### 2001

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

Jurisdiction Report 34

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

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

### **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

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

### **Special Routes**

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

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

City of Winchester						Freder	rick Maint									
City of Winchester	Route	Length	AADT	QA	4Tire	Bus					QC	_	QK	AAWDT	QW	Year
The composition of the composi	City of Winchester						ZAXIE	3+Axie	TITAL	ZTraii		Hour				
Combined Traffic:   11000   G   97%   0%   2%   0%   1%   0%   F   NA   12000   G   2001		2.42									_					2224
Cameron St	( ' /															
The cameron St		Combined Framic:	11000	G		0%			1%	7 0%	F	NA		12000	G	2001
The combined Traffic   NA					From:			1								
Tenderick Counts	7 (11) Camero	n St 0.17	10000	G	95%	1%	2%	1%	1%	0%	F	NA		10000	G	2001
Piccaddilly St		Combined Traffic:	NA									NA		NA		
First All Lane									10/	<u> </u>						2221
Piccellis   Picc	7 Piccaddilly St	0.18	8000	G		1%			1%	1%	С	NA		8300	G	2001
National Ave   0.32   10000   G   98%   1%   2%   1%   1%   0%   C   NA   11000   G   2001					From											
National Ave	7 East Lane	0.02	9000	G		0%	2%	0%	1%	0%	F	NA		9400	G	2001
7 National Ave 0.32 10000 G 96% 1% 2% 1% 19% 19% 0% C NA 11000 G 2001  7 Berryville Ave 0.79 17000 G 97% 0% 2% 0% 1% 0% 0% C 1400 G 17000 G 2001  7 Berryville Ave 0.16 24000 G 97% 0% 2% 0% 19% 0% F 2300 G 25000 G 2001  7 Berryville Ave 0.16 24000 G 97% 0% 2% 0% 19% 0% F 2300 G 25000 G 2001  8 Berryville Ave 0.16 24000 G 97% 0% 2% 0% 19% 0% F 2300 G 25000 G 2001  8 Berryville Ave 0.16 24000 G 93% 0% 3% 19% 4% 0% F 2000 G 24000 G 2001  8 Berryville Ave 0.16 24000 G 93% 0% 3% 19% 4% 0% F 2000 G 24000 G 2001  8 Berryville Ave 0.18 7300 G 97% 0% 2% 0% 19% 0% F 2000 G 24000 G 2001  1 Berryville Ave 0.18 7300 G 97% 0% 2% 0% 19% 0% F NA 12000 G 2001  1 Combined Traffic: 11000 G 97% 0% 2% 0% 19% 0% F NA 12000 G 2001  1 Valley Pike 1.98 3800 G 94% 0% 3% 19% 2% 0% F NA 3800 G 2001  1 Valley Pike 1.98 3800 G 94% 0% 3% 19% 2% 0% F NA 3800 G 2001  1 Valley Pike 1.98 3800 G 94% 0% 3% 19% 2% 0% F NA 3800 G 2001  1 Valley Pike 4.19 4600 G 94% 0% 3% 19% 2% 0% F 280 G 2900 G 2001  1 Valley Pike 4.19 4600 N 94% 0% 3% 19% 2% 0% F 280 G 2900 G 2001  1 Valley Pike 0.32 4600 N 94% 0% 3% 19% 2% 0% F 420 G 4600 G 2001  1 Valley Pike 0.32 4600 N 94% 0% 3% 19% 2% 0% F 420 G 4600 N 2001  1 Valley Pike 0.32 4600 N 94% 0% 3% 19% 2% 0% F 420 G 4600 N 2001  1 Valley Pike 0.32 4600 N 94% 0% 3% 19% 2% 0% F 420 G 4600 N 2001  1 Valley Pike 0.32 4600 N 94% 0% 3% 19% 2% 0% N 420 N 4600 N 2001  1 Valley Pike 0.32 4600 N 94% 0% 3% 19% 2% 0% N 420 N 4600 N 2001  1 Valley Pike 0.32 4600 N 94% 0% 3% 19% 2% 0% N 420 N 4600 N 2001  1 Valley Pike 0.32 8300 N N N N N N N N N N N N N N N N N N																
The composition   The compos	7 National Ave	0.32	10000	G		1%			1%	0%	С	NA		11000	G	2001
Berryville Ave   0.79   17000   G   97%   0%   2%   0%   1%   0%   C   1400   G   17000   G   2001					To:					٦						
Ross St	7 Berryville Ave	0.79	17000	G						0%	С	1400	G	17000	G	2001
Tenderick County	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				To:					¬						
Frederick County	Berryville Ave	0.16	24000	G		0%			1%	0%	F	2300	G	25000	G	2001
The composition   The compos	,					E		ester; I-81								
The control of the	Frederick County															
Clarke County Line		0.00			<u> </u>				40/		_	0000		0.4000	•	0004
Piccadilly St	7 Berryville Pike	3.69	23000	G					4%	¬ 0%	F	2000	G	24000	G	2001
Piccadilly St	7*4 <b>CXX</b> /* 1 4				I		Clarke Cou	inty Line								
Combined Traffic: 11000   G   97%   0%   2%   0%   1%   0%   F   NA   12000   G   2001	ity of winchester				From:		Braddoo	ck St								
Combined Traffic: 11000   G   97%   09%   29%   09%   17%   09%   F   NA   12000   G   2001	Piccadilly St	0.18	7300	G	97%	0%	2%	0%	1%	0%	F	NA		7600	G	2001
SCL Middletown	P	Combined Traffic:	11000	G		0%			1%	0%	F	NA		12000	G	2001
Main St   St.   Main St   Main St					10:		Camero	on St								
11   Valley Pike	Frederick County				From:	,	Warren Cou	ınty Line		1						
Town of Middletown	11 Valley Pike	1.98	3800	G	94%				2%	0%	F	NA		3800	G	2001
SCL Middletown					To:		SCL Midd	lletown								
Main St   0.89   2900   G   94%   0%   3%   1%   2%   0%   F   280   G   2900   G   2001	Town of Middletown															
Tree	Main Ct	0.00	2000	_		00/			20/		_	200	_	2000	0	2004
Temporal Process   Free   NCL Middletown   SCL Stephens City   S	11) Main St	0.09	2900	G		0%			2%	7	Г	200	G	2900	G	2001
NCL Middletown   NCL	7 di-l- C						IVEL IVIIG	nctown								
SCL Stephens City   SCL Stephens City   SCL Stephens City   SCL Stephens City   Stephens Cit	rederick County				From:		NCL Mide	lletown								
SCL Stephens City   SCL Stephens City   SCL Stephens City   O% N 420 N 4600 N 2001	(11) Valley Pike	4.19	4600	G					2%	0%	F	420	G	4600	G	2001
SCL Stephens City   O% N 420 N 4600 N 2001   SR 277 Faifax Pike   NA 8300 G 2001	<u> </u>				To:		SCL Steph	ens City								
11   Valley Pike   0.32   4600   N   94%   0%   3%   1%   2%   0%   N   420   N   4600   N   2001	<u> Fown of Stenhens Ci</u>	tv			From:		SCI Stank	anc City		1						
SR 277 Faifax Pike	11 Vallev Pike	0.32	4600	N	<u> </u>				2%	<b>-</b> 0%	N	420	N	4600	N	2001
NA   8300   G   2001					To:											
Tot   NCL Stephens City   From:   NCL Stephens City   NA   8300   N   2001	Valley Pike	0.71	8300	G	From:		SK 4// Fål	IAN FIKE			-	NA		8300	G	2001
NCL Stephens City					To:		NCL Steph	ens City								
NCL Stephens City	rederick County															
Valley Pike	~~~	0.00	0000		From:		NCL Steph	ens City				<b></b>		0000		0001
Valley Pike 1.41 15000 A 95% 0% 1% 1% 3% 0% B 1500 A 16000 A 2001    City of Winchester   SCL Winchester   SCL Winchester	11 valley Pike	2.22	8300	N						<b>_</b>		NA		8300	N	2001
To   SCL Winchester			45000									4500		10000	^	0001
City of Winchester   SCL Winchester   SCL Winchester   SCL Winchester   O% C NA 17000 G 2001	valley Pike	1.41	15000	Α		υ%			3%	∪% 	В	1500	А	16000	А	2001
SCL Winchester   SCL Winchester   1.37   16000   G   95%   0%   2%   1%   1%   0%   C   NA   17000   G   2001	O						SCL WING	HICSICI								
(11) Valley Ave 1.37 <b>16000 G</b> 95% 0% 2% 1% 1% 0% C NA 17000 G 2001	City of Winchester				From:		SCL Wind	chester		1						
	11 Valley Ave	1.37	16000	G	95%	0%			1%	0%	С	NA		17000	G	2001
	$\smile$				To:		Middle	Rd								

Route   Length   AADT   QA   4Tire   Bus   AATT   Truck   AADT   QA   AAWDT   QW   Year   North Multicaster   Street   Multicaster   St						Freder	ick Mainte	enance A	rea							
The All Properties   The All	Route	Lenath	ΔΔΠΤ	ΟΔ	4Tire	Rus		Tru	ıck		OC	Design	OK	AAWDT	OW	Year
11   Valley Ave	Rodic	Longin	AADI	Q,A	41110	Duo	2Axle	3+Axle	1Trail	2Trail	Q.O	Hour	QIV	70000	QVV	rear
11   Valley Ave	City of Winchester				From:		Middle	Rd								
11   Valley Ave	11 Valley Ave	0.12	22000	G	95%	0%			3%	<b>-</b> 0%	F	NA		23000	G	2001
11   Valley Ave   0.67   17000   G   69%   0%   1%   1%   3%   0%   F   NA   18000   G   2001     11   Valley Ave   0.59   11000   G   57%   0%   1%   0%   1%   0%   0%   C   NA   12000   G   2001     11   Valley Ave   0.09   3200   G   96%   1%   3%   3%   1%   2%   0%   F   NA   3300   G   2001     12   Valley Ave   0.09   3200   G   96%   1%   3%   1%   2%   0%   F   NA   3300   G   2001     13   Valley Ave   0.09   3200   G   96%   1%   3%   1%   2%   0%   F   NA   14000   G   2001     14   Gerrard St   0.10   12000   G   85%   1%   3%   1%   2%   0%   F   NA   14000   G   2001     15   Cameron St   0.53   5900   G   96%   0%   2%   1%   1%   0%   C   NA   6100   G   2001     16   Cameron St   0.53   5900   G   96%   0%   2%   1%   1%   0%   C   NA   6100   G   2001     17   Cameron St   0.53   5900   G   96%   0%   2%   1%   1%   0%   C   NA   15000   G   2001     18   Cameron St   0.53   5900   G   96%   0%   2%   1%   1%   0%   C   NA   15000   G   2001     18   Cameron St   0.53   4100   G   96%   0%   2%   1%   1%   0%   C   NA   15000   G   2001     19   Cameron St   0.83   4100   G   96%   0%   2%   1%   1%   2%   0%   C   NA   4300   G   2001     10   Cameron St   0.83   4100   G   96%   0%   2%   1%   2%   0%   C   NA   4300   G   2001     11   Martinsburg Pike   0.31   11000   G   95%   0%   5%   1%   2%   0%   C   NA   4300   G   2001     11   Martinsburg Pike   1.48   11000   G   95%   0%   1%   1%   2%   0%   F   NA   11000   G   2001     11   Martinsburg Pike   1.61   9900   G   92%   0%   4%   1%   2%   0%   F   NA   11000   G   2001     11   Martinsburg Pike   1.61   9900   G   92%   0%   0%   4%   1%   2%   0%   F   NA   11000   G   2001     12   Martinsburg Pike   1.61   9900   G   92%   0%   0%   4%   1%   2%   0%   F   NA   11000   G   2001     13   Martinsburg Pike   1.61   9900   G   92%   0%   0%   1%   1%   0%   0%   F   NA   11000   G   2001     14   Martinsburg Pike   1.61   9900   G   92%   0%   0%   1%   1%   0%   0%   0%   0	<u> </u>				To:											
11   Valley Ave   0.59   11000   G   97%   0%   1%   0%   C   NA   12000   G   2001	11 Valley Ave	0.67	17000	G	95%	0%			3%	0%	F	NA		18000	G	2001
11   Valley Ave   0.59   11000   G   797%   07%   11%   07%   1 %   0 %   C   NA   12000   G   2001     11   Valley Ave   0.09   3200   G   3200   G   33%   1%   3%   1%   2%   0%   F   NA   3300   G   2001     11   Valley Ave   0.09   3200   G   33%   1%   3%   1%   2%   0%   F   NA   14000   G   2001     12   Gerrard St   0.10   12000   G   35%   1%   37%   1%   2%   0%   F   NA   14000   G   2001     11   Cameron St   0.53   5900   G   95%   1%   2%   1%   1%   0%   C   NA   15000   G   2001     11   Cameron St   0.53   5900   G   95%   1%   2%   1%   1%   1%   0%   C   NA   15000   G   2001     11   Cameron St   0.53   5900   G   95%   1%   2%   1%   1%   1%   0%   C   NA   15000   G   2001     11   Cameron St   0.53   5900   G   95%   1%   2%   1%   1%   1%   1%   0%   C   NA   15000   G   2001     11   Cameron St   0.53   4100   G   95%   1%   2%   1%   1%   1%   1%   0%   C   NA   15000   G   2001     11   Cameron St   0.83   4100   G   95%   0%   2%   1%   2%   0%   C   NA   4300   G   2001     11   Cameron St   0.83   4100   G   95%   0%   2%   1%   2%   0%   C   NA   4300   G   2001     11   Martinsburg Pike   0.31   11000   G   95%   0%   0%   1%   1%   2%   0%   C   NA   4300   G   2001     12   Martinsburg Pike   1.61   9900   G   22%   0%   4%   1%   2%   0%   F   NA   11000   G   2001     13   Martinsburg Pike   2.62   6100   G   22%   0%   4%   1%   2%   0%   F   NA   3800   G   2001     14   Martinsburg Pike   2.62   6100   G   22%   0%   4%   1%   2%   0%   F   NA   3800   G   2001     15   Martinsburg Pike   2.63   6100   G   22%   0%   4%   1%   2%   0%   F   NA   3800   G   2001     16   Martinsburg Pike   2.63   6100   G   22%   0%   4%   1%   2%   0%   F   NA   3800   G   2001     17   Martinsburg Pike   2.63   6100   G   22%   1%   3%   3%   1%   2%   0%   F   NA   3800   G   2001     18   Martinsburg Pike   2.63   6100   G   22%   1%   3%   3%   1%   2%   0%   F   NA   3800   G   2001     19   Martinsburg Pike   2.63   6100   G   22%   1%   3%   3%   2%   0%   F   NA   3800   G   2001	<u> </u>				To											
11   Valley Ave	11 Valley Ave	0.59	11000	G		0%			1%	0%	С	NA		12000	G	2001
11   Valley Ave   0.09   3200   G   94%   1%   3%   1%   2%   0%   F   NA   3300   G   2001	Valley / We	0.00	11000						1 70	<b>→</b> 0 / 0	O	1471		12000	O	2001
Combined Traffic:   13000   G   93%   1%   3%   1%   2%   2%   0%   F   NA   14000   G   2001	Valley Ave	0.00	2200						20/-	0%	_	NΙΛ		3300	G	2001
11   Gerrard St	11 Valley Ave															
		Combined Trailic.	13000	G	To:	1 /0			2 /0	7 070	'	INA		14000	O	2001
Cameron St					From:											
11   Cameron St	11 Gerrard St	0.10	12000	G	94%	1%	3%	1%	2%	0%	F	NA		13000	G	2001
11   Cameron St	~				To:											
Combined Traffic:   14000   G   96%   0%   2%   1%   1%   0%   C   NA   15000   G   2001	Compren St	0.52	5000	G		10/			10/		_	NIA		6100	0	2001
Cameron St   0.17   10000   G   95%   1%   2%   1%   1%   0%   F   NA   10000   G   2001	11) Carrieron St															
11   Cameron St		Combined Traffic:	14000	G	96%	0%	2%	1%	1%	<u> </u>	C	NA		15000	G	2001
Combined Traffic: NA	~~									J						
	11 Cameron St			G	95%	1%	2%	1%	1%	0%	F				G	2001
Cameron St   0.83   4100   G   94%   1%   3%   19%   2%   0%   C   NA   4300   G   2001		Combined Traffic:	NA									NA		NA		
Combined Traffic:   9500   G   95%   0%   2%   1%   2%   0%   C   NA   9900   G   2001					To: From:		Piccadill	y St		]						
11   Martinsburg Pike   0.31   11000   G   95%   0%   1%   1%   2%   0%   C   NA   12000   G   2001	11 Cameron St	0.83	4100	G	94%	1%	3%	1%	2%	0%	С	NA		4300	G	2001
Martinsburg Pike   0.31   11000   G   95%   0%   0%   1%   1%   2%   0%   C   NA   12000   G   2001	~	Combined Traffic:	9500	G	95%	0%	2%	1%	2%	0%	С	NA		9900	G	2001
Martinsburg Pike   0.31   11000   G   95%   0%   1%   1%   2%   0%   C   NA   12000   G   2001					To:											
NCL Winchester   NCL	Martinebura	Diko 0.31	11000	G		0%			20/-		C	NΙΛ		12000	G	2001
Martinsburg Pike   1.48   11000   G   94%   1%   3%   1%   2%   0%   F   NA   11000   G   2001	11) Martinsburg	FIRE 0.31	11000	G		0 70			2 /0	7 0 /%	C	INA		12000	G	2001
Martinsburg Pike							NCL WIIIC	nester								
Martinsburg Pike	rederick County				From:		NCL Wind	hester		1						
11   Martinsburg Pike   1.61   9900   G   92%   0%   4%   1%   2%   0%   F   NA   9900   G   2001	11 Martinsburg	Pike 1.48	11000	G	94%	1%			2%	0%	F	NA		11000	G	2001
Martinsburg Pike   1.61   9900   G   92%   0%   4%   1%   2%   0%   F   NA   9900   G   2001					To:	то	1 Mouth of V	Vinahaatan								
34-761 Old Charles Town Rd   111   Martinsburg Pike   2.62   6100   G   92%   0%   4%   1%   2%   0%   F   520   G   6100   G   2001	11 Martinsburg	Pike 1.61	9900	G					2%	0%	F	NA		9900	G	2001
11) Martinsburg Pike 2.62 6100 G 92% 0% 4% 1% 2% 0% F 520 G 6100 G 2001  11) Martinsburg Pike 2.21 3800 G 92% 0% 4% 1% 2% 0% F NA 3800 G 2001  11) Martinsburg Pike 2.21 3800 G 92% 0% 4% 1% 2% 0% F NA 3800 G 2001  11) Braddock St 0.09 10000 G 92% 1% 3% 2% 2% 0% F NA 11000 G 2001  11) Combined Traffic: 13000 G 93% 1% 3% 1% 2% 0% F NA 14000 G 2001  11) So) Braddock St 0.53 8200 G 93% 1% 3% 1% 1% 1% 0% 0% C NA 15000 G 2001  12) Combined Traffic: 14000 G 96% 0% 2% 1% 1% 1% 0% C NA 3400 G 2001  13) Braddock St 0.36 3300 G 92% 1% 3% 1% 2% 2% 0% C NA 3400 G 2001  14) Draddock St 0.36 3300 G 93% 1% 3% 1% 2% 0% C NA 3400 G 2001  15) Braddock St 0.36 3300 G 93% 1% 3% 1% 2% 0% C NA 3400 G 2001  15) Braddock St 0.36 3300 G 93% 1% 3% 1% 2% 0% C NA 3400 G 2001  16) Combined Traffic: NA	11)		0000	•	т					¬ ~	•			0000		
11   Martinsburg Pike   2.21   3800   G   92%   0%   4%   1%   2%   0%   F   NA   3800   G   2001	Martinghura	Diko 2.62	6100	G						0%	_	520	G	6100	G	2001
Martinsburg Pike   2.21   3800   G   92%   0%   4%   1%   2%   0%   F   NA   3800   G   2001	11) Wartinsburg	FIRE 2.02	6100	G	9270	0 76	4 70	1 70	270	U 76 	Г	320	G	0100	G	2001
To   West Virginia State Line   West Virginia State Line	~~									_ <del></del>						
1	,	Pike 2.21	3800	G					2%	<b>-</b> 0%	F	NA		3800	G	2001
Prome   Valley Ave   Valley A					10.	We	est Virginia	State Line								
Braddock St	ity of Winchester				From:		V-11	<b>4</b>		1						
Combined Traffic: 13000 G 93% 1% 3% 1% 2% 0% F NA 14000 G 2001    1	AA) Braddock St	n na	10000			1%			2%	ا 0%	F	NΔ		11000	G	2001
10   10   10   10   10   10   10   10	PI Braddock St															
1   50   Braddock St   0.53   8200   G   97%   0%   1%   1%   1%   1%   0%   C   NA   8500   G   2001		Combined Trailic.	13000	G	95 /0	1 70			2 /0	<b>-</b> 0 70	'	INA		14000	O	2001
Combined Traffic: 14000 G 96% 0% 2% 1% 1% 0% C NA 15000 G 2001    To	~ ~ D	1-04 0.50	2222	_		00/			40/		_	NIA		0500		0004
Boscawen St	11 (50) Braddo															
Picca   Picc		Combined Traffic:	14000	G		0%			1%	¬ 0%	C	NA		15000	G	2001
11   Braddock St   0.36   3300   G   92%   1%   3%   2%   2%   0%   C   NA   3400   G   2001																
Combined Traffic: 7400 G 93% 1% 3% 1% 2% 0% C NA 7700 G 2001    North Ave	11 Braddock St	0.36	3300	G	92%	1%			2%	0%	С	NA		3400	G	2001
North Ave	.p.)															
North Ave   0.03   410   G   94%   0%   0%   3%   2%   0%   C   NA   420   G   2001					To:											
Combined Traffic: NA	~~		_													
Combined Traffic: NA	11 North Ave		410	G	94%	0%	0%	3%	2%	0%	С				G	2001
From:   North Ave		Combined Traffic:	NA		_					_		NA		NA		
Loudoun St 0.30 <b>3900 G</b> 99% 0% 1% 0% 0% 0% C NA 4100 G 2001 Combined Traffic: <b>8000 G</b> 96% 0% 2% 0% 1% 0% C NA 8400 G 2001										+						
Combined Traffic: <b>8000 G</b> 96% 0% 2% 0% 1% 0% C NA 8400 G 2001	14) Loudoup St	U 3U	3000	c		N%			0%	<b>」</b> ∩%	C	NΔ		<b>4100</b>	G	2001
	11) Loudouii St															
		Combined Hallic:	0000	G	96% To:	U 70			1 70	U 70	C	INA		0400	G	2001

					Freder	ick Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	OW	Year
Noute	Longin	ולא	Q/A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QVV	rear
City of Winchester				From:		Wyck	C+								
(11) Loudoun St	0.24	5300	G	96%	0%	1%	1%	2%	0%	С	NA		5600	G	2001
( 'b' )	ed Traffic:	9500	G	95%	0%	2%	1%	2%	0%	С	NA		9900	G	2001
				To:		Camero									
Frederick County															
Allinos ad Dilas	0.70	40000		From:		Clarke Cour		400/		_	4000	0	40000	0	0004
[17] [50] Millwood Pike	2.72	18000	G	80%	1%	3%	3%	12%	1%	F	1300	G	18000	G	2001
Million and Dillion	0.74			From:		723 Carpers		400/	40/		NIA		00000		0004
[17] [50] Millwood Pike	2.71	20000	G	80%	1%	3%	3%	12%	1%	F	NA		20000	G	2001
Million and Dilea	0.40	44000		From:		522 Front I		400/	40/	_	2400		42000		2004
[17] [50] Millwood Pike	0.16	41000	G	80% To:	1%	3% ECL Winc	3%	12%	<b>1</b> %	F	3400	G	43000	G	2001
C' CYY' I				<u> </u>		ECL WIIIC	nester								
City of Winchester				From:		ECL Winc	hester								
17 50 Millwood Ave	0.04	41000	G	80%	1%	3%	3%	12%	1%	F	3400	G	43000	G	2001
$\bigcirc$				To: From:		I-81			7—						
17 50 Millwood Ave	0.20	33000	G	97%	0%	1%	1%	1%	0%	F	2800	G	34000	G	2001
$\sim$				To: From:		Jubal Ear	ly Dr		1						
17 50 Millwood Ave	0.80	13000	G	97%	0%	2%	0%	1%	0%	С	NA		14000	G	2001
$\bigcirc$				To:		Camero	n St								
Frederick County				_											
	0.04	11000	G	92%	0%	34-64 <b>2</b> %	·2 1%	5%	0%	F	1100	G	11000	G	2001
37	0.04	11000	G	9270				5%	U 76	Г	1100	G	11000	G	2001
	2.01	44000		From: 92%	I-8 0%	1 South of V 2%	Vinchester 1%	5%	0%	F	1400	G	14000	G	2001
(37)	2.91	14000	G	92%	0%			5%	U% —	Г	1400	G	14000	G	2001
	2.32	22000		From:	0%	34-62 2%	1%	5%	0%	F	2000	G	22000	G	2001
(37)	2.32	23000	G	92%					U% —	Г	2000	G	23000	G	2001
	1.67	24000		From:		50 West of	Winchester 1%			F	2200	G	21000	G	2001
(37)	1.67	21000	G	92% To:	0%	2% 522 N Wof		5%	□ 0%	Г	2300	G	21000	G	2001
				From:		522 N W of									
(37)	2.16	23000	G	92%	0%	2%	1%	5%	0%	F	1900	G	23000	G	2001
				To:	US	11 North of	Winchester								
~~	_		_	From:		est Virginia								_	
Northwestern Pike	4.35	6800	G	95%	0%	1%	0%	3%	0%	F	670	G	6800	G	2001
				From:		-751 East Ir			]						
Northwestern Pike	4.80	10000	G	95%	0%	1%	0%	3%	0%	F	940	G	10000	G	2001
~~~ · · · · · · · · · · · · · · · · · ·	<u> </u>			From:		614 Back M			]						
Northwestern Pike	2.45	16000	G	95%	0%	2%	1%	2%	0%	F	1400	G	16000	G	2001
~~~	<u> </u>			110111.		und Hill Rd			]		4-4-		4		
Northwestern Pike	2.59	19000	G	95%	0%	2%	1%	2%	0%	F	1700	G	19000	G	2001
~~				From:		SR 3			]			_		_	
Northwestern Pike	0.14	21000	G	98% To:	0%	1%	0%	0%	0%	F	1800	G	21000	G	2001
•				10.		WCL Wind	enester								
City of Winchester				From:		WCL Wind	chester								
50 Amherst St	0.64	16000	G	98%	0%	1%	0%	0%	0%	F	NA		17000	G	2001
				To:		Fox D									
(50) Amherst St	0.75	16000	G	98%	0%	1%	<u>от</u> 0%	0%	0%	С	NA		17000	G	2001
				To:		Boscawe									
~ a	0.07	44655	_	From:	40/	Amhers	t St	40/					4.4000		0004
50 Boscawen St	0.37	14000	G	95%	1%	1%	1%	1%	1%	С	NA		14000	G	2001
•				10.		Braddoc	k St								

