial Drive	0.23	820	R			_	NA			NA		09/23/20
				To:	34-881							
<u> </u>	0.04		_	From:	Dead End	J						00/40/00
881 Development Lane	0.04	320	R	To:	Dead End	7	NA			NA		09/19/20
				From:		l I						
990) Aviation Drive	0.26	470	R		Cul-de-Sac		NA			NA		1999
990) 7	0.20	•	•••	To:	34-645	1						.000
				From:	SR-00007(B)/							
991)	0.50	NA				-	NA			NA		
				To:	Shadow of:733841/							
$\sim$				From:	34-00991(R)/Gap Terminus/							
992	0.20	NA		To:		7	NA			NA		
					Cul-de-Sac/							
	0.30	NA		From:	34-00992(B)/	J	NA			NA		
993)	0.50	IVA		To:	Cul-de-Sac/	1	INA			INA		
				From:	34-00993(B)/34-00995(U)/	1						
994)	0.04	NA		<u> </u>	5. 00995(B), 5. 00995(C),	_1	NA			NA		
				To:	Cul-de-Sac/	Ī						
				From:	Cul-de-Sac/	]						
995	0.05	NA				_	NA			NA		
				To:	34-00993(B)/34-00994(U)/	<u> </u>						
$\bigcirc$				From:	Cul-de-Sac/							
996	0.07	NA		To:	24 00002/00/	7	NA			NA		
					34-00993(B)/	<u> </u>						
	0.04	NA		From:	34-00993(B)/	J	NA			NA		
997)	0.04	IVA		To:	Cul-de-Sac/	1	INA			INA		
				From:	34-728	1						
1000) Arbor Court	0.23	1000	R	<u> </u>	34-720	1	NA			NA		1999
1000	J. <b>_</b> U			To:	Dead End	1	, .					.000
				•								

					Frederick Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTruck-2Axle 3+Axle 1Trail 2Tra	(.)(	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Stephens City				From:	34-1011	1						
(1001)	0.27	120	R	<u> </u>	34-1011	_	NA			NA		10/23/2002
				To:	34-1002							
				From:	34-1005	j						
(1002)	0.10	780	R				NA			NA		1999
$\overline{\bigcirc}$	0.00		_	From:	34-1006	_						40/00/000
1002	0.30	2000	R			_	NA			NA		10/02/2002
	0.15	370	R	From:	34-1007		NA			NA		1999
(1002)	0.13	370	IX.	To:	Dead End	7	INA			INA		1999
				From:	34-1005							
(1003) Laura Drive	0.50	490	R				NA			NA		10/02/200
				To: From:	34-1008	]—						
(1003) Laura Drive	0.10	280	R			_	NA			NA		1999
				To: From:	34-1009 Gap Terminus 34-1016 Gap Terminus	-						
(1003) Laura Drive	0.18	80	R	<u> </u>	54-1010 Gap Terrinings	_!	NA			NA		10/02/2002
				To:	Dead End							
				From:	34-631							
(1004)	0.10	130	R				NA			NA		1999
				From:	34-1001	]—						
1004	0.10	60	R	To:	24 1007	_	NA			NA		10/02/2002
				From:	34-1007	<u> </u>						
(1005)	0.10	630	R		34-1002		NA			NA		1999
(1003)				To:	34-1003	1						
				From:	Dead End							
(1006) Green Street	0.05	90	R			_	NA			NA		10/02/2002
<u> </u>				From:	34-1003	]						
(1006) Green Street	0.05	320	R				NA			NA		1999
				To: From:	US 11	]						
(1006) Green Street	0.05	890	R				NA			NA		1999
<u> </u>				To: From:	34-1002	]						
(1006) Green Street	0.07	40	R	To:	Dead End	_	NA			NA		1999
				From:	34-1002	<del></del>						
(1007)	0.05	1800	R		34-1002		NA			NA		10/02/2002
				To:	US 11							
(1007)	0.05	680	R	From:	05 11	_!	NA			NA		10/02/2002
				To:	34-1003	<b>—</b>						
(1007)	0.05	440	R	From:		_	NA			NA		10/02/2002
				To:	34-1004	1—						
(1007)	0.03	460	R			_	NA			NA		10/02/2002
				To: From:	34-1024	<u> </u>						
(1007)	0.09	200	R			_	NA			NA		10/02/2002
				To:	34-1011	<u> </u>						
$\cap$	0.05	CEO.	Б	From:	US 11	_	N1A	· <u> </u>		NIA	· <u> </u>	1000
(1008)	0.05	650	R			_	NA			NA		1999
	0.15	420	В	From:	34-1003	_	NΙΛ			NA		1000
1008	0.15	430	R			_	NA			NA		1999
	0.03	5	R	From:	34-1028		NA			NA		1999
(1008)	0.03	3	Λ.	To:	Dead End	7	INA			INA		1333

					Frederick Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	OC -	QK Dir Factor	AAWDT Q	N Year
Town of Stephens City				From:	24 1002	Ī			
(1009)	0.05	240	R		34-1003	NA NA		NA	10/02/200
$\bigcap$	0.00	440		To: From:	34-1017	NA NA		NΙΔ	10/02/200
(1009)	0.09	110	R	To	34-1023	INA ]		NA	10/02/200
				From:	Dead End				
(1010) Plymouth Street	0.15	490	R			NA		NA	10/02/200
				To:	US 11				
$\bigcirc$	0.40	200	_	From:	34-631			NIA	1000
(1011)	0.10	200	R	_		NA -		NA	1999
	0.10	220	R	From:	34-1001	NA		NA	1999
(1011)	0.10			To:	24 1007	1		101	1000
(1011)	0.14	150	R	From:	34-1007	NA		NA	1999
(1011)				To:	Dead End	]			
Frederick County									
Taura Dura Lara	4.00	4400	_	From:	Dead End	_ NA		NIA	40/00/000
1012 Town Run Lane	1.09	1400	R	To:	SR 277; 34-647	NA T		NA	10/02/2002
Town of Stephens City				<u> </u>	23327,,,01.01.	I			
Town of Stephens City				From:	34-631				
(1013)	0.15	290	R	To:	D. IF. I	NA T		NA	10/02/2002
				10.	Dead End				
Frederick County				From:	34-1019				
(1014) Massie Lane	0.17	120	R			NA		NA	1999
				To:	34-1015				
( ) Walnut I and	0.00	40		From:	Dead End			NIA	40/00/000
(1015) Walnut Lane	0.03	40	R	To:	34-1014	NA T		NA	10/02/2002
Town of Stephens City					311011				
C Stemens City				From:	US 11				
(1016)	0.06	220	R			NA		NA	10/02/2002
			_	From:	34-1003	<del>]</del>			40/00/000
(1016)	0.06	160	R			NA _		NA	10/02/2002
$\bigcap$	0.08	400	R	From:	34-1017	NIA		NΙΔ	10/02/2002
(1016)	0.06	100	K	To:	34-1023	NA T		NA	10/02/2002
				From:	34-1009				
(1017)	0.14	190	R			NA		NA	10/02/2002
				To: From:	34-1016	]			
(1017)	0.28	230	R			NA		NA	10/02/2002
				To:	NCL Stephens City				
Frederick County				From:	SR 277				
(1018) VDOT Lane	0.10	180	R	<u> </u>	UN 211	NA		NA	1999
				To:	Dead End	1			
$\bigcirc$			_	From:	Dead End				
(1019)	0.07	50	R			NA_		NA	10/02/2002
		646	_	From:	34-1014	<u> </u>		<b>.</b>	40/00/00=
(1019)	0.07	210	R	To:	US 11	NA 1		NA	10/02/2002
				From:	34-1021 EAST				
(1020) Highlander Road	0.07	210	R	<u> </u>	9T-1041 EAQ1	NA NA		NA	1999
\ · · / -				To:	34-1021 WEST	-			

					Frederick Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC Peak	QK Dir Factor	AAWDT QW	Year
Frederick County				From:					
(1020) Highlander Road	0.15	700	R	Tions.	34-1021 WEST	NA		NA	1999
<u> </u>				To: From:	34-1022				
(1020) Highlander Road	0.11	860	R	To:	SR 277	NA		NA	1999
				From:	34-1020 WEST				
(1021)	0.36	80	R		34-1020 WES1	NA		NA	10/02/2002
(1021)	0.07	70	R	From:	34-1020 EAST	NA		NA	10/02/2002
<u> </u>	0.00			To: From:	34-1022				1000
(1021)	0.03	20	R	To:	Dead End	NA		NA	1999
				From:	34-1020				
(1022) Meadowlark Lane	0.18	160	R		54-1020	NA		NA	1999
				To:	34-1021				
Town of Stenhens City									
	0.16	90	ь	From:	34-1009	NIA		NIA	10/02/2002
(1023)	0.16	80	R	To:	34-1016	NA		NA	10/02/2002
				From:	34-1007				
(1024)	0.04	50	R		5.1007	NA		NA	1999
				To:	Cul-de-Sac				
Frederick County									
Llarman Dlaga	0.07	550	В	From:	34-647	NIA		NIA	10/02/2004
1025 Harmon Place	0.07	550	R			NA		NA	10/02/2002
(1025) Harmon Place	0.20	230	R	From:	34-1026	NA		NA	10/02/2002
(1025) Harmon Place	0.20	230	K	To:	Dead End	INA		INA	10/02/2002
				From:	Dead End				
(1026) Downing Circle	0.12	190	R	<u> </u>	Dead End	NA		NA	1999
				To:	34-1027				
(1026) Downing Circle	0.09	370	R	From:	31 1027	NA		NA	1999
				To:	34-1025				
				From:	Cul-de-Sac				
(1027) Kern Circle	0.12	130	R	. —	1	NA		NA	10/02/2002
				To:	34-1026				
Town of Stephens City				From:	34-1008				
(1028)	0.10	260	R	<u> </u>	31 1000	NA		NA	1999
				To:	Cul-de-Sac				
Frederick County									
(1030) Mimosa Drive	0.06	760	R	From:	34-642	NA		NA	1993
(1030) Mimosa Drive	0.00	700	K			INA		INA	1993
(1030) Mimosa Drive	0.13	160	R	From:	34-1032	NA		NA	09/30/2002
(1030) Mimosa Drive	0.13	100	K	To:	34-1037	INA		INA	09/30/2002
				From:	34-642				
(1031) Oak Ridge Drive	0.04	2900	R		3.0.2	NA		NA	1999
				To: From:	34-1032 SOUTH				
031 Oak Ridge Drive	0.01	2800	R			NA		NA	1999
<u> </u>				From:	34-1032 NORTH				
(1031) Oak Ridge Drive	0.13	1900	R			NA		NA	1999
O - 1 - 1				From:	34-1038				
031 Oak Ridge Drive	0.10	1700	R	To-	24 1027	NA		NA	1999
				To:	34-1037				

					Truck	Dools	Di-		
Route	Length	AADT	QA	4Tire	Bus  2Axle 3+Axle 1Trail 2Trail	OC 1	QK Dir Factor	r AAWDT (	QW Year
Frederick County				From:	Dead End				
(1032) Laurel Hill Drive	0.07	80	R	<u></u>	Dead End	NA		NA	09/30/200
				To: From:	34-1030				
(1032) Laurel Hill Drive	0.09	160	R			NA		NA	09/30/2002
<u> </u>				From:	34-1033	<u> </u>			
(1032) Laurel Hill Drive	0.09	210	R	To:	34-1031 SOUTH	NA I		NA	09/13/2002
				From:	34-1031 NORTH				
(1032) Laurel Hill Drive	0.07	940	R			NA		NA	09/30/200
Laurel Hill Drive	0.13	740	R	From:	34-1035	NA		NA	09/30/200
(1032) Laurel Hill Drive	0.13	740	K	т		INA I		INA	09/30/200/
(1032) Laurel Hill Drive	0.07	380	R	From:	34-1034	NA		NA	09/30/200
1.00.2				To:	34-1079				
				From:	34-1032				
(1033) Hickory Hill Drive	0.20	80	R	т	24.402	NA		NA	1999
				To:	34-1037				
(1034) Wakeland Drive	0.06	550	R	From:	34-642	l NA		NA	09/30/2002
1034) Waltoraria Billo	0.00		.`	To:	24 1022				00/00/2001
(1034) Wakeland Drive	0.11	240	R	From:	34-1032	NA		NA	09/30/2002
				To:	34-1036				
(1034) Wakeland Drive	0.19	160	R	From:		NA		NA	09/30/2002
				To:	Dead End				
O				From:	34-1032				4000
1035 Lane Street	0.17	210	R			NA		NA	1999
	0.10	400		From:	34-1036	NIA		NIA	1000
(1035) Lane Street	0.12	100	R	To:	Cul-de-Sac	NA I		NA	1999
				From:	34-1079				
(1036) Craig Drive	0.07	200	R		0.110.2	NA		NA	1991
				To:	34-1034				
(1036) Craig Drive	0.07	60	R			NA		NA	09/30/2002
				To:	34-1035				
(1037) Lakeside Drive	0.27	560	R	From:	34-642	l NA		NA	09/30/2002
(1037) Lakeside Drive	0.21	300		To:	24 1020	l IVA		IVA	03/30/2002
(1037) Lakeside Drive	0.05	680	R	From:	34-1030	NA		NA	09/30/2002
				To:	34-1039				
(1037) Lakeside Drive	0.08	980	R	From:	31 1637	NA		NA	09/30/2002
<u> </u>				To- From:	34-1033				
(1037) Lakeside Drive	80.0	920	R	rioiii.		NA		NA	09/30/2002
				To: From:	34-1031				
(1037) Lakeside Drive	0.19	1300	R			NA		NA	09/30/2002
	_			To: From:	34-1180				
(1037) Lakeside Drive	0.04	20	R	To:	Dead End	NA I		NA	09/30/2002
				From					
(1038) Mulberry Circle	0.13	110	R		34-1031	l NA		NA	1999
, , , , , ,				To:	Cul-de-Sac				
				From:	34-1037				
1039 Butternut Drive	0.13	700	R			NA		NA	1999
				To:	34-1080				

