2002

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

where available

Jurisdiction Report

69

Page County Town of Luray Town of Shenandoah Town of Stanley

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.

18 18 18 18 18 18 18 18							age Mantenant									
Age Skyline Drive	Route	Length	AADT	QA	4Tire	Bus				- QC		QK		AAWDT	QW	Year
Skyline Drive 0.06 2700 M	Page County				Erom		D 1: 1 G		-							
Michaeles (County Line) MAX	Skyline Drive	7 77	2700	м	From:		Rockingham Count	y Line			ΝΔ			ΝΔ		2002
## Segretations County Line Age Skyline Drive 3.01 2000 M	48) Skyllile Dilve	1.11	2700	IVI	To:		Madison County	Line	1		INA			INA		2002
18 18 18 18 18 18 18 18					From:]										
Skyline Drive 3.01 2000 M	48) Skyline Drive	0.06	2700	M							NA			NA		2002
Age Skyline Drive 2.09 2000 M					To: From:		US 211									
Skyline Drive 2.99 2000 M	(48) Skyline Drive	3.01	2000	М							NA			NA		2002
Skyline Drive 2.09 2000 M					To-]	Rappahannock Cour	nty Line								
Shearant-lost County Inc.	(48) Skyline Drive	2.09	2000	M							NA			NA		2002
211	\smile				To:]	Rappahannock Cour	nty Line								
US 340	~~															
Section of Luray County	211)	2.92	5100	G	90%	1%	1% 1%	6%	0%	F	0.082	F	0.502	5200	G	2002
NCL Lumy	~				To: From:		US 340									
The county The	211)	5.46	6800	G		1%		4%	0%	С	0.085	F	0.515	6900	G	2002
WCL Lursy	~				To:		WCL Luray									
100 100	Town of Luray				From:		WCL I									
Bigs US 211 0.69 5300 G 92% 1% 2% 1% 3% 0% 0% 0	~~~	0.36	11000	G		1%		4%	0%	F	0.08	F	0.515	11000	G	2002
1	211)	0.00	. 1000	5	JU /0	1 /0		7 /0	J /0	'	5.00	•	0.010	11000	J	2002
FCL Lursy See County See	~~~	0.60	5200	G		10/		20/	Λ0/		0.094		0.526	5400	G	2002
Section Control Cont	211)	0.09	5500	G		170		3%	070	C	0.064	Г	0.520	3400	G	2002
State Stat							ECE Edity		I							
100 100	Page County				From:		ECL Luray									
WCL Luray WCL	211	0.53	5300	N	92%	1%		3%	0%	Ν	0.084	Ν	0.526	5400	Ν	2002
Second County Second Count	-				To:		WCL Luray									
211 0.56 5300 N 92% 1% 2% 1% 3% 0% N 0.084 N 0.526 5400 N 2002 211 0.38 4300 G 95% 0% 2% 1% 2% 0% C 0.093 F 0.524 4300 G 2002 211 1.35 4000 G 95% 0% 2% 1% 2% 0% F 0.089 F 0.510 4000 G 2002 211 0.28 4000 N 95% 0% 2% 1% 2% 0% F 0.089 F 0.510 4000 N 2002 211 0.28 4000 N 95% 0% 2% 1% 2% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 1% 2% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 1% 2% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 1% 2% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 1% 2% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 1% 2% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 1% 2% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 1% 2% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 1% 2% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 1% 2% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 2% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 211 0.46 4000 N 95% 0% 0% 0% N 0.089 N 0.510 4000 N 2002 212 0.46 4000 N 0.510 0% 0% 0% N 0.089 N 0.510 4000 N 0.510 4	Town of Luray															
Second	~~~					40/			20/							
211 0.38 4300 G 95% 0% 2% 1% 2% 0% C 0.093 F 0.524 4300 G 2002	211	0.56	5300	N	92%	1%	2% 1%	3%	0%	N	0.084	N	0.526	5400	N	2002
Page County Traing SCL Lurray For Sect Lurray Sect Lurray For Sect Lurr	~~~															
Trime	211}	0.38	4300	G		0%		2%	0%	С	0.093	F	0.524	4300	G	2002
Tree					10.		ECL Luray									
1.35 4000 G 95% 0% 2% 1% 2% 0% F 0.089 F 0.510 4000 G 2002	Page County				From:		ECI Luray		1							
Town of Luray Town of Lura	211	1.35	4000	G		0%		2%	0%	F	0.089	F	0.510	4000	G	2002
The color of Luray The col	211)					0,0				•	0.000	•	0.0.0		Ū	
The color of Luray The col	Fown of Luray				•											
Page County From					From:		WCL Luray									
Page County Page County P	211	0.28	4000	N		0%		2%	0%	Ν	0.089	Ν	0.510	4000	Ν	2002
Composition	~				To:		ECL Luray									
211 0.46 4000 N 95% 0% 2% 1% 2% 0% N 0.089 N 0.510 4000 N 2002	Page County				F				1							
Company Comp	~~~	0.46	4000	N		Λº/ ₂		2%	Nº/a	N	0.080	N	0.510	4000	N	2002
6.40 3100 G 94% 1% 3% 0% 2% 0% C 0.097 F 0.678 3100 G 2002 To	211)	0.40	4000	IN	95 /6				0 70	IN	0.009	IN	0.510	4000	IN	2002
Town of Luray Sus	~~~	0.40	2400						00/		0.007		0.070	2400		2002
Sus	211	6.40	3100	G						C	0.097	г	0.678	3100	G	2002
Sus						rappana	annock County Line	, skyille L	11VC							
Substantial Color Subs					From:		US 211		I							
Bus Leaksville Rd Leaksv		0.15	6400	G	97%	0%		0%	0%	F	0.092	F	0.624	6600	G	2002
Bus 211 West Main St 0.85 8000 G 97% 0% 2% 0% 0% 0% 0% C 0.087 F 0.528 8200 G 2002 Bus 211 West Main St 0.33 11000 G 97% 0% 2% 0% 0% 0% F 0.091 F 0.627 11000 G 2002 Bus 211 East Main St 0.98 15000 G 98% 0% 1% 0% 1% 0% F 0.077 F 0.514 16000 G 2002													<u> </u>			
Bus 211 Lee St 211 West Main St 0.33 11000 G 97% 0% 2% 0% 0% F 0.091 F 0.627 11000 G 2002 Bus 211 East Main St 0.98 15000 G 98% 0% 1% 0% F 0.077 F 0.514 16000 G 2002	Bus									_						
Bus 211 East Main St 0.33 11000 G 97% 0% 2% 0% 0% 0% F 0.091 F 0.627 11000 G 2002 0	211 West Main St	0.85	8000	G	97%	0%	2% 0%	0%	0%	С	0.087	F	0.528	8200	G	2002
Bus 211 East Main St 0.98 15000 G 98% 0% 1% 0% 1% 0% F 0.091 F 0.627 11000 G 2002	Rue				To: From:		Lee St									
Bus US 340 211 East Main St 0.98 15000 G 98% 0% 1% 0% 1% 0% F 0.077 F 0.514 16000 G 2002		0.33	11000	G		0%	2% 0%	0%	0%	F	0.091	F	0.627	11000	G	2002
East Main St 0.98 15000 G 98 <u>% 0% 1% 0% 1% 0%</u> F 0.077 F 0.514 16000 G 2002	211) 11 331 11 31	0.00		•		5 /0		370		•	0.001	•	0.021		J	_002
	Bus															
Te: Reservoir Ave	211 East Main St	0.98	15000	G		0%			0%	F	0.077	F	0.514	16000	G	2002