Route   Length   AADT   QA   4   1   1   1   1   2   2   2   2   2   2							rreaer	ick Maint					Desi				
Braddock St	Route	l	_ength	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Section   Sect	city of Winchester							ZANC	JIMAIC	iiiaii	ZIIali		i ioui				
Combined Traffic:   14000   G   99%   0%   2%   1%   1%   0%   C   NA   15000   G   200	~~				_						]	_			a	_	
Gerard St	00)																2001
Second St		Combined	Traffic:	14000	G		0%			1%	<b>-</b> 0%	С	NA		15000	G	2001
Second St																	
Valley Ave   Solidary Ave   Solida	50 Gerrard St		0.07	9500	G	97%	0%			1%	0%	F	NA		9900	G	2001
Combined Traffic:   1000   G   97%   19%   29%   19%   29%   0%   F   NA   13000   G   200   2	30)					To:		3.7.11			_						
RT11  F	Gerrard	St	0.10	12000	G		1%			2%	0%	F	NΔ		13000	G	2001
Cambried Name	50) (11) Octivity	Ot	0.10	12000	G		1 70			2 /0	7 ~~	'	IVA		10000	O	200
Millwood Ave   0.20   33000   G   97%   0%   1%   1%   1%   1%   0%   F   2800   G   34000   G   200						From:											
	50 Millwood Ave		0.80	13000	G	97%	0%	2%	0%	1%	0%	С	NA		14000	G	2001
Solid   Millwood Ave   0.20   33000   G   67%   0%   1%   1%   1%   1%   0%   F   2800   G   34000   G   200	<b>→</b>					To		Jubal Far	lv Dr								
Section   Sect	50 Millwood Ave		0.20	33000	G	97%	0%		*	1%	0%	F	2800	G	34000	G	2001
Section   Sect	30)										¬						
FCL Winchester   FCC	Millwood Ava		0.04	44000	^	From:	10/			120/	10/		2400		42000		2004
Section   Comparison   Compar	50 Williwood Ave		0.04	41000	G		170			1270	7	Г	3400	G	43000	G	2001
Section   Combined Traffic:   1000   G   95%   1%   2%   1%   1%   1%   1%   1%   1								ECL WIR	incstel		1						
Millwood Pike   0.16   41000   G   80%   1%   3%   3%   12%   1%   F   3400   G   43000   G   200	rederick County					From:		ECI Wind	hester		1						
Section   Combined Traffic:   1000   G   80%   1%   3%   3%   12%   1%   F   NA   20000   G   200	50 Millwood Pike		0.16	41000	G		1%			12%	<b>-</b> 1%	F	3400	G	43000	G	2001
Millwood Pike   2.71   2000   G   80%   1%   3%   3%   12%   1%   F   NA   2000   G   200	30)		0.10	. 1000	•	J 70				/0	- · /·	•	2.00	J	.5556	_	_50
34-723 Carpers Valley Rd   34-723 Carpers Vall	Million of Di		2.74	00000						100/	40/		NIA		20000		000
Millwood Pike   2.72   18000   G   80%   1% 3% 3% 12%   1%   F   1300   G   18000   G   200	50 IVIIIIWOOD PIKE		2./1	20000	G	80%	1%	3%	3%	12%	1%	F	NA		∠0000	G	2001
Table   Clarke County Line						To: From:	34-	723 Carpers	s Valley Rd								
Second   S	<sub>50</sub> Millwood Pike		2.72	18000	G					12%	1%	F	1300	G	18000	G	2001
Pricadilly St   0.18   7300   G   97%   0%   2%   0%   1%   0%   F   NA   7600   G   200	~					To:		Clarke Cou	nty Line								
Piccadilly St   0.18   7300   G   97%   0%   2%   0%   1%   0%   F   NA   7600   G   200	ity of Winchester																
Combined Traffic: 11000   G   97%   0%   2%   0%   1%   0%   F   NA   12000   G   200	~~										<b>」</b>					_	
Tomographic	50} \ 7 / Piccadii	lly St	0.18	7300	G		0%	2%	0%	1%	0%		NA		7600	G	2001
Temporal Combined Traffic: NA	<b>→</b> •	Combined	Traffic:	11000	G		0%			1%	0%	F	NA		12000	G	2001
Cameron St   0.17   10000   G   95%   1%   2%   1%   1%   0%   F   NA   10000   G   200																	
Combined Traffic: NA	Camoro	n St	0.17	10000	G		10/			10/-		_	NΙΛ		10000	G	2001
Boscawen St   Step	90)(11)				G	95 /6	1 /0	2 /0	1 /0	1 /0	0 /6	'				G	2001
Cameron St   0.53   5900   G   95%   1%   2%   1%   1%   0%   C   NA   6100   G   200		Combined	Trailic.	NA							_		INA		NA		
Combined Traffic:   14000   G   96%   0%   2%   1%   1%   0%   C   NA   15000   G   200											<del></del>					_	
Tree     West Virginia State Line     Shenandoah County Line     Warren County Line     Shenandoah County Line     Warren County Line	50 \ \ 11 \ Camero	on St	0.53	5900	G				1%	1%	0%		NA		6100	G	2001
Present   Pres	÷	Combined	Traffic:	14000	G		0%	2%	1%	1%	0%	С	NA		15000	G	2001
West Virginia State Line   West Virginia State						To:		US 50 Ger	rard St								
Wardensville Pike   4.83   1800   A   90%   0%   2%   2%   5%   0%   A   230   A   1700   A   200	rederick County																
Shenandoah County   Shenandoah County   Line		Dile	4.00	4000						E0/	<u>ر</u> ر		000		4700		000
Vest   Shenandoah County Line   Shenandoah C	55 vvardensville	rike	4.83	1800	Α	90%	0%	2%	2%	5%	υ%	Α	230	Α	1700	Α	2001
Tot	<u> </u>					To: From:		34-600 Pi	fer Rd		]						
Vest   0.42   9700   G   78%   1%   2%   1%   18%   1%   F   830   G   8600   G   200	55) Wardensville	Pike	0.70	2300	G	90%	0%	2%	2%	5%	0%	F	180	G	2100	G	2001
O.42   9700   G   78%   1%   2%   1%   18%   1%   F   830   G   8600   G   200						To:	She	enandoah C	ounty Line								
O.42   9700   G   78%   1%   2%   1%   18%   1%   F   830   G   8600   G   200	Vest					From:		I-81									
Combined Traffic:   20000   G   78%   1%   2%   1%   18%   1%   F   1500   G   18000   G   200	66)		0.42	9700	G	78%	1%	2%	1%	18%	1%	F	830	G	8600	G	2001
Nation   County   Combined Traffic:   40000   G   70%   1%   2%   1%   25%   2%   F   NA   21000   G   200		Combined	Traffic:	20000	G	78%	1%	2%	1%	18%	1%	F	1500	G	18000	G	2001
Shenandoah County Maintenance Break						To:	Ţ	Warren Cou	inty Line								
Shenandoah County Maintenance Break	henandoah County	·	_	_						_	_		·		·		
0.43 21000 G 70% 1% 2% 1% 25% 2% F NA 21000 G 200  Combined Traffic: 40000 G 71% 1% 2% 1% 24% 2% F NA 40000 G 200  Warren County Line  1.29 21000 G 70% 1% 2% 1% 25% 2% F NA 21000 G 200  Combined Traffic: 40000 G 71% 1% 2% 1% 25% 2% F NA 40000 G 200  Combined Traffic: 40000 G 71% 1% 2% 1% 24% 2% F NA 40000 G 200	lorth					From:	Shenandoa	ah County N	/aintenance	Break							
Combined Traffic: 40000   G   71%   1%   2%   1%   24%   2%   F   NA   40000   G   200	81)		0.43	21000	G	70%	1%	2%	1%	25%	2%	F	NA		21000	G	2001
Varren County   Varren County   Count		Combined	Traffic:	40000	G	71%	1%	2%	1%	24%	2%	F	NA		40000	G	2001
Shenandoah County Line     Shenandoah County Line							1		inty Line								
Shenandoah County Line     Shenandoah County Line	Varren County		·					·		·	·						
1.29 <b>21000 G</b> 70% 1% 2% 1% 25% 2% F NA 21000 G 200 Combined Traffic: <b>40000 G</b> 71% 1% 2% 1% 24% 2% F NA 40000 G 200						From:	She	enandoah C	ounty Line		_						
Combined Traffic: 40000 G 71% 1% 2% 1% 24% 2% F NA 40000 G 200			1.29	21000	G	70%				25%	2%	F	NA		21000	G	2001
		Combined	Traffic:	40000	G	71%	1%	2%	1%	24%	2%	F	NA		40000	G	2001
					-												

					Freder	ick Maint	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	Longar	, , , ,	٠.,		Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	Q, t	7011121	Q.	, cai
Frederick County North				From:	I-60	6; Warren C	ounty Line								
81)	1.96	16000	G	74%	1%	2%	1%	21%	2%	F	1200	G	16000	G	2001
	Combined Traffic:	34000	G	75%	1%	2%	1%	20%	2%	F	2900	G	34000	G	2001
N. d.				To: From:		34-62	:7		7						
North 81	4.54	17000	G	74%	1%	2%	1%	21%	2%	F	1300	G	18000	G	2001
(81)	Combined Traffic:	37000	G	75%	1%	2%	1%	20%	2%	F	3100	G	37000	G	2001
	Combined Traine.	01000	·	To:		SCL Stephe		2070	٦ - "	•	0.00	Ū	0,000	Ü	2001
Town of Stephens	City								_						
North				From:		SCL Stephe			J			_		_	
(81)	0.10	17000	G	74%	1%	2%	1%	21%	2%	F	1300	G	18000	G	2001
	Combined Traffic:	37000	G	75% To:	1%	2%	1%	20%	2%	F	3100	G	37000	G	2001
				10.	SK 2	277; NCL St	tepnens City	/							
Frederick County North				From:	SR 2	277; NCL St	enhens City	I							
81)	3.05	21000	G	74%	1%	2%	1%	21%	2%	F	1600	G	21000	G	2001
	Combined Traffic:	41000	G	75%	1%	2%	1%	20%	2%	F	3300	G	42000	G	2001
				To		SR 3	7		<b>1</b>						
North	3.66	21000	F	74%	1%	2%	1%	21%	<b>-</b> 2%	F	1400	F	21000	F	2001
81	Combined Traffic:	37000	G	74 % 75%	1%	2%	1%	20%	2%	F	3100	G	37000	G	2001
	Combined Trailic.	37000	G	7570	1 /0			20 /0	7	'	3100	O	37000	O	2001
North				From:		US 5			_						
(81)	1.81	27000	В	74%	1%	2%	1%	21%	2%	Α	2600	В	27000	В	2001
	Combined Traffic:	53000	В	75%	1%	2%	1%	20%	2%	Α	5200	В	53000	В	2001
				To:		SCL Winc	hester								
City of Winchester North				From:		SCL Winc	hester		1						
(81)	0.07	27000	В	74%	1%	2%	1%	21%	2%	Α	2600	В	27000	В	2001
	Combined Traffic:	53000	В	75%	1%	2%	1%	20%	2%	Α	5200	В	53000	В	2001
				To:		NCL Wind	hester								
Frederick County															
North	0.00	0=000	_	From:	40/	NCL Wind		040/			0000	_	07000	-	0004
81	0.09	27000	В	74% 75%	1% 1%	2% 2%	1% 1%	21%	2% 2%	A	2600	В	27000	В	2001
	Combined Traffic:	53000	В	75%	1 %			20%	2% <b>-</b>	Α	5200	В	53000	В	2001
North				From:		SR 7	7								
(81)	2.07	24000	G	74%	1%	2%	1%	21%	2%	F	2100	G	25000	G	2001
	Combined Traffic:	50000	G	75%	1%	2%	1%	20%	2%	F	3800	G	50000	G	2001
North				To: From:		US 1	1		]						
81)	3.51	20000	G	74%	1%	2%	1%	21%	2%	F	1800	G	21000	G	2001
	Combined Traffic:		G	75%	1%	2%	1%	20%	2%	F	3200	G	41000	G	2001
				To		34-67	2		1						
North	0.55	20020	_	740/	10/			210/	<b>-</b> 2%	г	1700	_	20000	C	2001
81	2.55 Combined Traffic:	20000 40000	G G	74% 75%	1% 1%	2% 2%	1% 1%	21% 20%	2% 2%	F F	3100	G G	40000	G G	2001
	Combined Haille.	40000	G	1570	ı 70			2070	∠ 70 ¬	I <sup>-</sup>	3100	G	40000	G	200 I
North				From:		34-66			_						
81)	0.50	15000	G	74%	1%	2%	1%	21%	2%	F	1200	G	16000	G	2001
$\smile$	Combined Traffic:	34000	G	75%	1%	2%	1%	20%	2%	F	2500	G	34000	G	2001
				To:	We	est Virginia	State Line								
Shenandoah Count	v			From:	Shanan de -	h Courte	Maintonone -	Brook	ı						
South 81	0.43	19000	G	73%	Shenandoa 1%	ah County N 2%	1aintenance	22%	2%	F	1900	G	19000	G	2001
31)	Combined Traffic:		G	71%	1%	2%	1%	24%	2%	F	NA	_	40000	G	2001
			_	To:		Warren Cou			<b>]</b>	-	·			-	
							-		_						

					Freder	ick Maint	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	- <b>J</b>					2Axle	3+Axle	1Trail	2Trail		Hour				
Varren County Jouth				From:	Sh	enandoah C	ounty Line								
81)	1.15	19000	G	73%	1%	2%	1%	22%	2%	F	1900	G	19000	G	2001
	Combined Traffic:	40000	G	71%	1%	2%	1%	24%	2%	F	NA		40000	G	2001
				To:	F	rederick Co	unty Line								
rederick County															
South	2.22		_	From:		Warren Cou		000/		_	4000	_	40000	0	0004
81	0.26	19000	G	73%	1%	2%	1%	22%	2%	F	1900	G	19000	G	2001
	Combined Traffic:	40000	G	71%	1%	2%	1%	24%	2%	F	NA		40000	G	2001
outh				To: From:		I-66			]						
81)	1.95	17000	G	76%	1%	2%	1%	20%	2%	F	1700	G	18000	G	2001
	Combined Traffic:	34000	G	75%	1%	2%	1%	20%	2%	F	2900	G	34000	G	2001
				To:		34-62	17								
outh	4.00	40000	_	From:	40/			2007	<b>-</b>	_	1700	_	10000	^	0001
81	4.28	19000	G	76%	1%	2%	1%	20%	2%	F	1700	G	19000	G	2001
	Combined Traffic:	37000	G	75% To:	1%	2% SCL Stephe	1%	20%	<b>-</b> 2%	F	3100	G	37000	G	2001
						SCL Stephe	ans City								
own of Stephens ( outh	City			From:		SCL Stephe	ens City								
81)	0.10	19000	G	76%	1%	2%	1%	20%	2%	F	1700	G	19000	G	2001
01)	Combined Traffic:	37000	G	75%	1%	2%	1%	20%	2%	F	3100	G	37000	G	2001
				To:		NCL Stepho	ens City								
rederick County															
outh				From:		NCL Stepho	-								
81)	0.42	19000	G	76%	1%	2%	1%	20%	2%	F	1700	G	19000	G	2001
	Combined Traffic:	37000	G	75%	1%	2%	1%	20%	2%	F	3100	G	37000	G	2001
outh				To: From:		SR 27	77								
South 81	2.95	20000	G	76%	1%	2%	1%	20%	2%	F	1700	G	20000	G	2001
01)	Combined Traffic:		G	75%	1%	2%	1%	20%	2%	F	3300	G	42000	G	2001
				To:	.,,				¬ ¯~~	•			000		_00.
outh				From:		SR 3									
81)	3.50	16000	G	76%	1%	2%	1%	20%	2%	F	1700	G	16000	G	2001
	Combined Traffic:	37000	G	75%	1%	2%	1%	20%	2%	F	3100	G	37000	G	2001
outh				To: From:		SR 5	0								
South 81	1.65	27000	Α	76%	1%	2%	1%	20%	2%	Α	2700	Α	26000	Α	2001
01)	Combined Traffic:	53000	В	75%	1%	2%	1%	20%	2%	Α	5200	В	53000	В	2001
	Combined Traine.	00000	_	To:	170	SCL Wind		2070	7 - "	, ,	0200		00000		2001
ity of Winchester				•					-						
outh				From:		SCL Wind	hester								
81)	0.07	27000	Α	76%	1%	2%	1%	20%	2%	Α	2700	Α	26000	Α	2001
	Combined Traffic:	53000	В	75%	1%	2%	1%	20%	2%	Α	5200	В	53000	В	2001
				To:		NCL Wind	chester								
rederick County															
South	0.26	27000		76%	1%	NCL Wind	thester 1%	20%	20/	٨	2700	۸	26000	۸	2001
81	0.26 Combined Traffic:	27000	A	76% 75%					2% 2%	A	2700 5200	A	26000	A	2001
	Combined Hallic:	53000	В	15%	1%	2%	1%	20%	2%	Α	5200	В	53000	В	2001
outh				From:		SR 7	7								
81)	2.20	25000	G	76%	1%	2%	1%	20%	2%	F	1700	G	25000	G	2001
	Combined Traffic:	50000	G	75%	1%	2%	1%	20%	2%	F	3800	G	50000	G	2001
				To		US 1	1								
South	2.22	04600	_	From:	40/			000/		_	4500	_	04000	_	0001
81	3.62	21000	G	76%	1%	2%	1%	20%	2%	F	1500	G	21000	G	2001
_	Combined Traffic:	41000	G	75%	1%	2%	1%	20%	2%	F	3200	G	41000	G	2001
				To:		34-67	72								

South						Freder	ick Mainte	enance <i>F</i>	Area							
Substitute   Sub	Route	Length	AADT	QA	4Tire	Bus	 2Δvla			 2Trail	QC	_	QK	AAWDT	QW	Year
241   2000   G 79%   1% 29%   1% 29%   2%   F 1400   G 2000   G 2001	Frederick County								TITAL	ZIIGII		rioui				
Combined Traffic:   4000   G   75%   1%   2%   1%   20%   2%   F   3100   G   40000   G   2001		2.44	20000	•	<u> </u>	40/			200/		_	1400	0	20000	_	2004
South																
Section   Sect		combined frame.	40000	G	75%	1 70			20%	_ 270 <b>¬</b>	Г	3100	G	40000	G	2001
Combined Traffic   34000   G   75%   19%   29%   19%   20%   29%   F   2500   G   34000   G   2001	South				From:										_	
West Visignia State Inc.   West Visignia State																
West Vignis Start List   West Vignis Start L		combined Traffic:	34000	G	75% To:				20%	¬ <sup>2%</sup>	F	2500	G	34000	G	2001
The properties   3.35   4500   G   33%   1%   2%   5%   4%   4%   0%   F   430   G   4500   G   2001					From:					<del></del>						
The content of the	127 Bloomery Pike	3.35	4500	G	93%				4%	<b>-</b> 0%	F	430	G	4500	G	2001
280   Carpers Pike					To	U	S 522 Frede	erick Pike								
Vest Version Nate Line   Vest Vest Vest Vest Vest Vest Vest Vest																
Town of Strokens City   Town	259 Carpers Pike	0.65	2300	G	95%	0%	2%	1%	2%	0%	F	200	G	2300	G	2001
Town of Stopheus City					From:					]						
Tannar   Strothers City	259 Carpers Pike	4.34	2500	G						→ 0%	F	220	G	2500	G	2001
Company   Comp						US	30 Northwe	estern Pike								
Prederick County   Productive County Line	Town of Stenhens City	v			From:	1	US11 Steph	ens Citv								
Trederick County	(277) Fairfax St	0.15	10000	G	95%				3%	0%	F	990	G	10000	G	2001
Second   S					To:		I-81									
277   Fairfax Pike   2.09   11000   G   95%   0%   1%   1%   3%   0%   F   NA   11000   G   2001	Frederick County				P		7.04									
340   S22   Front Royal Pike   0.30   13000   G   89%   1%   2%   2%   2%   7%   0%   F   1200   G   13000   G   2001	Fairfax Pike	2 09	11000	G	<u> </u>	0%		1%	3%	┚ 0%	F	NA		11000	G	2001
277   Fairfax Pike   2.34   5900   G   95%   0%   1%   1%   3%   3%   0%   F   590   G   5900   G   2001	277) rumux r inc	2.00	11000	J	To:				070	7		14/1		11000	Ü	2001
Clarke County Line   Clarke	Sairfax Pike	2.34	5900	G					3%	0%	F	590	G	5900	G	2001
277   0.14   5900   G   33%   0%   2%   2%   3%   0%   F   570   G   5900   G   2001	277)	2.01	0000	Ū					070	7 ~~		000	Ū	0000	Ü	200.
Tem																
Second Royal Pike   0.53   13000   G   89%   1%   2%   2%   2%   7%   0%   F   1200   G   13000   G   2001	277	0.14	5900	G		0%			3%	¬ 0%	F	570	G	5900	G	2001
340   522   Front Royal Pik   0.53   13000   G   89%   1%   2%   2%   7%   0%   F   1200   G   13000   G   2001					From:					1						
S22   Front Royal Pike   0.30   13000   G   89%   1%   2%   2%   7%   7%   0%   F   1200   G   13000   G   2001	Front Ro	val Pik 0.53	13000	G					7%	┚ ○%	F	1200	G	13000	G	2001
340   522   Front Royal Pike   0.30   13000   G   89%   1%   2%   2%   7%   7%   0%   F   1200   G   13000   G   2001	340 (322)				To:					¬	•					
Second Royal Pike   0.53   13000   G   89%   1%   2%   2%   7%   0%   F   1200   G   13000   G   2001	340 (522 Front Ro	yal Pik 0.30	13000	G					7%	0%	F	1200	G	13000	G	2001
South Royal Pike   0.53   13000   G   89%   1%   2%   2%   7%   7%   0%   F   1200   G   13000   G   2001	340 (322)															
Substitution   Subs					From:	V	Warren Cou	nty Line								
S22   Front Royal Pike   0.30   13000   G   89%   1%   2%   2%   7%   0%   F   1200   G   13000   G   2001	522 Front Royal Pik	ke 0.53	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
Clarke County   Clarke Count	<u> </u>				To: From:	7		nty Line								
Clarke County	(522) Front Royal Pik	ce 0.30	13000	G					7%	0%	F	1200	G	13000	G	2001
Same   Clarke County Line   Same   Clarke County Line   Same					To:		Warren Cou	nty Line								
S22   Front Royal Pike   0.32   12000   G   91%   0%   2%   1%   4%   1%   F   1100   G   12000   G   2001	Clarke County				From:	110 240	. CD 277 D	aubla Tall (	Cata							
Frederick County    From   Clarke County Line	522 Front Royal Pik	ke 0.32	12000	G						<b>」</b> 1%	F	1100	G	12000	G	2001
S22   Front Royal Pike   2.28   1800   G   91%   0%   2%   1%   4%   1%   F   1700   G   18000   G   2001	322															
S22   Front Royal Pike   2.28   18000   G   91%   0%   2%   1%   4%   1%   F   1700   G   18000   G   2001	Frederick County															
S22   Front Royal Pike   2.41   12000   G   91%   0%   2%   1%   4%   1%   F   1100   G   12000   G   2001	~~~	- 0.00	40000	_					407	40/	_	4700		40000		0001
Front Royal Pike 2.41 12000 G 91% 0% 2% 1% 4% 1% F 1100 G 12000 G 2001    Second Front Royal Pike   2.43   9900 G 91% 0% 2% 1% 4% 1% F 860 G 9900 G 2001	522 Front Royal Pik	ke 2.28	18000	G	91%	υ%			4%	1%	F	1/00	G	18000	G	2001
S22   Front Royal Pike   2.43   9900   G   91%   0%   2%   1%   4%   1%   F   860   G   9900   G   2001	Cont Board Bill	0.44	40000			00/			40/	10/		4400		40000		0004
S22   Front Royal Pike   2.43   9900   G   91%   0%   2%   1%   4%   1%   F   860   G   9900   G   2001	522 Front Royal Pik	ke 2.41	12000	G	91%	υ%	2%	1%	4%	1% —	F	1100	G	12000	G	2001
S22   S0   Millwood Pike   0.16   41000   G   80%   1%   3%   3%   12%   1%   F   3400   G   43000   G   2001	Front David Di		0000		From:	00/			40/	10/		900		0000		2004
S22   S0   Millwood Pike   0.16   41000   G   80%   1%   3%   3%   12%   1%   F   3400   G   43000   G   2001	522 Front Royal Pik	te 2.43	9900	G	91%	υ%			4%	1%	F	800	G	9900	G	2001
City of Winchester	MASIL	Diko 0.40	44000		From:	40/			100/	40/		2400		42000		2004
City of Winchester   ECL Winchester   ECL Winchester   ECL Winchester   522 \ (50) Millwood Ave   0.04   41000   G   80%   1%   3%   3%   12%   1%   F   3400   G   43000   G   2001	(522) (50) Millwood	<b>Р</b> іке 0.16	41000	G		1%			12%	1%	F	3400	G	43000	G	2001
[522] (50) Millwood Ave 0.04 <b>41000 G</b> 80% 1% 3% 3% 12% 1% F 3400 G 43000 G 2001	City of Winsk						LCL WINC			1						
(522) (50) Millwood Ave 0.04 <b>41000 G</b> 80% 1% 3% 3% 12% 1% F 3400 G 43000 G 2001	City of Winchester				From:		ECL Winc	hester								
	(522) (50) Millwood	Ave 0.04	41000	G		1%			12%	1%	F	3400	G	43000	G	2001
	$\overline{}$				To:		I-81									