						uerick iviairiteriarice Area	-							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				-			-							
1039) Butternut Drive	0.07	660	R	From:		34-1080			NA			NA		1999
(1039) Butternut Drive	0.07	000		To:		34-1070			INA			11/5		1000
				From:		34-1041; 34-1042	ĺ							
(1040) Fredericktowne Drive	0.11	90	R						NA			NA		1991
				To: From:		34-1054 WEST								
(1040) Fredericktowne Drive	0.38	210	R				,		NA			NA		1991
				From:		34-1048	-							
(1040) Fredericktowne Drive	0.21	800	R						NA			NA		09/30/2002
				From:		34-1054 EAST	-							
(1040) Fredericktowne Drive	0.06	1400	R						NA			NA		09/30/2002
				To: From:		34-1047 EAST	-							
(1040) Fredericktowne Drive	0.09	1400	R						NA			NA		09/30/2002
<u> </u>				To: From:		34-1053	-							
(1040) Fredericktowne Drive	0.16	400	R						NA			NA		09/30/2002
<u> </u>				To: From:		34-1046	-							
(1040) Fredericktowne Drive	0.07	490	R						NA			NA		09/30/2002
<u> </u>				To: From:		34-1047 WEST								
(1040) Fredericktowne Drive	0.15	600	R						NA			NA		10/23/2002
				To: From:		34-1044	-							
(1040) Fredericktowne Drive	0.07	1200	R						NA			NA		10/02/2002
				From:		34-1041	-							
(1040) Fredericktowne Drive	0.08	1200	R						NA			NA		10/02/2002
				To: From:		34-1043	-							
(1040) Fredericktowne Drive	0.19	200	R						NA			NA		1993
				To:		34-641								
C For device December	0.00	540	_	From:		34-1040			N.1.A			NIA		4000
(1041) Frederick Road	0.09	540	R						NA			NA		1999
C Freedoniels Breed	0.44	500	_	From:		34-1040; 34-1042			NIA.			NIA		4000
(1041) Frederick Road	0.11	520	R	To:		34-647			NA			NA		1999
				From:		Cul-de-Sac								
(1042) Accomack Circle	0.05	60	R			Cui-ue-sac			NA			NA		1999
1042				To:		34-1040; 34-1041								
				From:		Cul-de-Sac								
(1043) Albermarle Court	0.04	60	R						NA			NA		1999
				To:		34-1040								
<u> </u>	0.00		_	From:		34-1045 SOUTH								40/00/000
(1044) Amelia Avenue	0.09	80	R						NA			NA		10/02/2002
		465		From:		34-1045 NORTH								10/00/202
(1044) Amelia Avenue	0.07	190	R						NA			NA		10/02/2002
<u> </u>		4=		From:		34-1040								4664
(1044) Amelia Avenue	0.07	40	R	To:		34-1054			NA			NA		1991
				From:			I							
(1045) Amherst Court	0.07	80	R	r roid.		34-1044 NORTH			NA			NA		1999
1043) / 111110101 000111	0.01	-		To		24 1044 001 7774			. • •			14/3		1000
(1045) Amherst Court	0.03	50	R	From:		34-1044 SOUTH			NA			NA		1999
(1045) Amherst Court	0.03	50	11	To:		Dead End			1 1/7			INA		1999
				From:		Dead End	 [							
(1046) Botetourt Court	0.02	40	R						NA			NA		1999
				To:		34-1040								

					Frederick Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	(.)(; (.)K	Dir AAWDT QW ctor	Year
Frederick County				From:	C.1 J. C			
(1047) Bedford Place	0.04	50	R		Cul-de-Sac	NA	NA	1999
				To:	34-1040 EAST			
1047) Bedford Place	0.13	150	R	rion.		NA	NA	1999
				From:	34-1048			
1047 Bedford Place	0.06	270	R	To:	24 1040 WEST	NA I	NA	1999
				From:	34-1040 WEST Cul-de-Sac			
1048) Caroline Avenue	0.05	70	R		Cui-uc-Sac	NA	NA	09/30/200
Operation Assessed	0.00	040		From:	34-1047	NIA .		00/00/000
1048 Caroline Avenue	0.06	240	R			NA	NA	09/30/200
1048) Caroline Avenue	0.09	450	R	From:	34-1054	NA	NA	09/30/200
1040				To:	34-1055			
1048) Caroline Avenue	0.06	610	R	From:	54-1055	NA	NA	09/30/200
				To: From:	34-1040			
(1048) Caroline Avenue	0.06	1600	R	<u>-</u>		NA	NA	09/30/200
				From:	34-1057			00/00/000
(1048) Caroline Avenue	0.11	3400	R			NA	NA	09/30/200
1048) Caroline Avenue	0.07	3700	R	From:	34-1150	NA	NA	09/30/200
Caroline Avenue	0.07	3700	- 1	To:	34-647	INA	IVA	03/30/200
				From:	34-1075			
1049 Buckingham Drive	0.12	710	R			NA	NA	10/02/200
				To: From:	0.12 MN 34-1075			
1049 Buckingham Drive	0.20	510	R			NA	NA	10/02/200
Duralisia arb area Deixo	0.07	740	_	From:	34-1052	NIA	NIA.	40/00/000
1049 Buckingham Drive	0.07	740	R			NA	NA	10/23/200
(1049) Buckingham Drive	0.03	860	R	From:	34-1051	NA	NA	10/02/200
1049) Baokingnam Brivo	0.00			To:	34-1050 EAST	I		10/02/200
1049) Buckingham Drive	0.08	920	R	From:	54-1050 EAST	NA NA	NA	10/02/200
				To: From:	34-1050 WEST			
1049 Buckingham Drive	0.03	1900	R			NA	NA	10/02/200
				To:	34-641			
(1050) Carrol Drive	0.08	250	R	From:	Cul-de-Sac	NA NA	NA	1999
				To:	34-1052			
(1050) Carrol Drive	0.07	820	R	From:		NA	NA	1999
				To: From:	34-1049 WEST			
(1050) Carrol Drive	0.17	50	R		24 40 40 70 4 97	NA	NA	1999
				From:	34-1049 EAST			
(1051) Chesterfield Circle	0.06	60	R	rioiii.	Cul-de-Sac	NA NA	NA	1999
	2.00			To:	34-1049			
$\widehat{}$				From:	34-1050			
1052 Brunswick Road	0.18	340	R	_		NA .	NA	1999
December of the December	0.40	400		From:	34-1059	NIA .		4000
1052 Brunswick Road	0.12	460	R	To:	34-1049	NA I	NA	1999
				From:	Cul-de-Sac			
(1053)	0.05	60	R			NA	NA	1999
				To:	34-1137			

					110	derick Maintenance Area	•							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:										
(1053)	0.20	1200	R	Troin.		34-1137			NA			NA		1999
				To: From:		34-1136								
(1053) Buchannan Drive	0.15	1300	R	To:		34-1040			NA			NA		1999
				From:		Dead End								
(1054) Westmoreland Drive	0.40	850	R			Dead End			NA			NA		1999
(1054) Westmoreland Drive	0.10	1400	R	To: From:		34-1058			NA			NA		10/02/2002
<u> </u>				From:		34-1056								
(1054) Westmoreland Drive	0.06	1500	R	To:		24 1040 FACT			NA			NA		10/02/2002
(1054) Westmoreland Drive	0.06	1200	R	From:		34-1040 EAST			NA			NA		10/02/2002
(1054) Westmoreland Drive	0.07	1200	R	From:		34-1055 EAST			NA			NA		10/02/2002
1034) Trocarror Glaria Brito	0.01	.200		To:		34-1048								10/02/2002
(1054) Westmoreland Drive	0.06	1300	R	From:		34-1040			NA			NA		10/02/2002
<u> </u>	0.07			From:		34-1055 WEST								1001
(1054) Westmoreland Drive	0.07	320	R	To:		34-1044			NA			NA		1991
(1054) Westmoreland Drive	0.07	380	R	From:		34-1044			NA			NA		1991
Westmarsland Drive	0.07	400		From:		34-1061	-		NIA			NA		1001
(1054) Westmoreland Drive	0.07	400	R	т		A			NA			NA		1991
(1054) Westmoreland Drive	0.06	420	R	From:		34-1040 WEST			NA			NA		1991
				From:		34-1060								
(1054) Westmoreland Drive	0.07	1300	R	To:		34-647	1		NA			NA		1993
				From:		34-1054								
(1055) Essex Circle	0.10	200	R			54-1054			NA			NA		1999
$\frac{\bigcirc}{\bigcirc}$				From:		34-1048								
(1055) Essex Circle	80.0	90	R	To:		34-1054	1		NA			NA		1999
				From:		34-1054								
(1056) Halifax Avenue	0.31	230	R	<u> </u>		54-1054			NA			NA		1999
				To: From:		34-1057								
(1056) Halifax Avenue	0.05	50	R	To:		C-1 d- C			NA			NA		1999
				From:		Cul-de-Sac 34-1048								
(1057) Rockbridge Road	0.07	2000	R			34-1046			NA			NA		1999
				To: From:		34-1056								
(1057) Rockbridge Road	0.08	1800	R						NA			NA		1999
				To:		34-1058								
(1058) Wythe Avenue	0.30	180	R	From:		34-1054			NA			NA		1991
1038) 11 Julio 7 11 Grade	0.00			To:		34-1057								1001
(1058) Wythe Avenue	0.20	150	R	From:		34-1037			NA			NA		1991
				To:		Cul-de-Sac								
Morros Circle	0.00	200		From:		Cul-de-Sac			NIA			NI A		4000
(1059) Warren Circle	0.06	200	R	To:		34-1052			NA			NA		1999
				From:		34-1054	1							
(1060)	0.08	80	R	<u> </u>					NA			NA		1991
				To:		Cul-de-Sac								

					Frederick Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT QV	N Year
Frederick County				From:	24 1054				
(1061)	0.10	110	R		34-1054	NA		NA	1991
(1001)				To-	Cul-de-Sac				
				From:	34-1055				
(1062) Essex Court	0.05	50	R			NA		NA	1999
				To:	Cul-de-Sac				
(1063)	0.15	730	R	From:	34-1054	NA		NA	1999
(1063)	0.10			To:	34-1147	100			1000
1063	0.08	480	R	From:	34-1147	NA		NA	1999
				To:	34-1143				
(1063)	0.11	220	R	From:	311113	NA		NA	1999
$\bigcup$				To:	Dead End				
				From:	Dead End				
(1064)	0.38	600	R			NA		NA	1999
$\overline{\bigcirc}$				From:	34-1142				
1064	0.13	830	R			NA		NA	1999
				From:	34-1087 NORTH				1000
1064	0.40	530	R	To:	34-1063 SOUTH	NA		NA	1999
				From:	Dead End				
(1065) Ridgefield Avenue	0.10	380	R	<u> </u>	Dead End	NA		NA	10/07/2002
0				To:	34-1095				
(1065) Ridgefield Avenue	0.05	580	R	From:	J <del>1</del> -1075	NA		NA	10/07/2002
				To:	34-1069				
(1065) Ridgefield Avenue	0.19	800	R	From:	3.1009	NA		NA	10/07/2002
				To:	34-1067				
(1065) Ridgefield Avenue	0.11	1100	R	From:		NA		NA	10/07/2002
				To: From:	34-1066				
(1065) Ridgefield Avenue	0.04	1200	R			NA		NA	10/07/2002
				To:	SR 277				
C Limonad Count	0.44	000	_	From:	Dead End	NIA		NIA	4000
(1066) Linwood Court	0.11	200	R	To:	34-1065	NA		NA	1999
				From:	Cul-de-Sac				
(1067) Woodside Circle	0.10	160	R		cur de Suc	NA		NA	1999
				To:	34-1068				
(1067) Woodside Circle	0.07	360	R	From:	3.1000	NA		NA	1999
				To:	34-1065				
				From:	Cul-de-Sac				
(1068) Glenoak Court	0.06	90	R	To:	34-1067	NA		NA	1999
				From:					
(1069) Grove Court	0.10	110	R	110111.	Cul-de-Sac	NA		NA	10/07/2002
(1009) 3.313 3341	00			To:	24 1065				
(1069) Grove Court	0.05	40	R	From:	34-1065	NA		NA	10/07/2002
				To-	Dead End				
		_		From:	34-1187 WEST				
(1070) Hackberry Drive	0.20	1600	R			NA		NA	09/30/2002
				To: From:	34-1083				
(1070) Hackberry Drive	0.12	1100	R	_		NA		NA	09/30/2002
				From:	34-1039				
(1070) Hackberry Drive	0.06	1000	R	-		NA		NA	1991
				To:	34-1076				

					Frederick Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT QW	Year
Frederick County				From:	-110-6				
(1070) Hackberry Drive	0.11	860	R	rioii.	34-1076	NA		NA	1991
<u> </u>	0.00			To: From:	34-1077				1001
(1070) Hackberry Drive	0.06	610	R	_		NA		NA	1991
(1070) Hackberry Drive	0.07	410	R	From:	34-1182	NA		NA	1991
,				To: From:	34-1183				
(1070) Hackberry Drive	0.05	280	R	From:		NA		NA	1991
(1070) Hackberry Drive	0.04	190	R	From:	34-1184	NA		NA	1991
<u> </u>				From:	34-1185				
1070 Hackberry Drive	0.03	40	R	_		NA		NA	1991
(1070) Hackberry Drive	0.05	100	R	From:	34-1186	NA		NA	1991
1070) Flackberry Brive	0.00	100		To:	34-1187 EAST	147 (		101	1001
				From:	34-647				
(1071) Bluebird Drive	0.09	1000	R			NA		NA	1999
<u> </u>				From:	34-1072				
1071 Bluebird Drive	0.09	690	R			NA		NA	1999
	0.32	450	R	From:	34-1073	NA		NA	1999
1071)	0.52	430	K	To:	24.11(0	INA		INA	1999
(1071)	0.07	220	R	From:	34-1160	NA		NA	1999
				To:	34-1162				
(1071)	0.06	220	R	From:	3.1102	NA		NA	1999
				To- From:	34-1163				
(1071)	0.06	130	R			NA		NA	1999
				From:	34-1072				
(1072)	0.04	30	R	FIOIII.	Dead End	NA		NA	1999
1072				To:	34-1071 NORTH				
(1072)	0.36	200	R	From:	34-10/1 NOK111	NA		NA	1999
<u> </u>				To: From:	34-1163				
(1072)	0.12	410	R	110111.		NA		NA	1999
<u> </u>				From:	34-1161				
(1072)	0.19	810	R			NA		NA	1999
	0.12	400		From:	34-1160	NIA		NIA	1000
(1072)	0.13	100	R	T	A4 1074 GOVYWY	NA		NA	1999
(1072)	0.06	160	R	From:	34-1071 SOUTH	NA		NA	1999
1072	0.00			To:	34-1074				. 500
				From:	Cul-de-Sac				
(1073)	0.10	100	R			NA		NA	1999
<u> </u>				To: From:	34-1160			N/C	00/00/555
(1073)	0.14	50	R			NA		NA	09/30/2002
(1073) Tanager Drive	0.10	70	R	From:	34-1071	NA		NA	09/30/2002
(1073) Tanager Drive	0.10	10	ĸ	To:	34-1074	INA		INA	U3/3U/2UU2
				From:	Cul-de-Sac				
(1074) Oriole Drive	0.04	50	R	<u> </u>		NA		NA	1999
				To: From:	34-1072				
0riole Drive	0.06	70	R			NA		NA	1999
				To:	34-1073				