					٢	age Maintenance	Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Luray				From:											
Bus (211) Lee Hwy	0.14	12000	G	98%	0%	Reservoir Ave	1%	0%	С	0.072	F	0.510	13000	G	2002
Bus				To: From:		Collins Rd		-							
211 Lee Hwy	0.72	5000	G	97% To:	0%	2% 0% ECL Luray	1%	0%	F	0.088	F	0.517	5100	G	2002
Page County						Del Dawy									
Bus	0.93	2600	G	From: 97%	0%	ECL Luray 2% 0%	1%	0%	F	0.077	F	0.571	2600	G	2002
211)	0.93	2000		91 /0 To:	0 70	US 211 East of Lui		0 76	ı	0.077		0.57 1	2000	<u> </u>	2002
~~~				From:		Rockingham County	Line								
(340)	1.02	6900	G	92% To:	1%	3% 2% SCL Shenandoal	2%	0%	F	0.087	F	0.517	7000	G	2002
Town of Shenandoah						SCL SHOMMOU	•								
~~~	1.22	6900	N	From: 92%	1%	SCL Shenandoal	2%	0%	N	0.087	N	0.517	7000	N	2002
[340]	1.22	0300		To:	170	69-706	270		11	0.007	11	0.517	7000		2002
(340)	0.65	5800	G	92%	1%	3% 2%	2%	0%	F	0.081	F	0.506	5900	G	2002
				To:		NCL Shenandoal	1								
Page County				From:		NCL Shenandoal	1								
340	2.57	5800	N	92%	1%	3% 2%	2%	0%	Ν	0.081	Ν	0.506	5900	N	2002
~~~	4.22	E200		From:	10/	69-650	20/	00/		0.002		0.500	E400		2002
[340]	4.32	5300	G	92%	1%	3% 2%	2%	0%	F	0.083	F	0.522	5400	G	2002
340	3.16	4000	G	92%	1%	Bus US 340 3% 2%	2%	0%	F	0.1	F	0.768	4000	G	2002
<u></u>				To: From:		US 211		]-							
(340)(211)	5.46	6800	G	90%	1%	3% 2% WCL Luray	4%	0%	С	0.085	F	0.515	6900	G	2002
Town of Luray						II OLI Dalay									
~~~~				From:		WCL Luray			_		_				
(340)(211)	0.36	11000	G	90%	1%	3% 2%	4%	0%	F	0.08	F	0.515	11000	G	2002
(340)(211)	0.69	5300	G	From: 92%	1%	BUS US 211 2% 1%	3%	0%	С	0.084	F	0.526	5400	G	2002
(340)(211)				To:		CL Luray									
Page County				From:		CL Lurey.									
(340)(211)	0.53	5300	N	92%	1%	CL Luray 2% 1%	3%	0%	N	0.084	N	0.526	5400	N	2002
				To:		CL Luray									
Town of Luray				From:		CL Luray		1							
(340)(211)	0.56	5300	N	92%	1%	2% 1%	3%	0%	Ν	0.084	Ν	0.526	5400	N	2002
$\overline{\qquad}$				To: From:		S RT 211 US 211									
340 N Broad St	0.30	6400	G	93%	1%	3% 2%	1%	0%	С	0.084	F	0.582	6500	G	2002
<u> </u>				To:		NCL Luray									
Page County				From:		NCL Luray									
340	0.21	5200	G	93%	1%	3% 2%	1%	0%	F	0.085	F	0.558	5300	G	2002
	1.03	6100	G	From: 93%	1%	69-731 3% 2%	1%	0%	F	0.082	F	0.572	6200	G	2002
340	1.03	6100	<u>.</u>		170	3% 2% 69-648	1 70	U%	Г	0.062		0.573	6200	G	2002
(340)	5.93	4800	G	From: 93%	1%	3% 2%	1%	0%	F	0.084	F	0.621	4900	G	2002
				To: From:		69-662]-							
340	3.96	3500	G	93%	1%	3% 2%	1%	0%	F	0.098	F	0.752	3600	G	2002
				To:		Warren County Lin	ne								

						age mantenance									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Page County Bus				From:		US 340		1							
(340)	0.20	5300	N	94%	0%	3% 1%	2%	0%	N	0.081	N	0.56	5400	Ν	2002
Bus				To: From:		69-615									
(340)	3.80	5300	G	94%	0%	3% 1%	2%	0%	С	0.081	F	0.56	5400	G	2002
				To:		SCL Stanley									
Town of Stanlev Bus				From:		SCL Stanley		Ī							
(340)	2.08	5300	N	94%	0%	3% 1%	2%	0%	Ν	0.081	Ν	0.56	5400	Ν	2002
				To:		NCL Stanley									
Page County				From:		NCI Starlan									
Bus (340)	1.99	5300	N	94%	0%	NCL Stanley 3% 1%	2%	0%	N	0.081	N	0.56	5400	N	2002
\sim				To:		69-632 Stanley									
Bus	3.73	5300	G	97%	0%	2% 0%	1%	0%	С	0.083	F	0.593	5400	G	2002
(340)	3.73	3300	G	To:	0 /0	SCL Luray	1 /0	0 70	C	0.003	,	0.595	3400	G	2002
Town of Luray								-							
Bus	0.00	0000	•	From:	00/	SCL Luray	40/	00/	_	0.005	_	0.000	0700	0	2002
(340) Virginia Ave	0.09	6600	G	96%	0%	2% 0%	1%	0%	F	0.085	F	0.602	6700	G	2002
Bus				From:		Linden Ave									
(340) Virginia Ave	0.52	6000	G	96%	0%	2% 0%	1%	0%	С	0.084	F	0.6	6100	G	2002
Bus				From:		Bus US 211									
340 Broad St	0.54	4400	G	95 <u>%</u>	0%	3% 1%	1%	0%	С	0.089	F	0.548	4500	G	2002
<u> </u>				To:		US 211									
Town of Shenandoah				From:		Rockingham County	Line	1							
602	0.37	4800	G	97%	0%	1% 1%	0%	0%	С	0.091	F	0.58	4900	G	2002
				To		US 340									
(602)	0.42	3000	G	97%	0%	1% 1%	0%	0%	F	0.083	F	0.62	3100	G	2002
				To:		CL Shenandoah	1								
Page County				From:		CI Chamadaal									
602	0.34	3000	N	97%	0%	CL Shenandoah	0%	0%	N	0.083	Ν	0.62	3100	N	2002
002)				To:		69-711									
(602)	1.30	1300	G	97%	0%	1% 1%	0%	0%	F	0.088	F	0.502	1300	G	2002
				To:		69-603 SOUTH	[
602	0.76	1100	R	riom.						NA			NA		04/27/2000
				To: From:		69-603 NORTH	I	}							
602	1.51	360	R							NA			NA		1997
				To:		69-650									
	1.50	730	G	From: 98%	0%	82-609 Page County 1% 0%	Line 1%	0%	С	0.105	F	0.602	740	G	2002
603	1.50	730	G	90%	0%		1 70	0%	C	0.103	г	0.002	740	G	2002
(00)	1.40	560	G	From: 98%	0%	69-681 1% 0%	1%	0%	F	0.098	F	0.633	570	G	2002
603	1.40	000	Ŭ	To:	070	69-602 South	170	070	•	0.000	•	0.000	070	Ü	2002
\bigcirc	4 74			From:		69-602 North									0.410710000
603	1.71	390	R	To		69-650				NA			NA		04/27/2000
				From:	p,	ockingham County L	ine Fact								
(604)	2.90	340	R		N	ooningham County L	me Edst			NA			NA		04/27/2000
				To:	Ro	ckingham County Li	ne West								
				From:		69-611									
(605)	2.15	180	R	т		co cc*				NA			NA		05/25/2000
				To:		69-662									

						Page Maintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	s 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Page County				From:		69-759		ī							
(606)	1.65	120	R	<u> </u>		09-739				NA			NA		04/27/2000
000				To		Rockingham Count	y Line								
				From:		69-759		Ī							
607	0.56	170	R							NA			NA		1997
				From:		0.56 MN 69-75	59								
607	2.04	110	R	To:	CI	IEMANDO AH MATI	DIV DAIDAY			NA			NA		05/01/2000
				From:	SH	HENANDOAH NATL	PK BNDY								
600	0.97	230	R	r tom.		69-603				NA			NA		04/27/2000
608	0.0.			To:		Dead End									
				From:		Dead End									
609	0.80	180	R							NA			NA		1997
				To		69-602									
\bigcirc				From:		US 340									
610	0.23	120	R	To:		Dead End		1		NA			NA		1997
				From:	CII		DIZ DNIDAZ	i i							
611)	0.90	240	R		5H	HENANDOAH NATL	PK BND Y			NA			NA		05/18/2000
011)				To		69-628									
611)	1.20	580	G	99%	0%		0%	0%	С	0.116	F	0.606	590	G	2002
				To:		69-689 SOUTI	Н								
	E 00	460	ь.	From:		69-689 SOUTH N	MID			NIA			NΙΔ		05/49/2000
611)	5.80	460	R	To:		69-689 NORTH N	MID			NA			NA		05/18/2000
				From:		69-689 NORT									
611)	1.87	130	R							NA			NA		05/22/2000
				From:		1.87 MN 69-68	39								
<u>611</u>	0.13	170	R							NA			NA		05/22/2000
				To: From:		69-669 SOUTI	H								
611)	0.10	710	R							NA			NA		1997
				From:		69-669 NORT	Н								400-
611)	0.40	320	R	To:		69-667 EAST	,	1		NA			NA		1997
				From:		69-667 WEST									
611)	1.84	240	R							NA			NA		05/25/2000
				To: From:		US 211 EAST US 211 WEST									
(611)	0.80	320	R			00 211 WEG	•			NA			NA		1997
				To:		69-658 EAST		J							
(44)	1.80	120	R	From:		69-658 WEST				NA			NA		05/25/2000
(611)	1.00	120	11	T						INA			INA		JJ12J12UUU
611)	0.60	60	R	From:		69-656				NA			NA		05/25/2000
611)				To:		60.654									
611)	0.99	150	R	From:		69-654				NA			NA		05/25/2000
<u>(611)</u>				To:		0.99 MN 69-65	:4	1							
611)	1.11	150	R	From:		0.99 IVIN 09-03	, , ,			NA			NA		05/25/2000
611)				To:		69-661							<u> </u>		
611)	2.23	140	R	From:		07-001				NA			NA		06/01/2000
				To:		69-662									
				From:		69-658									
612	1.30	270	R		· <u> </u>			_		NA			NA		1997
				To: From:		69-666 WEST		}							
612	1.45	70	R							NA			NA		1997
				To:		69-666 EAST	-								