					Freder	ick Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	J	• •				2Axle	3+Axle	1Trail	2Trail		Hour				
City of Winchester				From:		I-81									
522 50 Millwood Ave	0.20	33000	G	97%	0%	1%	1%	1%	0%	F	2800	G	34000	G	2001
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				To: From:	201	Jubal Earl		10/							
[522] [50] Millwood Ave	0.80	13000	G	97%	0%	2%	0%	1%	0%	С	NA		14000	G	2001
522 11 Cameron St	0.52	E000		From:	10/	N RT 5	50 1%	1%	00/		NIA		6100		2001
(522) (11) Cameron St Combine	0.53	5900 14000	G G	95% 96%	1% 0%	2% 2%	1%	1%	0% 0%	C C	NA NA		6100 15000	G G	2001 2001
Combine	u manic.	14000	G	30 /0	0 70			1 /0	7	C	INA		13000	O	2001
522 11 Cameron St	0.17	10000	G	95%	1%	Boscawe 2%	1%	1%	0%	F	NA		10000	G	2001
Combine		NA									NA		NA		
				To: From:		Piccadill	-								
522 Piccadilly St	0.18	7300	G	97%	0%	Cameron 2%	0%	1%	0%	F	NA		7600	G	2001
( ) ( )	d Traffic:		G	97%	0%	2%	0%	1%	0%	F	NA		12000	G	2001
				To:		RT 7 P/R									
522 Piccadilly St	0.19	5500	G	95%	0%	Braddoc 2%	k St 1%	2%	0%	F	NA		5800	G	2001
Piccadilly St	0.19	3300	G	To:	0 70	Fairmont		2 /0	7 0 / 0	'	INA		3000	O	2001
~~~				From:		Piccadill	y St		J					_	
522 Fairmont Ave	0.22	6200	G	95%	0%	2%	1%	2%	0%	F	NA		6400	G	2001
~~~	0.55	44000		From:	00/	Commerc		00/					10000		0004
522 Fairmont Ave	0.55	11000	G	95% To:	0%	2% NCL Winc	1%	2%	0%	С	NA		12000	G	2001
Enadowiak County						NCL WIIIC	nester								
Frederick County				From:		NCL Winc									
(522) Maple St	1.27	20000	G	96%	0%	1%	1%	2%	1%	F	1800	G	20000	G	2001
<del>~</del>				To: From:		SR 37									
522 Frederick Pike	2.89	18000	G	82%	0%	2%	1%	14%	0%	F	1400	G	17000	G	2001
~~~~ F	1.01	45000		From:		-654 Cedar		4.40/			1100		1 1000		0004
522 Frederick Pike	4.24	15000	G	82%	0%	2%	1%	14%	0%	F	1100	G	14000	G	2001
Frederick Pike	E 00	44000	G	From: 82%	0%	34-600 Sil 2%	er Rd 1%	14%	0%	F	1000	G	13000	G	2001
Frederick Pike	5.08	14000	G	02 /0				14 /0	7		1000	G	13000	G	2001
522 Frederick Pike	3.26	7600	Α	From: 82%	0%	R 127 Bloom 2%	nery Pike 1%	14%	0%	С	850	Α	7200	Α	2001
522) rederiok rike	0.20	7000		To:					7	Ü	000	,,	7200	,,	2001
522 Frederick Pike	4.40	5600	G	From: 82%	0%	94 Cumberla 2%	1%	14%	0%	F	400	G	5300	G	2001
322				To:		est Virginia			<u> </u>						
City of Winchester															
~~~~	0.10	12000	_	94%	1%	Cameroi 3%	n St 1%	2%	0%	F	NA		13000	G	2001
(522) (11) Gerrard St	0.10	12000	G	34 70	ı 70			∠ 70	U 70	I <sup>-</sup>	NA		13000	G	2001
522 50 Gerrard St	0.07	9500	G	From: 97%	0%	Valley A	1%	1%	0%	F	NA		9900	G	2001
522 50 Gerrard St				To:	<u> </u>	Braddoc		1,70							
~~~ P	0.50	0000	_	From:	001	Gerrard	St	40/	00′	^	NIA.		0500		2001
522 50 Braddock St Combine	0.53	8200 14000	G G	97% 96%	0% 0%	1% 2%	1% 1%	1% 1%	0% 0%	C C	NA NA		8500 15000	G G	2001 2001
Combine	u Hallic.	14000	G	96% To:	U %	Boscawe		1%	O%	C	INA		13000	G	∠UU I
Frederick County				•					•						
$\sim$				From:		Dead E	nd/								
(1053) FR	0.12	NA		To:	TIC (	005227D\/ED	0105407	/	_		NA		NA		
<del>_</del>				From:		00522(B)/FR			1						
(1054)	0.08	NA		1 IOIII.	US-(	00522(B)/FR	k-01053(Ü)	/	_		NA		NA		
1054 FR				To:		Dead E	nd/								
				From:	Sh	enandoah Co									
600	3.09	260	R						_		NA		NA		1993
				To:		34-604 SC	UTH								

Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Frederick County				From:		34-604 SC	OUTH		1						
600	1.20	30	R								NA		NA		1999
	0.90	240	R	To: From:		34-60	3				NA		NA		1993
600)	0.00	240		To- From:		SR 55	5		<b>—</b>		14/ (		1471		1000
600	2.65	360	R	Piolii:							NA		NA		1999
	0.60	490	G	To: From:		34-608 SC	UTH				NA		490	G	2001
600	0.00			To: From:		34-604 NO	ORTH		<del></del>				100		
600	4.08	880	G	rion.					<del></del>		NA		880	G	2001
	0.70	940	G	From:		34-61	1		]		NA		940	G	2001
600	0.70	340		To: From:		34-612 SC	OUTH		7		14/ (		040		200
600	1.00	1300	G	rioin:					_		NA		1300	G	2001
	3.00	2600	G	From: 96%	0%	34-612 NO 2%	ORTH 0%	1%	0%	С	NA		2600	G	2001
600	0.00	2000		To:	0 70	34-61		1 70	7—		14/3		2000		2001
600	2.30	340	R	rrom:							NA		NA		1993
	0.70	1700	G	From: 94%	1%	US 50	1%	0%	0%	С	NA		1700	G	2001
600	0.70	1700		94 /0 	1 /0	34-67		0 76	7		INA		1700		200
600	3.00	910	G	94%	1%	3%	1%	0%	0%	F	NA		920	G	2001
_				To: From:		34-684 SC 34-684 NC			_						
600	0.28	280	G	94%	1%	3%	1%	0%	0%	F	NA		280	G	2001
600)	2.18	750	G	From:		US 52	2		_		NA		750	G	2001
				To: From:		34-689 SC	UTH		<u> </u>						
600 Siler Road	7.16	530	R						_		NA		NA		1999
600) Siler Road	1.70	50	R	From:		34-692 W	EST				NA		NA		1993
				To: From:		34-69	4		<del>_</del>						
600 Siler Road	1.80	590	R	To:	W/		C I.		_		NA		NA		1999
				From:	W	est Virginia Dead E			1						
601) Paddys Cove Lane	0.50	30	R						<del>-</del>		NA		NA		1993
				To: From:	Ch	34-60 enandoah Co			1						
602) Paddys Run Road	2.38	30	R		Sne	enandoan Co	ounty Line				NA		NA		1999
				To:		34-60									
603) Brill Road	0.70	190	R	From:		34-60	4				NA		NA		1993
				To: From:		34-60	0								
603) Brill Road	1.00	40	R			CD 5			_		NA		NA		1999
				To: From:		SR 55									
604) Gravel Springs Road	2.00	240	R			34-000 SC	ЮТП				NA		NA		1993
				To: From:		SR 55	5		]—						
604 Gravel Springs Road	3.69	50	R	To:		34-600 NO	NP TII		1		NA		NA		1999
				From:	W	est Virginia			<u> </u>						
605) Fairview Church Roa	0.50	30	R						_		NA		NA		1993
				To:		34-73	3		1						

Doute	Lavanth	AADT		47:			Tru				Design	01/ 44	MDT	0144	V
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK AA	WDI	QW	Year
Frederick County				From:	Sher	nandoah Cou	ınty Line								
606 Mountain Falls Road	2.90	80	R	т		24 600 24	600		_		NA	1	۱A		1999
				From:		34-600; 34-			-						
607) Heishman Lane	0.78	110	R	Troni.		Dead En	a				NA	1	۱A		1993
007)				To:		34-600									
				From:		SR 55									
608)	2.46	90	R								NA	1	NA		1999
				To: From:		34-790									
608)	0.11	160	R	To:		34-600 SOI	ITH		7		NA	Г	NA		1993
				From:		34-600 N; 34									
608	4.50	240	R						_		NA	1	NA		1999
				To: From:		34-612 SOU	JTH		]						
608)	3.23	660	G	96%	0%	2%	1%	1%	0%	F	NA	6	60	G	2001
				From:		34-616 S; 34			]						
608	2.83	1000	G	96% To:	0%	2%	1%	1%	0%	С	NA	10	000	G	2001
				From:		US 50 SOU US 50 NOF									
608	2.30	470	G	96%	0%	2%	1%	1%	0%	F	NA	4	70	G	2001
				To: From:		34-679 WI									
608)	2.96	110	R	Trom.		34-679 EA	.51		_		NA	1	NΑ		1993
000)				To:		US 522 SO	UTH								
$\bigcirc$	0.07		_	From:	1	US 522 NO	RTH								4000
608)	3.87	500	R						_		NA	Γ	۱A		1993
$\bigcirc$	2.44	00	В	From:		34-682			_		NIA		.1.0		1000
608	2.44	90	R	To:		34-681			7		NA	'	۱A		1993
				From:		SR 55									
609 Capon Springs Grade	1.04	70	R	<u></u>					_		NA	1	NΑ		1999
				To:	Wes	st Virginia S	tate Line								
O			_	From:	Wes	st Virginia S	tate Line								4000
610 Muse Road	2.30	90	R	To:		34-707 EA	СТ		7		NA	Г	NA		1993
				From:		34-707 EA									
610) Muse Road	1.50	230	R						_		NA	1	NA		1999
				To:		US 50									
611) White Road	0.80	20	В	From:		34-600					NA	,	NA		1993
611) White Road	0.00	30	R	To:		34-612			7		INA	'	N/A		1990
				From:		Dead En									
612) Back Ridge Road	0.38	90	R	<u></u>					_		NA	1	NΑ		1999
				To: From:		34-608			1						
612) Back Ridge Road	1.60	180	R						<u> </u>		NA	1	NΑ		1993
				To: From:		34-600 SOU	JTH		}—						
612) Back Ridge Road	1.60	20	R	_					_		NA	1	NA		1999
				To:		34-600 NOI			1						
813) Bowman Lane	0.10	770	R	From:		Dead En	d		_		NA	,	NA		1993
613) Bowman Lane	0.10	770	11	To:		34-600			7		13/-1	'	*/ 1		1330
				From:		34-600									
614)	2.06	3200	G	97%	0%	1%	1%	1%	0%	С	NA	3:	200	G	2001
				То:		US 50									
O M (0" 5 /	0 =0			From:		34-600									400-
615 Mount Olive Road	0.73	30	R	To:		0.72 NAT: 24	600		7		NA	ı	NA		1999
						0.73 ME 34	-000		1						

					Frederick	Maintei									
Route	Length	AADT	QA	4Tire	Bus	 2ΔγΙΑ	Tru 3+Axle	ıck 1Trail	 2Trail	QC	Design Hour	QK A	AAWDT	QW	Year
Frederick County				_ •				iiiali	LIIAII		i loui				
615) Mount Olive Road	0.16	20	R	From:	0.7	73 ME 34	-600		J		NA		NA		1993
(813)				To:		US 50									
				From:		34-618									
(616) McDonald Road	1.04	30	R								NA		NA		1999
<u> </u>	4.40			From:	1.0	04 MN 34	l-618		]						1000
616 McDonald Road	1.46	270	R	To:	3.4.	-608 S; 34	1-619		7		NA		NA		1993
				From:		34-608 M			<u> </u>						
616 McDonald Road	0.44	60	R						_		NA		NA		1999
McDanald Bood	1.54	400		From:	0.4	14 MN 34	l-608				NA		NA		1002
616 McDonald Road	1.54	490	R	. —					_		INA		NA		1993
616) McDonald Road	0.32	670	R	From:		34-748					NA		NA		1999
616 McDonald Road	0.02	0/0		To:	34	-608 NOI	RTH		7		1471		10/		1000
				From:	West V	Virginia S	tate Line								
617 Pinetop Road	2.10	10	R	т.					_		NA		NA		1993
				To:		34-704			<u> </u>						
618) Mine Spring Lane	1.90	50	R	From:		34-622					NA		NA		1999
(018) Sprg			.`	To:		34-616			7						
618) Mine Spring Lane	1.40	90	R	From:		34-010	<u> </u>				NA		NA		1993
				To:		34-608									
O				From:		34-622									
619 Perry Road	3.30	540	R	To:	3/	1-608; 34-	616		7		NA		NA		1999
				From:	34	34-622			<u> </u>						
620 Miller Road	3.80	410	R	<u> </u>		34-022	·		_		NA		NA		1993
				To:		34-803									
O			_	From:		34-628			]						4000
(621) Jones Road	1.95	1900	R						_		NA		NA		1999
621) Jones Road	1.88	1200	R	From:		34-622					NA		NA		1993
(621) Jones Road	1.00	1200	IX	To:	WCL	WINCH	ESTER		7		IVA		INA		1000
				From:			unty Line								
622)	2.20	220	R						_		NA		NA		1999
				To: From:		4-627 WE 4-627 EA									
622	0.56	240	R						_		NA		NA		1993
				To: From:		4-628 WE									
622	1.07	280	R	Ъ	3.	4-628 EA	10.1				NA		NA		1999
				To: From:		34-623			<del></del>						
622)	2.52	320	R	r rom:		023					NA		NA		1993
				To: From:		34-618			]						
622	0.96	740	G								NA		740	G	2001
	=			From:		34-732			]——				700		605:
622	1.45	790	G						_		NA		790	G	2001
	1.00	1400	G	To: From:		34-619					NI A		1400		2004
622)	1.09	1400	G	. —					<b>-</b> 1		NA		1400	G	2001
622)	1.54	1900	G	From:		34-620	<u> </u>				NA		1900	G	2001
622	1.04			To:		24 (21							1000		
622	0.39	3500	G	From: 95%	0%	34-621 <b>2</b> %	1%	2%	0%	С	NA		3500	G	2001
				To:		MP TO S									

					Frederick Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Tru		OT: "	QC	Design	QK	AAWDT	QW	Year
Frederick County					2Axle	3+Axle	ı ı raıl	2Trail		Hour				
	1.02	44000		From:	RAMP TO 0% 2%		20/	00/	F	NIA		11000		2001
(622)	1.03	11000	G	95% To:	WCL WINCH	1% HESTER	2%	¬ 0%	F	NA		11000	G	2001
				From:	Shenandoah Co									
623) Fromans Road	0.80	310	R			,		_		NA		NA		1999
				To:	34-622	2								
Manday Milla Band	0.00	50	_	From:	Dead E	End				N14		N.1.0		4000
(624) Meadow Mills Road	0.90	50	R					_		NA		NA		1993
624 Meadow Mills Road	0.20	550	R	From:	34-75	7				NA		NA		1999
(624) Meadow Mills Road	0.20	330		To:	34-62:	5				14/1		14/1		1000
Town of Middletown														
	0.07			From:	34-112	24								4000
625)	0.07	45	R					_		NA		NA		1999
$\overline{}$	0.42	200		From:	34-112	27		_		NIA		NIA		4000
625	0.13	220	R					_		NA		NA		1999
605	0.22	390	R	From:	34-110	)2		_		NA		NA		1993
625)	0.22	390	K	To:	CL Middle	etown		7		INA		INA		1993
Frederick County				•				-						
				From:	CL Middle	etown								
625	0.60	390	N							NA		NA		1993
	0.50			To: From:	34-624	4				NIA		NIA		4000
625	0.50	60	R					_		NA		NA		1999
	0.50	120	R	From:	34-63:	5				NA		NA		1993
625)	0.50	120	K	To:	34-627 SO	OUTH		7		INA		INA		1993
				From:	34-627 NC									
625)	3.80	460	R	To:	24 (21 W	TD COT		_		NA		NA		1999
				From:	34-631 W 34-631 E									
625	1.30	60	R							NA		NA		1993
				To: From:	34-629	9		]						
625)	0.60	120	R							NA		NA		1999
				To: From:	34-649	9		]——						
(625)	0.38	180	R					_		NA		NA		1993
				To: From:	34-628			-						
(626) Middle Lane	0.32	100	R	From:	Dead E	nd		_		NA		NA		1999
(626) Mildulo Edilo	0.02	100		To:	34-750	0		1						1000
				From:	Warren Cour									
(627)	1.45	1600	G	96%	0% 2%	1%	1%	0%	С	NA		1600	G	2001
				To:	CL Middle	etown								
Town of Middletown				From:	CL Middle	etown								
627)	0.38	1600	N	96%	0% 2%	1%	1%	0%	N	NA		1600	N	2001
				To:	US 11 NO	ORTH								
627	0.29	1200	G	From:	US 11 S; 3	34-110				NA		1200	G	2001
627	J.23	.200	_	To:	WCL MIDDL	ETOWN				14/-1		.200	_	
Frederick County				•				•						
	0.45		_	From:	WCL MIDDL	ETOWN						000		0001
(627)	0.10	960	G					_		NA		960	G	2001
	0.00	740		To: From:	34-635 NC	ORTH		_		NIA		700		2004
627	0.66	710	G	To:	34-625 NC	OR TH				NA		720	G	2001
					34-023 NC	JK 111								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
rederick County				From:		34-625 NO	RTH		T						
527)	3.87	310	R						_		NA		NA		1993
	0.39	10	R	To: From:		34-622 W	EST		]——		NA		NA		1999
527)	0.00			To:		Dead E	nd								
$\widehat{}$				From:	She	nandoah Co	unty Line								
628)	0.17	1200	G						_		NA		1200	G	2001
628)	0.17	1400	G	From:		34-622 SO	UTH				NA		1400	G	200
				To: From:		34-622 NO	RTH		1						
628)	2.29	1600	G								NA		1600	G	2001
	0.44	4700		From:		34-631			]——		NIA		4700		2004
528	2.41	1700	G	To:		24.522			_		NA		1700	G	2001
628)	1.57	1800	G	From:		34-732					NA		1900	G	2001
				To: From:		34-819 W	EST		]—						
628)	1.53	2000	G	95%	0%	2%	2%	1%	0%	С	NA		2000	G	2001
_	0.70	2000		From:		34-652	!				NIA		2000	-	2001
628	0.78	2900	G	To:	S	CL WINCH	ESTER		7		NA		2900	G	2001
_				From:		34-631									
Carters Lane	1.80	150	R								NA		NA		1993
Cartara Lana	0.40	160	R	To: From:		34-625			]		NA		NA		1999
Carters Lane	0.40	100	K	To:		34-628 NO	RTH		7		INA		INA		1998
Cartora Lana	1.20	100	R	From:		34-628 SO	UTH				NA		NA		1003
629 Carters Lane	1.20	100	K	To:	-	20 MW 24	(20.5		7		INA		INA		1993
629) Carters Lane	1.30	110	R	From:	1	.20 MW 34	-028 S				NA		NA		1999
-				To: From:		34-622	!								
629 Carters Lane	4.20	100	R	To:		24.606			_		NA		NA		1993
				From:		34-608 34-654			1						
Bethel Grange Road	0.90	450	R			34-034			_		NA		NA		1999
				To:		34-608	<b>!</b>								
	2.99	1600	G	93%	0%	34-628 <b>3</b> %	2%	2%	<b>」</b> 1%	С	NA		1600	G	2001
631)	2.00	1000		70 70	0 70	34-648		270	٦		IVA		1000		2001
631)	0.33	2200	G	93%	0%	3%	2%	2%	1%	F	NA		2200	G	2001
				To:	WC	L STEPHE	NS CITY								
Own of Stephens City				From:	WC	L STEPHE	NS CITY								
631)	0.45	2600	G	89%	0%	4%	4%	3%	0%	С	NA		2600	G	2001
				To:		SR 277 U	S 11								
rederick County				From:		Dead Er	nd								
632) Sand Mine Road	0.41	380	R	_					_		NA		NA		1993
				To:		34-704			1						
633) Klines Mill Road	1.40	90	R	From:		34-625					NA		NA		1999
300)				To:		US 11			1		• • •				. 330
633) Klines Mill Road	0.41	100	R	From:					<b>-</b>		NA		NA		1993
				To:		Dead Er	nd		1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
rederick County						∠ I I dll		11001		
G34) Cougill Road	0.25	260	R	From:	US 11			NA	NA	1999
				To: From:	34-635	]—				
Cougill Road	0.75	100	R	To:	24 (25	_		NA	NA	1993
				From:	34-625					
635) Mineral Street	0.15	40	R	rioni.	34-625			NA	NA	1999
333)				To:	0.15 MN 34-625					
Mineral Street	0.50	45	R	From:	0.13 WIN 34-023			NA	NA	1993
				To: From:	34-627 NORTH					
(335) Mineral Street	0.55	100	R	rioii.	34-627 SOUTH			NA	NA	1999
Mineral Street	0.00	100		To:	34-634			1471		1000
				From:	34-627					
(336) Hudson Hollow Road	1.70	240	R			_		NA	NA	1993
				To: From:	34-709	_				
(36) Hudson Hollow Road	1.10	150	R			_		NA	NA	1999
<i>→</i> ,				To: From:	34-735 SOUTH					
(336) Hudson Hollow Road	1.10	90	R		34-735 NORTH	_		NA	NA	199
550)				To:	24 440 WEST					
336) Hudson Hollow Road	0.20	270	R	From:	34-640 WEST			NA	NA	1993
330)		•		To:	24 (40 FACT	7				
36) Hudson Hollow Road	1.50	50	R	From:	34-640 EAST			NA	NA	1999
30)				To:	34-641 NORTH	7				
	0.50			From:	34-641 SOUTH					100
Hudson Hollow Road	0.50	80	R					NA	NA	1993
	4.50			From:	0.50 MN 34-641 S	_			<b></b>	4000
Hudson Hollow Road	1.50	60	R			_		NA	NA	1999
O Harde en Heller De ed	4.00			To: From:	2.00 MN 34-641 S	_		NIA	NIA .	4000
Hudson Hollow Road	1.20	520	R			_		NA	NA	1993
O Hudaan Hallaw Daad	4.00	4400		From:	SR 277	_		NIA	NIA	4000
Hudson Hollow Road	1.60	1400	R	To:	34-642	7		NA	NA	1999
				From:	Warren County Line					
337)	0.40	70	R	<u> </u>	warren County Ellic	_		NA	NA	1999
,,,,,				To:	34-735					
				From:	US 11					
G38) Clark Road	2.00	90	R			_		NA	NA	1993
				To: From:	34-625 NORTH 34-625 SOUTH					
338) Clark Road	0.80	70	R	<u> </u>	34-023 300 Hi	_		NA	NA	1999
,,,,,,				To:	34-759	<b></b>				
G38) Clark Road	1.50	150	R	From:	JT-13/	_		NA	NA	1993
				To:	34-628					
				From:	34-640					
East Refuge Church	1.80	320	R			_		NA	NA	1999
				To:	Warren County Line					
Pofuso Church Danid	0.57	440	-	From:	Warren County Line			NIA	NIA	100
Refuge Church Road	0.57	110	R			_		NA	NA	1993
Define Object D	0.40	400		To: From:	0.58 MN OF CL	_		NIA	NIA.	400
Refuge Church Road	0.13	160	R			_		NA	NA	1999
Pofugo Church Door	1 20	200		From:	34-639			NIA	NA	1001
Refuge Church Road	1.30	300	R	To:	34-636 EAST	7		NA	NA	1993
					54-030 EAS1					

Route	Length	AADT	QA	4Tire	Bus	rick Mainte		uck		- QC	Design	QK AAWDT	OW/	Year
	Lengui	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QN AAWDI	QVV	i cai
Frederick County				From:		34-636 W	EST							
Refuge Church Road	1.90	490	R	To:		34-64	ı		_		NA	NA		1999
				From:	,				<u> </u>					
641)	2.35	630	R			Warren Cou	ity Line		_		NA	NA		1993
<u> </u>				To:		34-636 SO	IITH							
641)	1.38	1100	G	From: 97%	0%	1%	1%	1%	0%	F	NA	1100	G	2001
				To:		34-64	)		1					
641)	1.28	2200	G	97%	0%	1%	1%	1%	0%	С	NA	2200	G	2001
				To:		SR 27	7		1					
641)	0.52	4200	R	110					<u> </u>		NA	NA		1999
				To: From:		34-104	9		]—					
641)	0.16	3000	R						_		NA	NA		1993
				To:		34-64								
	0.54	270		From:		Clarke Cour	ty Line				NΙΔ	NΑ		1999
642	0.54	270	R						_		NA	NA		1999
	1.23	490	R	From:		34-64	3		_		NA	NA		1993
642	1.23	430	K	To:		US 522 N	orth		7		INA	INA		1993
				From:		US 522 S	outh							
642	2.25	3500	G	99% To:	0%	0%	0%	0%	0%	F	NA	3500	G	2001
				From:		Former 34 34-64								
642	1.22	8400	G	99%	0%	0%	0%	0%	0%	F	NA	8400	G	2001
				To: From:		34-84	5		<b>—</b>					
642)	0.80	10000	G	99%	0%	0%	0%	0%	0%	С	NA	10000	G	2001
				To:		SR 37; 34	-847							
Differ Book	0.00	0=0		From:		US 52	2				NIA	NIA		4000
643) Ritter Road	0.80	250	R	To:		34-64	)		7		NA	NA		1999
				From:		Clarke Cour								
644) West Parkins Mill Ro	0.75	70	R			Clarke Cour	ty Line		_		NA	NA		1993
				To:		0.76 MW (	DE CL.							
644)	0.06	260	R	From:		0.70 11111	or CE		_		NA	NA		1999
				To		US 50	)		<b>—</b>					
644)	2.28	560	R	From:					_		NA	NA		1995
				To: From:		US 522 SC	UTH							
644)	1.37	6300	G	92%	0%	US 522 NO 1%	1%	3%	<b>」</b> 1%	С	NA	6300	G	2001
644)		0000		To:		SCL WINCH		<b>0</b> 70	٦			3333		
				From:		US 52								
645	1.48	2200	G								NA	2200	G	2001
				To: From:		34-72	3		]——					
645) Airport Road	2.44	460	R						_		NA	NA		1999
				To:		US 50			<u> </u>					
Reardon Road	0.30	400	В	From:		US 52	2		_		NA	NA		1993
Reardon Road	0.30	180	R	To:		Clarke Cour	ty Line		7		INA	INA		1993
				From:		SR 277; 34			i					
647)	0.65	7300	G	97%	0%	2%	0%	0%	0%	С	NA	7300	G	2001
				To:		34-64			<b></b>					
647)	1.34	6800	G	97%	0%	2%	0%	0%	0%	F	NA	6800	G	2001
				To:		34-642; 1								
^				From:		34-63	l		]					
648) Passage Road	0.20	130	R	т			a:		_		NA	NA		1999
				To:		CL Stepher	s City							

					rieueiic	CK Mairile	mance P	liea							
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	Design Hour	QK A	AAWDT	QW	Year
Town of Stephens City				r											
648) Passage Road	0.70	130	N	From:		CL Stephen	s City				NA		NA		1999
648) Passage Road	0.70	100	.,	To:		CL Stephen	s City				14/1		14/1		1000
rederick County				-											
	0.00			From:	(	CL Stephen	s City								4000
648 Passage Road	0.60	130	N	To:		34-649	1		7		NA		NA		1999
				From:											
649) Springdale Road	1.80	70	R			34-625	)				NA		NA		1993
049				To:		34-648	•								
649) Springdale Road	1.20	190	R	From:		34-040	,				NA		NA		1999
				To		34-651									
649) Springdale Road	0.70	300	R	From:		31031					NA		NA		1993
				To:		US 11									
				From:		34-673	}								
650 Upper Ridge Road	0.22	70	R	т		24.52			_		NA		NA		1999
				To:		34-739									
651) Shady Elm Road	2.00	910	R	From:		34-649	)		_		NA		NA		1993
OST) Shady Ellin Hodd				To:		34-652	2				, .				
				From:		34-628	}								
652	0.97	1600	G	-							NA		1600	G	2001
				To: From:		34-651			<b>1</b> ——						
652	0.25	3000	G						_		NA		3000	G	2001
				To: From:		US 11 SOU									
652	0.52	4000	G	94%	0%	1%	1%	3%	0%	С	NA		4000	G	2001
002				To:		CL WINCH			1						
				From:		34-671									
653) McCubbin Road	0.90	110	R						_		NA		NA		1999
				To:	Wes	st Virginia S	State Line								
	1.50	440	В	From:		Dead Er	nd				NA		NA		1993
654)	1.50	110	R	To:	3	34-803 E; 34	I-1366		7		INA		INA		1993
				From:		4-803 W; 3									
654)	0.18	1200	R								NA		NA		1999
				From:		US 50			]						
654	2.60	760	R								NA		NA		1993
				To: From:		34-630	)		]						
654)	1.68	480	R						_		NA		NA		1999
	4.00	4000		From:	00/	US 522		00/			NIA		1200	^	0004
654)	1.88	1300	G	97%	0%	2%	0%	0%	0%	С	NA		1300	G	2001
	0.75	640		From:	0%	34-677 <b>2</b> %	0%	0%	00/	F	NA		650	G	2004
654	0.75	640	G	97%	U 70			U 70	0%	Г	INA		000	G	2001
(SEA)	2.18	480	R	From:		34-730	)				NA		NA		1993
654)	2.10	700	11	To		34-671 W	EST		7		INA		14/7		1993
$\widehat{}$	_			From:		34-671 EA									
(654)	2.71	290	R	To:	***		Y . T .		7		NA		NA		1999
				To:		st Virginia S			<u> </u>						
655) Sulphur Spring Rd	0.79	4200	G	93%	US 17	7, US 50 Mil 2%	llwood Pik 3%	2%	<b>」</b> ○%	С	NA		4200	G	2001
655) Sulphur Spring Rd	0.13	7200	3	JJ /0				<b>-</b> /0	7	J	INA		-T2-00	J	2001
655) Sulphur Spring Rd	0.81	1400	R	From:	34-	-656 Greenv	vood Rd				NA		NA		1993
0000) Salpinal Spinig Ita	0.01	00	.,	To:	3	34-719 Land	fill Rd								.000
				•			-		•						

					Frederi	ck Mainte	enance i	Area							
Route	Length	AADT	QA	4Tire	Bus	20vle	Tr ≥ ∨∆+8	uck 1Trail	 2Trail	QC	Design Hour	QK AA	AWDT	QW	Year
rederick County								TTTGIII	ZIIGII		rioui				
Sulphur Spring Rd	0.39	190	R	From:		34-719 Lan	dfill Rd				NA		NA		1993
$\overline{\circ}$				To: From:		0.39 ME 3	4-719		]						
655) Sulphur Spring Rd	0.40	190	R						_		NA		NA		1993
				To:	Clarl	ke County L		5							
			_	From:		34-65			<b>」</b>	_				_	
(656)	1.39	3200	G	94%	0%	1% 34-65	2%	2%	1%	F	NA		3300	G	2001
656	1.01	6000	G	94%	0%	1%	2%	2%	1%	С	NA	(	6000	G	2001
656	0.61	3200	G	From: 94%	0%	34-659 SC 1%	2%	2%	1%	F	NA	3	3200	G	2001
				To:		SR 7 WI									
			_	From:		SR 7 EA	AST								4000