					Trederick Maintenan						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle	ıck C 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT	QW	Year
Frederick County				From:	24 1072	<del></del>					
(1074) Oriole Drive	0.04	20	R		34-1073		NA		NA		1999
				To:	Dead End						
				From:	SR 277						
1075 Nottoway Drive	0.20	1300	R				NA		NA		10/02/2002
<u> </u>				From:	34-1049						10/00/000
1075 Nottoway Drive	0.06	340	R	To:	Cul-de-Sac		NA		NA		10/23/200
				From:	34-1070						
1076) Clearwater Court	0.09	130	R	<u> </u>	34-1070		NA		NA		1991
				To:	Cul-de-Sac						
				From:	34-1070						
1077) Honey Creek Circle	0.07	100	R	To:	0.1.1.0		NA		NA		1991
				From:	Cul-de-Sac						
1078) Tyler Court	0.10	60	R	1101111	34-1079		NA		NA		1999
1078) 1 9101 30011	0.10			To:	Cul-de-Sac						1000
				From:	34-1032						
1079 Brandylion Drive	0.15	340	R				NA		NA		09/30/200
_				To: From:	34-1036						
1079	0.09	330	R				NA		NA		09/30/200
				To: From:	34-1078						
1079	0.36	240	R	To:	0.1.1.0		NA		NA		09/30/200
				From:	Cul-de-Sac						
1080 Aspen Drive	0.21	340	R	rioiii.	34-1039		NA		NA		1999
1080) 7 topen Brive	0.21	040		To:	24 1002		147.		14/ (		1000
1080) Aspen Drive	0.06	120	R	From:	34-1082		NA		NA		1999
1000) * 1000				To:	34-1182						
				From:	Cul-de-Sac						
1081	0.14	130	R	. —			NA		NA		09/30/200
				To:	34-1080						
1082) Willow Oak Circle	0.13	110	R	From:	Cul-de-Sac		NA		NA		1991
1062) Willow Gait Girold	0.10	110		To:	34-1080		147.		14/ (		1001
				From:	Cul-de-Sac						
1083) Pocono Place	0.12	230	R				NA		NA		1999
				To:	34-1070						
1084) Brandylion Court	0.05	40		From:	Cul-de-Sac		NΙΔ		NA		1999
Brandylion Court	0.05	40	R	To:	34-1079		NA		INA		1999
				From:	Dead End						
1085 Stickley Drive	0.20	910	R		Doud Ella		NA		NA		10/02/200
				To:	SR 277						
$\sim$				From:	34-1087						
1086	0.06	80	R	To:	DJE.J		NA		NA		10/02/200
				From:	Dead End 34-1064						
1087)	0.40	1700	R		34-1064		NA		NA		10/02/2002
				To:	Dead End				<u> </u>		
				From:	Cul-de-Sac						
1088 Dinwiddle Court	0.16	140	R				NA		NA		1999
				To:	Cul-de-Sac						
	0.40	420	D	From:	34-1087		NΙΛ		NI A		1000
1089	0.10	130	R	To:	Dead End		NA		NA		1999
					D van Enu						

					Frederick Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC OK	Dir AAWDT QW	Year
Frederick County				_				
	0.00	242	_	From:	Dead End	N1.0		1000
Musket Drive	0.08	940	R	To:	US 11	NA I	NA	1999
				From:	US 11			
(1091) Marathon Drive	0.13	960	R		03 11	NA	NA	1999
(1001)				To:	Dead End			
				From:	34-728; 34-1000			
1092)	0.51	690	R			NA	NA	09/23/200
				To:	US 50			
			_	From:	34-647			4000
1093 Tinoak Drive	0.15	780	R	To:	34-1094	NA I	NA	1999
				From:				
1094) Cottonwood Avenue	0.06	340	R	rioiii.	34-1096	l NA	NA	1999
(1094) Cottonwood Avenue	0.00	340				I WA	IVA	1000
1094) Cottonwood Avenue	0.05	320	R	From:	34-1093	NA	NA	1999
1094 Cottonwood Avenue	0.05	320	IX.		21.100=	ING.	IVA	1999
1094) Cottonwood Avenue	0.06	200	R	From:	34-1097	NA	NA	1999
Cottonwood Avenue	0.00	200	K	To-	34-1098	INA 	INA	1999
				From:	Dead End			
1095) Raven Court	0.05	60	R	<u> </u>	Dead End	NA	NA	10/07/200
1000				To:	34-1065			
1095) Raven Court	0.11	110	R	From:	34-1003	NA	NA	10/07/200
1039				To:	Cul-de-Sac			
				From:	Cul-de-Sac			
1096) Slippery Elm Drive	0.11	150	R			NA	NA	1999
				To: From:	34-1094			
1096) Slippery Elm Drive	0.06	180	R	rioiii.		NA	NA	1999
				To: From:	34-1099			
1096) Slippery Elm Drive	0.03	20	R	rioiii.		NA	NA	1999
				To:	Dead End			
_				From:	Cul-de-Sac		-	
1097 Black Walnut Court	0.07	80	R	_		NA	NA	1999
				To:	34-1094			
Manustain Ash Canut	0.04	00	_	From:	Cul-de-Sac	NIA.	NIA	4000
1098 Mountain Ash Court	0.04	60	R			NA	NA	1999
Manustair Astrons	0.00	400		From:	34-1094	NIA	A I A	4000
1098 Mountain Ash Court	0.06	100	R	To:	34-1099	NA I	NA	1999
				From:	34-1096			
1099) Button Bush Avenue	0.17	60	R		34-1096	l NA	NA	1999
1099) Battori Baori 7 Worldo	0.11	•	•••	To-	34-1098		101	1000
Town of Middletown				-				
				From:	34-625			
1101)	0.43	220	R	. —	21.77	NA	NA	10/09/200
				To:	34-627			
$\overline{}$	0.00	00	_	From:	34-1124	NIA	NIA	4000
1102	0.09	80	R			NA	NA	1999
	0.00	465		From:	34-625	NIA		40/00/00
(1102)	0.39	490	R	_		NA	NA	10/09/200
		•		From:	34-1107			10/07/2
(1102)	0.20	300	R	To:	011.0	NA I	NA	10/09/200
				10.	Cul-de-Sac			

					1160	erick Mairiteriant	e Alea							
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle		(.)(.)	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Middletown				From:				1						
(1103) Fourth Street	0.04	100	R			Dead End			NA			NA		10/09/2002
				To: From:		34-1102								
1103 Fourth Street	0.09	140	R						NA			NA		10/09/2002
(1103) Fourth Street	0.09	490	R	From:		US 11			NA			NA		10/09/2002
				To: From:		34-1101								
1103 Fourth Street	0.08	380	R	To:		34-1122; 34-1123		_	NA			NA		10/09/2002
				From:		Dead End								
(1104) Third Street	0.05	30	R						NA			NA		10/23/2002
Third Street	0.00	200		From:		34-1102			NΙΔ			NΙΔ		10/00/2002
1104 Third Street	0.09	280	R	To:		110.11		_	NA			NA		10/09/2002
(1104) Third Street	0.09	260	R	From:		US 11			NA			NA		10/09/2002
				To: From:		34-1101								
1104 Third Street	0.20	180	R	To:		Dead End		_	NA			NA		10/09/2002
				From:		Dead End								
(1105) Second Street	0.19	210	R						NA			NA		10/09/2002
0	0.00	200		To: From:		34-1102			NIA.			NIA.		40/00/0000
(1105) Second Street	0.09	260	R	т		170.11			NA			NA		10/09/2002
(1105) Second Street	0.09	110	R	From:		US 11			NA			NA		10/09/2002
				To:		34-1101								
	0.11	400	R	From:		34-1116			NA			NA		10/09/2002
(1106)	0.11			To:		34-1102			101					10/00/2002
	0.44	400	_	From:		Dead End								10/00/0000
1107)	0.11	120	R	т		211115			NA			NA		10/09/2002
(1107)	0.14	620	R	From:		34-1116			NA			NA		10/09/2002
				To: From:		34-1102								
(1107)	0.10	450	R	To:		US 11; 34-627			NA			NA		10/09/2002
				From:		34-1116								
(1108)	0.13	70	R			-			NA			NA		1999
$\overline{\bigcirc}$	0.00	00		To: From:		34-1106			N 1 A			<b>.</b>		1000
(1108)	0.06	80	R	To:		Dead End			NA			NA		1999
Frederick County														
(1109) Stonebrook Road	0.30	1700	R	From:		34-621			NA			NA		09/19/2002
(1103)				To:		34-1110		_						
(1109) Stonebrook Road	0.12	1300	R	eiom:		-		•	NA			NA		09/19/2002
Otomobianali Desert	0.40	4400		To: From:		34-1111			NI A			N 1 A		00/40/0000
(1109) Stonebrook Road	0.10	1100	R	Tax		24 1117			NA			NA		09/19/2002
(1109) Stonebrook Road	0.17	1100	R	From:		34-1117			NA			NA		09/19/2002
				To-		34-1114								
Stonebrook Road	0.07	980	R	To:		24 1112		_ _	NA			NA		09/19/2002
				10.		34-1112								

					Frederick Maintenance Area		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC OK	Dir AAWDT QW Year actor
Frederick County				From:		<del>.</del>	
(1110) Sharon Drive	0.26	240	R		34-1109	J NA	NA 09/19/2
				To	34-1112	1	
O 5			_	From:	34-1109	·	
(1111) Beverly Drive	0.26	110	R	To:	34-1112	NA T	NA 1999
				From:	34-1115		
(1112)	0.32	770	R			NA	NA 09/19/2
				To: From:	34-1113	]	
(1112) Greenfield Avenue	0.20	1100	R			NA	NA 09/19/2
				To: From:	34-1109	<del>}</del>	
(1112) Greenfield Avenue	0.09	200	R			NA -	NA 09/19/2
(1112) Greenfield Avenue	0.12	200	R	From:	34-1111	NA NA	NA 09/19/2
(1112) Greenfield Avenue	0.12	200	ĸ	. —		INA T	NA 09/19/2
(1112) Greenfield Avenue	0.03	120	R	From:	34-1110	NA	NA 09/19/2
(1112) Greenheid 7 Wende	0.00	120		To:	Dead End	]	147 00/10/2
				From:	Cul-de-Sac		
(1113) Forest Ridge Road	0.34	230	R			NA	NA 1999
				To:	34-1112	<u> </u>	
(1114) Peach Orchard Lane	0.15	60	R	From:	Dead End	NA	NA 1999
11114 I Gadi Grandia Edita	0.10			To:	34-1109	1	1000
				From:	Begin Loop		
(1115)	0.74	460	R			NA	NA 09/19/2
				From:	34-1119	]	
(1115)	0.16	260	R	To:	End Loop	NA T	NA 1999
T£M:131-4				I	End Loop	1	
Town of Middletown				From:	34-1107		
(1116)	0.07	680	R			NA	NA 10/23/2
$\overline{\bigcirc}$				To: From:	34-1108	]	
(1116)	0.07	800	R			NA -	NA 10/09/2
	0.13	1400	R	From:	34-1106	NA	NA 10/09/2
1116	0.13	1400	IX.	To:	34-627	]	NA 10/09/2
Frederick County							
	0.40		_	From:	Cul-de-Sac		NIA 1001
(1117) Coopers Lane	0.13	50	R	To:	34-1109	NA T	NA 1999
				From:	34-1112	<u> </u>	
(1118) Stone Ridge Court	0.10	50	R		2 : 3332	NA	NA 1999
				To:	Cul-de-Sac	]	
Correct Valley Dead	0.00	40	_	From:	Cul-de-Sac		NIA 4000
1119 Forest Valley Road	0.09	48	R	To:	34-1115	NA T	NA 1999
				From:	Dead End	<u>.</u> I	
(1120) Launchris Drive	0.28	120	R	<u> </u>		NA	NA 1999
				To	34-621	<u> </u>	
Drooknoil Drive	0.44	EFA		From:	Dead End	NIA	NIA 00/40/0
(1121) Brookneil Drive	0.41	550	R	To:	34-621	NA T	NA 09/19/2
Town of Middletown				<u>I</u>	5.021		
				From:	34-1103; 34-1123	J	
(1122) Laurel Lane	0.15	140	R	To	24 1122	NA T	NA 1999
					34-1123	ı	

					Frederick Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	O.C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Middletown					_		i ioui		i actor			
(1123)	0.04	40	R	From:	Dead End		NA			NA		10/09/2002
(1123)				To:	34-1122 WEST							. 0, 00, 2002
(1123)	0.21	90	R	From:	JT-1122 WLG1		NA			NA		10/09/2002
				To:	34-1103; 34-1122 EAST							
$\bigcirc$	0.04	40	_	From:	Dead End		NIA			NIA		1000
1124	0.04	10	R	_			NA			NA		1999
	0.08	20	R	From:	34 625		NA			NA		1999
(1124)	0.00	20		To:	34-1128		14/-			IVA		1000
(1124)	0.07	45	R	From:	34-1128		NA			NA		1999
				To:	34-1102							
Frederick County						-						
(1125) Whitfield Circle	0.31	70	R	From:	34-641		NA			NA		10/07/2002
(1125) Whitfield Circle	0.01			To:	34-641		147 (			14/ (		10/01/2002
				From:	Cul-de-Sac/							
(1126)	0.21	NA					NA			NA		
				To-	34-00706(B)/							
Town of Middletown				From:	34-625							
(1127) Lost Pond Court	0.07	50	R		3.020		NA			NA		1999
				To:	Cul-de-Sac							
O				From:	34-625							1000
1128 Hillside Drive	0.08	50	R	To:	34-1124		NA			NA		1999
Frederick County					JT-112-T							
Frederick County				From:	Dead End/							
(1129)	0.33	NA		т	110 00011 (0)		NA			NA		
				To:	US-00011(B)/							
(1130) Katie Lane	0.15	120	R	From:	Cul-de-Sac		NA			NA		1999
(1130) Ftatio Edito	0.10			To:	34-1115		100			10.		1000
				From:	34-1115							
(1131) Julie Court	0.07	40	R	_			NA			NA		1999
				To:	Cul-de-Sac							
(1132) Anne Glass Road	0.25	160	R	From:	Dead End		NA			NA		1999
Affile Glass Road	0.20	100		To:	34-1115		IVA			IVA		1555
				From:	Dead End							
1133	0.11	120	R				NA			NA		10/02/2002
				To:	34-1137							
	0.07	100	R	From:	Cul-de-Sac		NA			NA		10/02/2002
(1134)	0.07	100	K	To:	34-1137; 34-1135		INA			INA		10/02/2002
				From:	34-1137; 34-1134							
(1135)	0.15	210	R				NA			NA		10/02/2002
				To:	Cul-de-Sac							
Alloghamy Court	0.00	120	Р	From:	34-1053		NIA.			NIA		1000
1136 Alleghany Court	0.08	130	R	To:	Cul-de-Sac		NA			NA		1999
				From:	Cul-de-Sac							
(1137) Ivory Drive	0.11	160	R	<u> </u>			NA			NA		1999
				To: From:	34-1053							
(1137) Ivory Drive	0.26	1600	R				NA			NA		10/02/2002
				To:	34-1141							