					Pa	age Maintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Page County				Erom:		LIG 240 GOLIE									
(612)	3.30	160	R	From:		US 340 SOUT	<u>H</u>			NA			NA		1997
(613)	0.00	100		To:		US 340 NORT	Н			1471			147 (1007
				From:		US 340		Ī							
614)	0.05	120	R							NA			NA		05/15/2000
				To: From:		0.06 MN US 34	40								
614)	1.82	60	R							NA			NA		05/15/2000
				To: From:		69-615									
(61E)	1.44	140	R	r toni.		US 340 EAST				NA			NA		1997
(615)				To:	US	S 340 WEST Gap T	erminus								
\bigcirc	0.24	4000	_	From:	US 3	40 BUS Gap Termi	nus WEST			NIA			NIA		05/04/0000
615	0.34	1900	R							NA			NA		05/01/2000
	0.88	180	R	From:		US 340				NA			NA		05/01/2000
615	0.00	100	K	To:	US 340); 69-614 Gap Term	inus NORTH			INA			INA		03/01/2000
				From:		S 211 WEST Gap T									
615	2.39	200	R							NA			NA		05/30/2000
				To: From:		US 211 EAST		}							
615)	4.16	480	R							NA			NA		06/01/2000
	4.40	740	_	From:		69-654				NIA.			NIA		4007
615)	1.48	710	R	To:		69-675 SOUTI	H			NA			NA		1997
				From:		69-675 NORTI									
615)	1.50	90	R	. —						NA			NA		05/30/2000
				In.		Dead End									
640	3.41	1100	G	94%	0%	US 340 BUS 3% 1%	2%	0%	С	0.101	F	0.530	1100	G	2002
616	0.41	1100	Ū	J-7/0	0 70			 1	O	0.101		0.000	1100	J	2002
616	3.26	960	G	From: 94%	0%	69-646 NORTI		0%	F	0.094	F	0.5	980	G	2002
616	0.20			To:	0,0	SCL Luray		7,0	•	0.00	•	0.0			
				From:		Dead End									
(617)	1.20	100	R	-						NA			NA		05/01/2000
				To:		69-650									
640	3.70	810	R	From:		Dead End				NA			NA		05/01/2000
618	3.70	010	K	To:		69-638				INA			INA		03/01/2000
				From:		Dead End									
619	3.49	500	R							NA			NA		1997
				To:		69-621									
\bigcirc	4.00	440	_	From:		Dead End									05/04/0000
620	1.80	110	R	To:		69-621				NA			NA		05/01/2000
				From:		Dead End									
621)	1.80	100	R	<u> </u>		Dead End				NA			NA		05/01/2000
				To:		69-620									
(621)	1.78	310	R	From:		0, 020				NA			NA		05/01/2000
$\overline{\bigcirc}$				To:		69-619									
(621) (621)	0.50	1200	G	95%	0%	2% 1%	1%	0%	С	0.098	F	0.505	1200	G	2002
				To:		69-638									
			_	From:		69-624	- 			A 1.4					05/45/222
(622)	1.07	920	R							NA			NA		05/15/2000
622) 622)	0.40	1000		From:	40/	69-623	20/	00/		0.000		0.500	1000	^	2002
(622)	0.46	1800	G	95% To:	1%	2% 1% CL Stanley	2%	0%	С	0.093	F	0.526	1800	G	2002
						CL Stainey									-

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle				Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Stanlev				From:		CL Stanley		1							
622	0.64	1800	N	95%	1%	2% 1%	2%	0%	N	0.093	Ν	0.526	1800	N	2002
				From:		US 340 BUS EA US 340 BUS WE									
622)	0.12	610	G	95%	1%	2% 1%	2%	0%	F	0.085	F	0.578	620	G	2002
				To:		CL Stanley									
Page County															
	0.50	640	N.	From:	10/	CL Stanley	2%	00/	N.I	0.005	N.I	0.570	620	NI	2002
622	0.58	610	N	95% To:	1%	2% 1% 69-635	270	0%	N	0.085	N	0.578	620	Ν	2002
				From:		69-622									
623)	0.60	1800	G	93%	2%	2% 2%	0%	0%	С	0.085	F	0.714	1800	G	2002
023)				To:		US 340									
				From:		Dead End									
624)	2.05	640	R							NA			NA		05/15/2000
				To- From:		69-682		1							
624	0.79	1200	G	93%	2%	3% 1%	1%	0%	F	0.110	F	0.555	1200	G	2002
				To:		69-622									
624)	1.61	890	G	93%	2%	3% 1%	1%	0%	С	0.108	F	0.622	900	G	2002
				To:		69-689 SOUTI									
	0.50	4=00	_	From:		69-689 NORT	1								05/04/0000
624	0.56	1500	R							NA			NA		05/01/2000
				From:		US 340 BUS									
624)	0.94	280	R	. —						NA			NA		1997
				In-		69-632									
	4.70		_	From:		Dead End									05/40/0000
626	1.70	200	R	_						NA			NA		05/18/2000
				To: From:		69-627									
626	1.20	430	R							NA			NA		1997
				10.		69-689									
	0.50		_	From:		Dead End				N. A			NIA		05/40/0000
627	0.50	50	R							NA			NA		05/18/2000
$\overline{}$				From:		0.50 MN Dead I	nd								
(627)	0.50	70	R	To:		(0.626				NA			NA		05/18/2000
				10.		69-626									
	2.20	240	В	From:		69-611				NIA			NΙΔ		1007
628	2.20	210	R	To:		69-689		1		NA			NA		1997
				From:		Dead End									
629)	0.76	70	R			Dead End				NA			NA		05/18/2000
029	00		•••	To:		0.77.101.0	. 1								00/10/2000
(620)	0.11	180	R	From:		0.77 MN Dead I	and			NA			NA		05/18/2000
629	0.11	100	11	To:		69-689 NORT	Ŧ			11/7			INA		33, 10,2000
				From:		69-689 SOUTI									
629	2.39	260	R							NA			NA		05/22/2000
				To: From:		69-611)							
629	1.00	520	R							NA			NA		1997
				To: From:		69-630 EAST		\neg							
(629)	0.95	770	R	r ront.						NA			NA		1997
				To:		US 340 BUS SOU									
\bigcirc	0.40	000	_	From:		US 340 BUS NO	RTH			N 1 A			h ! A		05/04/0000
629	0.10	200	R							NA			NA		05/01/2000
			_	From:		0.10 MW US 340	BUS								
(629)	0.72	170	R	т		(0.626.5				NA			NA		05/01/2000
				To:		69-638 EAST									

					Page M	laintenance	Area								
Route	Length	AADT	QA	4Tire	Rus	Trud le 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Page County				From:	6	9-638 WEST									
629	0.90	60	R		0.	9-038 WEST				NA			NA		05/01/2000
				To:		69-616									
	0.05	20	_	From:	6	9-629 WEST				NIA			NIA		1007
630	0.05	20	R							NA			NA		1997
(620)	0.51	10	R	From:	0.0	06 ME 69-629				NA			NA		05/18/2000
630				To:	6	9-629 EAST									
				From:		69-611									
631)	0.50	840	R							NA			NA		05/22/2000
	0.50	200		From:	Ţ	US 340 BUS				NIA			NIA		05/04/2000
631	0.50	380	R							NA			NA		05/01/2000
(24)	0.90	300	R	From:	69	9-632 SOUTH				NA			NA		1997
631)	0.90	300	IX.	To:		69-633				INA			INA		1997
				From:		69-638									
632	0.12	490	R							NA			NA		1997
				To: From:		69-624									
632	1.43	280	R	т		(21 001 771				NA			NA		05/01/2000
				To: From:		9-631 SOUTH 9-631 NORTH									
632	0.40	230	R							NA			NA		1997
				To:	J	JS 340 BUS									
\bigcirc	4.55	400		From:		69-616				NIA			NIA		05/04/0000
633	1.55	460	R							NA			NA		05/01/2000
	1.80	430	R	From:		69-638				NA			NA		05/18/2000
633	1.00	400		To:	Ţ	US 340 BUS				IVA			14/-3		03/10/2000
				From:		69-635									
634)	1.20	210	R							NA			NA		05/15/2000
				To: From:		69-616									
634)	0.90	20	R	To:		D IF I				NA			NA		05/01/2000
				From:		Dead End 69-636									
635)	2.20	320	R			09-030				NA			NA		05/01/2000
000				To:		69-760									
635	0.50	650	G	97%	1% 1%		0%	0%	С	0.117	F	0.5	660	G	2002
				To:		69-638									
\bigcirc	4.00	4=0	_	From:	US :	340 BUS EAS	Γ								1007
636	1.29	170	R							NA			NA		1997
-	0.58	80	R	From:	1.29 N	MW US 340 B	JS			NA			NA		05/01/2000
636	0.56	00	K	т	4.00		10			INA			INA		03/01/2000
626	0.13	140	R	From:	1.88 N	MW US 340 B	JS			NA			NA		1997
636)	55			To:		69-635									
636)	0.30	330	R	From:		07-033				NA			NA		1997
				To:		9-616 NORTH									
(626)	0.34	100	R	From:	69	9-616 SOUTH				NA			NA		05/01/2000
636	0.0-7			To:	US 3	340 BUS WES	Γ			. •/ \					20.0112000
				From:		69-634									
637	1.70	270	R					_		NA			NA		1997
				From:		69-688									
637)	0.81	240	R	To:		60 (22		 1		NA			NA		1997
						69-633									