656)	0.69	200	R	_					_		NA		NA		1999
				To:		34-66	1								
<u> </u>				From:		CL WINCH									
657	1.60	9800	G	98%	0%	1%	0%	0%	0%	С	NA		9800	G	2001
657	1.18	5600	G	98%	0%	34-65 1%	0%	0%	0%	F	NA	Ę	5600	G	2001
				To: From:		34-73			]						
657)	0.89	1400	G	98% To:	0%	1% Clarke Cour	0% nty Line	0%	O%	F	NA	•	1400	G	2001
				From:		Dead E									
658) Brookland Lane	0.30	30	R	<u> </u>		Dead E	and		_		NA		NA		1993
036) Brookland Lane	0.00	30	11	To		34-65	9		7		1471		1473		1000
				From:											
	0.32	5900	G	94%	0%	SR 7 WI	2%	2%	1%	F	NA	ı	5900	G	2001
659	0.32	5900	G	94 70	0 70	1 70	270	270	1 70	Г	INA	•	5900	G	2001
$\overline{}$				From:		34-65									
659	0.80	4400	G	94%	0%	1%	2%	2%	1%	С	NA	4	4400	G	2001
				To: From:		34-656 SC			_						
200	2.00	1500	R			34-656 NO	JKIH		_		NA		NA		1999
659	2.00	1300	IX.	To:		SR 7 EA	ST		7		INA		IVA		1000
				From:		SR 7 M									
659)	1.00	290	R						_		NA		NA		1993
				To:		34-66	4								
				From:		SR 7									
660)	2.13	NA				510 /			_		NA		NA		2001
000)				To:		34-664 NO	ORTH								
$\sim$				From:		34-664 SC									
(660)	0.80	330	R						_		NA		NA		1999
<u> </u>				To:	(	Clarke Cour	nty Line								
				From:		24-65	9		_						
661)	0.77	110	R						_		NA		NA		1993
				To:		34-660 NO			1						
	2.05	400	_	From:		34-660 SC	DUTH				NIA		NIA		4000
661)	2.05	400	R	_							NA		NA		1999
				From:		34-66	2								
661)	1.19	400	R						_		NA		NA		1993
				To: From:		US 11 NC			1						
	1 21	2000	^	ZIOHI.		US 11 SO	υΙΗ				NIA	,	3000	C	2004
661	1.21	3900	G								NA	•	3900	G	2001
				To: From:		34-66	3								
661)	1.83	1900	G								NA	•	1900	G	2001
				То		34-672 NO	ORTH		<b>—</b>						
(661)	1.01	1200	G	From:		3.0/2110					NA		1200	G	2001
301)			-	To:		34-67	1				-			-	
						5107			-						

					Freder	ick Mainte	nance A	Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
rederick County				r											
061) Welltown Road	1.21	230	R	From:		34-671	L .				NA		NA		1993
Noncom read			••	To:		34-669 EA	AST								1000
	4.0.4			From:		34-669 W	EST								4000
Welltown Road	1.84	120	R	To:	W/.	est Virginia S	Stata Lina		_		NA		NA		1999
				From:					+						
662 Milburn Road	1.10	60	R			34-661	<u> </u>				NA		NA		1993
<u> </u>				From:		34-838	3		<u> </u>						
662 Milburn Road	0.60	40	R	To:		24.76			_		NA		NA		1999
				From:		34-761			+						
S63) Payne Road	0.64	180	R	FIOIII.		Cul-de-S	ac		_		NA		NA		1999
Payne Road	0.04	100	K	_					_		INA		INA		1333
S63) Payne Road	1.50	CEO	R	From:		34-672	<u>'</u>		_		NA		NA		1993
Payne Road	1.50	650	ĸ						_		INA		INA		1993
Dayras Dand	0.50	200		From:		34-673	5		_		NIA		NIA.		4000
Payne Road	0.50	890	R								NA		NA		1999
<u> </u>				From:		34-661	<u>l</u>		_						
Payne Road	1.18	270	R	To:		21.125			_		NA		NA		1986
						34-135									
	1.00	4400	В	From:		US 11			_		NΙΔ		NIA		1000
664	1.00	1100	R	To:		34-761 W	FST		7		NA		NA		1999
				From:		34-761 EA									
664)	0.40	1600	G	92%	0%	2%	5%	2%	0%	С	NA		1600	G	2001
				To: From:		34-729	<del></del>		<b>—</b>						
664)	0.70	1500	G	92%	0%	2%	5%	1%	0%	F	NA		1500	G	2001
				To		34-660 NO	RTH		٦						
664)	1.20	590	R	From:		31 000 110					NA		NA		1993
				To:		34-659	<u> </u>		<b></b>						
664)	0.04	40	R	From:		31 037			_		NA		NA		1999
<del>,</del>				To:		Clarke Coun	ty Line								
				From:		34-672 W	EST								
665) Waverly Road	0.86	60	R						_		NA		NA		1993
				To:		FR-229	9								
665) Waverly Road	0.73	70	R	From:			·				NA		NA		1999
				To:		34-672 EA	AST		]						
				From:		34-761 W	EST								
G66) Gun Club Road	0.10	220	R	<u> </u>							NA		NA		1993
				To: From:		34-664	1		<del>_</del>						
G66) Gun Club Road	0.50	490	R	Piolii.							NA		NA		1999
				To:		0.50 ME 34									
G66) Gun Club Road	1 40	200	В	From:		0.50 E 34-	-664				NA		NA		1993
Gun Club Road	1.40	360	R	To:		34-761 EA	AST		7		INA		INA		1990
				From:					1						
Sir Johns Road	0.70	560	R			Dead Er	.IU		_		NA		NA		1999
501)	•		••	To:		34-672 EA	AST		7		• •• •				, 550
O				From:		34-672 W	EST								
Sir Johns Road	0.90	380	R								NA		NA		1993
_				To: From:		34-668 NO	RTH								
S67) Sir Johns Road	1.60	130	R						_		NA		NA		1999
				To:		Clarke Coun	ty Line								
				From:		34-672	2								
Shady Creek Road	0.80	120	R	_					_		NA		NA		1993
				To:		0.80 MN 34	4-672								

					Freder	ick Main	tenance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Trı		OT!	QC	Design	QK A	AAWDT	QW	Year
Frederick County						ZAXIE	3+Axle	Tirali	2Trail		Hour				
			_	From:		0.80 MN	34-672								
668 Shady Creek Road	0.90	150	R	To:		34-667 N	ОРТИ		_		NA		NA		1999
				From:		34-667 S									
668 Shady Creek Road	1.40	60	R	_					_		NA		NA		1993
				To: From:		34-671 S 34-671 N									
668) Shady Creek Road	0.50	260	R			3.0711	011111				NA		NA		1999
				To:		US	11								
O W	0.00			From:		34-671 V	WEST								1000
(669) Woodbine Road	0.99	210	R						_		NA		NA		1993
Woodhina Bood	2.04	4200	R	From:		34-661 S	OUTH				NA		NA		1999
(669) Woodbine Road	2.04	1300	K						_		INA		INA		1999
(669) Woodbine Road	0.16	2400	R	From:	R.	AMP-TO &	2 FR 81 W				NA		NA		1993
(669) Woodbiilo Rodd	0.10	2400	• • • • • • • • • • • • • • • • • • • •	To:		US 11 N	ORTH		1						1000
Mandhina Band	0.00	4=0	_	From:		US 11 S	OUTH				NIA		NIA		4000
669 Woodbine Road	0.80	170	R	To:		34-671	FAST		1		NA		NA		1999
				From:		Dead									
(670) Ruebuck Road	0.60	20	R			Dead	Liid				NA		NA		1993
				To: From:		34-6	69		<b>—</b>						
670) Ruebuck Road	1.30	650	R	From:					_		NA		NA		1999
				To:	W	est Virginia	State Line								
$\bigcirc$	0.50	470	-	From:	W	est Virginia	State Line				NIA		NIA		4000
671)	0.50	170	R						_		NA		NA		1993
674	0.90	70	R	From:		34-6	69				NA		NA		1999
671)	0.00	70	• • • • • • • • • • • • • • • • • • • •	To:		24 ((0.3)	ODTH		_		147 (		14/ (		1000
671)	0.10	110	R	From:		34-668 N	ORTH				NA		NA		1993
				To:		34-668 S	OUTH		<b></b>						
<b>671</b> )	1.10	60	R	From:		3.0000	00111				NA		NA		1999
				To: From:		US	11		<b>—</b>						
671)	2.30	510	G	97%	0%	2%	0%	1%	0%	F	NA		510	G	2001
				To: From:		34-6	61		<u> </u>						
671)	2.60	1100	G	97%	0%	2%	0%	1%	0%	F	NA		1100	G	2001
				From:		34-6			]						
671)	0.78	1100	G	97%	0%	2%	0%	1%	0%	С	NA		1100	G	2001
	0.00	700		From:		34-654	EAST				NIA		NIA		1002
671)	0.62	700	R						_		NA		NA		1993
	5.61	820	R	From:		34-6	82				NA		NA		1999
671)	5.01	020	K	т					_		INA		INA		1999
(671)	2.80	50	R	From:		34-6	90				NA		NA		1993
671)	2.00			To:		34-6	01								1000
671)	0.80	60	R	From:		34-0	91				NA		NA		1999
				To:		34-6	92								
	_			From:		34-6	77								
672	2.72	360	R	To:		24 ((1.0	OUTU		_		NA		NA		1993
				From:		34-661 S 34-661 N	ORTH								
672	1.08	920	G	82%	0%	1%	3%	12%	2%	F	NA		920	G	2001
				To: From:		34-665			]						
672	0.64	760	G	82%	0%	1%	3%	12%	2%	F	NA		770	G	2001
				To:		34-665	EAST								

					i ieuei		Tr				Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Frederick County				From:		34-665 E	AST		<u> </u>						
672)	0.34	3300	G	82%	0%	1%	3%	12%	2%	С	NA		3300	G	2001
				To: From:		US 11 SO									
672	0.63	2800	G	96%	0%	US 11 NO 2%	1%	1%	 0%	F	NA		2800	G	2001
012)				To:		34-74									
672	1.01	1700	G	96%	0%	2%	1%	1%	0%	С	NA		1700	G	2001
				To: From:		34-667 W	/EST		]						
672	0.57	1200	G	96%	0%	2%	1%	1%	0%	F	NA		1200	G	2001
				To: From:		34-667 E	AST								
672)	1.12	810	R	To:		Clarks Carr	. t. T i		_		NA		NA		1999
				From:		Clarke Cour US 52									
673) Golds Hill Road	1.10	80	R	<u> </u>		03 32	.2		_		NA		NA		1993
919				To		34-65	0		٦						
673) Golds Hill Road	0.20	140	R	From:		3103	0				NA		NA		1999
$\bigcup$				To: From:		34-73	9		Ī						
673) Golds Hill Road	1.90	340	R						<u> </u>		NA		NA		1993
				To:		34-66			<u> </u>						
Minding Hill Dood	0.00	200	,	From:		34-65	4				NIA		NIA		4000
674) Winding Hill Road	0.80	290	R	To:		34-73	9		$\neg$		NA		NA		1999
				From:	War	ren County I		52							
675) Foster Hollow Road	0.17	120	R		***************************************	ien county i	J. 100, 75 00	,	_		NA		NA		1993
				To		34-63	9								
O				From:		34-67	7								4000
676 Warm Springs Road	0.83	150	R								NA		NA		1999
( ) Warm Caringa Dood	0.07	240	R	From:		0.84 MN 3	4-677				NIA		NIA		1000
676 Warm Springs Road	0.87	240	ĸ	To:		34-67	1		┑		NA		NA		1999
				From:		Dead E			1						
677) Old Baltimore Road	0.88	400	R								NA		NA		1999
				To: From:		34-67	2		<del>_</del>						
677) Old Baltimore Road	0.30	120	R						<u> </u>		NA		NA		1993
				To: From:		34-73	0								
677) Old Baltimore Road	0.90	100	R								NA		NA		1999
O 0115 *** *				To: From:		34-67	6		]						
677) Old Baltimore Road	0.10	250	R	To:		34-73	0		_		NA		NA		1993
				From:		34-73			+						
678) Burnt Church Road	0.50	90	R			34-07	,		_		NA		NA		1999
$\bigcup$				To		0.50 ME 3	4-679		_						
678) Burnt Church Road	0.50	120	R	From:					<u>-</u>		NA		NA		1993
				To:		US 522; 3			<u> </u>						
	0.50	250		From:		34-60	0				NIA		NIA		1000
679)	0.50	350	R	_					_		NA		NA		1999
270	2.50	90	R	From:		0.50 ME 3	4-600		_		NA		NA		1993
679)	2.00	90	ĸ	т.		2003-	4.600		_		INA		INA		1993
670	0.30	390	R	From:		3.00 ME 3	4-600				NA		NA		1999
679				To:		24 (00 11	/ECT								
679)	0.88	590	R	From:		34-608 W	1631				NA		NA		1993
				To:		34-654 W	/EST								

					Frederi	ck Maint	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT:	QC	Design	QK	AAWDT	QW	Year
Frederick County						2Axie	3+Axle	1 I rail	2Trail		Hour				
	4.40	4500	_	From:		34-654 E	EAST						4500	_	0004
679	1.13	1500	G						_		NA		1500	G	2001
670	0.32	2800	G	From:		34-78	39				NA		2800	G	2001
679	0.02	2000	•	To:		US 52	22		7		14/1		2000		2001
				From:		US 5	0								
680) Newlins Hill Road	0.80	360	R						_		NA		NA		1999
				To:		Dead I									
681) Chestnut Grove Road	1.30	320	R	From:		US 52	22				NA		NA		1993
681 Chestnut Grove Road	1.00	320		To:		24.00	25		7		14/1		14/1		1000
681) Chestnut Grove Road	0.34	370	R	From:		34-80	)5				NA		NA		1999
001)				To:		0.35 MN 3	34 805								
681) Chestnut Grove Road	3.10	100	R	From:		U.JJ IVIIV	54-605		_		NA		NA		1993
				To		34-60	08		7						
681) Chestnut Grove Road	1.00	45	R	From:		3.00	,,,				NA		NA		1999
				To: From:		34-68	35								
681) Chestnut Grove Road	2.70	70	R	A ZOHL					_		NA		NA		1993
				To: From:		-690 Gap 4-671 Gap									
681) Chestnut Grove Road	1.50	610	R	<u> </u>	3	4-0/1 Gap	) Termin				NA		NA		1999
<u></u>				To:	We	st Virginia	State Line								
				From:		34-60	)8								
682) Glaize Orchard Road	1.46	90	R								NA		NA		1993
<u> </u>				To: From:		1.46 ME 3	34-608		]						
682 Glaize Orchard Road	0.14	90	R	To:		24.65	71		7		NA		NA		1993
				From:		34-67									
Rock Enon Springs R	0.70	60	R	TOM.		Dead I	na -				NA		NA		1993
003) ***********************************				To:		34-70	)4								
				From:		US 522 S	OUTH								
684)	0.40	680	R								NA		NA		1993
<u> </u>				To: From:		34-600 S0									
684)	0.21	1000	G	94%	0%	3%	0%	2%	0%	С	NA		1000	G	2001
	0.40			From:		34-600 N	ORTH		]						4000
684)	0.10	1000	R						_		NA		NA		1999
	0.61	500	R	From:		34-68	38		_		NA		NA		1993
684)	0.61	560	ĸ	To:		US 522 N	ORTH				INA		INA		1993
				From:		34-60			Ī						
685) Light Road	1.30	90	R						_		NA		NA		1999
				To:		34-68									
O D	0.57		_	From:		Dead I	End								4000
Russell Road	0.57	60	R	To:		34-66	(1		_		NA		NA		1993
				From:		34-60									
687) Chalybeate Springs	0.65	180	R			J4-0(	,,,		_		NA		NA		1999
				To:		Dead I	End								
				From:		US 5	0								
688) Stony Hill Road	3.30	360	R	т.					_		NA		NA		1993
				To:		34-68			<u> </u>						
689) Adams Road	4.20	100	R	From:		34-60	00				NA		NA		1999
DODA LOGUIS LOGU	7.20	100	ri	To:		34-60	00		7		INA		INA		1999
						54-00									

Route	Length	AADT	QA	4Tire	Bus CALL CARD ATT III		QC	Design	QK AAWDT QW	Year
rederick County					2Axle 3+Axle 1Trail	2Trail		Hour		
	1.80	310	R	From:	34-600			NA	NA	1993
(690) Howards Chapel Roa	1.00			To	34-681					1000
690) Howards Chapel Roa	0.10	730	R	From:	54-001			NA	NA	1999
<u> </u>				To:	34-671					
A Holiday Bood	0.15	40	R	From:	34-671			NA	NA	1993
691) Holiday Road	0.15	40	K	To:	Dead End	7		INA	INA	1993
				From:	US 522					
692) Chapel Hill Road	1.10	710	R					NA	NA	1999
				To: From:	34-600	]—				
692) Chapel Hill Road	2.60	230	R					NA	NA	1999
O 01 111111 D 1	0.70			From:	34-671					1000
692) Chapel Hill Road	0.70	50	R	To:	West Virginia State Line	7		NA	NA	1999
				From:	US 522					
693) Collinsville Road	4.85	350	R		US 322	_		NA	NA	1993
				To:	34-600					
<u> </u>			_	From:	34-734					
694 Cumberland Trail Ro	1.10	30	R					NA	NA	1999
Complement Trail Da	1.00			From:	34-696			NIA	NIA	4000
694) Cumberland Trail Ro	1.00	60	R			_		NA	NA	1993
694) Cumberland Trail Ro	0.30	350	R	From:	34-699			NA	NA	1999
694) Cumberland Trail Ro	0.30	330	K	т	***	_		INA	IVA	1999
694) Cumberland Trail Ro	1.50	480	R	From:	US 522			NA	NA	1993
694) Gambenana Trail No	1.00	400	• • • • • • • • • • • • • • • • • • • •	To:	24.600	_		14/1	14/1	1000
694) Cumberland Trail Ro	0.40	3	R	From:	34-600			NA	NA	1993
004)				To:	Dead End					
				From:	US 522					
695)	2.30	140	R					NA	NA	1999
<u> </u>				To: From:	2.30 MN US 522					
695	0.90	20	R	To:	W-4 Vincinia C4-4- Lina	_		NA	NA	1999
				From:	West Virginia State Line					
696) South Timber Ridge	0.23	40	R	1 toni.	SR 127	_		NA	NA	1999
000				To	34-698					
696) South Timber Ridge	2.30	40	R	From:	34-070	_		NA	NA	1993
				To: From:	34-694	<b>—</b>				
696) South Timber Ridge	1.30	100	R	110111		<u> </u>		NA	NA	1999
				To: From:	US 522 SOUTH	1				
696) South Timber Ridge	0.01	450	R	<u> </u>	FORMER US 522			NA	NA	1993
		-			US 522 SOUTH TIMBER RIDGE RD					
600	2.31	450	R	From:	US 522 NORTH	_		NA	NA	1993
696)	ا د.ے	450	ĸ	To:	West Virginia State Line	7		INA	INA	1993
				From:	US 522					
(697) Morgan Road	0.59	6	R			_		NA	NA	1999
				To:	West Virginia State Line	1				
0	0.45		_	From:	SR 127				NIA	4000
698 Omps Road	0.13	30	R	To:	34-696	_		NA	NA	1993
					34-070					

					Frederi	ick Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Frederick County											11001				
699 New Hope Road	2.82	40	R	From:		US 52			<u></u>		NA		NA		1999
(699) New Hope Road	0.38	180	R	From:		2.82 ME U	S 522				NA		NA		1993
1699) New Flope Road	0.50	100	K	To:		34-69	4		7		INA		INA		1995
				From:		34-70	1								
700 Gardners Road	0.80	90	R	To:					_		NA		NA		1999
700 Gardners Road	0.15	60	R	From:		0.80 MN 3			_		NA		NA		1993
				From:		SR 12									
701)	1.01	200	R	From:	We	est Virginia	State Line				NA		NA		1999
				To: From:		34-70	3								4000
(701)	0.61	530	R								NA		NA		1993
	1 10			From:	00/	34-70		40/					0000		0001
701)	1.16	3000	G	96%	0%	1% 34-77	1%	1%	0%	С	NA		3000	G	2001
(701)	0.44	2900	G	96%	0%	1%	1%	1%	0%	F	NA		2900	G	2001
				To:		US 52	2								
				From:	We	est Virginia	State Line								
702) Ridgeview Road	0.80	300	R						_		NA		NA		1999
				To:		34-70	3								
				From:		US 50	)								
703) Whitacre Road	4.82	240	R	_					<b>-</b>		NA		NA		1993
				To:		34-70									
				From:	We	est Virginia	State Line								
704) Back Creek Raod	1.60	60	R								NA		NA		1999
<u> </u>				To: From:		34-61	7								
704) Back Creek Raod	1.70	170	R								NA		NA		1993
<u> </u>				From:		34-68	3		]						
704) Back Creek Raod	4.11	480	R								NA		NA		1999
				To: From:		34-63	2								
704) Back Creek Raod	0.22	800	R						_		NA		NA		1993
				To:		34-75	1								
				From:		34-70	3								
(705) Ebenezer Church Ro	0.25	50	R								NA		NA		1999
<u> </u>				To: From:		0.25 ME 3	4-703		]						
705) Ebenezer Church Ro	0.85	50	R								NA		NA		1993
				To: From:		34-75	2		7						
705) Ebenezer Church Ro	3.40	120	R	Troni.							NA		NA		1999
				To:		US 52	2								
				From:		Dead E	nd								
706) Opequon Church Lan	0.35	70	R						_		NA		NA		1993
<u> </u>				To:		US 11	1								
				From:	We	est Virginia	State Line								
707) Hollow Road	0.50	70	R								NA		NA		1999
				To: From:		34-73	3		]						
707) Hollow Road	1.10	90	R						_		NA		NA		1993
				To: From:		34-610 W	EST		7						
(707) Hollow Road	0.20	90	R	. 1011.							NA		NA		1999
				To		34-610 E.	AST		¬						
707) Hollow Road	2.05	20	R	From:		5 (-010 E.	. 4.7 1				NA		NA		1993
			- •	To:		SR 25	9				-		-		
				-					-						

					Frederick Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT Q	W Year
Frederick County				г.	GP 440					
708) Gold Orchard Road	0.71	20	R	From:	SR 259			NA	NA	1999
708) Gold Orchard Road	0.71	20	1	To:	Dead End	1		IVA	NA	1333
				From:	34-636	1				
709) Ridings Mill Road	2.70	130	R					NA	NA	1993
				To:	34-735					
				From:	34-641					
710 Virginia Drive	0.36	140	R	To:	24.040	7		NA	NA	1999
				From:	34-849	1				
711) Cather Lane	0.30	80	R	rioiii.	Dead End			NA	NA	1993
711) Guiner Euric	0.00	00		To:	34-803	1		1471	147.	1000
				From:	NCL WINCHESTER	i				
712)	0.27	310	R	<u> </u>	NOS WINCIESTER			NA	NA	1999
				To:	NCL WINCHESTER					
$\widehat{}$				From:	34-712					
713) Dinkle Drive	0.10	40	R	<sub>T</sub>		7		NA	NA	1993
				To:	Dead End	1				
714) Creek Lane	0.90	60	ь	From:	Shenandoah County Line	J		NA	NA	1999
714) CICCK LAILE	0.90	60	R	To:	34-604	1		INA	INA	1999
				From:	34-677	1				
Little Mountain Churc	0.42	30	R		J4*0//			NA	NA	1993
19				To:	34-654					
				From:	Dead End					
716) Dodge Avenue	0.27	990	R			_		NA	NA	1999
				To:	34-659	]				
716) Dodge Avenue	0.12	110	R					NA	NA	1993
				To:	SR 7					
<u> </u>				From:	Dead End					
Caldwell Lane	0.45	250	R	To:	34-644	7		NA	NA	1999
				From:		1				
710	0.10	30	R	r tonii.	Dead End	_]		NA	NA	1993
718)	0.10	00		To:	34-704	7			7.0.1	1000
				From:	US 522	1				
721) Purcell Lane	0.17	150	R	<u> </u>	00022			NA	NA	1999
<u> </u>				To:	Dead End					
_				From:	34-673					
Quaker Lane	0.24	150	R			_		NA	NA	1993
				To:	Dead End					
	4.70	4000	_	From:	Clarke County Line		0	<b>N</b> 1.0	4000	0004
723)	1.72	1000	G	98% To:	0% 1% 0% 1% US 50	0%	С	NA	1000	3 2001
				From:						
24) Ashton Drive	0.20	140	R	r tonii.	US 522	_]		NA	NA	1999
24) / 10/110/11 5/11/0	0.20	. 10		To	Dead End			14/1	11/1	1000
				From:	Dead End					
725)	0.42	160	R	<u> </u>		_		NA	NA	1993
				To:	34-679					
				From:	Dead End					
726) Lakeview Circle	0.57	610	R	_		_		NA	NA	1999
				To:	SR 277					
Dalla On D	0.70	400	_	From:	US 11			N/A		1000
727 Belle Grove Road	0.70	190	R	To:	24 624	7		NA	NA	1993
					34-624	1				

Douto	Longth	AADT		4Tiro				uck		- QC	Design	OK	4 A VA/DT	OW/	Voor
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QVV	Year
Frederick County				From:		34-62	24								
727 Belle Grove Road	0.10	20	R	To:		Dead I	End		7		NA		NA		1999
				From:		34-64			<u> </u>						
(728)	0.80	1500	G	88%	4%	3%	2%	3%	1%	С	NA		1500	G	2001
				To:		US 5	0								
Marriagna Band	0.40	200	_	From:		34-66	54				NIA		NIA		4000
729 Morrisons Road	0.40	200	R	To:		34-76	51		٦		NA		NA		1993
				From:		34-67									
730) Babbs Mountain Roa	0.90	50	R								NA		NA		1999
				To:		34-65	54								
731) Cattail Road	1.70	60	В	From:		34-65	54				NA		NA		1993
(731) Cattail Road	1.70	60	R	To:		34-60	)8		7		INA		INA		1993
				From:		34-62			İ						
732) Barley Lane	1.82	360	R						_		NA		NA		1999
				To:		34-62	28		<u> </u>						
C Flotober Board	1 20	60	_	From:		34-70	)7				NIA		NIA		1002
733 Fletcher Road	1.30	60	R	т.			10		_		NA		NA		1993
733) Fletcher Road	0.85	110	R	From:		US 5	60		_		NA		NA		1993
733) 1 1010/101 1 1000	0.00			To:		0.85 MN	LIC 50						101		1000
733) Fletcher Road	0.25	100	R	From:		0.03 WIN	03 30				NA		NA		1999
				To:		34-60	)5		٦						
733) Fletcher Road	0.30	60	R	From:		3.00	,,,		_		NA		NA		1999
				To:		Dead I	End								
	2.40	400	_	From:		SR 12	27				NA		NIA		1002
734)	2.40	100	R						_		NA		NA		1993
724)	1.40	80	R	From:		34-69	94		_		NA		NA		1999
734)				To:		1.40 MN 3	3/ 60/								
734)	1.70	140	R	From:		1.40 WIN .	54-054				NA		NA		1999
				To:		US 52	22								
$\bigcirc$	0.50		_	From:	,	Warren Cou	ınty Line								4000
735)	0.50	80	R						_		NA		NA		1993
<del></del>	1.30	210	R	From:		34-63	37		_		NA		NA		1999
735)	1.50	210	IX.	To:		24.626.56			_		INA		IVA		1000
735) Salem Church Road	0.60	370	R	From:		34-636 S0	JUIH				NA		NA		1993
				To:		34-636 N	ORTH		<b>—</b>						
735	1.40	680	G	96%	0%	1%	1%	1%	0%	С	NA		680	G	2001
				To: From:		34-70	)9		<u> </u>						
735)	0.75	880	G	96%	0%	1%	1%	1%	0%	F	NA		880	G	2001
				To:		US 1									
736) Rossum Lane	0.15	270	R	From:		Dead I	End				NA		NA		1999
736 Rossum Lane	0.10	210	I.	To:		34-65	57		7		INA		INA		1999
				From:		Dead I									
737) Wise Mill Lane	0.51	50	R						_		NA		NA		1993
				To:		34-64									
738) Ogden Lane	0.78	150	P	From:		34-75	58				NA		NA		1999
(738) Oguell Laile	0.70	150	R	To:		Dead I	End		$\neg$		INA		INA		1999

					Freder	ick Maint	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
rederick County				_											
	0.51	4000	G	98%	1%	ICL WINC	HESTER 0%	0%	0%	С	NA		4000	G	2001
739	0.51	4000	G	90 70 To:	1 70	US 522 S		076	7	C	INA		4000	G	2001
				From:		US 522 N			1						
739)	1.66	2900	G	98%	1%	1%	0%	0%	0%	F	NA		2900	G	2001
				To:		34-673 S	OUTH		¬						
739)	4.58	2100	G	98%	1%	1%	0%	0%	0%	F	NA		2100	G	2001
				To		34-67	71		<b>—</b>						
739) Apple Pie Ridge Roa	2.01	450	R	From:		3.0					NA		NA		199
				To		34-67	7.4								
739) Apple Pie Ridge Roa	0.56	160	R	From:		34-0	7-7		_		NA		NA		1993
100) 11				To:	We	est Virginia	State Line								
				From:		34-64	12								
740)	0.15	NA		-					_		NA		NA		
				To:		34-75	56								
_				From:		Dead I	End								
741) Hodges Lane	0.15	10	R						_		NA		NA		1999
				To:		34-67	71								
O =				From:		34-67	71								
742) Brown Lane	0.40	120	R						_		NA		NA		1993
				To:		Dead I									
Clint Didne Lane	0.00	00	_	From:		Dead I	End				NIA		NIA		4000
743 Flint Ridge Lane	0.60	80	R	To:		34-60	00		_		NA		NA		1999
				From:					_						
	0.12	2200	G	97%	0%	ECL WINCE 1%	HESTER 0%	1%	0%	С	NA		2200	G	2001
744)	0.12	2200	G	91 /0	0 70			1 /0	J 0 76	C	INA		2200	G	2001
744) Woodstock Lane	0.00	4200		From:		34-12	04				NA		NA		1993
Woodstock Lane	0.09	1200	R						_		INA		INA		1993
<u> </u>	0.40	242	_	From:		34-12	31		_						4000
744) Woodstock Lane	0.12	840	R	To:		34-12	2.4		_		NA		NA		1999
				From:					1						
745) Nelsons Chapel Lane	0.40	60	R	Tioni.		Dead I	⊴nd		_		NA		NA		1993
745) Neisons onaper Lane	0.40	00	11	To:		34-69	93		7		147 (		1471		1000
				From:		US 5			1						