					Frederick Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:	24 1127	1						
(1138)	0.11	240	R		34-1137	J	NA			NA		10/02/200
				To-	Dead End	Ī						
			_	From:	34-647							4000
(1139) Condor Court	0.04	50	R	To:	Cul-de-Sac	1	NA			NA		1999
				From:	Cul-de-Sac							
(1140) Woodys Place	0.20	220	R	<u> </u>	cur de suc	4	NA			NA		1999
				To:	34-656							
$\bigcirc$	0.04	0000	_	From:	SR 277		NIA			NIA		40/00/000
(1141)	0.24	2300	R	To:	Dead End	1	NA			NA		10/02/200
				From:	34-1064							
(1142)	0.07	100	R		2.300.	_	NA			NA		1999
				To:	Dead End							
$\bigcirc$	2.00	242	_	From:	34-1063	]						1000
(1143)	0.23	240	R	To:	34-1064	1	NA			NA		1999
				From:	34-1143	l						
(1144)	0.05	60	R	<u> </u>	3.11.0	-1	NA			NA		1999
				To:	Dead End							
$\bigcirc$			_	From:	Cul-de-Sac							4000
(1145)	0.08	80	R			_	NA			NA		1999
$\overline{}$	0.02	200	_	From:	34-1146		NIA			NIA		4000
(1145)	0.03	200	R	To:	34-657	1	NA			NA		1999
				From:	Cul-de-Sac							
(1146) Ashley Circle	0.05	70	R			<b>-</b>	NA			NA		1999
				To:	34-1145							
$\bigcirc$	0.40		_	From:	34-1063							1000
(1147)	0.12	200	R	To:	Cul-de-Sac	1	NA			NA		1999
				From:	Dead End	<u> </u>						
(1148)	0.10	70	R	<u> </u>	Doug Eng	-1	NA			NA		1999
				To:	34-1147	]						
Town of Stephens City				From:	24 1012	T						
(1149)	0.09	60	R		34-1013	J	NA			NA		1999
(1149)				To:	34-1011	]						
Frederick County												
(1150) Albin Drive	0.02	9	R	From:	Dead End	J	NA			NA		1999
(1150) AIBIN BIVE	0.02	J		Tai	24.1155	7	INA			INA		1000
(1150) Albin Drive	0.05	310	R	From:	34-1155		NA			NA		1999
			-	To:	34-1154	1	-			-		
(1150) Albin Drive	0.07	220	R	From:	דינו 1 דינו	J	NA			NA		1991
				To:	34-1153	1						
(1150) Albin Drive	0.09	440	R	From:		-	NA			NA		1991
				To: From:	34-1152	<u> </u>						
(1150) Albin Drive	0.06	620	R			_	NA			NA		1991
<u> </u>				To: From:	34-1151	]						
(1150) Albin Drive	0.04	680	R			7	NA			NA		1991
				To:	34-1048	<u> </u>						
(1151) Tunis Court	0.04	70	R	From:	34-1150	J	NA			NA		1991
1151) Turiis Court	0.04	10	Λ.	To:	Cul-de-Sac	1	INA			INA		1881
						-						

					Frederick Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	(1)(')	eak Our	Dir Factor	AAWDT QW	Year
rederick County						•				
Morgan Court	0.06	70	R	From:	Cul-de-Sac	- N	NΑ		NA	1991
1152) Morgan Court	0.05	110	R	From:	34-1150		۱A		NA	1991
Morgan Court	0.05	110	K	To:	Cul-de-Sac	1	N/A		INA	1991
				From:	Cul-de-Sac	1				
1153 Karakul Court	0.05	110	R	. –		, ,	۱A		NA	1991
1153) Karakul Court	0.06	110	R	From:	34-1150	, ,	۱A		NA	1991
				From:	Cul-de-Sac					
Columbia Circle	0.09	90	R	FIOIII.	Cul-de-Sac	) ]	۱A		NA	1991
				To: From:	34-1150	<u> </u>				
1154 Columbia Circle	0.05	90	R	To:	Cal da C	۱ ۱	۱A		NA	1999
_					Cul-de-Sac	<u> </u>				
1155) Village Lane	0.09	300	R	From:	34-1150	۱ آ	۱A		NA	1999
<u> </u>				From:	34-1169	]				
1155) Village Lane	0.05	330	R			١	۱A		NA	1999
<u> </u>				To: From:	34-1168	}				
1155 Village Lane	0.04	360	R			N	۱A		NA	1999
				To: From:	34-1159	}				
1155) Village Lane	0.05	410	R			N	۱A		NA	1999
				From:	34-1158	<del> </del>				
1155) Village Lane	0.04	500	R			N	۱A		NA	1999
				To: From:	34-1157	<u> </u>				
1155 Village Lane	0.09	580	R			١	۱A		NA	1999
\(\sigma\)	0.04	200		From:	34-1156	<u> </u>	1.0		NIA	4000
1155 Village Lane	0.04	820	R	To:	34-647	1	۱A		NA	1999
				From:						
1156) Southdown Circle	0.10	140	R	<u> </u>	Cul-de-Sac	1	۱A		NA	1999
				To:	34-1155	]				
				From:	Cul-de-Sac					
1157) Oxford Court	0.05	80	R				۱A		NA	1999
				To:	34-1155					
O-4- 110 :	0.0=		_	From:	34-1155	]			N14	400-
1158 Cotswold Court	0.05	90	R	To:	Cul-de-Sac	,	۱A		NA	1999
				From:		<u>.                                    </u>				
1159) Shepherds Court	0.05	50	R	rioifi:	34-1155	l '	۱A		NA	1999
Shepherds Court	0.00	50	11	To:	Cul-de-Sac	1 '	W.3		LVZ	1998
				From:	34-647	<u> </u>				
1160	0.05	2300	R	<u> </u>	21017		۱A		NA	1999
				To:	34-1072	1				
1160	0.23	1300	R	From:	J <del>11</del> 10/2		۱A		NA	1999
1160				To:	24 1161	· 				
	0.06	880	R	From:	34-1161		۱A		NA	1999
1160	5.00			Tar	24.1174	1				.000
	0.12	210	R	From:	34-1164		۱A		NA	1999
1160	0.12	210	ĸ	To:	Dead End	1	N/A		INA	1998
				From:	34-1072	I				
1161) Tern Avenue	0.15	60	R	<u> </u>	34-1U/ <i>Z</i>	, 1	۱A		NA	1999
1 Ion / Worldo	0.10	-	.,	To:	34-1160	1 '	1		1 1/1	1000
					51 1100					

					Frederick Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(')	Dir AAWDT QW Factor	Year
rederick County				From:	24 1072			
1162	0.17	70	R		34-1072	l NA	NA	1999
				To:	34-1164			
1162	0.13	50	R	From:	5.110.	NA	NA	1999
				To:	34-1071			
$\sim$				From:	34-1072			
1163	0.31	80	R	To	24 1071	NA I	NA	1999
				From:	34-1071			
1164	0.12	230	R		34-1072	I NA	NA	1999
				To:	34-1162			
1164	0.25	310	R	From:	54-1102	NA NA	NA	1999
				To:	Cul-de-Sac			
				From:	Cul-de-Sac			
Falcon Court	0.09	130	R	. —		NA	NA	1999
				To:	34-1072			
1166) Finch Court	0.05	60	R	From:	34-647	NA NA	NA	1999
1100 I IIIOII COUIT	0.00	OU	ĸ	To	Cul-de-Sac	INA	INA	1998
				From:	34-1155			
Suffolk Circle	0.09	110	R			NA	NA	1999
				To:	Cul-de-Sac			
<u> </u>				From:	Cul-de-Sac			
Romney Place	0.06	50	R			NA	NA	1999
<u> </u>				To: From:	34-1155			4000
Romney Place	0.08	90	R	To:	Cul-de-Sac	NA I	NA	1999
				From:				
1170	0.12	140	R	<u> </u>	Cul-de-Sac	NA	NA	1999
1170	****			To:	34-1171	<u> </u>		
1170	0.08	440	R	From:	54-11/1	NA NA	NA	1999
				To:	34-656			
				From:	Cul-de-Sac to North			
1171)	0.09	160	R			NA	NA	1999
<u> </u>				To: From:	34-1170			
(1171)	0.11	80	R			NA	NA	1999
				To:	Cul-de-Sac to South			
1175) Camellia Court	0.07	80	R	From:	34-1180	l NA	NA	1999
Camellia Court	0.07			To:	Cul-de-Sac	LV/S	I W/A	
				From:	Cul-de-Sac			
1176	0.04	60	R	<u> </u>		NA	NA	1999
				To: From:	34-1178			
1176	0.17	110	R			NA	NA	1999
				To: From:	34-1177			
176	0.11	190	R			NA	NA	1999
				To:	34-1180			
0.0000000000000000000000000000000000000		00	_	From:	34-1176	NIA.		4000
Canaan Court	0.04	80	R	To:	Cul-de-Sac	NA I	NA	1999
				From:				
1178) Moss Court	0.09	260	R	·	34-1176	l NA	NA	1999
1170	5.00			To:	34-1180			. 555

					Frederick Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC Peak	QK Dir Factor	AAWDT QW	Year
Frederick County					_	rioui	1 40101		
(1179) Jasmine Court	0.05	60	R	From:	34-1180	NA		NA	1999
Jasifilite Court	0.03	60	K	To:	Cul-de-Sac	INA		NA	1999
				From:	34-1037				
1180) Bell Haven Circle	0.18	460	R		31 1037	NA		NA	1991
				To:	Begin Loop				
1180) Bell Haven Circle	0.04	190	R	From:	Dog.iii Doop	NA		NA	1991
				To	34-1175				
1180) Bell Haven Circle	0.12	190	R	From:	5.11,0	NA		NA	1991
				To:	64-1181				
Poll Hoven Circle	0.24	200	R	From:	34-1181	NIA		NIA	1001
1180 Bell Haven Circle	0.24	280	ĸ			NA		NA	1991
O Dell Heyen Cirele	0.44	00		From:	Begin Loop	NIA		NIA.	1001
1180 Bell Haven Circle	0.11	90	R			NA		NA	1991
Dall Harran Cirala	0.40	400		From:	34-1182	NIA		- NIA	4004
1180 Bell Haven Circle	0.10	120	R	To:	Cul-de-Sac	NA		NA	1991
				From:					
1181) Jade Court	0.03	40	R	riom.	34-1180	NA		NA	1991
1181) odde oddit	0.00	40	•	To	Cul-de-Sac	14/		10.0	1001
				From:	34-1180				
1182	0.04	150	R	<u> </u>	0.1.110	NA		NA	1991
				To:	34-1080				
1182	0.07	220	R	From:	3.1000	NA		NA	1991
				To	34-1070				
1182	0.05	450	R	From:	31 1070	NA		NA	1991
				To	34-1188				
1182	0.06	400	R	From:	31 1100	NA		NA	1991
				To:	34-1187				
1182	0.10	340	R	From:	31 1107	NA		NA	1991
				To	34-1189				
1182	0.19	210	R	From:	J <del>T</del> -1107	NA		NA	1991
				To	34-1191				
				From:	Cul-de-Sac				
1183) Lakeview Court	0.06	70	R			NA		NA	1991
<u> </u>				To:	34-1070				
$\sim$				From:	34-1070				
1184 Mystic Court	0.03	70	R	To:	0.1.1.0	NA		NA	1999
					Cul-de-Sac				
1185) Crystal Lake Court	0.08	110	R	From:	34-1070	NA		NA	1991
Crystal Lake Court	0.06	110	K	To:	Cul-de-Sac	INA		NA	1991
				From:	34-1070				
1186) Sugar Creek Court	0.05	70	R	<u> </u>	54-1070	NA		NA	1991
100				To:	Cul-de-Sac				
				From:	34-642				
1187	0.28	4100	R			NA		NA	1999
				To: From:	34-1191				
1187	0.31	950	R	. roull.		NA		NA	1999
				To: From:	34-1182				
1187	0.08	270	R	1 10III.		NA		NA	1991
				To:	34-1188				
1187) Chinkapin Drive	0.05	180	R	From:		NA		NA	1991
				To:	34-1070				

					110	uerick ivia	michanc	)C / (( CC								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trud 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:		2.4	1070		1							
(1187) Chinkapin Drive	0.06	50	R			34	-1070				NA			NA		1991
				To-		Dea	ad End									
				From:		34	-1182									
(1188) Golden Pond Circle	0.13	140	R	_							NA			NA		1991
				To:			-1187									
(1189) Summer Lake Drive	0.06	270	R	From:		34	-1182				NA			NA		1991
1189 Sulline Lake Drive	0.00	210	IX.	т		2.1	1100				INA			INA		1991
1189) Summer Lake Drive	0.09	110	R	From:		34	-1190		]		NA			NA		1991
1169 Garring Earle Brive	0.00			To:		Cul-	-de-Sac									1001
				From:			-1189									
1190) Blackwater Court	0.07	100	R								NA			NA		1991
				To-		Dea	ad End									
$\bigcirc$				From:		34	-1187									
1191)	0.06	770	R								NA			NA		1999
			_	To: From:		34	-1193									
1191	0.15	360	R								NA			NA		1999
				From:		34	-1182									1000
(1191)	0.11	180	R	To:		Cul	do Coo				NA			NA		1999
				From:			-de-Sac									
1192) Lakeridge Court	0.05	80	R			Cul-	-de-Sac				NA			NA		1999
Tigz Zantonago obant	0.00			To-		34	-1191									.000
				From:		34	-1191									
1193) Cascade Circle	0.12	180	R								NA			NA		1999
				To:		Cul-	-de-Sac									
$\bigcirc$				From:		Cul-de-S	Sac to Sout	h								
1197	0.07	90	R								NA			NA		1999
	2.12			From:		34	-1187									1000
1197	0.12	280	R	To:		Cul do S	Sac to Nort	h	1		NA			NA		1999
				From:			Vinchester	11								
(1200)	0.25	3600	F	96%	1%	2%	0%	1%	0%	С	0.096	F	0.528	3700	F	2002
1200)				To:			-1322									
1200) Baker Lane	0.15	4600	R	From:		34	-1322				NA			NA		09/12/200
1200				To:		3/1	-1326									
1200) Baker Lane	0.23	4100	R	From:		J-1	-1320				NA			NA		09/12/200
				To:		Dea	ad End									
				From:		Dea	ad End									
1201) Oak Ridge Lane	0.20	220	R								NA			NA		1999
				From:		34	-1217									
(1201) Oak Ridge Lane	0.12	330	R			_			_		NA			NA		1999
				From:		34-120	2 SOUTH									
(1201) Oak Ridge Lane	0.06	380	R								NA			NA		1999
				To: From:		34-120	2 NORTH		ŀ							
1201) Oak Ridge Lane	0.09	560	R								NA			NA		1999
				To:			1-657		!							
	0.40	EO	ь.	From:		34-120	1 SOUTH				NI A			NI A		4000
(1202)	0.12	50	R								NA			NA		1999
	0.00	100		To: From:		34	-1203				NIA			NIA		1000
(1202)	0.02	100	R	To:		34-120	1 NORTH				NA			NA		1999
						JT*14U										