					F	'age Maintenance /	Area								
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Page County				From:		69-650		Ī							
638	2.44	780	R							NA			NA		05/01/2000
_				To: From:		69-621					_				
638)	0.62	2200	G	98% To-	0%	2% 0% SCL STANLEY	0%	0%	F	0.088	F	0.605	2300	G	2002
Town of Stanley															
	0.16	2500	•	From:	0%	SCL STANLEY 2% 0%	0%	00/	F	0.006	F	0.600	2600		2002
638)	0.16	2500	G	98% To:	0%	69-622 WEST	0%	0%	Г	0.096	Г	0.602	2600	G	2002
	0.40	4000	G	From:	0%	69-622 EAST 2% 0%	0%	0%	С	0.004	_	0.52	1900		2002
638)	0.40	1800	G	98% To:	070	US 340 BUS EAST		0%	C	0.084	F	0.53	1800	G	2002
	1 11	4200	•	From:	0%	US 340 BUS WEST 2% 0%	Г 0%	00/	F	0.005	_	0.612	1200		2002
638	1.11	1200	G	98% To:	U%	2% 0% NCL STANLEY	0%	0%	Г	0.085	F	0.613	1200	G	2002
Page County				•											
_	0.67	880	G	From: 98%	0%	NCL STANLEY 2% 0%	0%	0%	F	0.081	F	0.538	890	G	2002
638	0.07	000	G	90 /0	0 70	69-688	0 70	U 76	ı	0.001		0.556	090	G	2002
638)	1.55	880	G	98%	0%	2% 0%	0%	0%	F	0.109	F	0.671	900	G	2002
				To: From:		69-633									
638	3.10	1100	G	98%	0%	2% 0%	0%	0%	F	0.125	F	0.552	1100	G	2002
				To: From:		69-639 NORTH 69-639									
638	0.23	1100	G	98%	0%	2% 0%	0%	0%	F	0.092	F	0.524	1100	G	2002
				To:		SCL LURAY									
630	0.20	640	R	From:		US 340 BUS				NA			NA		1996
639	0.20			To:		69-638 SOUTH									
<u></u>	0.70	920	G	97%	0%	69-638 2% 0%	0%	0%	С	0.102	F	0.576	930	G	2002
639	0.70	320		To:	0 70	69-616	0 70	0 70	C	0.102	'	0.570	930	0	2002
				From:		69-629									
640	1.44	250	R	To:		60 642				NA			NA		05/18/2000
				From:		69-642		<u></u> J							
(641)	0.80	190	R			07-040				NA			NA		05/18/2000
				To:		69-689		j							
	1.60	700	•	From:	00/	69-689	1%	0%	С	0.182	_	0.070	700		2002
642	1.60	780	G	95% To:	0%	2% 1% US 340 BUS	1 70	0%	C	0.102	Г	0.878	790	G	2002
				From:		Dead End									
643	0.05	40	R							NA			NA		05/22/2000
				To: From:		ECL LURAY									
644	0.55	90	R	From:		Dead End				NA			NA		05/22/2000
644)				To:		69-616									
644)	1.85	150	R	From:		0, 010				NA			NA		05/18/2000
				To:		US 211									
	1.00	45	В	From:		Dead End				NA			NA		05/18/2000
645)	1.00	40	R	To:		69-647				INA			INA		03/10/2000
				From:		69-616 SOUTH									
646	2.10	170	R							NA			NA		05/22/2000
				From:		US 211 WEST									
646)	0.05	90	R			0.053.01772.55				NA			NA		1997
				To:		0.05 MN US 211									

					P	Page Mai	ntenance	Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Page County				From:		0.05	MN US 21	1	1							
646	1.80	20	R					ı			NA			NA		05/18/2000
646)	0.10	60	R	From:			69-766				NA			NA		1997
646)	1.65	280	R	From:		US	211 EAST				NA			NA		05/18/2000
				To:		69-6	16 NORTH									
647)	0.58	340	R	From:			L LURAY				NA			NA		05/18/2000
647)	0.15	380	R	From:			52 NORTH 52 SOUTH				NA			NA		1997
				To		0.15	MN 69-652	2								
647)	0.56	50	R	From:							NA			NA		05/18/2000
647)	0.80	50	R	From:			69-645				NA			NA		05/18/2000
041)				To:			69-766									
				From:		1	US 340									
648	0.80	280	R								NA			NA		05/25/2000
				From:			69-658									
648)	0.46	200	R	Tai							NA			NA		05/25/2000
				From:			69-654									
640	0.10	130	R	rioiii.		D	ead End				NA			NA		06/01/2000
649	0.10	100		To:		EC	L LURAY				1471			147 (00/01/2000
				From:			US 340									
650	1.53	430	G	92%	1%	3%	3%	1%	0%	F	0.106	F	0.528	440	G	2002
650	3.00	390	R	From:			69-602				NA			NA		1997
	4.45	740		From:	40/		69-617	40/	00/	-	0.440		0.044	700		0000
650	1.45	710	G	92%	1%	3%	3% 69-638	1%	0%	F	0.116	F	0.614	720	G	2002
(650)	0.74	2000	G	From: 92%	1%	3%	3%	1%	0%	С	0.082	F	0.577	2000	G	2002
030)				To:			BUS; 69-6									
				From:		1	US 340									
(651)	0.41	40	R								NA			NA		05/01/2000
<u> </u>				To: From:		0.42	MN US 34	0								
(651)	0.04	40	R	To:							NA			NA		05/01/2000
							69-685									
(652)	0.82	830	R	From:			US 211				NA			NA		05/18/2000
				To: From:		69-	647 EAST									
652	1.42	590	R	_							NA			NA		1997
	1.51	420	R	From:			69-675				NIA			NA		1007
652	1.51	120	K	To:		NC	L LURAY				NA			INA		1997
				From:			69-675		1							
653	0.09	70	R								NA			NA		05/30/2000
				From:	_	0.09	MN 69-67:	5								05/00/5555
653)	1.00	70	R	To:			69-654		1		NA			NA		05/30/2000
				From:			69-615									
654)	0.79	270	R				07-013				NA			NA		1997
				To-).79 E 69-0	615 Gap Te	rminus								

					Page Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Page County												
(654)	0.70	90	R	From:	0.70 W 69-675 Gap Terminus		NA			NA		05/30/2000
(654)				To:	69-675 SOUTH							
\bigcirc	2.00	400	,	From:	69-675 NORTH		NIA			NIA		4007
654)	2.88	180	R	_		i	NA			NA		1997
(F)	1.30	30	R	From:	69-648		NA			NA		05/30/2000
654)	1.50	30	IX.	т	(0.66)	l	INA			INA		03/30/2000
	1.30	60	R	From:	69-660		NA			NA		05/25/2000
(654) (654)				To:	US 340							
(654)	1.40	40	R	From:	05 340		NA			NA		1997
				To:	69-611							
				From:	ECL Luray							
655	0.08	46	R	To:	D 15 1	ı	NA			NA		1997
				From:	Dead End							
(FE)	0.13	1500	R	From:	US 211		NA			NA		06/01/2000
656	0.10	1000		To:	(0.700	Ì	IVA			IVA		00/01/2000
656	1.40	410	R	From:	69-709		NA			NA		1997
656	1.10		• • • • • • • • • • • • • • • • • • • •	To	69-658 EAST							
\bigcirc	4.50	440	_	From:	69-658 WEST							05/05/0000
656	1.50	140	R	To:	69-611	Ì	NA			NA		05/25/2000
				From:	69-656							
(657)	0.90	140	R		07-030		NA			NA		05/25/2000
001)				To:	69-658							
				From:	69-648							-
658	0.80	90	R				NA			NA		06/01/2000
				To: From:	US 340							
658	1.10	230	R				NA			NA		05/25/2000
				To: From:	69-656 WEST							
658	0.50	360	R			-	NA			NA		05/25/2000
	0.50		_	From:	69-656 EAST		N10			NIA		05/05/0000
658	0.58	230	R			1	NA			NA		05/25/2000
	0.02	380	R	From:	69-657		NA			NA		05/25/2000
658	0.02	300	ĸ	. —		1	INA			NA		05/25/2000
(a5a)	0.60	280	R	From:	69-611 WEST		NA			NA		05/25/2000
(658)	0.00	200		To:	(0.(11.7).07	ì	IVA			INA		03/23/2000
659	1.20	270	R	From:	69-611 EAST		NA			NA		05/25/2000
658				To:	69-674							
658	0.40	510	R	From:	09-0/4		NA			NA		1997
				To:	69-612							
(658)	1.70	130	R	From:	0, 0.12		NA			NA		1997
				To:	SHENANDOAH NATL PK BNDY							
				From:	69-635							
659	1.30	390	R	To:	(0.627	ì	NA			NA		1997
				From:	69-637							
(660)	0.34	200	R	. 70m.	69-656		NA			NA		05/25/2000
	0.01		•••	To:	0.34 ME 69-656		, .					-5.25.2500
(660)	0.26	220	R	From:	0.54 NIE 05-050		NA			NA		05/25/2000
		-	-	To:	US 340		-			-		
(660)	0.90	260	R	From:	U5 27U	1	NA			NA		1997
				To:	69-654							