746) Ronner Lane	0.50	110	R	<u> </u>		000			_		NA		NA		1999
140				To:		Dead I	End								
				From:		Dead I	End								
747) Woodridge Lane	0.22	150	R						_		NA		NA		1986
				To:		34-85	56								
_				From:		34-61	16								
748) Zeiger Drive	0.23	100	R						_		NA		NA		1999
				To:		Dead I			<u> </u>						
	0.46	440-	_	From:		Dead I	End								400
749 Quarry Lane	0.10	1100	R	_					_		NA		NA		1999
				To: From:	(	0.10 MN D	ead End								
749 Quarry Lane	0.07	1100	R	To:		24.5	70		_		NA		NA		1999
				To:		34-67			<u> </u>						
O Lucas Lerra	0.00	000	_	From:		34-75	51				NIA		NIA		4000
750 Lucas Lane	0.20	260	R						_		NA		NA		1986
				To: From:		34-62	26		]						
750 Lucas Lane	0.35	60	R	To:			7 1		_		NA		NA		1999
				To:		Dead I			<u> </u>						
Core Bood	0.70	4400	Б.	From:		US 50 W	/EST		_		NIA		NIA		4000
751) Gore Road	0.73	1100	R	To:		HC 50 F	ACT		_		NA		NA		1993
				1		US 50 E	A31		]						

						ok ivialitie		iicu							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Design Hour	QK A	AWDT	QW	Year
Frederick County				From:											
752) Knob Road	2.70	40	R	r toni.		US 50	)				NA		NA		1999
102				To:		34-70:	5								
				From:		Dead E	nd								
753) Rosenberger Lane	0.20	1800	R	. —					_		NA		NA		1993
				To:		34-600									
754) Ash Hollow Drive	0.07	380	R	From:		34-659	9				NA		NA		1999
754) ASTI HOROW DITVE	0.07	300	IX	To:		Cul-de-S	Sac		7		INA		INA		1999
				From:		34-65	4								
755	0.11	30	R								NA		NA		1991
				To:		Dead E	nd								
	4.70			From:		Cul-de-S	Sac				NIA		NIA		
756	1.73	NA		To:		US 52	2		_		NA		NA		
				From:		34-624									
757) McCune Road	0.50	360	R	<u> </u>		34-024	•		_		NA		NA		1999
			-	To:		Dead E	nd								
				From:		Dead E	nd								
758) Belle View Lane	0.35	50	R								NA		NA		1986
				To: From:		34-73	8		]						
758) Belle View Lane	0.60	200	R	To:		24.62			_		NA		NA		1999
						34-62									
759) Buffalo Marsh Road	1.40	90	R	From:		34-62	7				NA		NA		1986
759 Bullalo Marsii Road	1.40	30		To:		34-638	8		7		INA		IVA		1500
				From:		US 52									
760) Fries Loop Road	0.17	60	R						<b>-</b>		NA		NA		1999
				To:		Cul-de-S	Sac								
			_	From:		11 Martins		10/		_			0.400	_	2224
761) Old Charles Town Rd	1.13	2400	G	97%	0%	1%	0%	1%	0%	F	NA		2400	G	2001
Old Ob ada a Tassa Dd	4.00			From:		64 W Stepl		40/			NIA.		000		0004
761) Old Charles Town Rd	1.09	900	G	97%	0%	1%	0%	1%	0%	С	NA		900	G	2001
761) Old Charles Town Rd	0.96	700	G	From: 97%	0%	34-666 E	AST 0%	1%	0%	F	NA		700	G	2001
761) Old Charles Town Ru	0.90	700	G	9/ 70 To:			ine; 21-761		7 0%	Г	INA		700	G	2001
				From:		Dead E									
762) Cole Lane	0.21	490	R	<u> </u>							NA		NA		1993
				To:		SR 7									
$\overline{}$				From:		FR-22	7								
763)	0.02	NA		To:		LIG 52	2		_		NA		NA		
				From:		US 52			_						
764) Lee Avenue	0.17	590	R	rion.		Dead E	nd				NA		NA		1993
				To:		US 11	[								
				From:		Dead E	nd								
765) Splash Avenue	0.23	150	R								NA		NA		1999
				To:		34-720	6		<u> </u>						
$\overline{}$	0.00	4-0	_	From:		US 52	2				N. A		NIA		4000
770	0.22	150	R	To:		34-693	3		7		NA		NA		1999
				From:		34-69.									
771)	0.51	80	R	<u> </u>		34-70	ı		_		NA		NA		1991
···				To:		US 52	2								
·									-						

Route	Length	AADT	QA	4Tire	Rus	Tru 3+Axle			QC	Design Hour	QK AAWD	ΓQW	Year
rederick County				From:				1					
775)	0.60	410	R	Piolii.	34-645 NO	)RTH		_		NA	NA		1999
				To:	34-645 SC	OUTH							
Duffield Dead	0.00	400	_	From:	34-64	5				NIA	NIA		4000
Bufflick Road	0.83	490	R	To:	US 52	22		7		NA	NA		1999
				From:	US 52								
777) Royal Avenue	0.13	46	R					<b>-</b> 		NA	NA		1999
				To:	34-77								
778) Front Drive	0.12	90	R	From:	Dead E	nd				NA	NA		1986
778 Front Drive	0.12	30		To	24 77	7				147.	147.		1000
778) Front Drive	0.08	160	R	From:	34-77	/				NA	NA		1986
110				To:	US 52	:2							
$\widehat{}$				From:	34-65	7							
779 Country Club Circle	0.07	340	R							NA	NA		1999
0.0000000000000000000000000000000000000	0.11			From:	0.07 MN TO	CIRCLE		]——		N14	<b></b>		4000
779 Country Club Circle	0.14	250	R	_				_		NA	NA		1986
(779) Country Club Circle	0.24	100	R	From:	34-121	16		_		NA	NA		1999
Country Club Circle	0.24	100	K	To:	34-779 END	CIRCLE		7		INA	INA		1998
				From:	US 50								
780) Stanley Drive	0.05	80	R							NA	NA		1986
				To: From:	34-78	1		]					
780) Stanley Drive	0.11	160	R							NA	NA		1999
<u> </u>				From:	34-78	2							
780 Stanley Drive	0.11	60	R	To:	Dead E	and		7		NA	NA		1986
				From:									
781) Prince Frederick Driv	0.41	720	R	<u> </u>	Dead E	nu		_		NA	NA		1999
				To:	US 50	0		1					
781) Prince Frederick Driv	0.30	170	R	From:	000			_1		NA	NA		1993
				To:	34-78	0							
Otavalas Oirala	0.44		_	From:	Cul-de-	Sac				NIA	NIA		4000
782) Stanley Circle	0.11	60	R	To:	34-78	0		7		NA	NA		1999
				From:	34-784 Smith								
783) Brick Kiln Rd	0.46	2900	G	92%	0% 2%	1%	4%	0%	С	NA	2900	G	2001
				To:	34-1322 Bro	oke Rd							
$\overline{}$			_	From:	NCL WINCE			]				_	
784)	0.10	2600	G	95% To:	0% 2%	1%	2%	0% ¬	С	NA	2600	G	2001
				From:	34-78 US 52			<del>                                     </del>					
785) Longcroft Road	0.08	280	R		US 32			_		NA	NA		1986
<u> </u>				To	34-78	6		<b>—</b>					
285) Longcroft Road	0.20	210	R	From:	31.70	<u>-</u>		<b>_</b>		NA	NA		1999
				To:	Dead E	nd		1					
<u> </u>	0.00	4.5	_	From:	34-78	5					***		
Elmwood Road	0.22	110	R	To:	Dead E	ind		7		NA	NA		1986
				From:				1					
789) Bryarly Road	0.70	730	R	<u> </u>	34-67	7		_		NA	NA		1999
				To:	US 522; 3	4-678		1					

					Frederick Maintenance Are								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1			QC	Design Hour	QK AAWI	OT C	QW	Year
Frederick County				From:	24 (00								
790) Richard Lane	0.70	70	R	. 10111.	34-608				NA	NA			1993
790) Tuonara Eario	0.70	. •		To:	Dead End								1000
				From:	Cul-de-Sac								
791) Dixie Belle Drive	0.20	240	R						NA	NA			1999
				To:	34-657								
O Diantation Drive	0.40	470		From:	Cul-de-Sac				NIA	NIA			4000
792) Plantation Drive	0.19	170	R	To:	34-657				NA	NA			1986
				From:	34-656	<u>.</u>							
793) Greenwood Avenue	0.24	170	R	<u> </u>	31 030				NA	NA			1999
				То:	34-794								
				From:	34-656								
794) Maloy Drive	0.34	340	R						NA	NA			1986
$\sim$				To: From:	34-793								
794) Maloy Drive	0.08	880	R						NA	NA			1999
				To:	34-657								
795) Princeton Drive	0.25	410		From:	34-796				NA	NA			1999
795) FIIIIGEIOII DIIVE	0.25	410	R	To:	34-797; 34-1246				INA	INA			1998
				From:	US 50								
796) Purdue Drive	0.10	480	R		03 30				NA	NA			1993
				To:	34-795								
796) Purdue Drive	0.02	500	R	From:	317/3				NA	NA			1999
				To	34-1256								
796) Purdue Drive	0.07	200	R	From:	34-1230				NA	NA			1999
				To:	34-1249								
796) Purdue Drive	0.01	20	R	From:	31 1217				NA	NA			1999
				To:	Dead End	ĺ							
				From:	US 50								
797) Tulane Drive	0.11	870	R	_		•			NA	NA			1993
<u> </u>				To:	34-795; 34-1246								
798) Mill Lane	0.25	10	R	From:	US 11				NA	NA			1999
Mill Lane	0.23	10	K	To:	Dead End				INA	INA			1998
				From:	US 522								
799) Shane Lane	0.05	50	R		00 322				NA	NA			1999
				To	0.06 MN US 522								
799) Shane Lane	0.13	50	R	From:	0.30 HII ( 00 322				NA	NA			1999
$\mathcal{O}$				To:	Dead End								
<u> </u>				From:	US 50 WEST								
803)	0.37	640	R						NA	NA			1993
				From:	34-620	-							
803)	1.89	1100	G	91%		2%	0%	С	NA	1100	)	G	2001
				To:	US 50 EAST								
Myere Lane	0.59	60	R	From:	Dead End				NA	NA			1999
Myers Lane	0.58	90	ıτ	To:	34-681				INA	INA			1998
				From:	34-657	1							
807)	0.55	1400	R	<u> </u>	JT-UJ /				NA	NA			1993
				To:	Cul-de-Sac								
				From:	Dead End		-						
809) McFarland Road	0.45	80	R						NA	NA			1999
				To:	34-817								

					Frederick Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	(	QC Design Hour	QK AAWDT QW	Year
rederick County				From:	24 (72	_			
810) Aiken Lane	0.07	40	R	From:	34-672		NA	NA	1986
810) / likeri Edile	0.07	40		To:	Dead End		1471	10.0	1000
				From:	34-671				
811) Timberlakes Lane	0.45	240	R			_	NA	NA	1999
				To:	Dead End				
$\sim$				From:	Dead End				
812) Sunset Drive	0.05	460	R				NA	NA	1993
<u> </u>				To: From:	34-824				
812 Sunset Drive	0.26	470	R	Ta	24.657	_	NA	NA	1999
				To:	34-657				
Plainfield Drive	0.24	400	ь	From:	END LOOP		NΙΛ	NΛ	1000
813) Plainfield Drive	0.24	180	R			_	NA	NA	1999
O 51 : 5 : 11 5 :	0.00			From:	BEGIN LOOP			A1.A	4000
813) Plainfield Drive	0.06	180	R	To:	TIO 11	¬	NA	NA	1999
				From:	US 11	1			
814) Fay Street	0.07	620	R	170III.	Dead End	_	NA	NA	1986
8 14) Tay Street	0.07	320	ĸ	. —		_	INA	INA	1300
Fay Street	0.00	600		From:	34-844		NΙΛ	NA	1000
814) Fay Street	0.08	600	R	To:	US 11	7	NA	INA	1999
				From:					
815) Blossom Drive	0.17	450	R		Dead End		NA	NA	1986
515) Biodedin Biive	0.17	400		Tar	0.1.1000	_	1471	10.	1000
815) Blossom Drive	0.07	1700	R	From:	34-1208		NA	NA	1999
815) Bio330111 Brive	0.07	1700	IX	To:	SR 7		IVA	14/4	1000
				From:	SCL WINCHESTER				
816) Battaile Drive	0.04	2600	R		SCE WINCHESTER	_	NA	NA	1993
010)				To:	34-652	1			
				From:	US 50 WEST				
817) Magic Mountain Roa	0.40	150	R				NA	NA	1999
				To	34-809	1			
817) Magic Mountain Roa	0.29	220	R	From:	3.009		NA	NA	1986
				To:	US 50 EAST	]			
				From:	34-628				
819) Old Middle Road	0.44	20	R				NA	NA	1999
				To:	34-628				
O =				From:	Dead End				
820 Eddys Lane	0.45	130	R	T		_	NA	NA	1987
				To:	34-659				
Montaned Differen	0.00	20	Б.	From:	Dead End		A I A	NIA	4000
Westwood Drive	0.02	30	R			_	NA	NA	1999
	• • •			From:	34-848	_			4==:
Westwood Drive	0.19	110	R	To:	110 500	_	NA	NA	1986
				To:	US 522				
Stuart Drive	0.56	400	В	From:	34-628		NA	NA	1986
Stuart Drive	0.00	180	R	To:	34-628	7	INA	INA	1900
				From:		1			
824) Sunshine Drive	0.20	190	R		Dead End	_	NA	NA	1999
DZ4	0.20	.50	11	To:	34-812		INA	14/7	1000
				From:	US 50	i			
826) Robin Hood Circle	0.11	120	R	<u> </u>	0000	_	NA	NA	1986
									1000

					1 Todoriok Wainte	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							
Route	Length	AADT	QA	4Tire	Rus	Truck 3+Axle 1Trail		QC	Design Hour	QK A	AWDT	QW	Year
Frederick County													
827) Sherwood Lane	0.08	50	R	From:	Cul-de-S	Sac			NA		NA		1999
621) 6116111666 24116	0.00			To:	34-826	5	1						.000
				From:	Dead E	nd							
831) Broad Avenue	0.10	90	R						NA		NA		1986
				From:	34-857	7							4000
Broad Avenue	0.35	590	R	To:	34-657	7	7		NA		NA		1999
				From:	US 52:								
832) Lauck Drive	0.45	330	R	<u>L</u>	05 32.				NA		NA		1986
				To:	Dead E	nd							
<u> </u>				From:	Dead E	nd							
Margaret Lane	0.18	140	R	To:	34-739	0	_		NA		NA		1999
				From:									
836) Walters Mill Lane	0.82	80	R	<u> </u>	US 11		_		NA		NA		1993
-				To:	Dead E	nd							
<u> </u>				From:	US 11								
837 Ebert Road	0.30	1100	R	To:	n		_		NA		NA		1999
				From:	Dead En								
838) McCanns Road	0.40	30	R	110	US 11				NA		NA		1993
030)				To:	0.40 ME U	IS 11							
838) McCanns Road	0.20	30	R	From:	0.40 ME C	3 11			NA		NA		1999
				To	34-662	2							
<u> </u>				From:	US 11; 34	-661							
839 Amoco Lane	0.19	880	R	To:	Dead E	1	_		NA		NA		1993
				From:	Warren Cour								
Ramseur Lane	0.05	470	R	<u> </u>	warren Cour	ity Line			NA		NA		1999
9.09				To:	US 11								
				From:	Dead E	nd							
841) Orchard Lane	0.20	120	R	To:	110.11		_		NA		NA		1986
				From:	US 11		1						
North Buckton Road	1.68	320	R		Warren Cour	ity Line	_		NA		NA		1999
042)				To	34-627	7							
North Buckton Road	1.01	140	R	From:	3102				NA		NA		1993
				To:	Dead E	nd							
<u> </u>				From:	Dead E	nd							
843 Campbell Lane	0.22	90	R	To:	US 11		_		NA		NA		1999
				From:			1						
844) King Lane	0.13	110	R	<u> </u>	Dead E	ıu	_		NA		NA		1986
· ·				To:	34-814	1	]						
				From:	34-643	3							
Blue Ridge Lane	0.15	80	R	To:	F :-	1	_		NA		NA		1999
				From:	Dead E		<u> </u>						
846) Rutherford Lane	0.13	7	R	. 10/11.	Dead E	ad	_		NA		NA		1986
0-10)		<u> </u>		To:	34-642	2	1						
				From:	SR 37; 34								
847) Hillandale Lane	0.58	680	R				_		NA		NA		1999
				To:	Dead E	nd							

Route	Length	AADT	QA	4Tire	Bus 20 yla 21 Ayla 4 Trail	(	(.)(;	Design	QK AAWDT QW	Year
rederick County					2Axle 3+Axle 1Trail	21 rail		Hour		
	0.00	50	_	From:	34-822			NIA	NIA	4000
Westwood Circle	0.06	50	R	To:	Dead End	7		NA	NA	1986
				From:	Dead End					
849) West Street	0.03	30	R		D tua Lina			NA	NA	1999
				To: From:	34-710	]——				
849) West Street	0.40	320	R			_		NA	NA	1986
				To:	34-641					
850) Vine Lane	0.40	180	R	From:	US 522			NA	NA	1999
850) VIIIC Lanc	0.40	100	IX	To:	Dead End	7		IVA	IVA	1000
				From:	Dead End	Ī				
851) Pitcock Lane	0.45	100	R			_		NA	NA	1987
				To:	34-620					
O Downham Laws	0.00	400	_	From:	Dead End			NIA	NIA	4000
852 Dunbar Lane	0.20	160	R	To:	34-789	7		NA	NA	1999
				From:	Dead End	†				
853) Sinking Spring Lane	0.50	280	R		Dead End	_		NA	NA	1986
				To:	34-751					
				From:	Dead End					
855) Harrison Lane	0.14	90	R	To:	21.611	_		NA	NA	1999
				From:	34-644	1				
856) Spring Valley Drive	0.60	130	R	rioni.	US 522			NA	NA	1993
630) Spring Valley Brive	0.00	.00		To:	Dead End				101	1000
				From:	Cul-de-Sac					
857) Umpire Lane	0.07	90	R	-		<b>—</b> •		NA	NA	1999
				To:	34-831					
858) Stonewall Drive	0.20	60	R	From:	34-803			NA	NA	1986
858) Storiewali Drive	0.20	00	K	To:	Dead End	7		INA	IVA	1900
				From:	Dead End					
860)	0.05	320	R			_		NA	NA	1999
				To:	FR-732					
Toward Dates	0.00	222	_	From:	34-869 LAKEVILLE			NIA	NIA	4004
861) Tyson Drive	0.32	800	R			_		NA	NA	1991
861) Tyson Drive	0.20	4600		From:	34-863	_		NA	NA	1999
861 Tyson Drive	0.30	4600	R	To:	FR-732	7		INA	INA	1999
				From:	FR-732	Ī				
862) Century Lane	0.13	600	R		110,132			NA	NA	1999
				To:	Dead End					
$\overline{}$	0.0-	255	_	From:	Cul-de-Sac				NI	400
863)	0.35	800	R	To:	34-861	7		NA	NA	1991
				From:	34-861	+				
864) Bedford Drive	0.12	200	R		34-03/	_		NA	NA	1999
				To:	Cul-de-Sac	7				
				From:	34-736					
865) Glenridge Drive	0.18	260	R			_		NA	NA	1999
				To:	Dead End					
	0.09	400	Б	From:	34-736			NA.	NIA	1004
866	0.09	120	R	To:	Dead End	7		NA	NA	1991
					Dead Eliq	1				

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT QW	Year
Frederick County	Lengin	AADI	QА	41116	2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDI QW	Teal
				From:	Dead End	J				
867 Senseny Glen Drive	0.11	440	R					NA	NA	1993
867) Senseny Glen Drive	0.15	4400	R	To:	34-657	]		NA	NA	1999
867) Senseny Gien Drive	0.15	1100	K	To:	34-1407	7		INA	IVA	1999
				From:	34-1407 WEST					
867 Senseny Glen Drive	0.28	NA		To:	24 1407 FAST	7		NA	NA	
_				From:	34-1407 EAST	+				
868)	0.33	340	R		Cul-de-Sac	_		NA	NA	1991
000)				To:	34-867					
				From:	Cul-de-Sac					
869)	0.20	230	R			_		NA	NA	1999
				To:	34-861 LAKEVILLE					
Lipland Boad	0.16	120	ь	From:	Dead End			NA	NA	1991
870 Upland Road	0.10	130	R	To:	34-608	7		INA	INA	ופפו
				From:	Dead End	Ī				
871)	0.72	NA				_		NA	NA	
				To:	34-625					
O 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.00			From:	34-651					
880 Industrial Drive	0.23	NA		To:	34-881	7		NA	NA	
				From:	Dead End					
881) Development Lane	0.04	NA		<u> </u>	Deau Enu	_		NA	NA	
				To:	Dead End					
				From:	Cul-de-Sac					
990) Aviation Drive	0.26	470	R			_		NA	NA	1999
				To:	34-645					
1000 Arbor Court	0.23	1000	R	From:	34-728	_		NA	NA	1999
1000) AIDOI GOUIT	0.20	1000	1	To:	Dead End	1		IVA	IVA	1555
Town of Stephens City				•		-				
$\sim$				From:	34-1011					
1001)	0.27	240	R	To:	34-1002	_		NA	NA	1993
				From:						
1002)	0.10	780	R	Tronic	34-1005			NA	NA	1999
1002)				To	34-1006					
1002)	0.30	1700	R	From:	34-1000			NA	NA	1995
				To	34-1007					
1002)	0.15	370	R	From:	34-1007	_		NA	NA	1999
$\bigcup$				To:	Dead End					
				From:	34-1005					
1003 Laura Drive	0.50	260	R					NA	NA	1993
<u> </u>	0.10			To: From:	34-1008	]			N.	165-
1003 Laura Drive	0.10	280	R	To:	34-1009 Gap Termin	7		NA	NA	1999
				From:	34-1016 Gap Termin	_				
1003) Laura Drive	0.18	90	R			_		NA	NA	1993
				To:	Dead End	<u> </u>				
$\bigcirc$	0.15	400	_	From:	34-631					4000
1004)	0.10	130	R			_		NA	NA	1999
$\overline{}$	0.40			To: From:	34-1001			NIA	NIA	1000
(1004)	0.10	30	R	To:	34-1007	7		NA	NA	1986
					JT-100/					

					1 reaction mainte	Jilanoc 7 ii c	,u					
Route	Length	AADT	QA	4Tire	Rus		< ITrail 2Trai	()(:	Design Hour	QK AAV	√DT QV	N Yea
Town of Stephens City				From:	24.100	22						
1005)	0.10	630	R	Pioni.	34-100	)2			NA	N	A	1999
1005)	00			To:	34-100	)3					•	
				From:	Dead E	nd						
1006 Green Street	0.05	50	R						NA	N	A	1999
				To: From:	34-100	)3	<u> </u>					
1006) Green Street	0.05	320	R				<u>_</u>		NA	N	A	1999
<u> </u>				To: From:	US 1	1						
1006 Green Street	0.05	890	R						NA	N	A	1999
				To: From:	34-100	)2						
1006 Green Street	0.07	40	R						NA	N	A	1999
				To:	Dead E	nd						
$\overline{}$				From:	34-100	)2					_	
1007	0.05	850	R						NA	N	A	1986
^				From:	US 1	1						100
1007	0.05	480	R						NA	N	A	1986
$\overline{}$				From:	34-100	)3						100
1007	0.05	310	R				_		NA	N	A	1986
$\overline{}$				From:	34-100	)4						
1007	0.03	320	R						NA	N	A	1986
				To: From:	34-102	24					-	-
1007)	0.09	200	R	To:	24.101				NA	N	A	1986
					34-101							
$\frown$	0.05	650	R	From:	US 1	1			NA	NI.	٨	1000
1008	0.05	650	K	_					INA	N	٦,	1999
$\overline{}$	0.15	430	R	From:	34-100	)3			NA	N	^	1999
1008	0.15	430	K	_					INA	IN.	٦.	1998
$\overline{}$	0.03		R	From:	34-102	28			NA	NI NI	^	1000
1008	0.03	5	K	To:	Dead E	End			INA	N	٦,	1999
				From:	34-100							
1009	0.05	180	R	L	54-100	13			NA	N	Α	1986
				To:	34-101	17						
1009)	0.09	70	R	From:	54-101	. /			NA	N	Α	1986
				To:	34-102	23						
				From:	Dead E	nd						
1010 Plymouth Street	0.15	290	R						NA	N	A	1993
				To:	US 1	1						
$\overline{}$				From:	34-63	1					_	
1011)	0.10	200	R	_					NA	N	A	1999
				To: From:	34-100	)1						
1011)	0.10	220	R						NA	N	A	1999
<u> </u>				To: From:	34-100	)7						
1011)	0.14	150	R	т.					NA	N	A	1999
				To:	Dead E	nd						
rederick County				From:	Dead E	ind	Т					
1012) Town Run Lane	1.09	210	R	<u> </u>	Dead E	ind			NA	N	Α	1993
1012)				To:	SR 277; 34	4-647						
Town of Stephens City												
				From:	34-63	1					_	
1013)	0.15	160	R	Tot			<del></del> 1		NA	N	A	1986
				To:	Dead E	nd						

					Frederick Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Frederick County				From:						
(1014) Massie Lane	0.17	120	R	Tioni.	34-1019			NA	NA	1999
				To:	34-1015					
O Waland Lana	0.00			From:	Dead End			NIA	NIA	4000
1015 Walnut Lane	0.03	70	R	To:	34-1014	_		NA	NA	1986
Town of Stephens City					31 1011					
				From:	US 11					4000
1016	0.06	290	R					NA	NA	1986
	0.06	260	R	From:	34-1003			NA	NA	1986
1016)	0.00	200		To:	24 1017	_		14/-3	INA	1300
1016	0.08	80	R	From:	34-1017			NA	NA	1986
				To:	34-1023					
$\sim$				From:	34-1009					
1017)	0.14	120	R			_		NA	NA	1986
	0.28	270	R	From:	34-1016	_		NA	NA	1986
1017)	0.∠0	210	ĸ	To:	NCL STEPHENS CITY	7		INA	INA	1900
rederick County						•				
O 1/2071	0.40	400	_	From:	SR 277			NIA	NIA	4000
1018 VDOT Lane	0.10	180	R	To:	Dead End	$\neg$		NA	NA	1999
				From:	Dead End					
1019	0.07	20	R					NA	NA	1986
				To: From:	34-1014					
1019	0.07	180	R	To:	TIO 11	_		NA	NA	1986
				From:	US 11					
1020) Highlander Road	0.07	210	R	Tron.	34-1021 EAST			NA	NA	1999
1020) 3				To:	34-1021 WEST	<b>_</b>				
1020 Highlander Road	0.15	700	R	From:	31 1021 11201			NA	NA	1999
				To: From:	34-1022					
1020 Highlander Road	0.11	860	R			_		NA	NA	1999
				To: From:	SR 277					
1021)	0.36	210	R	rioin.	34-1020 WEST			NA	NA	1986
1021)				To	34-1020 EAST					
1021)	0.07	170	R	From:	31 1020 E/101			NA	NA	1986
				To: From:	34-1022					
1021)	0.03	20	R			_		NA	NA	1999
				To: From:	Dead End					
1022) Meadowlark Lane	0.18	160	R		34-1020	_		NA	NA	1999
	-			To:	34-1021					
Town of Stephens City				From:	24.1000					
1023)	0.16	47	R	. IOHI.	34-1009			NA	NA	1986
1020				To:	34-1016				·	
				From:	34-1007					
1024	0.04	50	R	To:	0.14- 0	_		NA	NA	1999
				10.	Cul-de-Sac					
Frederick County				From:	34-647					
1025 Harmon Place	0.07	490	R			_		NA	NA	1986
				To:	34-1026					

					Frederick Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail QC	Design Hour	QK AAWDT QW	Year
Frederick County				From:	34-1026				
1025) Harmon Place	0.20	210	R		34-1020		NA	NA	1986
1020				To:	Dead End				
				From:	Dead End				
1026 Downing Circle	0.12	190	R				NA	NA	1999
<u> </u>				To: From:	34-1027				
1026 Downing Circle	0.09	370	R	To:	24.1925	_	NA	NA	1999
				From:	34-1025				
1027) Kern Circle	0.12	130	R	rion.	Cul-de-Sac	_	NA	NA	1986
1027) 1 10111 011 010	···-	.00		To:	34-1026				
own of Stephens City									
				From:	34-1008				
1028)	0.10	260	R	To:	0.11.6	_	NA	NA	1999
					Cul-de-Sac				
rederick County				From:	34-642				
1030) Mimosa Drive	0.06	760	R	<u>-</u>			NA	NA	1993
				To: From:	34-1032				
1030) Mimosa Drive	0.13	130	R				NA	NA	1986
				To:	34-1037				
0 1 5 1 5 1	2.24			From:	34-642				4000
Oak Ridge Drive	0.04	2900	R			_	NA	NA	1999
0.1.0:1.0:	0.04			To: From:	34-1032 SOUTH			<b></b>	4000
031 Oak Ridge Drive	0.01	2800	R				NA	NA	1999
Oak Didge Drive	0.40	4000		To: From:	34-1032 NORTH		NIA	NIA	4000
031 Oak Ridge Drive	0.13	1900	R				NA	NA	1999
Octo Didaya Daha	0.40	4700		From:	34-1038		NI A	NIA.	4000
Oak Ridge Drive	0.10	1700	R	To:	34-1037	7	NA	NA	1999
				From:	Dead End				
1032) Laurel Hill Drive	0.07	80	R		Dead End		NA	NA	1986
				To:	34-1030				
1032) Laurel Hill Drive	0.09	110	R	From:	31 1030		NA	NA	1986
				To	34-1033				
1032) Laurel Hill Drive	0.09	100	R	From:	3.1035		NA	NA	1986
				To:	34-1031 SOUTH				
1032) Laurel Hill Drive	0.07	280	R	From:	34-1031 NORTH		NA	NA	1986
Laurel Hill Drive	0.07	200	Λ.	To	24 1025	_	11/7	IVA	1900
1032) Laurel Hill Drive	0.13	100	R	From:	34-1035		NA	NA	1986
1032) Ladici i iii Diive	0.10	100	17	To	24.100	_	14/7	IVA	1000
1032) Laurel Hill Drive	0.07	60	R	From:	34-1034		NA	NA	1991
Laurel Hill Drive	0.07	-		To:	34-1079	7	14/7	1 1/1	1001
				From:	34-1032				
1033) Hickory Hill Drive	0.20	80	R		· · · · · · · · · · · · · · · · · · ·	<b>_</b>	NA	NA	1999
				To:	34-1037				
<u> </u>				From:	34-642				
1034 Wakeland Drive	0.06	670	R				NA	NA	1993
				To: From:	34-1032				
1034 Wakeland Drive	0.11	190	R				NA	NA	1986
<u> </u>	_			To: From:	34-1036				
1034 Wakeland Drive	0.19	130	R	To	D 15 '	_	NA	NA	1986
				To:	Dead End	1			