					Fre	derick Maintenan	ce Area	3							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			$\Omega$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				F		24.4202									
(1203) Armstrong Place	0.06	80	R	From:		34-1202				NA			NA		1999
(1203) 7				To:		Dead End									
				From:		34-657									
(1204)	0.07	1900	F	99%	1%	0% 0%	0%	0%	F	0.094	F	0.514	1900	F	2002
$\bigcirc$	0.00	4700		From:	40/	34-1205	00/	00/		0.000		0.500	4000		0000
(1204)	0.39	1700	F	99% To:	1%	0% 0% 34-744	0%	0%	С	0.093	F	0.566	1800	F	2002
				From:		Dead End									
(1205) Fairway Drive	0.06	80	R							NA			NA		1999
<u> </u>				To: From:		34-1206									
(1205) Fairway Drive	0.07	300	R							NA			NA		1999
				To:		34-1204									
(1206) Highview Circle	0.05	60	R	From:		34-1205				NA			NA		1999
(1206) Highview Circle	0.00			To:		Dead End				1471			147 (		1000
				From:		34-1204									
(1207) Wilkins Place	0.06	80	R							NA			NA		1999
				To:		Dead End									
(1208) Cardinal Lane	0.07	1400	R	From:		34-815				NA			NA		09/30/2002
(1208) Cardinal Lane	0.01	1400		To:		34-1210 WEST				1471			147 (		00/00/200/
(1208) Cardinal Lane	0.05	1100	R	From:		34-1210 WEST		[		NA			NA		09/30/2002
(1233)				To:		34-1210 EAST		1							
(1208) Cardinal Lane	0.07	30	R	From:						NA			NA		1991
				To: From:		34-1280		-							
(1208) Cardinal Lane	0.05	90	R							NA			NA		1991
				To:		Cul-de-Sac									
(1209) Donna Circle	0.08	80	R	From:		34-1210				NA			NA		1999
(1209) Donna Circle	0.00	00		To:		Cul-de-Sac				INA			INA		1000
				From:		34-1208 WEST									
(1210) Dogwood Road	0.25	250	R							NA			NA		1999
<u> </u>				To: From:		34-1209									
(1210) Dogwood Road	0.32	200	R	т		24 1200 E 4 CE				NA			NA		1999
				To: From:		34-1208 EAST									
(1211) Carter Place	0.17	160	R			Dead End				NA			NA		1999
	-			To:		34-807									
				From:		34-657									
(1213) Williamson Road	0.13	1200	R							NA			NA		1993
	2.12			To: From:		34-1226									00/00/000
(1213) Williamson Road	0.13	190	R	To:		34-1228		1		NA			NA		09/23/2002
				From:		Dead End									
(1214) Underwood Lane	0.25	200	R	<u> </u>		2 cud End				NA			NA		1999
$\bigcirc$				To:		34-657									
<u> </u>			_	From:		34-1204									00/07/77
(1215) Glendale Circle	0.08	50	R	To:		Dead End				NA			NA		09/23/2002
				From:		34-779									
(1216) Lewis Circle	0.04	60	R	···		34-779				NA			NA		09/23/200
		-		To:		Dead End									
·					_										· <u></u>

					Frederick Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC -	(.)K	Dir Factor	AAWDT	QW	Year
Frederick County						rioui		. 40101			
(1217) Shockey Circle	0.12	130	R	From:	Cul-de-Sac	J NA			NA		1999
(1217) Griddicy Girdic	0.12	100		To:	34-1201	]			147 (		1000
				From:	Dead End						
(1218) Cherry Hill Circle	0.19	260	R	To:	34-1204	NA 1			NA		09/23/2002
				From:	Cul-de-Sac						
(1219) Scenic Circle	0.06	100	R		car de sac	NA			NA		1999
				To:	34-1204						
(1220) Denny Lane	0.20	300	R	From:	SR 7	J NA			NA		09/16/2002
(1220) Denny Lane	0.20	300	IX.	To:	Dead End				INA		09/10/2002
				From:	Cul-de-Sac						
(1221) Wild Rose Circle	0.10	210	R	т	24.1204	NA			NA		1999
				To: From:	34-1204	<u> </u>					
(1222) Village Court	0.16	170	R	FIOIII.	Dead End	NA			NA		09/23/2002
1222				To:	34-807	1					
(1222) Village Court	0.05	1000	R	From:	2.33.	NA			NA		09/23/2002
				To: From:	34-1223						
(1222) Village Court	0.05	620	R	-		NA			NA		09/23/2002
<u> </u>				From:	34-1238	]					
(1222) Village Court	0.03	530	R			NA -			NA		09/23/2002
Villago Court	0.02	350	R	From:	34-1224	NA			NA		09/23/2002
(1222) Village Court	0.02	350	K	т	24.1020	INA 1			INA		09/23/2002
(1222) Village Court	0.10	160	R	From:	34-1230	NA			NA		09/23/2002
1222 Timago Godit				To:	34-1239	]					00/20/200
				From:	Dead End						
1223 Crest Circle	0.26	300	R			NA			NA		1999
Occast Observa	0.07	400		From:	34-1222	)—————————————————————————————————————			NIA		4000
(1223) Crest Circle	0.07	130	R	To:	Dead End	NA 1			NA		1999
				From:	34-1222						
(1224) Haven Terrace	0.15	220	R			NA			NA		1999
				To:	Cul-de-Sac						
(1225) Milam Drive	0.13	1000	R	From:	34-657	J NA			NA		1993
(1225) Milam Drive	0.13	1000	IX	To:	24.1227	1			INA		1995
(1225) Milam Drive	0.24	380	R	From:	34-1226	NA			NA		09/23/2002
		-		To:	34-1229	<u> </u>					
(1225) Milam Drive	0.06	180	R	From:		NA			NA		09/23/2002
				To:	34-1227						
Chaffand Duine	0.07	470	_	From:	34-1213	)			NIA		1000
(1226) Stafford Drive	0.07	170	R	т —	24.1022	NA 1			NA		1999
(1226) Stafford Drive	0.06	420	R	From:	34-1228	NA			NA		1999
1220) -1331-51-5				To:	34-1227						
(1226) Stafford Drive	0.07	220	R	From:	J <del>1</del> 7-144/	NA			NA		1999
$\overline{\bigcirc}$				To: From:	34-1225	]					
(1226) Stafford Drive	0.24	280	R			NA			NA		1999
				To:	Dead End	<u> </u>					

Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail		Dir Factor AAWDT (	QW Year
Frederick County				From:				
(1227) Ridge Road	0.35	330	R	rioiii.	34-1226	NA NA	NA	1999
(1221) 1 stage 1 toda	0.00			To:	34-1225	I		
(1227) Ridge Road	0.16	200	R	From:	34-1223	NA	NA	1999
(1227)				To-	Dead End			
				From:	34-657			
(1228) Massie Drive	0.10	1200	R			NA	NA	1993
				To: From:	34-1226			
(1228) Massie Drive	0.18	110	R			NA	NA	09/23/2002
				To:	34-1213			
(1229) Potomac Place	0.14	170	R	From:	34-1225	NA	NA	1999
(1229) Potomac Place	0.14	170	K	To:	Dead End	NA I	INA	1999
				From:	34-1222			
(1230)	0.15	110	R	<u> </u>	31 1222	NA	NA	1999
				To:	34-1239			
(1230)	0.09	70	R	From:	JT-1237	NA	NA	1999
				To:	Cul-de-Sac			
_				From:	34-1233			
(1231) Whites Place	0.14	240	R	_		NA	NA	1999
				To:	34-744			
Alta Mata Baixa	0.45	000	_	From:	Dead End	NIA.	A LA	4000
(1232) Alta Vista Drive	0.15	200	R			NA	NA	1999
Alta Mata Daina	0.40	400	_	To: From:	34-1233	NIA	NIA	4000
Alta Vista Drive	0.13	420	R	To:	34-744	NA I	NA	1999
				From:				
(1233) Twin Hill Circle	0.03	48	R		Dead End	I NA	NA	1999
(1233)	0.00			To:	24 1221	1		
(1233) Twin Hill Circle	0.06	60	R	From:	34-1231	NA	NA	1999
(1255)				To:	34-1232			
(1233) Twin Hill Circle	0.05	80	R	From:	34-1232	NA	NA	1999
				To:	Dead End			
				From:	Dead End			
(1234) Hilltop Terrace	0.08	150	R			NA	NA	1999
				To:	34-744			
	2 12	400	_	From:	34-657	***		00/00/202
1235 Parkwood Circle	0.10	100	R	To:	Cul-de-Sac	NA I	NA	09/23/2002
				From:	34-657			
(1236) Foxbury Lane	0.08	280	R		34-03 /	NA	NA	1999
(1230)				To	34-1237			
				From:	Cul-de-Sac			
(1237) Abbey Road	0.14	220	R			NA	NA	09/23/2002
				To:	Cul-de-Sac			
<u> </u>			_	From:	Dead End			
1238 Idylwood Drive	0.08	90	R	To:	34-1222	NA I	NA	1999
				From:				
(1239) Dale Court	0.04	49	R	i ioni.	34-1230	NA NA	NA	1999
(1239) Dale Court	0.04	73	11	т	24 1222	INC.	INA	נפטו
(1239) Dale Court	0.03	40	R	From:	34-1222	NA	NA	1999
(1239) Daie Court	0.03	40	ĸ	To:	Cul-de-Sac	INA I	INA	1999

					Frederick Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus	OC	(.)K	Dir Factor	AAWDT Q	N Year
Frederick County										
(1240) Dowell J. Circle	0.14	300	R	From:	34-659	NA			NA	1999
1240) Down of Girolo	0.11	-	• • •	To-	34-716	100				1000
				From:	34-1243					
(1241) Green Park Drive	0.08	550	R			NA			NA	1991
<u> </u>				To: From:	34-1242					
(1241) Green Park Drive	0.04	460	R	To:	24.656	NA			NA	09/23/200
				From:	34-656					
(1242) Green Park Court	0.13	190	R		34-1241	NA			NA	1999
12-42				To:	Cul-de-Sac					
				From:	34-657					
(1243) Country Park Drive	0.09	380	R			NA			NA	1991
<u> </u>				From:	34-1241					
(1243) Country Park Drive	0.35	560	R	To:	Cal de See	NA			NA	1991
				From:	Cul-de-Sac					
(1244)	0.21	NA			Dead End	NA			NA	
(1244)	0.2.			To-	34-622					
_				From:	34-795					
(1245) Yale Drive	0.15	270	R			NA			NA	1999
<u> </u>				From:	34-1246					
1245 Yale Drive	0.24	210	R	To:	611.6	NA			NA	1999
				From:	Cul-de-Sac					
(1246) Harvard Drive	0.19	360	R		34-795; 34-797	NA			NA	1999
1240				To:	34-1245					
_				From:	Cul-de-Sac					
(1247) Vassar Circle	0.05	30	R	. —		NA			NA	1999
				To:	34-1245					
(1248) Price Drive	0.13	150	R	From:	34-1246	NA			NA	1999
1248) 1 1100 21110	0.10	100		To:	Dead End	1471			14/1	1000
				From:	34-1258					
(1249) Etnam Street	0.12	400	R			NA			NA	1999
				To: From:	34-1256					
(1249) Etnam Street	0.12	150	R			NA			NA	1999
				To:	34-796					
(1250)	0.08	120	R	From:	Cul-de-Sac	NA			NA	1991
1250				To:	34-1251					
(1250)	0.06	280	R	From:	34-1231	NA			NA	1993
		-		То:	34-659					
				From:	34-1254					
(1251)	0.06	200	R			NA			NA	1991
<u> </u>				From:	34-1253					
(1251)	0.06	30	R			NA			NA	1991
	2.22			To: From:	34-1252				<b></b>	1001
(1251)	0.06	220	R			NA			NA	1991
	0.00	400		From:	34-1250	A.I.A			NIA	4004
(1251)	0.06	160	R			NA			NA	1991
	0.04	ΕΛ	R	From:	34-1255	NA			NA	1999
(1251)	0.04	50	ĸ	To:	Cul-de-Sac	INA			NA	1999
					Jul us Jus					

					Frederick Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC.	eak our	QK Dir Factor	AAWDT QW	Year
Frederick County				r -		1				
(1252)	0.11	140	R	From:	Cul-de-Sac	]	۱A		NA	1991
(1252)	0.11			To-	34-1251	]	•			
				From:	Cul-de-Sac					
(1253)	0.10	120	R			١	NA		NA	1991
				To:	34-1251					
	0.10	150	R	From:	Cul-de-Sac	]	NA		NA	1991
(1254)	0.10	100		To:	24 1251	' 1	V/A		IVA	1001
(1254)	0.06	390	R	From:	34-1251		۱A		NA	1993
(1234)				To:	34-659					
				From:	Cul-de-Sac					
1255	0.06	60	R			1	NA		NA	1999
				To: From:	34-1251	}				
(1255)	0.03	50	R	To:	611.6	۱ ا	۱A		NA	1999
				From:	Cul-de-Sac	]				
(1256) Somerset Street	0.07	270	R	Froit.	34-796	l I	NA		NA	1999
1230) 2 3 11 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1				To:	34-1257					
(1256) Somerset Street	0.03	270	R	From:	J4-1 <i>4J</i> /		۱A		NA	1999
				To:	34-1249					
				From:	Cul-de-Sac					
(1257) Clarendon Court	0.06	70	R	т	0.1.1056	1	NA		NA	1999
				From:	34-1256	1				
(1258) Pembridge Drive	0.07	1300	R	rioiii.	34-781	] I	۱A		NA	1999
1238) T SITISTING	0.01	1000		To:	34-1249	1	•		10.	1000
(1258) Pembridge Drive	0.20	1100	R	From:	34-1249		۱A		NA	1999
(1230)				To:	34-1259					
(1258) Pembridge Drive	0.13	1000	R	From:	3 <del>1-123</del> 7	) 1	NΑ		NA	1999
				To:	34-1262					
(1258) Pembridge Drive	0.12	550	R	rioii.			NΑ		NA	1999
$\overline{}$				To: From:	34-1264					
(1258) Pembridge Drive	0.20	260	R			١	NΑ		NA	1999
				To:	Cul-de-Sac					
Cramwell Court	0.04	90		From:	34-1258	]	.1.4		NIA	1000
(1259) Cromwell Court	0.04	80	R	To:	Cul-de-Sac	r ]	NA		NA	1999
				From:	Dead End	<u> </u>				
(1260) Hunter Run Road	0.22	1500	R			1	NΑ		NA	1999
				To:	34-659					
Little Diver Date:	0.44	F00	_	From:	Dead End	J			NI A	1000
(1261) Little River Drive	0.14	530	R	To:	34-1260	r 1	NA		NA	1999
				From:	34-1258	<u>.                                    </u>				
(1262) Ludlow Drive	0.05	440	R	ш	5.1200		NA		NA	1999
$\bigcirc$				To: From:	34-1263	ļ				
(1262) Ludlow Drive	0.05	60	R			١	NΑ		NA	1999
				To:	Dead End					
// Kanadala Carat	0.04	000		From:	34-1262	]			NIA.	4000
(1263) Keswick Court	0.21	230	R	To:	Cul-de-Sac	r 1	NA		NA	1999
				From:	34-1269					
(1264) Margate Court	0.05	110	R	<u> </u>	J <del>11</del> 1207		NΑ		NA	1999
				To:	34-1258					