						age Maintenant	0 / 11 001								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Page County				From:		69-654		1							
660	0.50	220	R	<u>. </u>						NA			NA		05/25/200
				To		Dead End									
\bigcirc				From:		Dead End									
661	1.60	140	R	To:		US 340 NORT	п	1	I	NA			NA		05/25/20
				From:		US 340 NORT									
661)	1.70	420	R							NA			NA		1997
				To:		69-611									
	4.44	040	•	From:	00/	US 340	00/	00/		0.444	_	0.007	0.40	0	0000
662	1.44	240	G	97%	0%	2% 0%	0%	0%	С	0.114	F	0.667	240	G	2002
	1.79	60	R	From:		69-605				NA			NA		06/01/20
662	1.79	00	IX.						ì	INA			INA		00/01/20
	2.14	120	R	From:		69-705				NA			NA		05/25/20
662	2.17	120	• • • • • • • • • • • • • • • • • • • •	To:		US 340 NORT	Н			147 (147 (00/20/20
				From:		US 340									
663)	1.40	180	R	<u></u>					ı	NA			NA		05/25/20
				To:		Dead End									
				From:		Dead End									
664	1.00	140	R							NA			NA		05/25/20
				From:		1.00 ME Dead I	End								
664)	0.05	150	R	To:		US 340 SOUT	TT		ĺ	NA			NA		05/25/20
				From:		US 340 NORT									
664)	0.25	60	R							NA			NA		05/25/20
				To:		Dead End									
				From:		US 340									0=10=100
665	0.20	140	R	To:		Dead End			Ì	NA			NA		05/25/200
				From:		69-612 SOUT	T								
(666)	0.60	70	R	<u> </u>		09-012 300 11	п			NA			NA		05/25/20
(000)				To:		0.60 MN 69-61	2	1							
666	0.55	20	R	From:		0.00 WIN 09-01	. 2			NA			NA		05/25/20
000				To:		Dead End Gap Te	rmin								
666)	0.21	50	R	From:		Dead End Gup Te				NA			NA		05/25/20
				To:		69-612 NORT	Н								
				From:		69-669									
667	2.80	330	G	97%	0%	2% 0%	0%	0%	F	0.094	F	0.610	340	G	2002
				To: From:		69-611 NORT									
667	1.30	900	G	97%	0%	2% 0%	0%	0%	С	0.091	F	0.615	920	G	2002
				To: From:		US 211 BUS									
200	2.56	250	R	From:		69-689				NA			NA		1997
668	2.50	200		To:		69-669				14/4			IVA		1337
				From:		ECL LURAY	-								
669	0.81	800	G	95%	1%	1% 2%	0%	0%	С	0.094	F	0.581	810	G	2002
				To: From:		69-611 NORT	Н								
669	1.49	690	G	95%	1%	1% 2%	0%	0%	F	0.094	F	0.588	700	G	2002
				To-		69-696									
669	0.05	310	R	riom:		** *			•	NA			NA		1995
				To:		69-738									
669	1.45	180	R							NA			NA		1997
				To:		69-667									

					Г	age Mairit	enance	Alea								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Tru +Axle	ck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Page County				From:		69-	667									
669	1.00	140	R								NA			NA		1997
	4.00			To: From:		1.00 ME	E 69-667				NIA			NIA		05/05/000
669	1.00	50	R	To:	SHE	NANDOAH	NATL P	K BNDY	Ĭ		NA			NA		05/25/200
_				From:			689									
670	1.10	80	R							_	NA			NA		05/18/200
	0.50	60	R	To: From:		69-	671				NA			NA		05/18/200
670	0.50	00		Tax		0.50 MN	J 60 671		-		INA			INA		03/10/200
670	0.02	60	R	From:		0.50 IVII	N 09-071				NA			NA		05/18/200
				To:		69-	668									
(27d)	0.03	20	R	From:		69-	668				NA			NA		05/18/200
671)	0.00	20	- 1	To:		0.03 MN	J 69-668			L	11/7			TVA		00/10/200
671)	0.61	20	R	From:		0.03 WII	1 02-008				NA			NA		05/18/200
				To:			670									
(270)	0.60	60	R	From:	SHE	NANDOAH	NATL P	K BNDY	I		NA			NA		05/22/200
672	0.00			To:		69-668										00/22/200
(270)	0.93	30	R	From:		69-668	SOUTH				NA			NA		05/18/200
672	0.00	- 50	- 1	To:		69-689					11/7			TVA		00/10/200
(270)	0.20	3	R	From:		69-689	SOUTH				NA			NA		05/18/200
672	0.20		IX.	To:		Dead	l End				INA			INA		03/10/200
				From:		69-	603									
673	0.80	200	R							_	NA			NA		1997
	0.30	70	R	From:		69-	681				NA			NA	-	1997
673)	0.50	70	IX.	To:		Dead	l End				INA			INA		1997
				From:		US	211									
674	0.30	570	R	To:		60	658			I	NA			NA		1997
				From:		NCL L										
675)	2.67	1800	G	96%	0%	2%		0%	0%	С	0.084	F	0.517	1800	G	2002
				To: From:			684			 						
675	0.46	1200	G	96%	0%	2%	0%	0%	0%	. F	0.079	F	0.569	1200	G	2002
(C7E)	0.34	450	G	From: 96%	0%	69-615 2%	SOUTH 0%	0%	0%	F	0.087	F	0.607	460	G	2002
675	0.04					69-615			070	L	0.007		0.001	400		2002
675)	1.13	390	G	From: 96%	0%	2%	0%	0%	0%	F	0.101	F	0.52	400	G	2002
				To: From:		GW NATL				-						
675	2.65	290	G	96% To:	0%	2% Shenandoah	0%	0%	0%	F I	0.121	F	0.639	290	G	2002
				From:			677	Line								
(676)	0.50	80	R	<u> </u>		- 0)	077			_	NA			NA		1997
$\overline{}$				To:			667									
(677)	0.40	510	R	From:		69-	676				NA			NA		1997
011)	0.40		.,	To:		69-	667									.007
Town of Stanley				r. I		*	0 D***									
(678)	0.04	1300	R	From:		US 34	0 BUS				NA			NA		05/01/200
				To:		69-734	SOUTH				• • •			•		

					Page Maintenance	, 11 Ou								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Stanley				From:	69-734 SOUTH		1							
678)	0.19	350	R	<u> </u>	0, 15.1500111				NA			NA		05/30/2000
	0.11	4=0		To: From:	69-734 NORTH		-							05/00/000
678)	0.14	170	R	To	Dead End				NA			NA		05/30/2000
_				From:	69-689									
679	0.33	250	R	To:	(0, (90				NA			NA		06/01/2000
Page County					69-689									
			_	From:	Dead End									
(680)	0.30	290	R						NA			NA		05/18/2000
600	0.50	290	R	From:	0.30 MN Dead Er	ıd			NA			NA		05/18/2000
(680)	0.00			To:	69-611									
				From:	69-673									
681)	0.60	120	R	To:	69-603				NA			NA		1997
				From:	SHEN NATL PK BY	NDY	1							
(682)	0.81	130	R	<u></u>					NA			NA		1997
				To: From:	0.81 MW OF PK BN	ЛDY	<u> </u>							
(682)	2.88	220	R	To:	69-624				NA			NA		1997
Town of Shenandoah				<u> </u>	07 021		<u> </u>							
	2.22	4400		From:	69-602		20/		0.070	_	0.544	1100	_	2222
(683)	0.38	1100	G	98%	1% 1% 1%	0%	0%	С	0.073	F	0.541	1100	G	2002
683	0.35	320	R	From:	69-1013				NA			NA		1997
				To- From:	69-706; 69-780									
683)	0.73	350	R						NA			NA		05/01/2000
				To:	NCL SHENANDO	AH								
Page County				From:	NCL SHENANDO	AH								
(683)	0.70	240	R	To:	VIG 240				NA			NA		05/01/2000
				From:	US 340 69-675									
(684)	2.29	490	R	<u> </u>	07-013				NA			NA		05/30/2000
				To: From:	2.30 MN 69-675		-							
684	1.11	560	R						NA			NA		1997
	0.50	440	R	From:	GW NATL FOR BN	DY	-		NA			NA		05/30/2000
684)	0.50	440	K	To:	0.50 MN OF FOR B	NIDA/			INA			INA		05/30/2000
684)	1.65	460	R	From:	0.30 IVII OF FOR BI	ND I			NA			NA		1997
				To: From:	2.15 MN OF FOR BI	NDY	-							
684	3.05	260	R						NA			NA		05/30/2000
	0.50	20		To: From:	69-717				NI A			NIA		05/20/2022
684)	0.50	20	R	T	D 15 15 7	 			NA			NA		05/30/2000
684)	0.20	200	R	From:	Dead End Gap Term	ınus			NA			NA		1996
	-	-		To	0.20 MS OF Gap Terr	minus	<u> </u>							
(684)	0.87	480	R	From:					NA			NA		05/25/2000
				To:	US 340									
	2.91	320	R	From:	US 340 SOUTH				NA			NA	_	1997
685	2.91	320	ĸ	To:	69-651				INA			INA		1997