					Frederick Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
rederick County				From:	34-1032					
1035 Lane Street	0.17	210	R		34-1032	_		NA	NA	1999
Lana Street	0.12	400		To: From:	34-1036	_		NIA	NΙΛ	1000
Lane Street	0.12	100	R	To:	Cul-de-Sac	<b>-</b>		NA	NA	1999
				From:						
1036 Craig Drive	0.07	200	R		34-1079	_		NA	NA	1991
<u> </u>				To: From:	34-1034					
036 Craig Drive	0.07	70	R	To:	24 1025	_		NA	NA	1986
				From:	34-1035					
Lakeside Drive	0.27	450	R	rioii.	34-642			NA	NA	1993
037 Lakeside Drive	0.21	430	IX.			_		IVA	IVA	1000
037) Lakeside Drive	0.05	E60	R	From:	34-1030			NA	NA	1986
037 Lakeside Drive	0.03	560	ĸ			_		INA	INA	1900
Lakasida Drive	0.00	202		From:	34-1039	_		A I A	NΙΛ	4000
037 Lakeside Drive	80.0	320	R			_		NA	NA	1986
O Laborita B.:	0.00		_	From:	34-1033				***	400
<sub>037</sub> Lakeside Drive	80.0	260	R			_		NA	NA	1986
<u> </u>				From:	34-1031					
037 Lakeside Drive	0.19	550	R					NA	NA	1991
				To: From:	34-1180					
037) Lakeside Drive	0.04	20	R			_		NA	NA	1991
				To:	Dead End					
^				From:	34-1031					
Mulberry Circle	0.13	110	R	_		_		NA	NA	1999
				To:	Cul-de-Sac					
<u> </u>				From:	34-1037					
039 Butternut Drive	0.13	700	R					NA	NA	1999
<u> </u>				From:	34-1080					
039 Butternut Drive	0.07	660	R			_		NA	NA	1999
				To:	34-1070					
<u> </u>				From:	34-1041; 34-1042					4004
Fredericktowne Drive	0.11	90	R					NA	NA	1991
<u> </u>				To: From:	34-1054 WEST					
Fredericktowne Drive	0.38	210	R					NA	NA	1991
_				To: From:	34-1048					
Fredericktowne Drive	0.21	320	R					NA	NA	1986
				To: From:	34-1054 EAST	]				
Fredericktowne Drive	0.06	280	R			<del></del>		NA	NA	1986
				To:	34-1047 EAST	<b>─</b>				
Fredericktowne Drive	0.09	220	R	From:	w · · · · · · · · · · · · · · · · · · ·			NA	NA	1986
				To:	34-1053					
Fredericktowne Drive	0.16	250	R	From:	5 ( 1005			NA	NA	1986
				To	24 1046					
040) Fredericktowne Drive	0.07	280	R	From:	34-1046			NA	NA	1986
040)	J		••	To:	24 1045 NIDOT	_				. 550
040) Fredericktowne Drive	0.15	790	R	From:	34-1047 WEST			NA	NA	1986
040) Fredericktowne Drive	0.15	190	ĸ			<b>_</b>		INA	IVA	1900
Condesidation D1	0.07	4000		From:	34-1044	_		A I A	A I A	4000
Fredericktowne Drive	0.07	1300	R					NA	NA	1986
				To: From:	34-1041					
Fredericktowne Drive	0.08	790	R	_		_		NA	NA	1986
				To:	34-1043					

Route	Length	AADT	QA	4Tire	Bus		QC	Design	QK AAWDT QW	Year
Frederick County			·	3	2Axle 3+Axle 1Trail	2Trail		Hour		. 30.
O 5 1 1 11 5 1	0.40	200		From:	34-1043			NIA	NIA	4000
1040 Fredericktowne Drive	0.19	200	R	To:	34-641	7		NA	NA	1993
				From:	34-1040	1				
(1041) Frederick Road	0.09	540	R		34-1040			NA	NA	1999
				To	34-1040; 34-1042	٦				
(1041) Frederick Road	0.11	520	R	From:	3. 10.10, 3. 10.2			NA	NA	1999
				To:	34-647					
				From:	Cul-de-Sac					
(1042) Accomack Circle	0.05	60	R	т	21.1212.21.121	_		NA	NA	1999
				To:	34-1040; 34-1041					
1043) Albermarle Court	0.04	60	R	From:	Cul-de-Sac	_		NA	NA	1999
Albermarie Court	0.04	80	K	To:	34-1040			INA	IVA	1999
				From:	34-1045 SOUTH					
(1044) Amelia Avenue	0.09	110	R		JT-1040 000 111			NA	NA	1986
				To:	34-1045 NORTH					
1044) Amelia Avenue	0.07	190	R	From:	51 10 15 11OKIII			NA	NA	1986
				To	34-1040	¬				
1044) Amelia Avenue	0.07	40	R	From:	3.1010			NA	NA	1991
				To:	34-1054					
				From:	34-1044 NORTH					
1045 Amherst Court	0.07	80	R					NA	NA	1999
				To: From:	34-1044 SOUTH					
1045 Amherst Court	0.03	50	R			_		NA	NA	1999
				To:	Dead End					
O B + + + 0 + +	0.00	40	_	From:	Dead End					1000
1046 Botetourt Court	0.02	40	R	To:	34-1040	7		NA	NA	1999
				From:						
(1047) Bedford Place	0.04	50	R		Cul-de-Sac	_		NA	NA	1999
(1047)				To	24 1040 FAST					
1047) Bedford Place	0.13	150	R	From:	34-1040 EAST			NA	NA	1999
(1047)				To:	24 1049	7				
(1047) Bedford Place	0.06	270	R	From:	34-1048			NA	NA	1999
1047)				To:	34-1040 WEST	1				
				From:	Cul-de-Sac					
(1048) Caroline Avenue	0.05	80	R			_		NA	NA	1986
				To: From:	34-1047	_				
(1048) Caroline Avenue	0.06	420	R					NA	NA	1986
				To: From:	34-1054	]				
(1048) Caroline Avenue	0.09	520	R					NA	NA	1986
<u> </u>				To: From:	34-1055	]				
(1048) Caroline Avenue	0.06	670	R					NA	NA	1986
				To: From:	34-1040	]—				
(1048) Caroline Avenue	0.06	1100	R					NA	NA	1986
				To: From:	34-1057					
(1048) Caroline Avenue	0.11	1800	R			_		NA	NA	1986
				To: From:	34-1150	1—				
(1048) Caroline Avenue	0.07	1300	R	rionE.	• • • • • • • • • • • • • • • • • • •	_		NA	NA	1993
				To:	34-647					
				From:	34-1075					
(1049) Buckingham Drive	0.12	540	R			_		NA	NA	1991
				To:	0.13 MN 34-1075					

Route	Length	AADT	QA	4Tire	Truck		QC	Design	QK AAWDT QW	Year
	Length	AADI	QА	41116	2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDI QW	i cai
rederick County				From:	0.13 MN 34-1075					
1049 Buckingham Drive	0.20	340	R					NA	NA	1986
Durakinahana Driva	0.07	F00		To: From:	34-1052			NIA	NIA	4000
Buckingham Drive	0.07	530	R	. —		_		NA	NA	1986
1049) Buckingham Drive	0.03	560	R	From:	34-1051			NA	NA	1986
1049) Buokingnam Birro	0.00			To:	34-1050 EAST					1000
1049) Buckingham Drive	0.08	600	R	From:	54-1030 EAS1			NA	NA	1986
				To: From:	34-1050 WEST	7				
1049 Buckingham Drive	0.03	1300	R			_ _		NA	NA	1993
				To:	34-641					
1050 Carrol Drive	0.08	250	R	From:	Cul-de-Sac			NA	NA	1999
Carrol Drive	0.00	230	IX.	To:	24 1052	_		INA	INA	1000
1050) Carrol Drive	0.07	820	R	From:	34-1052			NA	NA	1999
	-			To	34-1049 WEST	<b></b>				
1050) Carrol Drive	0.17	50	R	From:	JIIVIZ WEDI	_1		NA	NA	1999
				To:	34-1049 EAST	1				
Chasterfield Circle	0.00			From:	Cul-de-Sac			N I A	NIA	4000
Chesterfield Circle	0.06	60	R	To:	34-1049	7		NA	NA	1999
				From:	34-1050					
1052) Brunswick Road	0.18	340	R		3.1000			NA	NA	1999
				To: From:	34-1059	T				
1052) Brunswick Road	0.12	460	R			_ _		NA	NA	1999
				To:	34-1049					
	0.05	60	R	From:	Cul-de-Sac			NA	NA	1999
1053	0.00	00		To	24 1127	٦		1471	14/1	1000
1053)	0.20	1200	R	From:	34-1137			NA	NA	1999
				To	34-1136	٦				
1053) Buchannan Drive	0.15	1300	R	From:				NA	NA	1999
				To:	34-1040					
Westmarsland Drive	0.40	050		From:	Dead End			NIA	NIA	1000
Westmoreland Drive	0.40	850	R	. —		_		NA	NA	1999
1054) Westmoreland Drive	0.10	180	R	From:	34-1058	_		NA	NA	1986
1004)	•		- •	To	34-1056	<u> </u>		·•		
1054) Westmoreland Drive	0.06	250	R	From:	J <del>1</del> -1030	_		NA	NA	1986
				To: From:	34-1040 EAST	1				
1054) Westmoreland Drive	0.06	240	R	. rom.		_		NA	NA	1986
				To: From:	34-1055 EAST	]				
1054 Westmoreland Drive	0.07	230	R					NA	NA	1986
<u> </u>	0.00			To: From:	34-1048				N/C	400-
Westmoreland Drive	0.06	260	R			_		NA	NA	1986
Wastmaraland Drive	0.07	220	R	To: From:	34-1055 WEST			NIA	NIA	1004
Westmoreland Drive	0.07	320	ĸ	т	2440	<b>-</b> 1		NA	NA	1991
1054) Westmoreland Drive	0.07	380	R	From:	34-1044			NA	NA	1991
1004) Trockmoroiding Billyo				To:	34-1061					
1054) Westmoreland Drive	0.07	400	R	From:	J4-1001			NA	NA	1991
				To:	34-1040 WEST					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
rederick County				From:		1		11001		
1054) Westmoreland Drive	0.06	420	R	From:	34-1040 WEST			NA	NA	1991
				To:	34-1060	1				
Westmoreland Drive	0.07	1300	R			_		NA	NA	1993
				To:	34-647					
1055) Essex Circle	0.10	200	R	From:	34-1054			NA	NA	1999
1033) =000% 0.11010				To	34-1048					
1055) Essex Circle	0.08	90	R	From:	31 1010			NA	NA	1999
				To:	34-1054					
1056) Halifax Avenue	0.21	220	В	From:	34-1054			NA	NA	1999
Halifax Avenue	0.31	230	R	. —		_		INA	INA	1999
Halifax Avenue	0.05	50	R	From:	34-1057			NA	NA	1999
1036)	0.00			To:	Cul-de-Sac					.000
				From:	34-1048					
Rockbridge Road	0.07	2000	R					NA	NA	1999
<u> </u>				To: From:	34-1056	]				
Rockbridge Road	0.08	1800	R	To:	34-1058	7		NA	NA	1999
				From:	34-1058					
Wythe Avenue	0.30	180	R		34-1034	_		NA	NA	1991
,				To:	34-1057	1				
Wythe Avenue	0.20	150	R	From:	311037	_		NA	NA	1991
				To:	Cul-de-Sac					
O W 0: 1	0.00			From:	Cul-de-Sac					1000
Warren Circle	0.06	200	R	To:	34-1052	7		NA	NA	1999
				From:	34-1054	1				
1060)	0.08	80	R		31 1031			NA	NA	1991
				To:	Cul-de-Sac					
$\overline{}$	0.40	440	_	From:	34-1054			NIA	NIA	1001
1061)	0.10	110	R	To:	Cul-de-Sac	7		NA	NA	1991
				From:	34-1055					
1062) Essex Court	0.05	50	R		3.1000			NA	NA	1999
				To:	Cul-de-Sac					
$\overline{}$	0.45	700		From:	34-1054			NIA	NIA	1000
1063	0.15	730	R			_		NA	NA	1999
<u></u>	0.08	480	R	From:	34-1147			NA	NA	1999
1063	U.00			To	24 1142			13/7	11/7	1338
1063)	0.11	220	R	From:	34-1143			NA	NA	1999
				To:	Dead End					
				From:	Dead End					
1064	0.38	600	R					NA	NA	1999
	0.10	222		To: From:	34-1142	]			A1A	4000
1064	0.13	830	R			_		NA	NA	1999
	0.40	E20	R	From:	34-1087 NORTH			NA	NA	1999
1064	0.40	530	ĸ	To:	34-1063 SOUTH	7		INA	INA	1999
				From:	Dead End	1				
Ridgefield Avenue	0.10	70	R			_		NA	NA	1991
$\bigcup$				To:	34-1095					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Yea
rederick County				From:	34-1095	1				
1065) Ridgefield Avenue	0.05	280	R	<u> </u>	54-1075	_		NA	NA	1991
				To: From:	34-1069	]——				
1065 Ridgefield Avenue	0.12	220	R			_		NA	NA	1986
1065) Ridgefield Avenue	0.07	410	R	From:	0.13 MN 34-1069			NA	NA	1986
1003) Tragenera / Wernes	0.07			To:	34-1067	<b></b>				
1065) Ridgefield Avenue	0.11	720	R	From:	31.1007	<b>_</b>		NA	NA	1986
				To: From:	34-1066	]——				
Ridgefield Avenue	0.04	1100	R	To:	SR 277	٦		NA	NA	199
				From:	Dead End					
1066) Linwood Court	0.11	200	R	_		<del>-</del>		NA	NA	199
				To: From:	34-1065					
1067) Woodside Circle	0.10	160	R		Cul-de-Sac			NA	NA	199
				To: From:	34-1068					
1067 Woodside Circle	0.07	360	R	To:	24.1065	7		NA	NA	199
				From:	34-1065 Cul-de-Sac	1				
1068) Glenoak Court	0.06	90	R		Cui-uc-Sac	_		NA	NA	199
				To:	34-1067					
1069 Grove Court	0.10	70	R	From:	Cul-de-Sac	╛		NA	NA	198
1069) 3.373 3341			.`	To:	34-1065					
1069) Grove Court	0.05	50	R	From:		<b>_</b>		NA	NA	199
<u> </u>				To:	Dead End					
1070) Hackberry Drive	0.20	810	R	From:	34-1187 WEST			NA	NA	199
1070				To	34-1083	<b></b>				
1070) Hackberry Drive	0.12	400	R	From:				NA	NA	199
<u> </u>				To: From:	34-1039	]				400
1070 Hackberry Drive	0.06	1000	R			_		NA	NA	199
1070) Hackberry Drive	0.11	860	R	From:	34-1076			NA	NA	199
,				To: From:	34-1077	<b></b>				
1070) Hackberry Drive	0.06	610	R	From:		_		NA	NA	199
<u> </u>				To: From:	34-1182					400
1070 Hackberry Drive	0.07	410	R	_		_		NA	NA	199
1070) Hackberry Drive	0.05	280	R	From:	34-1183			NA	NA	199
				To: From:	34-1184	<del></del>				
1070) Hackberry Drive	0.04	190	R	- rom.				NA	NA	199
	0.00	40		To: From:	34-1185			NI A	NIA	400
1070 Hackberry Drive	0.03	40	R	To:	24.116.5	٦ .		NA	NA	199
1070) Hackberry Drive	0.05	100	R	From:	34-1186			NA	NA	199
,			-	To:	34-1187 EAST					
Dlughind Drive	0.00	4000		From:	34-647			NIA	NIA	400
1071 Bluebird Drive	0.09	1000	R	To:	24 1072	٦ .		NA	NA	199
1071) Bluebird Drive	0.09	690	R	From:	34-1072			NA	NA	199
				To:	34-1073					

					Frederi	ck Maint	enance A								
Route	Length	AADT	QA	4Tire	Bus	2 A v.l.c	TruTru		OTroil	QC	Design	QK	AAWDT	QW	Year
Frederick County						ZAXIE	3+Axle	ııraıl	∠ıralı		Hour				
	0.22	450	R	From:		34-10	73				NΑ		NΙΔ		1000
(1071)	0.32	450	ĸ	To:		24.11	60		_		NA		NA		1999
(1071)	0.07	220	R	From:		34-11	60				NA		NA		1999
1071)				To:		34-11	62								
(1071)	0.06	220	R	From:		34-11	02				NA		NA		1999
				To: From:		34-11	63								
1071)	0.06	130	R								NA		NA		1999
				To:		34-10									
	0.04	30	R	From:		Dead I	End		_		NA		NA		1999
1072	0.04	30	K	To:		24 1051 31	OPEU		_		INA		INA		1999
1072)	0.36	200	R	From:		34-1071 N	ORTH				NA		NA		1999
1072				To:		34-11	62								
1072	0.12	410	R	From:		34-11	UJ				NA		NA		1999
				To		34-11	61								
1072	0.19	810	R	From:		3.11					NA		NA		1999
				To: From:		34-11	60								
1072	0.13	100	R	· .					-		NA		NA		1999
_				To: From:		34-1071 S	OUTH								
1072	0.06	160	R	To:		24.10	7.4		_		NA		NA		1999
				From:		34-10			1						
1073	0.10	100	R	rioni.		Cul-de-	-Sac				NA		NA		1999
1073)	00			To:		34-11	60								
1073	0.14	NA		From:		34-11	00		_		NA		NA		
				To		34-10	71								
1073) Tanager Drive	0.10	80	R	From:							NA		NA		1999
				To:		34-10	74								
Octobe Britan	0.04		_	From:		Cul-de-	Sac				NIA		NIA		4000
0riole Drive	0.04	50	R						_		NA		NA		1999
1074) Oriole Drive	0.06	70	R	From:		34-10	72		_		NA		NA		1999
1074) Offole Brive	0.00	70	K	To:		24.10	<b>7</b> 2		_		INA		INA		1999
0riole Drive	0.04	20	R	From:		34-10	73				NA		NA		1999
1074) 011010 21110	0.0.			To:		Dead I	End								
				From:		SR 27	77								
1075) Nottoway Drive	0.20	1200	R								NA		NA		1993
<u> </u>				To: From:		34-10-	49								
Nottoway Drive	0.06	530	R	To:		Cul-de-	Sac		1		NA		NA		1991
				From:		34-10°			<u> </u>						
1076) Clearwater Court	0.09	130	R			34-10	7.0		_		NA		NA		1991
				To:		Cul-de-	Sac								
				From:		34-10	70								
1077 Honey Creek Circle	0.07	100	R	To:		Cul 4c	Sac		_		NA		NA		1991
				From:		Cul-de-			 T						
1078) Tyler Court	0.10	60	R	<u> </u>		34-10	17		_		NA		NA		1999
, ,	-	-		To:		Cul-de-	-Sac								
_				From:		34-10	32								
1079 Brandylion Drive	0.15	50	R	Tai		• • • •	26		_		NA		NA		1991
				To:		34-10	36								

					Frederi	ck Maintena	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Truc		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Frederick County							AXIC	TTTAII	ZIIGII		rioui				
1079)	0.09	150	R	From:		34-1036					NA		NA		1991
				To:		34-1078			<del> </del>						
1079)	0.36	NA							_		NA		NA		
				To:		Cul-de-Sac									
1080 Aspen Drive	0.21	340	R	From:		34-1039			_		NA		NA		1999
				To: From:		34-1082			]						
1080 Aspen Drive	0.06	120	R	To:		34-1182			٦		NA		NA		1999
				From:		Cul-de-Sac									
1081)	0.14	190	R	<u> </u>					_		NA		NA		1986
				To:		34-1080									
O				From:		Cul-de-Sac									
Willow Oak Circle	0.13	110	R	To:		24 1000			7		NA		NA		1991
				From:		34-1080			1						
1083) Pocono Place	0.12	230	R	Pioni.		Cul-de-Sac			_		NA		NA		1999
1083	0.12	200		To:		34-1070			7		1471		1471		1000
				From:		Cul-de-Sac									
1084) Brandylion Court	0.05	40	R						_		NA		NA		1999
				To:		34-1079									
O				From:		Dead End									
Stickley Drive	0.20	720	R	To		CD 277			_		NA		NA		1993
						SR 277			1						
	0.06	NA		From:		34-1087			_		NA		NA		
1086	0.00	NA.		To:		Dead End			7		INA		IVA		
				From:		34-1064									
1087)	0.40	NA									NA		NA		
				To:		Dead End									
				From:		Cul-de-Sac									
1088) Dinwiddle Court	0.16	140	R						_		NA		NA		1999
				To:		Cul-de-Sac									
	0.10	400	_	From:		34-1087			_		NIA		NIA		1000
1089	0.10	130	R	To:		Dead End			7		NA		NA		1999
				From:		Dead End			1						
1090) Musket Drive	0.08	940	R	<u> </u>		Dead End					NA		NA		1999
1000)				To:		US 11									
				From:		US 11									
1091) Marathon Drive	0.13	960	R						_		NA		NA		1999
				To:		Dead End									
				From:		34-728; 34-100	0								
1092)	0.51	NA		т	110.50	A DDD OVA OC	I A TOTAL		_		NA		NA		
				To:	US 50	APPROX LOC	AHON		1						
1093) Tinoak Drive	0.15	780	R	From:		34-647			J		NA		NA		1999
Tinoak Drive	0.10	700	17	To:		34-1094			1		11/7		I NZ\		1999
				From:		34-1096			ì						
1094) Cottonwood Avenue	0.06	340	R			51.1070			_		NA		NA		1999
				To:		34-1093			1						
1094) Cottonwood Avenue	0.05	320	R	From:		JT-107J			_		NA		NA		1999
				To		34-1097			7						
1094) Cottonwood Avenue	0.06	200	R	From:		J <del>T</del> -1U7/			_		NA		NA		1999
				To:		34-1098			1						

					Frederick Maintena	nce Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+	Truck Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW	Year
Frederick County												
(1095) Raven Court	0.05	60	R	From:	Dead End				NA	NA		1991
<u> </u>				To: From:	34-1065							
1095 Raven Court	0.11	110	R	To:	0.1.1.0		_		NA	NA		1991
				From:	Cul-de-Sac							
Slippery Elm Drive	0.11	150	R	rion.	Cul-de-Sac				NA	NA		1999
Clinnary Flm Drive	0.06	400		From:	34-1094				NA	NIA		1000
1096 Slippery Elm Drive	0.06	180	R	т	24.4000		_		INA	NA		1999
1096) Slippery Elm Drive	0.03	20	R	From:	34-1099				NA	NA		1999
Slippery Elm Drive	0.00	20	11	To:	Dead End		7		1471	14/		1000
				From:	Cul-de-Sac							
1097 Black Walnut Court	0.07	80	R		Cui-uc-sac				NA	NA		1999
1097)				To:	34-1094		1					
				From:	Cul-de-Sac							
1098) Mountain Ash Court	0.04	60	R		ear de bae				NA	NA		1999
				To	24 1004							
1098) Mountain Ash Court	0.06	100	R	From:	34-1094				NA	NA		1999
1098) Modritain 7 ton oodit	0.00		•••	To:	34-1099		7					1000
				From:	34-1096							
1099) Button Bush Avenue	0.17	60	R		34-1090				NA	NA		1999
1099	• • • • • • • • • • • • • • • • • • • •		•••	To:	34-1098							
Town of Middletown				•								
- Will Of Wildonetown				From:	34-625							
1101)	0.43	200	R						NA	NA		1993
				To:	34-627							
				From:	34-1124							
1102	0.09	80	R				<u></u>		NA	NA		1999
				To	34-625							
1102)	0.39	240	R	From:					NA	NA		1993
				To:	34-1107							
1102	0.20	90	R	From:	34-1107				NA	NA		1993
1102			•••	To:	Cul-de-Sac							
				From:	Dead End		1					
1103 Fourth Street	0.04	70	R		Boud End				NA	NA		1986
1100				To	24 1102		_					
1103) Fourth Street	0.09	240	R	From:	34-1102				NA	NA	_	1986
1003 1 00101	5.00	270					_		14/1	IVA		1000
1103) Fourth Street	0.00	E20	R	From:	US 11				NA	NΙΛ		1000
(1103) Fourth Street	0.09	520	ĸ						NA	NA		1986
O = " = "				From:	34-1101							,
1103 Fourth Street	0.08	430	R	To:	24 1122 2111	22	_		NA	NA		1986
				To:	34-1122; 34-11	23						
Third Others	0.05	400	_	From:	Dead End				<b>N</b> 1 6			4000
1104 Third Street	0.05	120	R						NA	NA		1986
				To: From:	34-1102							
1104 Third Street	0.09	500	R						NA	NA		1986
				From:	US 11		<u> </u>					
(1104) Third Street	0.09	280	R				<del>-</del>		NA	NA		1986
				To: From:	34-1101							
(1104) Third Street	0.20	60	R	From:	JT-1101				NA	NA		1986
				To:	Dead End		L					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
own of Middletown				From:	Dead End					
Second Street	0.19	120	R	<u></u>	Dead End	_		NA	NA	1986
<u> </u>				To: From:	34-1102	]				
Second Street	0.09	230	R			_		NA	NA	1986
1105) Second Street	0.09	220	R	From:	US 11	_		NA	NA	1986
Second Street	0.09	220		To:	34-1101			INA	INA	1900
				From:	34-1116					
1106	0.11	340	R	To:	34-1102	7		NA	NA	1993
				From:	Dead End					
1107)	0.11	130	R		Doud Did	_		NA	NA	1986
				To: From:	34-1116	]——				
1107	0.14	360	R					NA	NA	1986
	0.40	440		From:	34-1102	]		NIA	NIA	4000
1107	0.10	440	R	To:	US 11; 34-627	٦		NA	NA	1993
				From:	34-1116	]				
1108	0.13	70	R			_		NA	NA	1999
				From:	34-1106	]——				
1108	0.06	80	R	To:	Dead End	7		NA	NA	1999
rederick County				<u> </u>	Dette Elle					
_	0.00			From:	34-621					4000
Stonebrook Road	0.30	1600	R			_		NA	NA	1993
1109) Stonebrook Road	0.12	930	R	From:	34-1110			NA	NA	1986
1109) Stonebrook Road	0.12		.,	To:	34-1111			107	14/1	1000
1109) Stonebrook Road	0.10	730	R	From:	34-1111			NA	NA	1986
				To: From:	34-1117	<del> </del>				
1109 Stonebrook Road	0.17	700	R	11000.		<u> </u>		NA	NA	1986
<u> </u>				To: From:	34-1114					
1109 Stonebrook Road	0.07	740	R	To:	34-1112	7		NA	NA	1986
				From:	34-1109					
Sharon Drive	0.26	170	R			<del>_</del>		NA	NA	1986
				To:	34-1112					
Beverly Drive	0.26	110	R	From:	34-1109	_		NA	NA	1999
Bovon, Bilvo	0.20		.`	To:	34-1112	]				1000
				From:	34-1115	]				
1112	0.32	540	R			_		NA	NA	1986
1112) Greenfield Avenue	0.20	300	R	From:	34-1113			NA	NA	1986
Greenfield Avenue	U.ZU			To	24 1100					
1112) Greenfield Avenue	0.09	330	R	From	34-1109			NA	NA	1986
$\bigcup$				To: From:	34-1111	<b>1</b> ——				
Greenfield Avenue	0.12	270	R	. IOIII.		_		NA	NA	1986
				To: From:	34-1110	}——				
Greenfield Avenue	0.03	160	R	To:	Dead End	7		NA	NA	1986
				From:	Cul-de-Sac	<u> </u>				
Forest Ridge Road	0.34	230	R		Cul-uc-bac	_		NA	NA	1999
$\mathcal{O}$				To:	34-1112					

					Frederick Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail	(	QC Desig	(JK AAVVI)I (JVV	Year
rederick County				From:	Dead End	1			
1114) Peach Orchard Lane	0.15	60	R	rioin.	Dead End		NA	NA	1999
				To:	34-1109				
$\bigcirc$			_	From:	Beginning of Loop				4000
1115	0.74	90	R			_	NA	NA	1999
	0.16	260	R	From:	34-1119		NA	NA	1999
(1115)	0.10	200	K	To:	End of Loop	1	INA	IVA.	1999
Fown of Middletown					•				
	0.07	200	-	From:	34-1107		NIA	NIA	4000
1116	0.07	290	R	_		_	NA	NA	1986
	0.07	150	R	From:	34-1108	_	NA	NA	1986
1116	0.07	100		To:	24.1107	_	147.	10.0	1000
(1116)	0.13	840	R	From:	34-1106		NA	NA	1993
	-		-	To:	34-627				
Frederick County				r 1		1			
(1117) Coopers Lane	0.13	50	R	From:	Cul-de-Sac	_	NA	NA	1999
Occident				To:	34-1109	<b>_</b>		: <b>V</b> /-\	
				From:	34-1112				
(1118) Stone Ridge Court	0.10	50	R			_	NA	NA	1999
				To:	Cul-de-Sac				
Forcet Valley Boad	0.00	40	В	From:	Cul-de-Sac		NIA	NΙΛ	1000
1119 Forest Valley Road	0.09	48	R	To:	34-1115	7	NA	NA	1999
				From:	Dead End				
1120 Launchris Drive	0.28	120	R			<b>-</b>	NA	NA	1999
				To:	34-621				
O 5 1 115 1	0.44	222	_	From:	Dead End			<b>.</b>	4000
1121 Brookneil Drive	0.41	360	R	To:	34-621	_	NA	NA	1986
Form of Middletown				i	J4-02 I	1			
Fown of Middletown				From:	34-1103; 34-1123				
(1122) Laurel Lane	0.15	140	R			_	NA	NA	1999
				To:	34-1123				
(1123)	0.04	40	R	From:	Dead End		NA	NA	1986
(1123)	0.01			To	34-1122 WEST				1000
(1123)	0.21	110	R	From:	34-1122 WES1		NA	NA	1986
				To:	34-1103; 34-1122 EAST				
$\widehat{}$				From:	Dead End				
(1124)	0.04	10	R				NA	NA	1999
	0.00			From:	34 625	]		A14	4000
(1124)	0.08	20	R			_	NA	NA	1999
	0.07	45	R	From:	34-1128		NA	NA	1999
(1124)	0.07	40	ĸ	To:	34-1102		INA	INA	1999
Frederick County					•				
O 1411 (C 11 O) 1			_	From:	34-641				40
Whitfield Circle	0.31	100	R	To:	34-641	_	NA	NA	1986
r£M:111 /					34-041	_			
Town of Middletown				From:	34-625				
(1127) Lost Pond Court	0.07	50	R			_	NA	NA	1999
				To:	Cul-de-Sac	_1			

					Frederick Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Town of Middletown				From:	24.625	1				
(1128) Hillside Drive	0.08	50	R	110	34-625			NA	NA	1999
1129				To:	34-1124					
Frederick County						1				
	0.33	NA		From:	Dead End/	_		NA	NA	
(1129)	0.00	NA.		To:	US-00011(B)/			1471	14/1	
				From:	Cul-de-Sac					
(1130) Katie Lane	0.15	120	R			_		NA	NA	1999
				To:	34-1115					
1131) Julie Court	0.07	40	R	From:	34-1115			NA	NA	1999
Julie Court	0.07	40	K	To:	Cul-de-Sac	1		INA	IVA	1333
				From:	Dead End					