					Frederick Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC	QK Dir Factor	AAWDT QW	Year
rederick County									
1264) Margate Court	0.09	170	R	From:	34-1258	l NA		NA	1999
1264) Wargate Court	0.09	170	K	To:	Cul-de-Sac			IVA	1999
				From:	34-1268				
Crestleigh Drive	0.07	270	R	l.	3.1200	NA		NA	1999
				To:	34-1267				
1265) Crestleigh Drive	0.14	520	R	From:	31 1207	NA		NA	1999
				To:	34-1266				
Crestleigh Drive	0.07	1000	R	From:	5.1200	NA		NA	1999
				To:	34-657				
				From:	Cul-de-Sac				
Winterberry Court	0.09	45	R			NA		NA	1999
				To:	34-1265				
<u> </u>				From:	Dead End				
Fairfield Drive	0.12	100	R			NA		NA	1999
<u> </u>				From:	34-1265				
Fairfield Drive	0.23	60	R	Te	DJE I	NA I		NA	1999
				To:	Dead End				
1268) Huntersridge Road	0.22	140	R	From:	34-1422	NA NA		NA	1999
Huntersridge Road	0.22	140	ĸ			INA I		INA	1999
Huntararidaa Baad	0.12	100	В	From:	34-1265	NA		NΙΔ	1999
Huntersridge Road	0.13	100	R	To:	Cul-de-Sac	NA I		NA	1999
				From:	Cul-de-Sac				
Kingsland Court	0.06	40	R		Cui-uc-sac	l NA		NA	1999
1209)9				To:	24 1264	1			
Kingsland Court	0.05	70	R	From:	34-1264	NA		NA	1999
1209) 1 go.a a coa	0.00		••	To:	Cul-de-Sac				
				From:	34-659				
1270	0.05	1200	R			NA		NA	1999
				To	34-1271				
1270	0.11	880	R	From:		NA		NA	1999
				To:	34-1272				
1270)	0.14	530	R	From:		NA		NA	1999
				To:	34-1273				
1270)	0.20	480	R	From:	3.12,3	NA		NA	1999
				To:	Dead End				
_				From:	34-1270				
Mill Stone Circle	0.14	260	R			NA		NA	1999
				To-	Cul-de-Sac				
O 5 .	0.40			From:	Dead End				4000
Julee Drive	0.10	180	R			NA		NA	1999
<u> </u>				From:	34-1273				
Julee Drive	0.07	290	R	To:	24 1270	NA I		NA	1999
					34-1270				
273) Ginger Street	0.09	40	R	From:	34-1272	l NA		NA	1999
Ginger Street	0.03	70	11	To:	34-1270	IN/A		INC	1999
				From:	34-1272				
1274) Evette Place	0.09	100	R		2. 12/2	NA		NA	1999
				To:	Dead End				
_				From:	34-659				
(1275)	0.15	240	R	To:	Cul-de-Sac	NA		NA	09/30/20

					Fred	lerick Maintena	ance Area							
Route	Length	AADT	QA	4Tire	Bus		ruck e 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County														
	0.05	60	R	From:		Cul-de-Sac			NA			NA		09/30/2002
(1276)	0.03	00	K	To:		34-1275			INA			INA		09/30/2002
				From:		Dead End	i							
(1277)	0.23	340	R	-					NA			NA		09/30/2002
				To:		34-657								
				From:		Dead End								
1278	0.13	150	R	To:		34-1277			NA			NA		1999
				From:		34-1277								
(1279)	0.05	30	R			34-1277			NA			NA		1999
(1279)				To:		Dead End								
				From:		Cul-de-Sac								
(1280) O'Briens Circle	0.20	260	R						NA			NA		1991
<u> </u>				To: From:		34-1281	]-							
(1280) O'Briens Circle	0.04	150	R						NA			NA		1991
				To:		34-1208								
(1281) Hites Street	0.10	300	R	From:		34-1280			NA			NA		1991
(1281) Hites Street	0.10	300	IX	To:		34-1282			INA			INA		1991
				From:		34-656								
(1282) Pioneers Road	0.12	600	R						NA			NA		1993
				To: From:		34-1281	1							
(1282) Pioneers Road	0.13	140	R	rioiii.					NA			NA		1991
				To:		Cul-de-Sac	]							
$\bigcirc$				From:		Cul-de-Sac								
(1283)	0.29	460	R	To:		24.656			NA			NA		09/30/2002
				From:		34-656	<u>.</u>							
(1284)	0.10	160	R	110		34-1283			NA			NA		09/30/2002
(1204)				To:		Cul-de-Sac								
				From:		Dead End/								
(1285)	0.17	NA		_					NA			NA		
				To:		Dead End/								
	0.45	470	_	From:		34-659			NIA			NIA		4000
(1288)	0.15	170	R	To:		Cul-de-Sac	1		NA			NA		1999
				From:		34-1297								
(1289) Old Wagon Road	0.13	160	R			57-147/			NA			NA		1999
				To:		34-1299								
(1289) Old Wagon Road	0.16	180	R	From:		V . 12,7			NA			NA		1999
				To:		Cul-de-Sac								
				From:		34-659								
(1290) Asbury Road	0.51	720	R	To:		D 15 1			NA			NA		1999
				From:		Dead End 34-1297								
(1290) Asbury Road	0.11	580	R			2.12/			NA			NA		1999
				To:		34-1298	<u>_</u>							
(1290) Asbury Road	0.08	420	R	From:					NA			NA		1999
				To:		34-1299	<del></del>							
(1290) Asbury Road	0.16	150	R	rioil.			•		NA			NA		1999
				To:		Cul-de-Sac								
<u> </u>				From:		34-1290								
(1291) Asbury Court	0.12	170	R	To:		0-110			NA			NA		1999
				10		Cul-de-Sac								

					Frederick Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	 QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County												
(1292) Tucks Circle	0.08	130	R	From:	34-1290	_	NA			NA		1999
1292) 1 doite o 6.6				To:	Cul-de-Sac							
				From:	34-656							
(1293) Cannon Circle	0.07	1600	R				NA			NA		1999
				From:	34-1294	<u> </u>						1000
(1293) Cannon Circle	0.27	1400	R	To:	Cul-de-Sac	1	NA			NA		1999
				From:	Cul-de-Sac							
(1294) Freedom Circle	0.12	130	R		00.002	_	NA			NA		1999
				To:	34-1293							
Dahala Cirala	0.14	400	_	From:	Cul-de-Sac		NIA			NIA		4000
(1295) Rebels Circle	0.14	190	R	To-	34-1290	1	NA			NA		1999
				From:	Cul-de-Sac							
(1296) Settlers Circle	0.18	190	R			<b>-</b>	NA			NA		1999
				To: From:	34-1290	<u> </u>						
(1296) Settlers Circle	0.15	180	R			_	NA			NA		1999
				To:	Cul-de-Sac							
(1297) Artillery Road	0.17	170	R	From:	Cul-de-Sac		NA			NA		1999
(1297) Artillery Road	0.17	170	IX.	To:	24 1200	7	INA			INA		1999
(1297) Artillery Road	0.18	480	R	From:	34-1289		NA			NA		1999
1237 7	00			To:	Cul-de-Sac	1						.000
				From:	34-1290							
(1298) Monroes Circle	0.06	80	R			7	NA			NA		1999
				To:	Cul-de-Sac							
(1299) Cavalry Drive	0.06	100	R	From:	34-1289	_	NA			NA		1999
(1299) Gavairy Brive	0.00	100		To:	24 1200		1471			147.		1000
(1299) Cavalry Drive	0.21	220	R	From:	34-1290	4	NA			NA		1999
,				To:	Cul-de-Sac							
				From:	Dead End							
(1300) Windsor Lane	0.61	210	R	To:	34-622	7	NA			NA	1	09/19/200
				From:	34-1302							
(1301) Edwards Lane	0.10	60	R		34-1302		NA			NA		09/19/200
				To:	34-789							
O			_	From:	Dead End							
(1302) Fries Lane	0.03	30	R	To:	24 1201	1	NA			NA		09/19/200
-				From:	34-1301 Dead End							
(1303) Weitzell Place	0.05	30	R	<u> </u>	Dead End	J	NA			NA		09/19/200
				To:	34-1304							
				From:	WCL Winchester							
(1304) Wayland Drive	0.07	430	R			_	NA			NA		09/19/200
	2.22	0.50		To: From:	34-1305	<u> </u>	NI A			<b>.</b>		00/40/222
(1304) Wayland Drive	0.08	350	R			_	NA			NA	1	09/19/200
(1304) Wayland Drive	0.07	270	R	From:	34-1306		NA			NA		09/19/200
(1304) Wayland Drive	0.07	210	ĸ		21.1222	7	INA			INA		uəi 18i∠UU.
(1304) Wayland Drive	0.10	210	R	From:	34-1303		NA			NA		09/19/200
(1304) Wayland Drive	0.10			To:	24 1207		11/7			11/7		
(1304) Wayland Drive	0.10	190	R	From:	34-1307		NA			NA		09/19/200
,	-	-		To:	Cul-de-Sac							

					1 Teacher Maintenance 7 trea			
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(' ()K	Dir AAWDT QV	V Year
Frederick County				From:	0.11.0			
(1305) Cambridge Place	0.12	60	R		Cul-de-Sac	NA	NA	09/19/2002
				To:	34-1304			
<u> </u>				From:	Cul-de-Sac			
1306 Dutton Place	0.06	30	R	To:	34-1304	NA 1	NA	09/19/2002
				From:	Cul-de-Sac			
(1307) Merrimans Place	0.07	20	R	<u> </u>	eur de Sue	NA	NA	09/19/2002
				To:	34-1304	]		
Draddask Otrost	0.00	400	_	From:	WCL Winchester	N/A	NIA	1000
(1308) Braddock Street	0.02	160	R			NA 1	NA	1999
(1308) Braddock Street	0.01	NA		From:	34-1309	NA	NA	
(1306) Braddock Girect	0.01	147		To:	Dead End	]	14/1	
				From:	34-1308	j		
(1309) Star Fort Drive	0.10	160	R		2112	NA 1	NA	1999
				To: From:	Cul-de-Sac			
(1310) Williams Circle	0.13	100	R	Piolii.	34-1311	J NA	NA	09/19/2002
(1310)				To:	Cul-de-Sac	]		
				From:	US 522			
(1311) Darlington Drive	0.12	550	R			NA	NA	09/19/2002
				From:	34-1312	]		00/40/000
(1311) Darlington Drive	0.26	320	R	To:	Dead End	NA <b>1</b>	NA	09/19/2002
				From:	Dead End			
(1312) Clark-Ville Drive	0.04	20	R	<u> </u>	Delid End	NA	NA	09/19/2002
				To:	34-1313	<b> </b>		
(1312) Clark-Ville Drive	0.06	240	R			NA	NA	09/19/2002
				To:	34-1311			
(1313) Ambrose Drive	0.20	130	R	From:	34-1312	] NA	NA	09/19/2002
(1313) Ambrose Drive	0.20	130		To:	Dead End	]	INA	03/13/2002
_				From:	Dead End			
(1314) Hickory Lane	0.16	160	R			NA NA	NA	09/16/2002
				From:	US 522	I		
(1315) Oak Side Lane	0.10	110	R	From:	Dead End	J NA	NA	09/16/2002
1010				To:	34-1316	<u> </u>		
(1315) Oak Side Lane	0.04	180	R	From:	51 1510	NA NA	NA	09/16/2002
$\bigcup$				To:	US 522	]		
O B . I . II	0.4.4		_	From:	Dead End	ļ		00/40/2025
(1316) Redwood Lane	0.14	90	R	To	34-1315	NA 1	NA	09/16/2002
				From:	Dead End	<u> </u>		
(1317) Ward Avenue	0.20	460	R	<u> </u>	Denn 2.nd	NA	NA	09/19/2002
				To:	US 50	<u> </u>		
(Montaninator Constant		4000	_	From:	Cul-de-Sac	NIA		4000
(1318) Westminster-Canterbury	y ∪.28	1800	R	To:	US 522	NA 1	NA	1999
				From:	34-1318			
(1319) Rugby Place	0.11	100	R	_		NA	NA	1999
				To:	Dead End			
Most Prosks Dasid	0.70	2500	_	From:	34-1322		NIA.	1000
(1320) West Brooke Road	0.73	2500	R	To:	34-1323	NA 1	NA	1999
					<del></del>	·		

					FIE	derick Maintenance Area	1							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County														
(1322) Ft Collier Rd	0.39	8700	R	From:		ECL Winchester			NA			NA		09/12/2002
<u> </u>				From:		34-1200 Baker Ln								
(1322) Ft Collier Rd; Brooke Rd	1 1.15	7000	F	94%	1%	2% 1% 2% 34-783 Brick Kiln Rd	0%	С	0.083	F	0.639	7100	F	2002
				From:		Cul-de-Sac								
(1323) Cives Lane	0.43	4400	R			Cui-de-Sac			NA			NA		1999
Cives Lens	0.11	2200	_	From:		US 11	-		NIA			NIA		00/40/000
(1323) Cives Lane	0.14	2300	R	To:		Ramp to SR 37			NA			NA		09/12/200
				From:		34-1322								
(1324) Longstreet Avenue	0.04	320	R			34-1322			NA			NA		1991
(1324) = 3.190.100.100				To:		24 1225	1							
(1324) Longstreet Avenue	0.11	260	R	From:		34-1325			NA			NA		1999
(1324) Edrigotrodt / Worldd	0.11	200	•••	To:		34-1326						147		1000
				From:		34-1324								
(1325) Early Drive	0.17	260	R	<u> </u>		3.132.			NA			NA		1991
				To:		34-1326								
				From:		Cul-de-Sac								
(1326) Confederate Drive	0.02	20	R						NA			NA		1999
				To: From:		34-1324								
(1326) Confederate Drive	0.09	160	R						NA			NA		1999
				To:		34-1325	ŀ							
(1326) Confederate Drive	0.04	300	R						NA			NA		1991
				To:		34-1200								
				From-		34-1347								
(1327) Imboden Drive	0.12	160	R						NA			NA		1999
				From:		34-1200								
(1327) Imboden Drive	0.22	660	R				-		NA			NA		1999
				To:		Cul-de-Sac								
				From-		34-1322								
(1328) Brooke Road	0.26	1200	R	. —					NA			NA		09/12/2002
				To:		Cul-de-Sac								
AMULIA DIA	0.00	00	_	From:		Cul-de-Sac						NIA		4000
(1329) Williams Place	0.03	20	R	To:		34-1310			NA			NA		1999
				From:										
(1330) Riverdale Circle	0.46	310	R	r rom.		34-664			NA			NA		09/12/2002
1330) Triverdale Oliver	0.40	0.0		To:		Dead End	1		147 (			14/ (		00/12/2002
				From:		Dead End								
(1331) Mountain View Drive	0.16	60	R	<u> </u>					NA			NA		09/12/2002
				To		34-1330								
				From:		34-1330	Ī							
1332	0.21	130	R						NA			NA		09/12/2002
				To:	-	Cul-de-Sac								
				From:	Ι	Dead End; WCL Winchester								
(1333)	0.28	630	R						NA			NA		1999
				From:		34-1334								
(1333)	0.12	670	R						NA			NA		1999
				To:		34-1322								
$\bigcirc$				From:		Cul-de-Sac								
(1334)	0.14	210	R	_T		21.12			NA			NA		1999
				To:		34-1333								