					F		ntenance									
Route Page County	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
(685)	0.60	320	R	From:		(69-651				NA			NA		1997
				To-		US 3	40 NORTH	I								
				From:		τ	US 340									
(686)	0.25	30	R								NA			NA		05/25/2000
				To: From:			69-662									
(687)	0.30	100	R	rioni.			69-611				NA			NA		05/18/2000
687)	0.15	100	R	From:			ME 69-611 ead End		<u>_</u>		NA			NA		05/18/2000
				From:			69-638									
688	1.10	60	R	To			69-637				NA			NA		1996
Town of Stanley																
	0.48	2300	G	From: 94%	1%	US 2%	340 BUS 1%	1%	0%	С	0.08	F	0.642	2400	G	2002
(689)	0.46	2300	G	94 % To:	170		Stanley	170	0%	C	0.06	Г	0.042	2400	G	2002
Page County						CI	Stancy									
Page County				From:		CI	Stanley									
689	0.33	2300	N	94%	1%	2%	1%	1%	0%	Ν	0.08	Ν	0.642	2400	Ν	2002
				To: From:		69-62	24 NORTH		}							
689	0.99	2200	G	94%	1%	2% 69-6	1% 11 SOUTH	1%	0%	F	0.085	F	0.551	2300	G	2002
689	4.17	860	G	94%	1%	2%	1%	1%	0%	F	0.098	F	0.536	870	G	2002
689	2.67	900	G	94%	1%	2%	1%	1%	0%	F	0.099	F	0.604	920	G	2002
689	1.20	1300	G	From: 94%	1%	2%	69-642 1%	1%	0%	F	0.099	F	0.59	1300	G	2002
				To:		SCI	LURAY									
				From:		D	ead End									
(690)	0.10	50	R								NA			NA		05/22/2000
<u> </u>				From:		(69-689									
690	0.50	60	R								NA			NA		05/18/2000
				To:			69-629									
	0.06	310	R	From:			69-763				NA			NA		1995
(691)	0.06	310	ĸ	_					1		INA			INA		1995
601	0.20	570	R	From:		(69-602				NA			NA		1995
(691)	0.20	3/0	1	т			60.711				14/4			INA		1000
(601)	0.11	210	R	From:		-	69-711		t		NA			NA		1995
691	0.11			To:		D	ead End				11/1			INA		1000
				From:			ead End		j							
692	0.09	130	R	<u> </u>							NA			NA		04/27/2000
				To:			69-721									
692	0.17	320	R	From:							NA			NA		04/27/2000
	0.08	940	R	From:		(69-763				NA			NA		1997
692	0.00	3-10	11				co. co.				11/7			INA		1991
<u></u>	0.07	250	R	From:		(69-602		ļ		NA			NA		04/27/2000
(692)	0.07	230	ĸ	To:		ECL SH	IENANDO.	AH			INA			INA		U412112UUU
				From:			ead End		<u>'</u>							
693)	0.15	180	R	<u></u>		D	cau Liiu				NA			NA		1997
				To:		Ţ	JS 340									

					Page Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	()K	Dir Factor	AAWDT	QW	Year
Page County											
(200)	0.26	90	R	From:	US 340	J N	Δ		NA		1997
(693)	0.20	30		To:	Dead End] '`	^		IVA		1007
				From:	Dead End						
694)	0.40	60	R			N	A		NA		05/01/2000
				To:	69-626						
	0.50	50	R	From:	69-689	J N	٨		NA		05/18/2000
695)	0.50	50	K	To:	69-689]	A		INA		03/16/2000
				From:	Dead End						
(696)	1.10	200	R		2 300 200	N	Α		NA		05/22/200
<u> </u>				To:	69-669						
\bigcirc		_		From:	69-662						
697)	0.55	5	R	To:	Dead End	N 1	A		NA		05/25/2000
				From:							
(698)	0.70	110	R		69-654	J N	Α		NA		05/25/200
(090)				To:	Dead End		•				
_				From:	US 340						
699	0.30	20	R			N	A		NA		06/01/2000
				To-	Dead End						
	0.20	70	R	From:	US 340	J N	۸		NA		05/05/000
700	0.20	70	K	_ 1		-IN	A		INA		05/25/200
	0.17	20	R	From:	0.20 MN US 340	N	٨		NA		05/25/2000
700	0.17	20	K	To:	Dead End]	A		INA		03/23/2000
				From:	Dead End						
(701)	0.70	150	R		2 300 200	N	Α		NA		05/18/2000
				To:	69-611						
\sim				From:	Dead End						
(702)	0.04	70	R	To:	COL CHEN AND AN	N	A		NA		04/27/2000
				10.	SCL SHENANDOAH						
Town of Shenandoah				From:	SCL SHENANDOAH						
702	0.27	170	R			N	Α		NA		04/27/2000
				To: From:	69-602]					
(702)	0.15	240	R			N	A		NA		04/27/2000
				To:	69-1006						
Town of Stanley				From:	US 340						
(703)	0.15	160	R		03 340	J N	Α		NA		05/30/2000
(100)				To:	Dead End						
Town of Shenandoah											
	0.00	200		From:	Dead End		۸		NIA		1007
(704)	0.28	290	R	_		N	А		NA		1997
704	0.12	840	R	From:	US 340	N	Δ		NA		1997
(704)	0.12	0-10	Λ.	To:	CL Shenandoah]			INA		1881
Page County				•		-					
				From:	CL Shenandoah						
(704)	0.03	840	N	т		N	A		0	N	1997
				To:	Dead End	ļ					
705	0.70	50	R	From:	69-662	J	Δ		NA		05/25/2000
705)	0.70	30	ĸ	To:	Dead End]	^		INA		03/23/2000
					2 van Eng	1					

					P	Page Maintenand									
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle		 2Trail	\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Shenandoah				r			, iiiaii	ZIIGII		rioui		1 actor			
(706) Junior Ave	0.25	260	G	From: 99%	0%	69-683 1% 0%	0%	0%	С	0.103	F	0.615	260	G	2002
700)				To		US 340									
\bigcirc	0.00	500	_	From:		69-602				NIA			NIA		1005
(707)	0.09	580	R	To:		69-602		1		NA			NA		1995
				From:		1ST STREET	ſ								
708	0.21	270	R							NA			NA		1995
	0.00	242		From:	00/	US 340	00/	-00/		0.007		0.704	200		
(708)	0.36	610	G	99% To:	0%	1% 0% 9-719 ECL SHENA	0% NDOAH	0%	С	0.087	F	0.724	620	G	2002
Page County				I		, , i , Bel gilli (i									
	4.05	000		From:		Dead End				NIA			NIA		05/05/0000
(709)	1.05	660	R	To:		69-656				NA			NA		05/25/2000
				From:		US 340									
(710)	0.48	100	R							NA			NA		05/01/2000
				To:		Dead End									
(711)	0.15	390	R	From:		ECL SHENAND	OAH			NA			NA		1995
				To:		69-691									
(711)	0.30	180	R	From:		07-071				NA			NA		1995
				To:		69-602									
Town of Shenandoah				From:		N 1st Street		1							
(712)	0.31	320	R	<u> </u>		11 131 511001				NA			NA		1995
				To:		US 340]							
Page County				From:		Dead End									
(713)	0.20	110	R							NA			NA		05/01/2000
				To:		US 340									•
740	0.15	30	R	From:		Dead End				NA			NA		05/18/2000
(714)	0.10	30		To:		69-611				INA			IVA		03/10/2000
Town of Stanley															
(715)	0.06	10	R	From:		69-638				NA			NA		05/01/2000
(/15)	0.00			To:		Dead End				1471			147 (00/01/2000
				From:		US 340									
716)	0.14	140	R	To:		NCL STANLE	W			NA			NA		05/30/2000
Page County						NCL STANLE	1								
_				From:		69-684									
717)	1.75	70	R							NA			NA		05/30/2000
<u> </u>	3.75	60	R	From:		1.75 MN 69-6	84			NA			NA		05/30/2000
717	3.73	00	IX.	To:		Warren County l	Line			INA			INA		03/30/2000
				From:		69-731									
718)	0.05	120	R							NA			NA		05/30/2000
	2.22			From:		0.05 MN 69-7	31								05/00/0000
718)	0.82	80	R	To:		US 340				NA			NA		05/30/2000
				From:		Dead End		•							
(719)	0.08	130	R	<u> </u>						NA			NA		04/27/2000
				To: From:		69-721									
719	0.12	260	R	To:		60 700 ECT GITE	NT A NT			NA			NA		04/27/2000
				10.		69-708 ECL SHE	NAIN.								

					Page Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Shenandoah				From:	69-708 ECL SHENAN.							
(719)	0.10	240	R		or you had brief the		NA			NA		04/27/2000
$\overline{\bigcirc}$				To: From:	69-602							0.110=10000
(719)	0.10	160	R	To-	69-1006		NA			NA		04/27/2000
				From:	Dead End							
720	0.34	280	R				NA			NA		04/27/2000
_				To: From:	69-602							0.110=10000
720	0.18	240	R	To:	69-1006		NA			NA		04/27/2000
				From:	69-720							
(721)	0.09	160	R				NA			NA		04/27/2000
				To:	ECL SHENANDOAH							
Page County				From:	ECL SHENANDOAH							
(721)	0.05	160	R				NA			NA		04/27/2000
<u> </u>				To: From:	69-719							
(721)	0.08	160	R	To:	69-692		NA			NA		04/27/2000
				From:	Dead End							
722	0.10	50	R	<u> </u>	Dead End		NA			NA		05/18/2000
				To:	69-611							
\bigcirc	0.00	400		From:	Dead End		NIA			NIA		05/04/0000
723	0.80	480	R	To:	69-638		NA			NA		05/01/2000
				From:	Dead End							
(724)	0.08	120	R	_			NA			NA		06/01/2000
				To:	CL Stanley							
Town of Stanley				From:	CL Stanley							
(724)	0.15	120	N				NA			0	Ν	06/01/2000
				To:	69-679							
Town of Shenandoah				From:	69-1020							
(725)	0.18	130	R	J	07 1020		NA			NA		04/27/2000
				To: From:	69-712							
(725)	0.10	130	R		50 -2 0		NA			NA		1995
				To:	69-729							
Page County				From:	US 340							
(726)	0.35	90	R				NA			NA		05/01/2000
				To:	Dead End							
(727)	0.33	100	R	From:	Dead End		NA			NA		1997
(121)	0.00			To:	69-619							1001
Town of Shenandoah												
500	0.12	80	R	From	69-1020		NA			NA		1997
(728)	0.12			To-	60.707		14/1			IN/A		1991
(728)	0.20	70	R	From:	69-706		NA			NA		1997
		-		To:	69-729							
				From:	69-780							
729	0.23	400	R				NA			NA		1997
	0.10	040		From:	US 340		NI A			NIA		4007
729	0.12	640	R	To:	Dead End		NA			NA		1997