1132) Anne Glass Road	0.25	160	R			<b>—</b>		NA	NA	1999
				To:	34-1115					
$\bigcirc$	0.44			From:	Dead End			N. A		
1133	0.11	NA		To:	34-1137	_		NA	NA	
				From:	Cul-de-Sac	+				
1134)	0.07	NA			Cui-ue-Sac	_		NA	NA	
				To:	34-1137; 34-1135					
				From:	34-1137; 34-1134					
1135	0.15	NA		To:	0.11.0	_		NA	NA	
				From:	Cul-de-Sac					
1136) Alleghany Court	0.08	130	R		34-1053			NA	NA	1999
7 mograny court	0.00	.00	•••	To:	Cul-de-Sac				101	1000
				From:	Cul-de-Sac					
1137 Ivory Drive	0.11	160	R					NA	NA	1999
				To: From:	34-1053					
1137 Ivory Drive	0.26	1300	R			_		NA	NA	1999
				To:	34-1141					
1138)	0.11	NA		From:	34-1137			NA	NA	
1138)	0.11	11/-		To:	Dead End				101	
				From:	34-647					
1139 Condor Court	0.04	50	R					NA	NA	1999
				To:	Cul-de-Sac					
Maadya Dlaga	0.20	220	R	From:	Cul-de-Sac			NA	NA	1999
1140 Woodys Place	0.20	220	ĸ	To:	34-656	7		INA	INA	1999
				From:	SR 277					
1141	0.24	NA			SK277			NA	NA	
				To:	Dead End					
$\overline{}$				From:	34-1064					4000
1142	0.07	100	R	To:	Dead End	7		NA	NA	1999
				From:	34-1063					
1143	0.23	240	R	Ш.	34-1003	_		NA	NA	1999
	-			To:	34-1144					
	<u> </u>			From:	34-1143					
1144	0.05	60	R			_		NA	NA	1999
				To:	Dead End					
	0.08	80	R	From:	Cul-de-Sac	_		NA	NA	1999
(1145)	0.00	00	I.	To:	34-1146	1		11/7	I W.T.	1000
					*	_				

					Freder	ick Mainte	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Frederick County				From:		24.11	16		1						
(1145)	0.03	200	R	rioni.		34-114	46				NA		NA		1999
(1143)	0.00			To:		34-65	57								.000
				From:		Cul-de-	Sac								
1146 Ashley Circle	0.05	70	R						_		NA		NA		1999
				To:		34-114									
	0.12	200	R	From:		34-106	63				NA		NA		1999
1147)	0.12	200	• • • • • • • • • • • • • • • • • • • •	To:		34-114	48				14/1		14/ (		1000
				From:		Dead E	End								
1148)	0.10	70	R						_		NA		NA		1999
				To:		34-114	47								
Town of Stenhens City				From:		34-101	13		1						
1149)	0.09	60	R			34-101	13		_		NA		NA		1999
<u> </u>				To:		34-101	11								
rederick County															
1150) Albin Drive	0.02	9	R	From:		Dead E	End				NA		NA		1999
TIOU / NOTE DIVE	0.02	3	ix.	To:		24.11			_		13/-1		14/7		1000
1150) Albin Drive	0.05	310	R	From:		34-115	33				NA		NA		1999
1130) / 110111 21110	0.00	0.0	• • • • • • • • • • • • • • • • • • • •	To:		34-115	E 1		_						
1150) Albin Drive	0.07	220	R	From:		34-11.	34				NA		NA		1991
				To		34-115	53		<b></b>						
1150) Albin Drive	0.09	440	R	From:		54-115	33				NA		NA		1991
				To		34-115	52								
1150 Albin Drive	0.06	620	R	From:							NA		NA		1991
				To: From:		34-115	51		<b>_</b>						
1150 Albin Drive	0.04	680	R						 		NA		NA		1991
				To:		34-104	48								
Turnia Caurt	0.04	70	_	From:		34-115	50				NIA		NIA		1001
Tunis Court	0.04	70	R	To:		Cul-de-	Sac		<b>–</b>		NA		NA		1991
				From:		Cul-de-			1						
1152 Morgan Court	0.06	70	R			Cui-de-	Sac		_		NA		NA		1991
				To: From:		34-115	50								
1152 Morgan Court	0.05	110	R	From:					_		NA		NA		1991
				To:		Cul-de-	Sac								
O 14 1 10 1	0.05			From:		Cul-de-	Sac								1001
1153 Karakul Court	0.05	110	R						_		NA		NA		1991
Varakul Court	0.06	440		From:		34-115	50		_		NIA		NIA		1001
1153 Karakul Court	0.06	110	R	To:		Cul-de-	Sac		$\neg$		NA		NA		1991
				From:		Cul-de-			1						
1154) Columbia Circle	0.09	90	R	<u> </u>		our de	Suc		1		NA		NA		1991
				To		34-115	50								
1154) Columbia Circle	0.05	90	R	From:					_		NA		NA		1999
				To:		Cul-de-	Sac								
	0.00		_	From:		34-115	50								1000
1155) Village Lane	0.09	300	R						_		NA		NA		1999
\(\sigma\)	0.05	220		To: From:		34-116	69				NIA		NIA		1000
1155 Village Lane	0.05	330	R	_					_		NA		NA		1999
1155) Village Lane	0.04	360	R	From:		34-116	68				NA		NA		1999
(1155) Village Lane	0.04	360	ĸ	To:		34-115	59		1		INA		INA		וששט

					Frederic	k Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Δvla	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Frederick County								TITAL	ZIIali		rioui				
(1155) Village Lane	0.05	410	R	From:		34-115					NA		NA		1999
(1155) Village Lane	0.04	500	R	From:		34-115					NA		NA		1999
(1155) Village Lane	0.09	580	R	From:		34-115			_		NA		NA		1999
(1155) Village Lane	0.04	820	R	From:		34-115			 ¬		NA		NA		1999
(1156) Southdown Circle	0.10	140	R	From:		Cul-de-S			]		NA		NA		1999
				To:		34-115: Cul-de-S			<u>]                                     </u>						
(1157) Oxford Court	0.05	80	R	To:		34-115:	5		1		NA		NA		1999
(1158) Cotswold Court	0.05	90	R	From:	-	34-115:			] ¬		NA		NA		1999
(1159) Shepherds Court	0.05	50	R	From:		34-115					NA		NA		1999
	0.05			To: From:		Cul-de-S 34-647			<u>]</u>				NI.		1000
(1160)	0.05	2300	R	To: From:		34-1072	2		]		NA		NA NA		1999
(1160)	0.23	1300	R	To: From:		34-116	1				NA		NA NA		1999
(1160)	0.06	880	R	To: From:		34-116	4		]——		NA		NA NA		1999
(1160)	0.12	210	R	To:		Dead Er			1		NA		NA		1999
(1161) Tern Avenue	0.15	60	R	To:		34-1072			 		NA		NA		1999
(1162)	0.17	70	R	From:		34-1072	2				NA		NA		1999
(1162)	0.13	50	R	From:		34-116-			] -		NA		NA		1999
(1163)	0.31	80	R	From:		34-107					NA		NA		1999
	0.42	220		To: From:		34-107 34-107			]		NA		NIA		1000
(1164)	0.12	230 310	R  R	To: From:		34-116	2		]—		NA NA		NA NA		1999 1999
(1164)	0.20			To:		Cul-de-S			1						
Falcon Court	0.09	130	R	То:		34-1072			- 1		NA		NA		1999
(1166) Finch Court	0.05	60	R	From:		34-647					NA		NA		1999
(1168) Suffolk Circle	0.09	110	R	From:		Cul-de-S 34-115:			]		NA		NA		1999
1100) Sanon Gnoic			.,	To:		Cul-de-S	Sac								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Frederick County				From:		211011		riodi		
(1169) Romney Place	0.06	50	R	From:	Cul-de-Sac	_		NA	NA	1999
,				To	34-1155					
Romney Place	0.08	90	R	From:	311133			NA	NA	1999
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1170	0.12	140	R					NA	NA	1999
<u> </u>				To: From:	34-1171	}				
1170)	0.08	440	R			_		NA	NA	1999
				To:	34-656	_				
$\frown$	0.09	160	R	From:	Cul-de-Sac to North			NA	NA	1999
1171)	0.09	100	K	_		_		INA	INA	1998
$\overline{}$	0.11	90		From:	34-1170			NA	NA	1999
1171	0.11	80	R	To:	Cul-de-Sac to South	7		INA	INA	1998
				From:	34-1180					
Camellia Court	0.07	80	R	<u> </u>	34-118U	_		NA	NA	1999
				To:	Cul-de-Sac	1				
				From:	Cul-de-Sac					
1176	0.04	60	R	-	- 200 0000	_		NA	NA	1999
				To	34-1178					
1176	0.17	110	R	From:	3.1170	_1		NA	NA	1999
				To:	34-1177	1				
1176	0.11	190	R	From:	J4=11//			NA	NA	1999
				To:	34-1180	1				
				From:	34-1176					
1177) Canaan Court	0.04	80	R			_		NA	NA	1999
				To:	Cul-de-Sac					
<u> </u>				From:	34-1176					
1178 Moss Court	0.09	260	R	_		_		NA	NA	1999
				To:	34-1180					
	0.05	00	_	From:	34-1180	_		NIA	NIA	4000
1179 Jasmine Court	0.05	60	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:		1				
1180) Bell Haven Circle	0.18	460	R		34-1037	_		NA	NA	1991
1180) 2511 1 18 1 511 511 511 511	00	.00		To:	PEGNILOOP	_				
1180) Bell Haven Circle	0.04	190	R	From:	BEGIN LOOP			NA	NA	1991
1100 25 1.0.70 0 0				To	24 1177	_				
1180) Bell Haven Circle	0.12	190	R	From:	34-1175			NA	NA	1991
1100) 25 110.007 011010	0.12		••	To:	64-1181	٦			177	, 50 1
O - "				From:	34-1181					
1180 Bell Haven Circle	0.24	280	R					NA	NA	1991
<u> </u>				To: From:	BEGIN LOOP	]				
1180 Bell Haven Circle	0.11	90	R					NA	NA	1991
				To: From:	34-1182	]——				
Bell Haven Circle	0.10	120	R			_		NA	NA	1991
				To:	Cul-de-Sac	<u> </u>				
			_	From:	34-1180					
Jade Court	0.03	40	R	To	6.11.6	7		NA	NA	1991
				To:	Cul-de-Sac					
	0.04	450	В	From:	34-1180			NA	NΙΛ	1004
1182	0.04	150	R	To:	34-1080	7		INA	NA	1991
					J <del>1</del> -1000	1				

					Frederick Maintenance A					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle		$\cap$ C	Design Hour	QK AAWDT	QW Yea
Frederick County						ı ı ı a ı	1	i ioui		
(1182)	0.07	220	R	From:	34-1080			NA	NA	199
1102				To:	34-1070					
1182	0.05	450	R	From:				NA	NA	199
<u> </u>				To: From:	34-1188					
(1182)	0.06	400	R					NA	NA	199
1182	0.10	340	R	From:	34-1187			NA	NA	199
1102)				To: From:	34-1189					
1182	0.19	210	R					NA	NA	199
				To: From:	34-1191					
1183) Lakeview Court	0.06	70	R	Floin.	Cul-de-Sac			NA	NA	199
				To:	34-1070					
Mustic Court	0.02	70	-	From:	34-1070			NIA	NIA	100
Mystic Court	0.03	70	R	To:	Cul-de-Sac			NA	NA	199
				From:	34-1070					
1185 Crystal Lake Court	0.08	110	R	To:	0.11.0			NA	NA	199
				From:	Cul-de-Sac 34-1070					
Sugar Creek Court	0.05	70	R	<u> </u>	34-1070			NA	NA	199
				To:	Cul-de-Sac					
	0.28	4100	R	From:	34-642			NA	NA	199
1187	0.20	4100		To	34-1191					
1187	0.31	950	R	From:	311171			NA	NA	199
				To: From:	34-1182					
1187	0.08	270	R					NA	NA	199
Chinkapin Drive	0.05	180	R	From:	34-1188			NA	NA	199
Chinkapin Drive	0.00	100	IX.	To:	34-1070			IVA	INA	100
Chinkapin Drive	0.06	50	R	From:	34-1070			NA	NA	199
				To:	Dead End					
Golden Pond Circle	0.13	140	R	From:	34-1182			NA	NA	199
Golden Pond Circle	0.10	140		To:	34-1187			1471	14/1	100
				From:	34-1182					
Summer Lake Drive	0.06	270	R					NA	NA	199
1189 Summer Lake Drive	0.09	110	R	From:	34-1190			NA	NA	199
1189				To:	Cul-de-Sac					
			_	From:	34-1189					
Blackwater Court	0.07	100	R	To:	Dead End			NA	NA	199
				From:	34-1187					
1191)	0.06	770	R	<u>-</u>				NA	NA	199
	0.15	• • • •		To: From:	34-1193					
1191)	0.15	360	R					NA	NA	199
1101	0.11	180	R	From:	34-1182			NA	NA	199
1191	J. 1 1			To:	Cul-de-Sac				14/7	100
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Route	Length	AADT	QA	4Tire	Bus 2Axle	Truck 3+Axle 1		Trail	QC	Design Hour	QK AAWDT	QW	Year
rederick County				From:	Cul-de-Sa	20							
1192) Lakeridge Court	0.05	80	R		Cui-uc-3a	ic				NA	NA		1999
				To:	34-1191	l							
				From:	34-1191	l							
1193 Cascade Circle	0.12	180	R							NA	NA		1999
				To:	Cul-de-Sa								
	0.07	90	R	From:	Cul-de-Sac to	South				NA	NA		1999
1197	0.07	30	IX.	т						INA	INA		1333
4437	0.12	280	R	From:	34-1187	-				NA	NA		1999
1197	···-	200	• • •	To:	Cul-de-Sac to	North							
				From:	NCL WINCHI								
1200	0.25	3900	G	98%	0% 1%	0%	1%	0%	С	NA	4000	G	2001
				To: From:	34-1322	)	——————————————————————————————————————						
Baker Lane	0.15	1400	R							NA	NA		1986
				To: From:	34-1326	5							
1200) Baker Lane	0.23	850	R							NA	NA		1991
				To:	Dead En								
Oak Didge Lane	0.20	220	ъ.	From:	Dead En	d				NIA	NIA		1000
Oak Ridge Lane	0.20	220	R							NA	NA		1999
Oak Ridge Lane	0.12	330	R	From:	34-1217	<u>'</u>				NA	NA		1999
Oak Ridge Lane	0.12	330	K							INA	INA		1999
Oak Ridge Lane	0.06	380	R	From:	34-1202 SO	UTH				NA	NA		1999
Oak Ridge Lane	0.00	300	K							INA	INA		1998
Oak Ridge Lane	0.09	560	R	From:	34-1202 NO	RTH				NA	NA		1999
Oak Ridge Lane	0.03	300	IX.	To:	34-657					INA	INA		1333
				From:	34-1201 SO		i						
1202)	0.12	50	R	<u> </u>						NA	NA		1999
				To: From:	34-1203	3	<del></del>						
1202)	0.02	100	R	riom.						NA	NA		1999
				To:	34-1201 NO	RTH							
<u> </u>			_	From:	34-1202	)							1000
1203 Armstrong Place	0.06	80	R	To:	Dood En	.d				NA	NA		1999
				From:	Dead En								
1204	0.07	1700	G	98%	34-657 0% 1%		1%	0%	F	NA	1700	G	2001
1204)				To	34-1205				-				
1204	0.39	1400	G	98%	0% 1%		1%	0%	С	NA	1400	G	2001
				To:	34-744								
				From:	Dead En	d							
1205 Fairway Drive	0.06	80	R							NA	NA		1999
				To: From:	34-1206	)							
1205) Fairway Drive	0.07	300	R							NA	NA		1999
				To:	34-1204								
1206) Highview Circle	0.05	60	D	From:	34-1205	i				NA	NA		1000
Highview Circle	0.05	60	R	To:	Dead En	<u></u>				INA	INA		1999
				From:	34-1204		<u>L</u>						
Wilkins Place	0.06	80	R		54-1204					NA	NA		1999
				To:	Dead En	d							
				From:	34-815					<u> </u>			
1208) Cardinal Lane	0.07	980	R							NA	NA		1986
				To:	34-1210 WI	EST							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	Ω	C Design Hour	QK AAWDT QW	Year
rederick County									
1208) Cardinal Lane	0.05	360	R	From:	34-1210 WEST		NA	NA	1986
1200				To:	34-1210 EAST				
1208) Cardinal Lane	0.07	30	R	From:	54-1210 EAS1		NA	NA	1991
				To: From:	34-1280				
1208) Cardinal Lane	0.05	90	R	From:			NA	NA	1991
				To:	Cul-de-Sac				
O				From:	34-1210				
1209 Donna Circle	0.08	80	R	To:	Cold to Con	_	NA	NA	1999
				From:	Cul-de-Sac				
Dogwood Road	0.25	250	R	Troni.	34-1208 WEST	_	NA	NA	1999
1210) 2 3g. 100a 1 10aa	0.20		••	To:	24 1200	_			
Dogwood Road	0.32	200	R	From:	34-1209		NA	NA	1999
1210) 20g.100a 1 toda	0.02		••	To:	34-1208 EAST				
				From:	Dead End				
1211) Carter Place	0.17	160	R			<b>_</b>	NA	NA	1999
				To:	34-807				
				From:	34-657				
1213) Williamson Road	0.13	1200	R				NA	NA	1993
<u> </u>				To: From:	34-1226	]			
1213) Williamson Road	0.13	140	R	. —		_	NA	NA	1986
				To:	34-1228				
Underwood Lane	0.25	200	В	From:	Dead End		NΙΔ	NΙΔ	1000
Underwood Lane	0.25	200	R	To:	34-657	<b>-</b>	NA	NA	1999
				From:	34-1204				
1215) Glendale Circle	0.08	50	R		34-1204	_	NA	NA	1986
1213)				To:	Dead End				
				From:	34-779				
1216 Lewis Circle	0.04	100	R				NA	NA	1986
				To:	Dead End				
O				From:	Cul-de-Sac				
Shockey Circle	0.12	130	R	To:	24 1201	_	NA	NA	1999
				To:	34-1201				
1218) Cherry Hill Circle	0.19	260	R	From:	Dead End	_	NA	NA	1986
1218 Cherry Hill Circle	0.13	200	K	To:	34-1204		INA	INA	1300
				From:	Cul-de-Sac				
Scenic Circle	0.06	100	R		Cur-de-Sac	_	NA	NA	1999
				To:	34-1204				
				From:	SR 7				
1220 Denny Lane	0.20	200	R			_	NA	NA	1986
				To:	Dead End				
Mild Dage Circle	0.40	040	_	From:	Cul-de-Sac		NIA	NIA	4000
Wild Rose Circle	0.10	210	R	To:	34-1204	_	NA	NA	1999
				From:	Dead End				
1222) Village Court	0.16	190	R		Dean Flid	_	NA	NA	1986
35 2 2 2 2				To:	24 907				
1222) Village Court	0.05	1100	R	From:	34-807		NA	NA	1986
Village Court	0.00			To:	24 1202	_	INA	14/1	1000
1222) Village Court	0.05	720	R	From:	34-1223		NA	NA	1986
1222) 1	0.00	. 20	. `	To:	34-1238	$\neg$	14/1		.000

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Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle	uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Frederick County								TITAL	ZIIali		rioui				
(1222) Village Court	0.03	610	R	From:		34-123	38				NA		NA		1986
1222 Villago Godit	0.00			To		34-122	24								1000
(1222) Village Court	0.02	540	R	From:		34-122	<u> </u>				NA		NA		1986
				To: From:		34-123	30								
(1222) Village Court	0.10	180	R						_		NA		NA		1986
				To: From:		34-123									
1223) Crest Circle	0.26	300	R	FIOIII.		Dead E	end				NA		NA		1999
1223)				To		34-122	22								
1223) Crest Circle	0.07	130	R	From:		34-122	44				NA		NA		1999
				То:		Dead E	End								
$\sim$				From:		34-122	22								
1224 Haven Terrace	0.15	220	R	To:		6.1.1	O.		_		NA		NA		1999
_				From:		Cul-de-									
1225) Milam Drive	0.13	1000	R	. Ioii.		34-65	1				NA		NA		1993
				To		3/1122	26		<b></b>		· •				
1225 Milam Drive	0.24	390	R	From:		34-122	۷۷				NA		NA		1986
				To:		34-122	29		1						
1225) Milam Drive	0.06	150	R	From:		3.122					NA		NA		1986
				To:		34-122	27								
O				From:		34-121	13								
1226 Stafford Drive	0.07	170	R								NA		NA		1999
0 0 % 10	0.00	400		From:		34-122	28								4000
1226 Stafford Drive	0.06	420	R						_		NA		NA		1999
1226) Stafford Drive	0.07	220	R	From:		34-122	27				NA		NA		1999
Stafford Drive	0.07	220	K						_		INA		INA		1999
1226) Stafford Drive	0.24	280	R	From:		34-122	25				NA		NA		1999
(1226) Stafford Drive	0.24	200		To:		Dead E	End		$\neg$		IVA		IVA		1000
				From:		34-122	26								
1227) Ridge Road	0.35	330	R	<u>-</u>					<u> </u>		NA		NA		1999
_				To: From:		34-122	25		<u> </u>						
1227) Ridge Road	0.16	200	R						_		NA		NA		1999
				To:		Dead E			1						
(1228) Massie Drive	0.10	1200	R	From:		34-65	7				NA		NA		1993
Massie Drive	0.10	1200	IX.	To:		24.10	26		_		IN/A		IN/A		1993
1228) Massie Drive	0.18	140	R	From:		34-122	20				NA		NA		1986
				To:		34-121	13								
				From:		34-122	25								
(1229) Potomac Place	0.14	170	R						_		NA		NA		1999
				To:		Dead E									
	0.15	110	R	From:		34-122	22				NA		NA		1999
(1230)	0.15	110	ĸ	т.		***	20		_		INA		INA		1999
4000	0.09	70	R	From:		34-123	39				NA		NA		1999
1230	0.00	, ,	11	To:		Cul-de-	Sac		1		14/1		14/3		1000
				From:		34-123									
(1231) Whites Place	0.14	240	R						_		NA		NA		1999
				To:		34-74	4								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Frederick County						Z 11 UII		rioui		
(1232) Alta Vista Drive	0.15	200	R	From:	Dead End			NA	NA	1999
1252				To	34-1233					
1232) Alta Vista Drive	0.13	420	R	From:	34-1233			NA	NA	1999
1232)				To:	34-744	1				
				From:	Dead End					
1233) Twin Hill Circle	0.03	48	R			_		NA	NA	1999
				To: From:	34-1231	<del></del>				
1233) Twin Hill Circle	0.06	60	R			_		NA	NA	1999
_				To: From:	34-1232	]——				
1233) Twin Hill Circle	0.05	80	R			_		NA	NA	1999
				To:	Dead End					
O				From:	Dead End					
Hilltop Terrace	0.08	150	R	To:	24.744	7		NA	NA	1999
					34-744	1				
Parkwood Circle	0.10	100	R	From:	34-657			NA	NA	1991
1235) Farkwood Circle	0.10	100	K	To:	Cul-de-Sac	7		INA	INA	1991
				From:	34-657					
1236) Foxbury Lane	0.08	280	R	<u> </u>	34-037			NA	NA	1999
1230) 1 2111 211 ) 2011 2				To:	34-1237	7				
				From:	Cul-de-Sac					
Abbey Road	0.14	NA			2 00 0			NA	NA	
				To:	Cul-de-Sac					
				From:	Dead End					
1238) Idylwood Drive	0.08	90	R			_		NA	NA	1999
				To:	34-1222					
				From:	34-1230					
1239 Dale Court	0.04	49	R					NA	NA	1999
				To: From:	34-1222	}				
Dale Court	0.03	40	R			_		NA	NA	1999
				To:	Cul-de-Sac					
O B	0.44		_	From:	34-659					4000
Dowell J. Circle	0.14	300	R	To:	24.716	7		NA	NA	1999
				From:	34-716					
Green Park Drive	0.08	550	R	FIOII.	34-1243	_		NA	NA	1991
Green Park Drive	0.00	330	IX.	_		_		14/4	INA	1001
1241) Green Park Drive	0.04	350	R	From:	34-1242	_		NA	NA	1986
Green Park Drive	0.04	350	K	To:	34-656	7		INA	INA	1900
				From:	34-1241					
1242) Green Park Court	0.13	190	R	<u> </u>	34-1241			NA	NA	1999
				To:	Cul-de-Sac	1				
				From:	34-657					
1243) Country Park Drive	0.09	380	R	-		_		NA	NA	1991
				To:	34-1241	1				
Country Park Drive	0.35	560	R	From:				NA	NA	1991
$\mathcal{O}_{\mathcal{I}}$				To:	Cul-de-Sac					
_				From:	Dead End/					
1244)	0.21	NA				_		NA	NA	
				To:	34-00622(B)/	<u> </u>				
O = :	.= .			From:	34-795					
1245 Yale Drive	0.15	270	R			_		NA	NA	1999
				To:	34-1246					

					Frederick Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
rederick County				From:	24.1246					
1245) Yale Drive	0.24	210	R		34-1246			NA	NA	1999
1243)	V. <u> </u>		•••	To:	Cul-de-Sac					.000
				From:	34-795; 34-797					
1246) Harvard Drive	0.19	360	R	•				NA	NA	1999
				To:	34-1245					
<u> </u>				From:	Cul-de-Sac					
1247) Vassar Circle	0.05	30	R			_		NA	NA	1999
				To:	34-1245					
Price Drive	0.13	150	R	From:	34-1246	_		NA	NA	1999
Price Drive	0.13	150	ĸ	To:	Dead End	$\neg$		INA	INA	1998
				From:	34-1258					
Etnam Street	0.12	400	R		34-1236	_		NA	NA	1999
1240)				To:	34-1256					
Etnam Street	0.12	150	R	From:	34-1230			NA	NA	1999
				To:	34-796					
				From:	Cul-de-Sac					
1250	0.08	120	R		*******	_		NA	NA	1991
$\cup$				To: From:	34-1251	1				
1250	0.06	280	R	From:	0.7.525			NA	NA	1993
				To:	34-659					
				From:	34-1254					
1251)	0.06	200	R					NA	NA	1991
				To: From:	34-1253					
1251)	0.06	30	R					NA	NA	1991
				To: From:	34-1252					
1251	0.06	220	R					NA	NA	1991
				To: From:	34-1250	]				
1251	0.06	160	R					NA	NA	1991
				To: From:	34-1255	]				
1251)	0.04	50	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.44	440	_	From:	Cul-de-Sac			<b>N</b> 1.0	NIA	1001
1252	0.11	140	R	To:	34-1251	_		NA	NA	1991
				From:						
1252	0.10	120	R	rtoin.	Cul-de-Sac			NA	NA	1991
1253)	0.10	120	• • • • • • • • • • • • • • • • • • • •	To:	34-1251	$\neg$			101	1001
				From:	Cul-de-Sac					
1254	0.10	150	R					NA	NA	1991
				To: From:	34-1251	1				
1254	0.06	390	R	r rom.				NA	NA	1993
				To:	34-659					
$\widehat{}$				From:	Cul-de-Sac					
255)	0.06	60	R					NA	NA	1999
<u> </u>				To: From:	34-1251	]				
255)	0.03	50	R			_		NA	NA	1999
				To:	Cul-de-Sac					
Company t Other at	0.07	0=0	_	From:	34-796		_	NI A	NIA.	4000
Somerset Street	0.07	270	R					NA	NA	1999
	0.00			From:	34-1257					400-
Somerset Street	0.03	270	R	To:	24 1240	_		NA	NA	1999
				1	34-1249					

					Frederick Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Frederick County				From:	Cal de Car					
1257) Clarendon Court	0.06	70	R	Tioni.	Cul-de-Sac			NA	NA	1999
1231)				To:	34-1256	<u> </u>				
				From:	34-781					
1258) Pembridge Drive	0.07	1300	R			_		NA	NA	1999
				To: From:	34-1249					
1258) Pembridge Drive	0.20	1100	R			_		NA	NA	1999
				To: From:	34-1259	]				
Pembridge Drive	0.13	1000	R			_		NA	NA	1999
				To: From:	34-1262	<b>—</b>				
Pembridge Drive	0.12	550	R	110011		_		NA	NA	1999
<u> </u>				To: From:	34-1264	<b></b>				
Pembridge Drive	0.20	260	R	Troin.		_		NA	NA	1999
				To:	Cul-de-Sac	<u> </u>				
				From:	34-1258					
259 Cromwell Court	0.04	80	R			_		NA	NA	1999
				To:	Cul-de-Sac					
Llunter Dun Deed	0.00	4500		From:	Dead End		_	NI A	NIA	4000
260) Hunter Run Road	0.22	1500	R	To:	34-659	_		NA	NA	1999
				From:						
261) Little River Drive	0.14	530	R	rioin.	Dead End			NA	NA	1999
261) Little Paver Brive	0.14	330	11	To:	34-1260	7		1471	107	1000
				From:	34-1258	一				
262) Ludlow Drive	0.05	440	R	l.	31 1230	_		NA	NA	1999
<del>-</del>				To:	34-1263					
262) Ludlow Drive	0.05	60	R	From:	54-1205			NA	NA	1999
202)				To:	Dead End	<b>1</b>				
				From:	34-1262					
263) Keswick Court	0.21	230	R			_		NA	NA	1999
				To:	Cul-de-Sac					
<u> </u>				From:	34-1269					
Margate Court	0.05	110	R					NA	NA	1999
				To: From:	34-1258					
264) Margate Court	0.09	170	R	_		_		NA	NA	1999
				To:	Cul-de-Sac					
Cracticish Drive	0.07	070		From:	34-1268			NIA	NIA	1000
Crestleigh Drive	0.07	270	R			_		NA	NA	1999
Occapitation Dates	0.44	500		From:	34-1267	_		NIA	NIA	4000
265 Crestleigh Drive	0.14	520	R					NA	NA	1999
				From:	34-1266	_				
265 Crestleigh Drive	0.07	1000	R	To:	34-657	$\neg$		NA	NA	1999
				From:		+				
266) Winterberry Court	0.09	45	R	. IOIII.	Cul-de-Sac			NA	NA	1999
Winterberry Court	0.03		11	To	34-1265	7		I N/-X	ING	1000
				From:	Dead End	<del></del>				
Fairfield Drive	0.12	100	R		Doug Ling			NA	NA	1999
				To	34-1265	<b></b>				
Fairfield Drive	0.23	60	R	From:	JT-140J			NA	NA	1999
				To:	Dead End	<b></b>				
				From:	34-1422					
Huntersridge Road	0.22	140	R			_		NA	NA	1999
				To:	34-1265					