					Frederick Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	(.)(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:	21.60							
(1335) Sterrett Lane	0.22	90	R	rioiii.	34-663		NA			NA		09/09/2002
1333) Storrett Zarre	0.22			To:	Dead End							00/00/200
				From:	Cul-de-Sac							
(1336)	0.29	NA		_			NA			NA		
				To:	34-739							
(1337) Glendobbin Lane	0.28	90	R	From:	34-673		NA			NA		09/09/2002
(1337) GIETIGODDIT EGITE	0.20		• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac		147 (			14/ (		00/00/200
				From:	Cul-de-Sac							
(1338)	0.14	150	R				NA			NA		1999
				To:	34-1339 SCL Winchester							
	0.09	120	R	From:	34-1338		NA			NA		1999
(1339)	0.09	120	K	To:	WCL Winchester		INA			INA		1999
				From:	34-739							
(1340) Canterbury Lane	0.17	60	R	-			NA			NA		1991
				To:	34-1341							
O 01	0.40		_	From:	Dead End							1001
(1341) Gloucester Drive	0.16	40	R				NA			NA		1991
Gloucester Drive	0.22	70	R	From:	34-1340		NIA			NΙΔ		1001
Gloucester Drive	0.22	70	ĸ	To:	Cul-de-Sac		NA			NA		1991
				From:	34-1346							
1342)	0.06	140	R		3.1310		NA			NA		09/19/200
				To:	34-1304							
O				From:	NCL Winchester							
1343 Clevenger Court	0.08	90	R	To:	Cul de See		NA			NA		1999
				From:	Cul-de-Sac							
1344) Mummert Circle	0.06	30	R		NCL Winchester		NA			NA		1999
1044)				To:	Cul-de-Sac							
				From:	34-739							
1345 McGuire Road	0.29	190	R	т	2112		NA			NA		1999
				To:	Cul-de-Sac							
1346)	0.10	120	R	From:	Cul-de-Sac		NA			NA		09/19/200
1340)				To:	Cul-de-Sac							
				From:	34-1200							
1347) Muse Drive	0.05	310	R				NA			NA		1999
				To: From:	34-1348							
1347 Muse Drive	0.11	210	R				NA			NA		1999
O 11 - 5:			_	To: From:	34-1327					***		
1347 Muse Drive	0.05	90	R				NA			NA		1999
Muse Drive	0.02		_	To: From:	34-1349		NIA			NIA		4000
1347) Muse Drive	0.03	60	R	To:	Cul-de-Sac		NA			NA		1999
				From:	Cul-de-Sac							
1348) McNeil Place	0.03	45	R	<u> </u>	Cui do buo		NA			NA		1999
				To:	34-1347							
O			_	From:	34-1347							
1349 Forrest Drive	0.12	220	R	To:	34-1200		NA			NA		1999
				From:								
(1350) Stratford Drive	0.18	2500	R		34-1322		NA			NA		1999
				To:	Cul-de-Sac							

					Frederick Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:	34-1353	-						
(1351) Heathrow Lane	0.11	560	R		34-1353		NA			NA		09/12/2002
				To:	34-1350	1						
<u> </u>				From:	34-1351	]						
(1352) Berkshire Circle	0.15	200	R	To:	Cul-de-Sac	1	NA			NA		1999
				From:	Cul-de-Sac							
(1353) Covington Lane	0.05	80	R	<u> </u>	Cur-de-Suc	J	NA			NA		1999
				To:	34-1351	<b>—</b> —						
(1353) Covington Lane	0.13	180	R			= =	NA			NA		1999
				To:	Cul-de-Sac							
	0.14	NA		From:	Cul-de-Sac/	j	NA			NA		
(1354)	0.14	INA		To-	34-00663(L)/34-01355(U)/	1	INA			INA		
				From:	34-00663(L)/34-01354(U)/							
1355	0.14	NA				_	NA			NA		
				To:	Cul-de-Sac/	<u> </u>						
$\bigcirc$	0.05	NA		From:	34-661	J	NA			NA		
1359	0.05	NA		To:	Cul-de-Sac	1	INA			INA		
				From:	34-677	l						
(1360)	0.41	220	R			4	NA			NA		09/09/2002
				To:	Cul-de-Sac							
$\bigcirc$	2.22		_	From:	34-1360	J						20/00/000
(1361)	0.20	80	R	To:	Cul-de-Sac	1	NA			NA		09/09/2002
				From:	34-00671(B)/	1						
1364	0.52	NA		<u> </u>	31 000/1(B)	4	NA			NA		
$\bigcup$				To:	Dead End/							
$\bigcirc$	2.42			From:	34-01364(B)/							
(1365)	0.18	NA		To:	Dead End/	1	NA			NA		
				From:	34-654; 34-803							
(1366) Pingley Lane	0.16	160	R	<u>L</u>	31 03 1, 31 003	1	NA			NA		09/19/2002
				To:	Dead End	]						
$\bigcirc$				From:	US-00522(B)/							
(1367)	0.60	NA		To:	34-00781(B)/	1	NA			NA		
				From:	US 522	<u> </u>						
(1368)	0.29	380	R	<u> </u>	00 322	1	NA			NA		09/23/2002
<u> </u>				To:	Dead End							
$\bigcirc$				From:	34-1368	]						
1369	0.09	90	R	To:	Cul-de-Sac	1	NA			NA		09/23/2002
				From:		1						
(1370) Windy Hill Lane	0.14	740	R		Cul-de-Sac	ı	NA			NA		1999
,				To:	US 522							
				From:	34-00673(B)/							
(1371)	0.21	NA		To:	D1 F 1/	1	NA			NA		
•				From:	Dead End/	<u> </u>						
(1372)	0.13	710	R		Cul-de-Sac	J	NA			NA		09/23/2002
1012				To:	US 522	<u> </u>						
		·		From:	34-832	]						
1376	0.24	200	R		611.6	7	NA			NA		09/16/2002
				Tn·	Cul-de-Sac	<u> </u>						

					Frederick Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC	QK Dir AAWDT QW	Year
rederick County				From:	21.55			
1380) Woodrow Road	0.20	3100	R	From:	34-656	NA NA	NA	1999
<u> </u>				To: From:	34-1382			
Woodrow Road	0.20	1200	R			NA	NA	1999
<u> </u>				To: From:	34-1387			
Woodrow Road	0.27	820	R	To:	Dead End	NA I	NA	1999
				From:				
381) Emily Lane	0.17	830	R		34-1380	NA	NA	1999
				To:	Cul-de-Sac			
Claire Date:	0.05	000	_	From:	34-1380	N.A.	NIA	4000
382 Elaine Drive	0.05	830	R			NA	NA	1999
				To: From:	34-1383			400
382 Elaine Drive	0.14	360	R	To:	24 1292	NA I	NA	1999
				From:	34-1386			
383) Lloyds Road	0.07	450	R	rioni.	34-1382	l NA	NA	1999
383) Lloyds Road	0.07	-50	1	т. Г	24.425	ING.	INC	199
383) Lloyds Road	0.18	380	R	From:	34-1384	NA	NA	199
383) Lloyds Road	0.10	300	ĸ	_		INA.	NA.	199
Allaurda Daard	0.04	450		From:	34-1385	NIA	NIA	4000
383) Lloyds Road	0.04	150	R	To	Cul-de-Sac	NA I	NA	1999
				From:	34-1383			
384) Everette Place	0.13	90	R		34-1363	I NA	NA	1999
27070110 7 1000	0.10	•	• • •	To:	34-1386			100
				From:	Cul-de-Sac			
385) Frances Circle	0.05	50	R	<u> </u>	cui do suo	NA	NA	1999
				To:	34-1383			
				From:	Cul-de-Sac			
386) Likens Way	0.04	40	R			NA	NA	1999
				From:	34-1382			
1386) Likens Way	0.06	280	R			NA	NA	1999
				To: From:	34-1384			
386) Likens Way	0.23	220	R			NA	NA	1999
				To:	Cul-de-Sac			
$\widehat{}$				From:	34-1380			
387) Dots Way	0.05	390	R			NA	NA	1999
<u> </u>				From:	34-1388			
Dots Way	0.09	130	R			NA	NA	1999
<u></u>				To:	Cul-de-Sac			
Ware Place	0.07	90	В	From:	Cul-de-Sac	A I A	N I A	400
Ware Place	0.07	80	R			NA	NA	1999
Ware Plans	0.44	450		From:	34-1387	NIA	NIA	400
Ware Place	0.11	150	R	To:	Cul-de-Sac	NA I	NA	199
				From:				
400) Morning Glory Drive	0.45	980	R	. rom.	34-657	l NA	NA	1999
400 Monning Clory Drive	0.40	300		To:	Dead End	IN/A	1 ¥/~\	1000
				From:	34-1400			
Mesquite Court	0.05	70	R	_	31 1100	NA NA	NA	1999
<i>O</i>				To:	Cul-de-Sac			
				From:	34-1400			
402) Wayfaring Drive	0.25	440	R			NA	NA	1999
				To:	Cul-de-Sac			

					Frederick Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Frederick County				From:	211.2	-						
(1403) Fern Court	0.04	60	R	Piolii.	Cul-de-Sac	_	NA			NA		1999
(1403)				To-	34-1402							
				From:	Cul-de-Sac	_						
(1404) Kapok Circle	0.06	60	R			_	NA			NA		1999
				To: From:	34-1402	1						
(1405) Tamarack Circle	0.07	100	R		Cul-de-Sac	_	NA			NA		1999
1400				To:	34-1402	7						
(1405) Tamarack Circle	0.06	60	R	From:	311102		NA			NA		1999
				To:	34-1407							
$\bigcirc$				From:	Dead End							1000
1406	0.04	40	R	To-	34-1400	7	NA			NA		1999
				From:	Dead End	1						
1407)	0.47	230	R	<u> </u>	Dead End	_	NA			NA		09/23/200
				To:	34-867							
(1407) Canyon Court	0.14	190	R	From:	- 201	_	NA			NA		1999
				To: From:	34-1405	<del></del>						
(1407) Canyon Court	0.09	110	R			<del>-</del>	NA			NA		1999
				To:	Cul-de-Sac							
	0.00	400	R	From:	34-1400		NIA			NIA		1000
1408	0.09	100	ĸ	To-	Cul-de-Sac	7	NA			NA		1999
				From:	34-867							
(1409)	0.07	40	R		2:00.	_	NA			NA		09/23/200
				To:	Cul-de-Sac							
$\bigcirc$				From:	34-1407							00/00/000
1410	0.04	40	R	To:	Cul-de-Sac	7	NA			NA		09/23/200
				From:	Cul-de-Sac	1						
(1411)	0.05	70	R	<u>L</u>	cur de Suc	_	NA			NA		09/23/200
				To:	34-1407	<u> </u>						
$\bigcirc$				From:	Cul-de-Sac							
1412	0.12	190	R	To:	34-1407	_	NA			NA		09/23/200
				From:	Cul-de-Sac	<u> </u>						
1413)	0.15	110	R		Cul-uc-Sac		NA			NA		09/23/200
				To:	Cul-de-Sac							
				From:	Cul-de-Sac/							
1420	0.05	NA		To:	24.01401/707	7	NA			NA		
				From:	34-01421(B)/	<u> </u>						
(1421)	0.18	NA		110111.	34-01422(B)/	_	NA			NA		
(1421)	0.10			To:	Cul-de-Sac/	1				147		
				From:	Dead End/							
1422	0.17	NA				_	NA			NA		
				To:	34-01267(B)/	<u> </u>						
	0.03	10	R	From:	Dead End	_	NA			NA		1999
1450	0.03	IU	ĸ			_	INA			INA		1999
(1450)	0.17	170	R	From:	34-1453	_	NA			NA		1999
(1450)	U.17			To	24 1451							
(1450)	0.10	530	R	From:	34-1451		NA			NA		1999
				To:	34-641	1				<u>-</u>		