					Г	age Main	lenance	Alta								
Route	Length	AADT	QA	4Tire	Bus	2Axle		ck 1Trail		O.C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Stanlev				From:		BEGI	N LOOP		ī							
730	0.19	90	R								NA			NA		06/01/200
				To: From:		END	LOOP		ŀ							
730	0.06	110	R	To:		IIS 3	40 BUS				NA			NA		05/30/200
Page County				I		033	40 003									
	2.24			From:	201		LURAY	201	201							
731) Collins Rd	0.31	3800	G	95% To:	0%	3%	1% S 340	2%	0%	С	0.094	F	0.82	3800	G	2002
				From:			S 340									
732)	0.89	190	R								NA			NA		05/15/200
				To:		Dea	nd End									
Town of Stanley				From:		Dea	nd End									
733)	0.11	80	R								NA			NA		06/01/200
				To: From:			0-638									
734)	0.30	120	R	From:		69	9-678				NA			NA		05/01/200
(134)				To:		69)- 678									
Page County				r												
(735)	0.12	290	R	From:		Dea	nd End				NA			NA		1997
(199)				To		SCL 1	LURAY									
$\overline{}$				From:		69	-629									
736	0.35	80	R	To:		Des	nd End				NA			NA		05/18/200
				From:			9-624									
(737)	0.17	110	R	<u> </u>		- 07	021		!		NA			NA		05/01/200
				To:		Dea	nd End									
	0.28	170	R	From:		69	9-669				NA			NA		05/18/200
738	0.20	170	K	To:		Dea	nd End				INA			INA		05/16/200
				From:		US 211 U		JS								
739	0.16	40	R								NA			NA		1997
				To: From:			nd End									
740)	0.70	240	R			BEGI	N LOOP				NA			NA		06/01/200
				To: From:		END	LOOP									
(740)	0.01	490	R								NA			NA		06/01/200
				To:			9-709									
741	0.09	300	R	From:		69	9-631				NA			NA		1997
741)	0.00		• • • • • • • • • • • • • • • • • • • •	To:		Dea	nd End							100		1007
				From:		69	9-638									
742	0.19	60	R	To:		Doc	nd End				NA			NA		1997
Form of Stanley						Dea	ia ena		L							
Town of Stanley				From:		SCL S	TANLEY									
743)	0.03	47	R	To		40) -724		1		NA			NA		06/01/200
				From:			0-622		I							
(744)	0.15	140	R	<u></u>		05	. 022				NA			NA		06/01/200
				To:		Dea	nd End									
Page County				From:		60 602	; 69-1006		1							
(745)	0.20	130	R			07-092	, 07-1000				NA			NA		1995
				To		69	9-691									

					F	age Maintenance	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			$-\alpha c$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Page County				From:		Dead End									
746	0.30	60	R	To:		(0.((0			Ì	NA			NA		1997
				From:		69-669 Dead End									
(747)	0.16	120	R	<u></u>		Dead Elid				NA			NA		05/25/2000
				To:		69-611									
Town of Stanley				From:		US 340 BUS									
(748)	0.43	1000	R	_						NA			NA		05/01/2000
				To:		Cul-de-Sac									
(749)	0.14	520	R	From:		Dead End				NA			NA		05/30/2000
(149)				To:		69-734									
Page County				From:		(0, (0.4									
(750)	0.52	130	R			69-604				NA			NA		04/27/2000
				To:		Dead End									
	0.00	500		From:	00/	69-606; 82-759		00/	-	0.004	_	0.700	000		2002
759	2.60	590	G	95%	0%	3% 1%	1%	0%	С	0.084	F	0.708	600	G	2002
759	1.89	310	R	From:		69-607				NA			NA		05/01/2000
				To		1.89 ME 69-607	7								
(759)	1.76	47	R	From:						NA			NA		05/01/2000
				To:		Dead End									
Town of Stanley				From:		69-622									
(760)	0.13	1000	G	96%	0%	2% 2%	0%	0%	С	0.1	F	0.546	1000	G	2002
<u> </u>				To		CL Stanley									
Page County				From:		CL Stanley									
760	0.47	1000	N	96% To:	0%	2% 2%	0%	0%	N	0.1	N	0.546	1000	N	2002
				From:		69-635 69-611									
(761)	0.40	30	R	_		07-011				NA			NA		05/22/2000
				To:		Dead End									
(700)	0.40	80	R	From:		Dead End				NA			NA		05/30/2000
(762)	0.10			To:		69-615				1071					00/00/2000
$\widehat{}$				From:		69-692									
763	1.40	500	R	To:		69-603		1]	NA			NA		1997
				From:		69-675									
(764)	0.15	150	R						ļ	NA			NA		1997
				To:		Dead End									
(765)	0.01	60	R	From:		69-675				NA			NA		05/30/2000
765)				To		0.01 MW 69-67	5								
765)	0.11	60	R	From:						NA			NA		05/30/2000
				To-		Dead End									
(766)	1.15	70	R	From:		US 211 WEST				NA			NA		05/18/2000
(100)	1.10		.,	To:		US 211 EAST				. •/ `					35, 15,2000
Town of Stanley				-		·									
(767)	0.15	540	R	From:		US 340 BUS				NA			NA		06/01/2000
	3	•		To:		CL Stanley							•		

					Page Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C)C:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Page County				From:	CL Stanley	Ī						
(767)	0.35	540	N			-	NA			0	Ν	06/01/2000
				To-	Dead End	<u> </u>						
(769)	0.17	320	R	From:	69-723		NA			NA		05/01/2000
(768)	0.11	020		To:	0.17 MN 69-723	1	1471					00/01/2000
(768)	0.20	1100	R	From:	0.17 IVIIN 07-723	1	NA			NA		05/01/2000
				To:	69-622	1						
	2.42		_	From:	US 340	j						00/04/0000
770	0.19	100	R	To:	Dead End	1	NA			NA		06/01/2000
				From:	Dead End							
(772)	0.48	90	R		2000	1	NA			NA		05/01/2000
				To:	69-615							
\bigcirc	0.00			From:	69-00662(B)/							
773	0.33	NA		To:	69-00662(B)/	1	NA			NA		
				From:	Dead End	1						
(775)	0.14	80	R		Dena Bila	1	NA			NA		05/01/2000
				To:	US 340							
Town of Shenandoah				From:	(0.692, (0.70)	1						
(780)	0.19	90	R		69-683; 69-706	1	NA			NA		04/27/2000
(700)				To:	69-729							
Page County						•						
	0.22	40	R	From:	Dead End	j	NA			NA		1997
(1001)	0.22	40	IX.	Tai	60 1003	ī	INA			IVA		1997
(1001)	0.05	220	R	From:	69-1003		NA			NA		1997
1001)				Tax	69-1002	Ī						
(1001)	0.04	460	R	From:	07-1002	1	NA			NA		1997
				To:	US 340							
$\overline{}$				From:	69-1001							
(1002)	0.15	190	R			_	NA			NA		1997
$\overline{}$	0.00	400	_	From:	69-1003		NIA			NIA		4007
(1002)	0.22	100	R	To:	Dead End	1	NA			NA		1997
				From:	Dead End							
(1003)	0.11	70	R		2000	4	NA			NA		1997
				To: From:	69-1001	<u> </u>						
(1003)	0.18	30	R			- •	NA			NA		1997
				To:	69-1002							
Town of Shenandoah				From:	69-683	I						
(1004)	0.21	1400	R		** ***		NA			NA		1995
				To: From:	US 340	<u> </u>						
(1004)	0.15	640	R			-	NA			NA		1995
				To:	69-1008							
	0.09	80	R	From:	69-706	J	NA			NA		1997
(1005)	0.09	ou	ĸ	To:	69-712	1	INA			INA		1997
				From:	US 340	Ī						
(1006)	0.08	220	R	_		-	NA			NA		1995
				To: From:	69-1015 Gap Terminus 69-1009 Gap Terminus							
(1006)	0.42	500	R	<u> </u>	07-1009 Gap Teitiilius	I	NA			NA		1995
				To:	69-692; 69-745							