					Frederick Maintenance Area											
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr		OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year		
Frederick County				From:		34-1453		1								
(1451)	0.16	120	R			3.11.03			NA			NA		1999		
				To-		34-1452										
$\bigcirc$	0.07	00	ь	From:		34-1451			NΙΛ			NΙΔ		1000		
1452	0.07	90	R	To:		Cul-de-Sac		1	NA			NA		1999		
				From:		34-1450										
1453)	0.21	60	R						NA			NA		1999		
				To:		34-1454										
	0.31	690	R	From:		34-1457		ļ	NA			NA		10/07/200		
1454	0.51	090	K	To:		34-641		]	INA			INA		10/01/200		
				From:		34-1454										
1455	0.07	80	R						NA			NA		10/07/200		
				To:		Cul-de-Sac										
	0.11	140	R	From:		34-1454		l	NA			NA		10/07/200		
1456	0.11	140	K	To:		Cul-de-Sac		NA ]	INA			INA		10/01/200		
				From:		Dead End										
1457)	0.21	240	R	_					NA			NA		10/07/200		
				To-		Cul-de-Sac										
Coincebere Sebeel Dec	0.07	220	ь	From:		US 522			NIA			NΙΔ		1006		
Gainesboro School Roa	a 0.07	320	R	To:		Dead End		1	NA			NA		1986		
				From:		Frederick County Line										
854	0.21	30	R			•		_	NA			NA		1999		
9.5				To:		Dead End										
City of Winchester				From:		Pleasant Valley Rd										
Woodstock Ln	0.63	1800	F	95%	1%	2% 2% 19	6 0%	С	0.090	F	0.566	1900	F	2002		
138/				To:		ECL Winchester										
O =				From:		Berryville Ave										
2 Fort Collier Drive	0.16	7200	F	91% To:	1%	2% 2% 39 NCL Winchester	6 0%	C 1	0.083	F	0.507	7600	F	2002		
				From:	Handley Blvd											
3 Washington St	0.64	4400	F	<u> </u>		Handicy Bivu		0.096 F 0.626	0.626	4600 F	F	2002				
138				To:		Piccadilly St		]								
<u> </u>																
4 Handley Blvd				From:		Braddock St		l		_			_			
	0.08	12000	F	<u> </u>				] 1	0.095	F	0.545	13000	F	2002		
	0.08	12000	F	To:		Washington St			0.095	F	0.545	13000	F	2002		
Tevis Ave	0.08	12000 8100	F	<u> </u>	0%		% 0%		0.095	F	0.545	13000 8600	F F	2002		
(5) Tevis Ave				To:	0%	Washington St Valley Ave	% 0%	l 								
(138)	0.21	8100	F	To:  From:  99%  To:  From:		Washington St  Valley Ave 0% 0% 09  Cedarmeade Ave  Tevis St		<u> </u>	0.085	F	0.542	8600	F	2002		
Tevis Ave  6 Cedarmeade Ave				To:  From:  99%  To:  97%  From:  93%	0%	Washington St  Valley Ave  0% 0% 09  Cedarmeade Ave  Tevis St  3% 2% 19		C C								
(138)	0.21	8100	F	To:  From:  99%  To:  From:		Washington St  Valley Ave  0% 0% 0%  Cedarmeade Ave  Tevis St  3% 2% 19  Papermill Rd		<u> </u>	0.085	F	0.542	8600	F	2002		
Cedarmeade Ave	0.21	8100 1500	F	To:    From:   99%   To:		Washington St  Valley Ave  0% 0% 09  Cedarmeade Ave  Tevis St  3% 2% 19		<u> </u>	0.085	F	0.542	8600	F	2002		
(138)	0.21	8100	F	To:  From:  99%  To:  From:  93%  To:  From:		Washington St  Valley Ave  0% 0% 09  Cedarmeade Ave  Tevis St  3% 2% 19  Papermill Rd  Handley Ave		<u> </u>	0.085	F F	0.542	8600	F	2002		
G Cedarmeade Ave	0.21	8100 1500	F	To:    From:   99%   To:		Washington St  Valley Ave  0% 0% 0%  Cedarmeade Ave  Tevis St  3% 2% 19  Papermill Rd		<u> </u>	0.085	F F	0.542	8600	F	2002		
6 Cedarmeade Ave	0.21 0.55 0.65	8100 1500 5100	F F	To:  From:  99%  To:  From:  93%  To:  From:		Washington St  Valley Ave  0% 0% 09  Cedarmeade Ave  Tevis St  3% 2% 19  Papermill Rd  Handley Ave		<u> </u>	0.085 0.143 0.093	F F	0.542 0.575 0.651	8600 1600 5400	F F	2002		
Gas Cedarmeade Ave  Jubal Early Dr  Jubal Early Dr	0.21 0.55 0.65 1.13	8100 1500 5100 19000	F F F	From: 99% Try From: 93% To From: From: From: From: From: From: From:	2%	Washington St  Valley Ave  0% 0% 09  Cedarmeade Ave  Tevis St  3% 2% 19  Papermill Rd  Handley Ave  US 11 Valley Avenue  US 50  WCL Winchester	% 0%	c   l	0.085 0.143 0.093 0.083	F F F	0.542 0.575 0.651 0.505	8600 1600 5400 20000	F F F	2002 2002 2002 2002		
G Cedarmeade Ave	0.21 0.55 0.65	8100 1500 5100	F F	To.		Washington St  Valley Ave  0% 0% 09  Cedarmeade Ave  Tevis St  3% 2% 19  Papermill Rd  Handley Ave  US 11 Valley Avenue  US 50  WCL Winchester  2% 1% 19	% 0%	<u> </u>	0.085 0.143 0.093	F F	0.542 0.575 0.651	8600 1600 5400	F F	2002		
G ₃₈ Cedarmeade Ave  T ₁₃₈ Jubal Early Dr  T ₁₃₈ Jubal Early Dr	0.21 0.55 0.65 1.13	8100 1500 5100 19000	F F F	From: 99% Try From: 93% To From: From: From: From: From: From: From:	2%	Washington St  Valley Ave  0% 0% 09  Cedarmeade Ave  Tevis St  3% 2% 19  Papermill Rd  Handley Ave  US 11 Valley Avenue  US 50  WCL Winchester	6 0%	c   l	0.085 0.143 0.093 0.083	F F F	0.542 0.575 0.651 0.505	8600 1600 5400 20000	F F F	2002 2002 2002 2002		

					Fre	derick Maintenar	ice Area	<b>d</b>							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Winchester															
(5201) Middle Rd	1.01	3900	F	92% To:	1%	Valley Ave 4% 3% WCL Wincheste	1%	0%	С	0.092	F	0.612	4100	F	2002
				Г			,I								
5203 Fox Dr	0.86	3500	F	96% To:	1%	US 50 1% 2% NCL Wincheste	1%	0%	С	0.104	F	0.566	3700	F	2002
				From:											
5204 Cork St	0.08	9100	F	98%	1%	US 11 Cameron 1% 1%  Kent St	0%	0%	F	0.090	F	0.518	9700	F	2002
5204 Cork St	0.48	11000	F	98%	1%	1% 1%	0%	0%	F	0.088	F	0.539	11000	F	2002
5204 Senseny Rd	0.44	11000	F	98% To:	1%	38-5213 Pleasant Va 1% 1% ECL Wincheste	0%	0%	С	0.089	F	0.535	12000	F	2002
				From:			•								
5206 Commercial St	0.29	4300	F	93% To:	0%	Fairmont Ave 3% 2% Cameron St	2%	0%	С	0.102	F	0.576	4600	F	2002
				From:		SCL Wincheste	r								
Shawnee Dr	0.67	5000	F	94% To:	1%	2% 2% Papermill Rd	2%	0%	С	0.086	F	0.546	5300	F	2002
				From:		SECL Winchest	er								
5209 Papermill Rd	0.86	11000	F	97%	0%	2% 1% Pleasant Valley I	0%	0%	F	0.087	F	0.51	12000	F	2002
5209) Papermill Rd	0.64	5800	F	97%	0%	2% 1%	0%	0%	F	0.089	F	0.537	6100	F	2002
Papermill Rd				To:											
5209 Papermill Rd	0.58	16000	F	97%	0%	Weems Ln 2% 1%	0%	0%	С	0.09	F	0.537	17000	F	2002
5209 Loudoun St	0.57	6600	F	97% To:	0%	Commerce St  2% 1%  Gerrard St	0%	0%	F	0.097	F	0.512	7000	F	2002
				From:		Papermill Rd									
5213 Pleasant Valley Rd	1.22	20000	F	95%	0%	2% 2%	1%	0%	С	0.081	F	0.541	21000	F	2002
5213 Pleasant Valley Rd	0.36	25000	F	95%	0%	Jubal Early Driv 2% 2%	1%	0%	F	0.087	F	0.554	26000	F	2002
O 51				From:	201	Millwood Ave			_		_		0.1000	_	
5213 Pleasant Valley Rd	0.91	23000	F	95%	0%	2% 2% Cork St	1%	0%	F	0.081	F	0.526	24000	F	2002
5213 Pleasant Valley Rd	0.36	19000	F	95% To:	0%	2% 2% Berryville Ave	1%	0%	F	0.080	F	0.546	20000	F	2002
				From:											
5221 Smithfield Ave	0.63	2700	F	93% To:	1%	National Ave 3% 1% NCL Wincheste	1%	0%	С	0.094	F	0.573	2900	F	2002
				From:		Cedarmeade Av									
2nd St		240	F	_		aminoudo /1V	-			0.142	F		250	F	2002
. <del>- ,</del>		<b>-</b>	-	To:		Summit Ave				· <b>-</b>	-		•	-	
				From:		Boscawen St									
Amherst St		4300	F	To:		Braddock St				0.087	F		4600	F	2002
Battaile Dr		1200	F	From:		Shawnee Dr				0.105	F		1300	F	2002
20110110 21			•	To:		SCL Wincheste	r			5.100	•		. 500	•	_002
Dooch craft D.d.		200	-	From:		Wentworth Dr				0.407	_		000	_	0000
Beachcroft Rd		200	F	To:		Oalmr 1 C				0.107	۲		220	F	2002
						Oakwood Ct									

Route	Length AADT	QA	4Tire	BusTruckTruck-2Axle 3+Axle 1Trail 21	$\Omega$	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Bellview Ave	1200	F	From:	Valley Ave		0.089	F		1300	F	200
			To:	Lewis St							
			From:	Loudoun St							
Bond St	260	F				0.097	F		280	F	200
			To:	Cameron St							
			From:	Jackson Ave						_	
Braddock St	700	F	To	T	_	0.095	F		750	F	200
			From:	Locust Ave							
Branner Ave	380	F	From:	Ridge Ave		0.116	F		400	F	200
Diamici Ave	300	•	To:	Isaac St		0.110	•		400		200
			From:	Green St							
Butler Ave	240	F		S. C.		0.094	F		260	F	200
			To:	Beau St							
			From:	Old Fort Rd							
Caroline St	260	F				0.145	F		270	F	200
			To:	Marion St	<u> </u>						
0 0			From:	Whitlock Ave			_			_	
Commerce St	600	F	To	Courthy and Ct		0.091	F		640	F	200
			From:	Southwerk St							
Dunlap St	220	F	From:	Bruce St		0.121	F		240	F	200
Duniap St	220	•	To:	WCL Winchester		0.121	'		240	'	200
			From:	S. Loudoun St							
E. Southwerk St	2000	F		S. Loudour St		0.116	F		2100	F	200
			To:	S. Cameron St							
Elm St			From:	Frederick Ave							
	3900	F				0.103	F		4100	F	200
			To:	Woodland Ave							
		_	From:	Grove St		0.400	_			_	
Euclid Ave	490	F	To:	Woodstock Ln	<b>—</b> 1	0.138	F		520	F	200
			From:								
Glaize Ave	260	F	r roin.	S.Loudoun St		0.119	F		280	F	200
Ciaizo / Wo	200	•	To:	Dead End	$\neg$	0.110	•		200	•	
			From:	Whitlock Ave	i						
Handley St	640	F	<u>-</u>			0.118	F		680	F	200
			To:	Sheridan St							
			From:	Papermill Rd							
Imperial St	200	F	Tar	C	<del></del>	0.142	F		220	F	200
			10.	Superior Ave							
Jackson Ave	440	F	From:	Braddock St		0.093	F		460	F	200
JACKSUII AVE	<del>44</del> 0	Г	To:	Pennsylvania Ave	$\neg$	0.093	٢		400	Г	∠∪(
			From:	Beau St	$\pm$						
Kent St	900	F		Dead Of		0.098	F		950	F	200
			To:	WCL Winchester							
Kont St	0400	_	From:	Boscawen St		0.000	_		6000	_	200
Kent St	6400	F	To:	Philpot St	<del></del>	0.096	F		6800	F	200
			From:	Parkway Ave	+						
Leicester St	510	F		r aikwäy Ave	—	0.088	F		540	F	200
			To:	Shawnee Ave							
			From:	Branner Ave							
Marion St		_	4	•			_		050	_	200
Marion St	330	F		Caroline St		0.103	F		350	F	200

				Frederick Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Massanutten Terrace	580	F	From:	Hockman Ave		0.126	F		620	F	200
			To:	Middle Rd	1	****				-	
			From:	Elm St							
Orchard Ave	230	F	<u> </u>		_	0.114	F		250	F	200
			To:	ECL Winchester							
			From:	Pall Mall St							
Parkway Ave	1000	F			7	0.112	F		1100	F	200
			Tn-	Leicester St							
		_	From:	Richards	J		_			_	
Pennsylvania Ave	590	F	To:	Indram Ava	1	0.098	F		630	F	200
			F	Jackson Ave							
Peyton St	540	F	rioiii.	Fairmont Ave		0.146	F		570	F	200
i eyton ot	340	•	To:	Braddock St	1	0.140	'		370	'	200
			From:	Dead End	i i						
Pleasant Valley Rd	420	F	<u> </u>	Dead End	J	0.119	F		440	F	200
		-	To:	Cedarmeade Ave	1		•			•	
			From:	Cork St	1						
Purcell Ave	2100	F	<u>.                                    </u>		-	0.12	F		2300	F	200
			To:	Grove St							
			From:	Millwood Ave							
S.Kent St	1200	F			_	0.11	F		1300	F	200
			To:	Southwerk St							
Saratoga Dr			From:	Dulles Circle							
	440	F	_		1	0.119	F		470	F	200
			Tn-	Lake Dr							
Shenandoah Ave	000	_	From:	Leicester St	_	0.000	_		050	_	00
	800	F	To:	Cork St	1	0.088	F		850	F	200
			From:		1						
South Werk St	480	F	F10.00	Handley St		0.099	F		510	F	200
Oddii W Cik Ot	400	•	To:	Ivy St	1	0.000	'		310		200
			From:	Wolfe St	1						
Stewart St	9300	F	<u> </u>	wone st	J	0.091	F		9800	F	200
		-	To:	Boscawen St	1		•			•	
			From:	2Nd St							
Summit Ave	160	F			-	0.141	F		170	F	200
			To:	1St Street							
			From:	Jefferson St							
Tennyson Ave	520	F			_	0.122	F		560	F	200
			Tn-	Leicester St							
Washington St			From:	Boscawen St							
	4400	F			1	0.094	F		4300	F	200
Washington St	4100		10:	Amherst St	<u> </u>						
Washington St	4100										
		_	From:	Applecroft Rd	_	0.400	_		4 400	_	~~
Washington St  Wentworth Dr	1300	F	<u> </u>		] 1	0.128	F		1400	F	20
		F	To:	Beachcroft Rd	] ]	0.128	F		1400	F	20
Wentworth Dr	1300		<u> </u>		] ] ]		F				
		F G	To:	Beachcroft Rd Wood Ave	] <u>]                                   </u>	0.128 NA	F		1400 760	F G	
Wentworth Dr	1300		To:	Beachcroft Rd Wood Ave Ridge Ave	] ] ]		F				
Wentworth Dr Whitter Ave	1300 730	G	To:	Beachcroft Rd Wood Ave	] ] ] ] ]	NA			760	G	200
Wentworth Dr	1300		To:	Beachcroft Rd  Wood Ave  Ridge Ave  Whitter Ave	] ] ] ]		F				200
Wentworth Dr Whitter Ave	1300 730	G	To:  From:  To:  To:	Beachcroft Rd  Wood Ave  Ridge Ave  Whitter Ave  Lanny Dr	] 1 ] 1 1	NA			760	G	200
Wentworth Dr Whitter Ave	1300 730	G	To:	Beachcroft Rd  Wood Ave  Ridge Ave  Whitter Ave		NA			760	G	200

Route	Length A	ADT	QA	4Tire	Bus	2Axle 3+A		2Trail	$\Omega$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
				From:		Loudoun	St								
Wyck St	3700	F						0.	0.103	F		3900	F	2002	
				To:		Braddock	St								