					Page Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	eak our	EK Dir Factor	AAWDT	QW	Year
Town of Shenandoah				From:	Dead End						
1007	0.26	280	R	<u> </u>	Dead End	N	IA		NA		1997
				To: From:	US 340						
(1007)	0.06	560	R			N	IA		NA		1997
				To:	Dead End						
	0.20	120	R	From:	Shenvadale Ave		IA		NA	i	04/27/200
(1008)	0.20	120		To	(0.602	1,			14/3	,	04/21/2000
4000	0.20	150	R	From:	69-602		IA		NA		04/27/200
1008	0.20	.00	• • • • • • • • • • • • • • • • • • • •	To:	69-1004	•			147		0 1/21/200
				From:	Dead End						
1009	0.42	NA				N	IA		NA		
				To: From:	69-1004						
1009	0.04	110	R	rioin.		N	IA		NA		1995
				To:	69-1006						
\bigcirc				From:	US 340 NCL SHENAN.						
(1010)	0.07	160	R			N	IA		NA		1997
				To: From:	69-1011						
1010	0.02	60	R	To:	D1 F-1	N	IA		NA		1997
				From:	Dead End						
	0.14	100	R		69-1012	N	IA		NA		1997
(1011)	0.14	100	• • • • • • • • • • • • • • • • • • • •	To:	69-1010		., .		1471		1007
				From:	US 340						
(1012)	0.10	180	R			N	IA		NA		1997
				To	69-1011						
(1012)	0.23	100	R	From:		N	IA		NA		1997
				To:	Dead End						
				From:	69-708						
1013	0.08	90	R			N	IA		NA		1995
				From:	69-602						
1013)	0.34	280	R		50.502	N	IA		NA		1995
				To:	69-683						
	0.07	210	P	From:	69-708		IA		NA		1997
1015)	0.07	210	R		50.502	11			INA		1991
	0.34	270	R	From:	69-602		IA		NA		1995
(1015)	0.54	210	IX.		50 1005	11			INA		1995
	0.10	160	R	From:	69-1006		IA		NA		1995
(1015)	0.10	100		To:	69-683	1,			IVA		1000
				From:	69-683						
(1016)	0.07	440	R			N	IA		NA	(04/27/2000
				To:	69-1013						
(1016)	0.08	620	R	From:		N	IA		NA		1995
				To:	69-1015						
(1016)	0.07	710	R	From:		N	ΙA		NA		1995
				To:	US 340						
(1016)	0.07	450	R	From:		N	IA		NA	(04/27/2000
				To:	69-1014						
(1016)	0.07	310	R	From:	v	N	IA		NA	(04/27/2000
\bigcup				To	69-1008						
(1016)	0.08	280	R	From:	V 1000	N	IA		NA	1	04/27/2000
\bigcup				To	69-702; 7th St						

					Page Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Shenandoah				From:	69-702; 7th St							
1016	0.07	200	R		07-702, /til St		NA			NA		04/27/2000
	0.07	440		To: From:	69-702		N10			NIA.		04/07/0000
(1016)	0.07	110	R	To:	69-719		NA			NA		04/27/2000
				From:	Dead End							
(1017)	0.40	520	R		Dead End		NA			NA		04/27/2000
				To:	69-707							
\bigcirc				From:	Dead End/							
1019	0.14	NA		To:	69-01023(B)/		NA			NA		
				From:	69-683							
1020	0.20	290	R	<u> </u>	07-063		NA			NA		04/27/2000
1020				To:	US 340							
				From:	Dead End/							
(1022)	0.13	NA		_			NA			NA		
				To:	69-01023(R)/RT 1023(L)/							
	0.21	NA		From:	Page County Line; 69-693		NA			NA		
1023	0.21	INA		_			INA			INA		
	0.12	NA		From:	Liberty Ave		NA			NA		
1023	0.12	INA		To:	69-1022 RT 1023		INA			INA		
				From:	69-692; 69-745; 69-1006							
(1027)	0.04	NA			2, 0, 2, 0, 1, 10, 0, 1000		NA			NA		
				To:	CL Shenandoah							
Page County				From:	ar ar							
(1007)	0.17	NA		rioni.	CL Shenandoah		NA			NA		
(1027)	0.17			To:	BANK STREET							
				From:	69-652							
(1105)	0.29	80	R				NA			NA		05/30/2000
				To:	Dead End							
\bigcirc	0.47	400	_	From:	US 211 BUS							00/04/0000
1116	0.17	120	R				NA			NA		06/01/2000
	0.44	40	_	From:	69-1117		N.1.0			NIA		00/04/0000
(1116)	0.11	40	R	To:	Dead End		NA			NA		06/01/2000
				From:	Cul-de-Sac							
(1117)	0.18	50	R		Ctil de Site		NA			NA		06/01/2000
				To:	69-1116							
Town of Stanley				From:	an Law Stragger							
0000	0.21	450	R	rioni.	STANLEY SCHOOL		NA			NA		05/30/2000
9303)	0.21	400		To:	69-638		1471			147.		00/00/2000
Page County				•								
				From:	SPRINGFIELD SCHOOL							
(9304)	0.04	70	R	To:	110.010		NA			NA		1995
					US 340							
0564)	0.10	180	R	From:	GROVE HILL SCHOOL		NA			NA		1997
9564				To:	US 340							
				From:	PAGE CO HIGH SCH							
9878	0.42	1300	R				NA			NA		1997
				To:	US 340							
			_	From:	Dead End							0015=::::::
600	0.60	90	R	To:	Poolsingham County I in-		NA			NA		08/07/2000
					Rockingham County Line							

						age Maintenant	e Alea								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Page County				From:		Page County Li	ne	1							
601)	0.50	240	R			rage County Er	iic			NA			NA		1997
82				To-		Dead End									
\bigcirc				From:		Shenandoah County	y Line								0=1001000
730	1.00	80	R	To:		Page County Line	East			NA			NA		05/09/200
				I		Fage County Line	East	L							
Town of Luray				From:		0.69 MS of NCL I	uray								
1 Collins Rd	0.69	2200	G	98%	0%	1% 0%	0%	0%	F	0.089	F	0.503	2200	G	2002
				To:		NCL Luray; 69-									
2 Lee St	0.18	1600	G	98%	0%	Bus US 211 Mair 1% 0%	0%	0%	С	0.099	F	0.65	1600	G	2002
Lee St	0.10	1000	Ū	To:	070	Mechanic St	070	070	O	0.000	'	0.00	1000	J	2002
				From:		US 211 Main S	St	Ī							
3 Hawksbill St	0.49	1300	G	98%	0%	1% 0%	0%	0%	F	0.085	F	0.516	1300	G	2002
133				To-		US 211 Bypas	S								
A limiter Acce	0.40	4000	•	From:	00/	Bus US 340	00/	00/	_	0.005	_	0.500	4000	0	0000
Linden Ave	0.19	1000	G	98% To:	0%	1% 0% Hawksbill Hts I	0% Or	0%	F	0.085	F	0.538	1000	G	2002
				From:	159-4 Ga	p Terminus Big Sprii		IG ST.							
5,159	0.04	NA				p reminus Big spin	ag ou rai	.001.		NA			NA		
159				To:		Hawksbill Height	s Dr								
<u> </u>			_	From:		Lee Hwy								_	
6 Collins Rd	0.26	2100	G	98% To:	0%	1% 0%	0%	0%	F	0.089	F	0.565	2100	G	2002
				From:		0.26 MN of Lee Hwy	/; 159-1								
1954) Mechanic St	0.42	2500	G	96%	0%	WCL Luray 2% 1%	1%	0%	F	0.095	F	0.527	2500	G	2002
Mechanic St				To:		Lee St									
1954 Mechanic St	0.38	2300	G	96%	0%	2% 1%	1%	0%	С	0.097	F	0.527	2400	G	2002
159				To:		Bus US 340									
<u> </u>				From:		SCL Luray									
1982 Court St	0.99	1900	G	97% To:	0%	2% 0%	0%	0%	С	0.08	F	0.513	1900	G	2002
				From:		West Main St	*								
1986) Antioch Rd	0.09	1400	G	97%	0%	SCL Luray 2% 0%	0%	0%	F	0.087	F	0.664	1500	G	2002
Antioch Rd				To:		Fairview Rd									
				From:		SCL Luray									
1987 Leaksville Rd	0.09	2100	G	97%	0%	2% 0%	0%	0%	F	0.091	F	0.565	2100	G	2002
				To:		Bus US 11									
1989) Fairview Rd	0.48	1200	G	98%	0%	ECL Luray 1% 0%	0%	0%	С	0.084	F	0.578	1200	G	2002
1989 Fairview Rd	0.40	1200	G	90 /0	0 70		0 /0	0 /0	C	0.004	'	0.576	1200	G	2002
1989) Fairview Rd	0.88	3100	G	From: 98%	0%	Antioch Rd 1% 0%	0%	0%	F	0.08	F	0.639	3200	G	2002
1989 Fairview Rd	0.00	0.00		To:	0,0	Reservoir Ave		0,0	•	0.00	•	0.000	0200		
O Barrania Arra	0.44	0.400	_	From:	00/	Fairview Rd	00/	00/	_	0.00	-	0.000	0.400	0	0000
1989 Reservoir Ave	0.44	3400	G	98% To:	0%	1% 0% Main St US 211	0%	0%	С	0.08	F	0.636	3400	G	2002
				From:		Bus US 211	Dus								
1991) Wallace Rd	0.52	1900	G	96%	0%	1% 0%	2%	0%	С	0.086	F	0.56	1900	G	2002
159/				To:		NCL Luray									
				From:		Lee Hwy BUS 2	.11								
Marye Lane		310	G	To:		T. 7 ·				0.101	F	0.533	310	G	2002
				To:		Park Ave									
Seventh St		110	G	From:		Third Street				0.118	F		110	G	2002
oevenin ot		110	3	To-		Fourth Street				0.110	ı		110	G	2002

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra	()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
				From:		Dedford Ave							
Terrace Lane		90	G					0.092	F	0.529	90	G	2002
				To:		Wilson St							