Route	Length	AADT	QA	4Tire	TruckBus	$\cap$	Design C	QK AAWDT QW	Year
rederick County	_0g	,	Ψ.		2Axle 3+Axle 1Trail	2Trail	Hour	Q. ( ) J. ( ) Q. (	
	0.40	400	_	From:	34-1265				4000
1268 Huntersridge Road	0.13	100	R	To:	Cul-de-Sac	¬	NA	NA	1999
				From:	Cul-de-Sac	1			
1269 Kingsland Court	0.06	40	R		Cui-de-Sac	_	NA	NA	1999
				To:	34-1264	¬			
1269) Kingsland Court	0.05	70	R	From:	31 1201		NA	NA	1999
				To:	Cul-de-Sac				
$\widehat{}$				From:	34-659				
1270	0.05	1200	R				NA	NA	1999
				From:	34-1271	]			
1270	0.11	880	R				NA	NA	1999
_				From:	34-1272	]			4000
1270	0.14	530	R				NA	NA	1999
	0.00	400		From:	34-1273		AIA	NIA.	4000
1270	0.20	480	R	To:	Dead End	7	NA	NA	1999
				From:		<del> </del>			
Mill Stone Circle	0.14	260	R	L	34-1270	_	NA	NA	1999
	-			To:	Cul-de-Sac	1			
				From:	Dead End				
Julee Drive	0.10	180	R			<del>_</del>	NA	NA	1999
				To: From:	34-1273	]——			
Julee Drive	0.07	290	R			<b>_</b>	NA	NA	1999
				To:	34-1270				
Oissess Otsset	0.00	40	_	From:	34-1272		NIA	NIA	4000
Ginger Street	0.09	40	R	To:	34-1270	¬	NA	NA	1999
				From:	34-1272	<u> </u>			
Evette Place	0.09	100	R		34-12/2		NA	NA	1999
				To:	Dead End				
_				From:	34-659				
1275)	0.15	NA		_		_	NA	NA	
				To:	Cul-de-Sac				
	0.05			From:	Cul-de-Sac		NIA	NIA	
1276	0.05	NA		To:	34-1275	7	NA	NA	
				From:	Dead End	<del>'</del>			
1277)	0.23	150	R		DOM DIM	_	NA	NA	1999
				To:	34-1279				
				From:	Dead End				
1278)	0.13	150	R			_	NA	NA	1999
				To:	34-1277	<u> </u>			
	0.05	20	D	From:	34-1277		NA	NA	1999
1279	0.05	30	R	To:	Dead End	7	INA	INA	1333
				From:	Cul-de-Sac	i			
0'Briens Circle	0.20	260	R	<u> </u>	Cui de bue	_	NA	NA	1991
$\mathcal{O}_{\mathcal{I}}$				To:	34-1281	<b></b>			
O'Briens Circle	0.04	150	R	From:	J. 1201	_	NA	NA	1991
				To:	34-1208				
				From:	34-1280				
Hites Street	0.10	300	R	, —		_	NA	NA	1991
				To:	34-1282				

Davit	1 0	4457		4 <b>.T</b> :	Truck		Design	OK ANADT ON	V-
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail QC	Hour	QK AAWDT QW	Year
Frederick County				From:	34-656				
1282) Pioneers Road	0.12	600	R	<u> </u>	31 030		NA	NA	1993
				To: From:	34-1281				
1282 Pioneers Road	0.13	140	R			_ _	NA	NA	1991
				To:	Cul-de-Sac				
	0.29	NA		From:	Cul-de-Sac/		NA	NA	
1283	0.29	NA		To:	34-00656(B)/	$\neg$	INA	INA	
				From:	34-01283(B)/				
1284	0.10	NA			, ,		NA	NA	
				To:	Cul-de-Sac/				
	0.17	NIA		From:	Dead End/		NΙΔ	NIA	
1285	0.17	NA		To:	Dead End/	7	NA	NA	
				From:	34-659				
1288	0.15	170	R		51 057	_	NA	NA	1999
				To:	Cul-de-Sac				
O 0111111 - 1	A 1-		_	From:	34-1297				40
Old Wagon Road	0.13	160	R			_	NA	NA	1999
Old Warran Band	0.40	400		From:	34-1299		NIA	NIA	4000
Old Wagon Road	0.16	180	R	To:	Cul-de-Sac	7	NA	NA	1999
				From:	34-659				
1290) Asbury Road	0.51	720	R	<u> </u>	31 037		NA	NA	1999
				To:	Dead End				
1290 Asbury Road	0.11	580	R	From:	34-1297		NA	NA	1999
1290) 7 (SBUTY 1 (SBUT)	0.11	000		To:	24 1200	_	147.	14/1	1000
1290) Asbury Road	0.08	420	R	From:	34-1298		NA	NA	1999
,				To:	34-1299	7			
1290) Asbury Road	0.16	150	R	From:	311277		NA	NA	1999
				To:	Cul-de-Sac				
<u> </u>				From:	34-1290				
1291 Asbury Court	0.12	170	R	To:	Cul-de-Sac	_	NA	NA	1999
				From:					
1292) Tucks Circle	0.08	130	R		34-1290		NA	NA	1999
1232)				To:	Cul-de-Sac				
				From:	34-656				
1293 Cannon Circle	0.07	1600	R				NA	NA	1999
<u> </u>				From:	34-1294				
1293 Cannon Circle	0.27	1400	R	To:	Cul-de-Sac	$\neg$	NA	NA	1999
				From:	Cul-de-Sac	<u> </u>			
1294) Freedom Circle	0.12	130	R		Curuc-sac		NA	NA	1999
				To:	34-1293				
$\overline{}$				From:	Cul-de-Sac				
1295 Rebels Circle	0.14	190	R	To:	24.1200	_	NA	NA	1999
				To: From:	34-1290				
1296) Settlers Circle	0.18	190	R	. rom.	Cul-de-Sac		NA	NA	1999
1230)				To:	34-1290				
1296) Settlers Circle	0.15	180	R	From:	J4-1Z7U		NA	NA	1999
				To:	Cul-de-Sac				

					Frederick Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
rederick County										
1297 Artillery Road	0.17	170	R	From:	Cul-de-Sac			NA	NA	1999
Artillery Road	0.18	480	R	To: From:	34-1289			NA	NA	1999
1297 Artillery Road	0.10	400	K	To:	Cul-de-Sac			INA	IVA	1999
				From:	34-1290					
1298) Monroes Circle	0.06	80	R		3. 1270			NA	NA	1999
				To:	Cul-de-Sac					
				From:	34-1289					
(1299) Cavalry Drive	0.06	100	R					NA	NA	1999
<u> </u>				To: From:	34-1290					
(1299) Cavalry Drive	0.21	220	R					NA	NA	1999
				To:	Cul-de-Sac					
	0.04		_	From:	Dead End					1001
Windsor Lane	0.61	110	R	To:	24 (22	_		NA	NA	1991
				From:	34-622					
1301) Edwards Lane	0.10	140	R	. TOIL	34-1302	_		NA	NA	1986
1301) Luwards Lanc	0.10	140	IX.	To:	34-789	_		INA	INA	1300
				From:	Dead End					
1302) Fries Lane	0.03	40	R	<u> </u>	Beat End	_		NA	NA	1986
				To:	34-1301					
				From:	Dead End					
Weitzell Place	0.05	10	R			_		NA	NA	1986
				To	34-1304					
				From:	WCL WINCHESTER					
1304) Wayland Drive	0.07	270	R					NA	NA	1986
				To: From:	34-1305					
1304) Wayland Drive	0.08	160	R					NA	NA	1986
				To: From:	34-1306					
1304) Wayland Drive	0.07	120	R	·				NA	NA	1986
				To: From:	34-1303	_				
1304) Wayland Drive	0.10	90	R	10.11.		<u> </u>		NA	NA	1986
				To	34-1307					
1304) Wayland Drive	0.10	60	R	From:				NA	NA	1986
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1305) Cambridge Place	0.12	200	R					NA	NA	1986
				To:	34-1304					
				From:	Cul-de-Sac					
Dutton Place	0.06	60	R			_		NA	NA	1986
				To:	34-1304					
Morrisses Disease	0.07	00	_	From:	Cul-de-Sac			NI A	N I A	4000
Merrimans Place	0.07	60	R	To:	24 1204	_		NA	NA	1986
					34-1304					
1308 Braddock Street	0.02	160	R	From:	WCL WINCHESTER			NA	NA	1999
Braddock Street	0.02	100	ĸ	_				INA	INA	1999
O Bread L Co	0.01			To: From:	34-1309	_		<b></b>	N.I.A.	
1308 Braddock Street	0.01	NA		To:	D1F-1	_		NA	NA	
					Dead End					
Star Fort Drive	0.10	460	D	From:	34-1308			NA	NA	1000
Star Fort Drive	0.10	160	R	To:	Cul-de-Sac	_		INA	INA	1999
					Cui-uc-Sac					

					Frederick Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT C	W Yea
rederick County				From:	24 1211	Ī				
1310) Williams Circle	0.13	60	R	T TOME.	34-1311			NA	NA	198
1310)	00		••	To:	Cul-de-Sac					
				From:	US 522					
1311) Darlington Drive	0.12	410	R			_		NA	NA	198
				To: From:	34-1312					
1311) Darlington Drive	0.26	180	R	rioii.		_		NA	NA	198
				To:	Dead End					
				From:	Dead End					
1312 Clark-Ville Drive	0.04	30	R					NA	NA	198
				To: From:	34-1313	]				
1312 Clark-Ville Drive	0.06	270	R					NA	NA	198
				To:	34-1311					
O				From:	34-1312					
1313 Ambrose Drive	0.20	170	R	To:	D1 E-1	_		NA	NA	198
					Dead End					
1314) Hickory Lane	0.16	160	R	From:	Dead End	_		NA	NA	198
1314 I HOROTY LATIE	0.10	100	N	To:	US 522			I NA	INA	130
				From:	Dead End					
1315) Oak Side Lane	0.10	130	R		Deau Enu			NA	NA	198
1313)				To	24 1217	_				
1315) Oak Side Lane	0.04	240	R	From:	34-1316			NA	NA	198
1315) Gaix Glad Laile	0.01	240	•••	To:	US 522				10.	100
				From:	Dead End	l				
1316) Redwood Lane	0.14	140	R					NA	NA	198
				To:	34-1315					
				From:	Dead End					
1317) Ward Avenue	0.20	360	R			_		NA	NA	199
				To:	US 50					
O				From:	Cul-de-Sac					
(1318) Westminster-Canterb	0.28	1800	R	To: T	IC 522 WINGUISCEEN CANTENDURY	_		NA	NA	199
					IS 522 WINCHESTER-CANTERBURY					
1319) Rugby Place	0.11	100	R	From:	34-1318			NA	NA	199
1319 Rugby Flace	0.11	100	K	To:	Dead End	_		INA	INA	199
				From:	34-1322					
1320) West Brooke Road	0.73	2500	R		34-1322			NA	NA	199
1520				To:	34-1323	7				
				From:	ECL WINCHESTER					
1322) Ft Collier Rd	0.39	5000	R					NA	NA	199
				To	34-1200 Baker Ln	7				
1322) Ft Collier Rd; Brooke	1.15	6100	G	92%	0% 1% 2% 3%	2%	С	NA	6100	G 200
				To:	34-783 Brick Kiln Rd					
				From:	Cul-de-Sac					
1323) Cives Lane	0.43	4400	R			•		NA	NA	199
				To: From:	US 11					
Cives Lane	0.14	650	R					NA	NA	199
				To:	Dead End					
<u> </u>				From:	34-1322					
1324 Longstreet Avenue	0.04	320	R					NA	NA	199
				To: From:	34-1325	]——				
1324 Longstreet Avenue	0.11	260	R			_		NA	NA	199
				To:	34-1326					

					Frederi	ck Maintenanc	e Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	Truck de 1Trail	2Trail	QC	Design Hour	QK A	AWDT	QW	Year
Frederick County				From:		24 1224								
(1325) Early Drive	0.17	260	R	rioii.		34-1324				NA		NA		1991
(1323) =3.77				To:		34-1326								
				From:		Cul-de-Sac								
(1326) Confederate Drive	0.02	20	R							NA		NA		1999
				From:		34-1324								
(1326) Confederate Drive	0.09	160	R							NA		NA		1999
<u> </u>				To: From:		34-1325								
(1326) Confederate Drive	0.04	300	R	To:		24 1200		_		NA		NA		1991
				From:		34-1200								
(1327) Imboden Drive	0.12	160	R	Troni.		34-1347				NA		NA		1999
(1327)				To:		24 1200		_						
1327 Imboden Drive	0.22	660	R	From:		34-1200				NA		NA		1999
1021)				To:		Cul-de-Sac								
				From:		34-1322								
1328 Brooke Road	0.26	NA						_		NA		NA		
				To:		Cul-de-Sac								
Milliama Dlass	0.00	20	_	From:		Cul-de-Sac				NIA		NIA		4000
1329 Williams Place	0.03	20	R	To:		34-1310				NA		NA		1999
				From:		34-664								
1330) Riverdale Circle	0.46	190	R			34-004				NA		NA		1986
1000)				To:		Dead End								
				From:		Dead End								
Mountain View Drive	0.16	50	R					_		NA		NA		1991
				To:		34-1330								
	0.04		_	From:		34-1330				NIA		NIA		1001
1332	0.21	60	R	To:		Cul-de-Sac		1		NA		NA		1991
				From:	Des	ad End WCL WIN	TH							
(1333)	0.28	630	R		DC	ad Elid WCL WITV	J11			NA		NA		1999
				To:		34-1334								
1333	0.12	670	R	From:		31 1331				NA		NA		1999
				To:		34-1322								
				From:		Cul-de-Sac								
1334)	0.14	210	R					_		NA		NA		1999
				To:		34-1333								
1335) Sterrett Lane	0.22	90	R	From:		34-663				NA		NA		1986
1335 Sterrett Lane	0.22	90	K	To:		Dead End				INA		INA		1300
				From:		Cul-de-Sac/								
1336)	0.29	NA				cui de suo				NA		NA		
				To:		34-00739(B)/								
				From:		34-673								
1337 Glendobbin Lane	0.28	60	R					_		NA		NA		1999
				To:		Cul-de-Sac								
	0.14	150	R	From:		Cul-de-Sac				NA		NA		1999
1338)	0.17	130	^	To:	34-	1339 SCL WINCH	ES			13/7		13/74		1000
				From:		34-1338								
1339	0.09	120	R			51 1550				NA		NA		1999
				To:	W	CL WINCHESTE	R							
				From:		34-739								
(1340) Canterbury Lane	0.17	60	R					_		NA		NA		1991
				To:		34-1341								

					Frederick Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Frederick County				From:	Dead End					
Gloucester Drive	0.16	40	R		Dead End			NA	NA	1991
O 01 1 D:	0.00			To: From:	34-1340					4004
Gloucester Drive	0.22	70	R	To:	Cul-de-Sac	7		NA	NA	1991
				From:	34-1346	l l				
1342)	0.06	NA			34-1340			NA	NA	
				To:	34-1304					
				From:	NCL WINCHESTER					
1343) Clevenger Court	0.08	90	R	T	9.1.1.9	_		NA	NA	1999
				To: From:	Cul-de-Sac					
1344) Mummert Circle	0.06	30	R	From:	NCL WINCHESTER			NA	NA	1999
1344) Walliner Girole	0.00	30		To:	Cul-de-Sac			14/1	177	1000
				From:	34-739					
1345) McGuire Road	0.29	190	R			_		NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$				From:	Cul-de-Sac					
1346	0.10	NA		To:	Cold to Con	7		NA	NA	
				From:	Cul-de-Sac					
1347) Muse Drive	0.05	310	R	110	34-1200			NA	NA	1999
1347)	0.00	0.0	•••	To:	24 1240	7				
1347) Muse Drive	0.11	210	R	From:	34-1348			NA	NA	1999
1347)	• • • • • • • • • • • • • • • • • • • •		.,	To:	24 1227	7				
1347) Muse Drive	0.05	90	R	From:	34-1327			NA	NA	1999
1047)				To:	34-1349	7				
1347) Muse Drive	0.03	60	R	From:	34-1347	_		NA	NA	1999
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1348 McNeil Place	0.03	45	R			_		NA	NA	1999
				To:	34-1347					
1349) Forrest Drive	0.12	220	R	From:	34-1347			NA	NA	1999
Forrest Drive	0.12	220	K	To:	34-1200	7		INA	IVA	1999
				From:	34-1322					
1350 Stratford Drive	0.18	2500	R		311322			NA	NA	1999
				To:	Cul-de-Sac					
				From:	34-1353					
1351 Heathrow Lane	0.11	NA				_		NA	NA	
				To:	34-1350					
1352) Berkshire Circle	0.15	200	R	From:	34-1351			NA	NA	1999
Berkshire Circle	0.10	200		To:	Cul-de-Sac			14/1	177	1000
				From:	Cul-de-Sac					
1353) Covington Lane	0.05	80	R			_		NA	NA	1999
				To: From:	34-1351	]——				
1353) Covington Lane	0.13	180	R			_		NA	NA	1999
				To:	Cul-de-Sac	1				
$\overline{}$				From:	Cul-de-Sac/					
1354	0.14	NA		To:	24 00662(1)/24 01255(1)/	7		NA	NA	
				From:	34-00663(L)/34-01355(U)/					
1255	0.14	NA		1 cont.	34-00663(L)/34-01354(U)/			NA	NA	
1355				To:	Cul-de-Sac/	1				
				-						

					Frederick Ma	aintenance A	Area							
Route	Length	AADT	QA	4Tire	Bus	Trı	uck		QC	Design	QK A	AWDT	OW	Year
	Length	AADI	ų,	41116	2A	kle 3+Axle	1Trail	2Trail	QC	Hour	QIV A	AVVDI	QVV	rear
Frederick County				From:	34-0	0661(B)/								
(1359)	0.05	NA		<u> </u>	34-0	0001(D)/		_		NA		NA		
				To:	Cul	-de-Sac/								
				From:	3	4-677								
(1360)	0.41	NA		т				_		NA		NA		
				To: From:		I-de-Sac								
4000	0.20	NA		Pioni.	34	4-1360				NA		NA		
(1361)	0.20			To:	Cu	l-de-Sac				1471		100		
				From:	34-0	0671(B)/								
1364	0.52	NA						_		NA		NA		
				To:		ad End/								
	0.10	NIA		From:	34-0	1364(B)/				NIA		NIA		
1365	0.18	NA		To:	De	ad End/		7		NA		NA		
				From:		54; 34-803		l						
(1366) Pingley Lane	0.16	100	R		31.00	,				NA		NA		1987
<u> </u>				To:	De	ead End								
$\widehat{}$				From:	US-0	00522(B)/								
1367	0.60	NA		To:	24.0	0501 (D) /		_		NA		NA		
				From:		0781(B)/								
4260	0.29	NA		Tioni.	US-0	00522(B)/		_		NA		NA		
1368	0.20	II/A		To:	De	ad End/				14/1		14/1		
				From:		1368(B)/								
(1369)	0.09	NA				` ′		_		NA		NA		
				To:	Cul	-de-Sac/								
A Million also I I III I a con a	0.44	- 40	_	From:	Cu	l-de-Sac				NIA		NIA		4000
(1370) Windy Hill Lane	0.14	740	R	To:	LIS 522 WIN	IDY HILL LAN	JE .	7		NA		NA		1999
				From:		0673(B)/	·L	<del>-</del>						
(1371)	0.21	NA		<u> </u>	34-0	0073(D)/		_		NA		NA		
				To:	De	ad End/								
				From:	Cu	l-de-Sac								
(1372)	0.13	NA						_		NA		NA		
				To:		ROX LOCATION	)N							
	0.24	NA		From:	34-0	0832(B)/				NA		NA		
(1376)	0.24	NA.		To:	Cul	-de-Sac/		7		14/1		14/1		
				From:		4-656								
(1380) Woodrow Road	0.20	3100	R					_		NA		NA		1999
<u></u>				To: From:	34	4-1382								
(1380) Woodrow Road	0.20	1200	R					_		NA		NA		1999
				To: From:	34	4-1387								
(1380) Woodrow Road	0.27	820	R					_		NA		NA		1999
				To:		ead End								
Emily Lans	0.47	920	В	From:	34	4-1380				NIA		NIA		1000
(1381) Emily Lane	0.17	830	R	To:	Cu	l-de-Sac		1		NA		NA		1999
				From:		4-1380								
(1382) Elaine Drive	0.05	830	R		٠,٠	1 1 3 0 0		_		NA		NA		1999
				To:	3,	1-1383								
(1382) Elaine Drive	0.14	360	R	From:	<i>J</i> .	. 1505				NA		NA		1999
				To:	34	1-1386								

					Freder	ick Maint	enance <i>i</i>	Area							
Route	Length	AADT	QA	4Tire	Bus		Tr	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
rederick County						27 000	0.7000	111411	211411		11001				
_	0.07	450	В	From:		34-13	82				NΙΔ		NIA		1999
1383) Lloyds Road	0.07	450	R						_		NA		NA		1999
1383) Lloyds Road	0.18	380	R	From:		34-13	84				NA		NA		1999
1383 Eloyus (Codu	0.10	300	IX.	т		2.1.12			_		IVA		IVA		1000
1383) Lloyds Road	0.04	150	R	From:		34-13	85				NA		NA		1999
1363) 2.0940 11044	0.01	100	• • •	To:		Cul-de-	Sac				1471				1000
				From:		34-13	83								
1384) Everette Place	0.13	90	R						_		NA		NA		1999
				To:		34-13	86								
O 5 0: 1	0.05			From:		Cul-de-	Sac								1000
1385 Frances Circle	0.05	50	R	To:		24 129	02		_		NA		NA		1999
				From:		34-13			1						
1386) Likens Way	0.04	40	R	rioin.		Cul-de-	Sac		_		NA		NA		1999
Likens Way	0.01	40	• • • • • • • • • • • • • • • • • • • •	To:		24.12	0.2		_						1000
1386) Likens Way	0.06	280	R	From:		34-13	82				NA		NA		1999
1000) =				To:		24 12	0.1								. 550
1386) Likens Way	0.23	220	R	From:		34-13	84				NA		NA		1999
1300) =				To:		Cul-de-	Sac								
				From:		34-13	80								
Dots Way	0.05	390	R	<u>-</u>					<del></del>		NA		NA		1999
				To: From:		34-13	88		<del></del>						
Dots Way	0.09	130	R	riom.					<u> </u>		NA		NA		1999
				To:		Cul-de-	Sac								
O				From:		Cul-de-	Sac								
1388) Ware Place	0.07	80	R								NA		NA		1999
<u> </u>				To: From:		34-13	87		]						
1388) Ware Place	0.11	150	R	To:		0.1.1	C		_		NA		NA		1999
				From:		Cul-de-									
Morning Glory Drive	0.45	980	R	rioni.		34-65	57				NA		NA		1999
1400)	00	000	••	To:		Dead F	End								
				From:		34-140	00								
Mesquite Court	0.05	70	R								NA		NA		1999
				To:		Cul-de-	Sac								
O				From:		34-140	00								
1402 Wayfaring Drive	0.25	440	R	To:		0.1.1	C		_		NA		NA		1999
				From:		Cul-de-									
1403) Fern Court	0.04	60	R	From:		Cul-de-	Sac				NA		NA		1999
Fern Court	3.04		.,	To:		34-140	02		1		14/1		14/7		1000
				From:		Cul-de-									
(1404) Kapok Circle	0.06	60	R								NA		NA		1999
				To:		34-140	02								
O =			_	From:		Cul-de-	Sac								
1405 Tamarack Circle	0.07	100	R								NA		NA		1999
<u> </u>				To: From:		34-140	02								
1405 Tamarack Circle	0.06	60	R	To:		24.1	07		_		NA		NA		1999
				To:		34-140									
	0.04	40	R	From:		Dead E	end		_		NA		NA		1999
1406	5.07	70	ix.	To:		34-140	00		7		14/1		14/7		1000
									-						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Frederick County				From:	Dead End					
(1407)	0.47	NA			Dead End	_		NA	NA	
				To: From:	34-867	]				
(1407) Canyon Court	0.14	190	R			_		NA	NA	1999
(1407) Canyon Court	0.09	110	R	From:	34-1405			NA	NA	1999
(1407) Guriyori Godit	0.00			To:	Cul-de-Sac	1		1471	101	1000
$\widehat{}$				From:	34-1400					
1408	0.09	100	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	34-867					
(1409)	0.07	NA		_		_		NA	NA	
				To: From:	Cul-de-Sac					
1410	0.04	NA		From:	34-1407	_		NA	NA	
				To:	Cul-de-Sac	1				
	0.05	<b>.</b>		From:	Cul-de-Sac			NI A	N.A	
1411)	0.05	NA		To:	34-1407	7		NA	NA	
				From:	Cul-de-Sac					
1412	0.12	NA		т		_ ¬		NA	NA	
				To: From:	34-1407	1				
1413)	0.15	NA		rioni.	Cul-de-Sac	_		NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$	0.05	NIA		From:	Cul-de-Sac/			NA	NIA	
1420	0.05	NA		To:	34-01421(B)/	7		INA	NA	
				From:	34-01422(B)/					
1421)	0.18	NA		т		_		NA	NA	
				To: From:	Cul-de-Sac/	+				
1422	0.17	NA		rioni.	Dead End/	_		NA	NA	
(1422)				To:	34-01267(B)/	1				
$\bigcirc$				From:	Dead End					
(1450)	0.03	10	R			_		NA	NA	1999
(450)	0.17	170	R	From:	34-1453			NA	NA	1999
1450	0.11	170		To	34-1451	¬				1000
1450	0.10	530	R	From:	J4-14J1			NA	NA	1999
				To:	34-641					
	0.16	120	R	From:	34-1453			NA	NA	1999
(1451)	0.10	140		To:	34-1452	1				1999
				From:	34-1451				-	
(1452)	0.07	90	R	т		- -		NA	NA	1999
				To: From:	Cul-de-Sac	1				
(1453)	0.21	60	R	. IOIII.	34-1450			NA	NA	1999
1			- •	To:	34-1454	]				
				From:	34-1457					
1454	0.31	NA		To:	24 741	7		NA	NA	
				From:	34-641	+				
(1455)	0.07	NA			34-1454	_		NA	NA	
				To:	Cul-de-Sac	1				

					Frederick Mai	ntenance .	Area							
Route	Length	AADT	QA	4Tire	Bus	Tr e 3+Axle			QC	Design Hour	QK AAW	DT	QW	Year
Frederick County							TITAL	ZITAII		rioui				
1450	0.11	NA		From:	34-	1454				NA	N <i>A</i>	Δ.		
(1456)	0.11	NA.		To:	Cul-	le-Sac				INA	147	`		
				From:	Dea	d End								
(1457)	0.21	NA								NA	N/	4		
				To:	Cul-	de-Sac								
(159) Gainesboro School R	0.07	200	_	From:	US	522				NIA	<b>.</b>			4000
(9159) Gainesboro School R	0.07	320	R	To:	Dea	d End		1		NA	N.A	٠,		1986
				From:		County Line								
854	0.21	30	R		Trederick	county Eme				NA	N.A	4		1999
93				To:	Dea	d End								
City of Winchester				r										
1 Woodstock Ln	0.63	2200	G	96%	Pleasant 0% 1%	Valley Rd 1%	1%	0%	С	NA	230	10	G	2001
(1) Woodstock Ln	0.00	2200	J	To:		inchester	170	7	Ü	147 (	200	,0	G G G G G G G G G G G G G G G G G G G	2001
				From:		ille Ave								
2 Fort Collier Drive	0.16	6200	G	94%	0% 2%		3%	0%	С	NA	650	00	G	2001
1.38				To:	NCL W	inchester								
O			_	From:		ey Blvd		J					G G G G G G G	
3 Washington St	0.64	4400	G	97% To:	1% 2%		0%	□ 0%	С	NA	460	00	G	2001
				From:		dilly St								
4 Handley Blvd	0.08	11000	G	97%	1% 2%	lock St 0%	0%	0%	F	NA	1100	00	G	2001
4 Handley Blvd				To:		ngton St							G G G G G G G G G G G G G G G G G G G	
				From:	Valle	ey Ave								
5 Tevis Ave	0.21	7400	G	98%	0% 1%	0%	0%	0%	С	NA	770	00	G	2001
				To:	Cedarm	eade Ave								
Codomondo Ava	0.55	4500	_	From:		vis St	00/		_	NIA	400	· · ·	0	2004
6 Cedarmeade Ave	0.55	1500	G	99% To:	0% 1%	0% mill Rd	0%	0%	С	NA	160	JU	G	2001
				From:		ey Ave								
7 Jubal Early Dr	0.65	NA		<u> </u>	Tianu	cy Avc		!		NA	N/	٨		
138				To	US 11 Va	lley Avenue								
7 Jubal Early Dr	1.13	NA		From:	001114	ney rivenue				NA	N.A	٨		
138				To:	US	S 50								
$\bigcirc$				From:		inchester								
(5200) Cedar Creek Grade	0.52	11000	G	96%	0% 2%	1%	1%	0%	С	NA	1100	00	G	2001
				From:		ey Ave		]					_	
5200 Weems Ln	0.50	14000	G	98% To:	0% 1%		0%	¬ 0%	С	NA	1400	00	G	2001
				From:		mill Rd								
(5201) Middle Rd	1.01	3400	G	98%	0% 1%	y Ave 0%	0%	0%	С	NA	360	00	G	2001
(5201) Middle Rd		0.00		To:		inchester	3,0							
				From:		S 50								
5203 Fox Dr	0.86	3500	G	99%	0% 1%	0%	0%	0%	С	NA	360	00	G	2001
				To:		inchester								
0-4-04	0.00	0000	_	From:		ameron St	001	00/	_	N. A.				0001
5204 Cork St	80.0	8200	G	98%	0% 1%		0%	0%	F	NA	860	IU	G	2001
<u> </u>	0.40	0500		From:		nt St	00/			NI A	000	٠,		2004
5204 Cork St	0.48	9500	G	98%	0% 2%		0%	0%	F	NA	990	JU	G	2001
Concenting	0.44	40000		From:	138-5213 Plea					NIA.	440	20		2004
5204 138 Senseny Rd	0.44	10000	G	98% To:	0% 1%	0% inchester	0%	0%	С	NA	1100	JU	G	2001
					ECL W	menester								

					rieue	rick Mainte	Tru				Donian				
Route	Length	AADT	QA	4Tire	Bus	2Ayle		1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Winchester						27 000	0.7000	rrraii	211011		rioui				
				From:		Fairmont									
(5206) Commercial St	0.29	4900	G	95%	0%	2%	1%	2%	0%	С	NA		5100	G	2001
				To:		Camero	n St							G G G G G G G G G G G G G G G G G G G	
O 01 - 5			_	From:	40/	SCL Winc		201		_				_	
5207 Shawnee Dr	0.67	3800	G	92%	1%	2%	1%	3%	1%	С	NA		4000	G	2001
				To:		Papermil	l Rd							G G G G G G G G G G G G G G G G G G G	
<u> </u>			_	From:		SECL Wine			<b>⅃</b>	_				_	
5209 Papermill Rd	0.86	9700	G	97%	0%	1%	0%	1%	0%	С	NA		10000	G	2001
<u> </u>				To: From:		Pleasant Va	lley Rd		]						
5209 Papermill Rd	0.64	5500	G	97%	0%	1%	0%	1%	0%	F	NA		5700	G	2001
138				To: From:		Weems	Ln								
5209 Papermill Rd	0.58	17000	G	97%	0%	1%	0%	1%	0%	С	NA		17000	G	2001
138				To:		Commerc	no St								
(5209) Loudoun St	0.57	5800	G	97%	0%	1%	1%	0%	0%	С	NA		6000	G	2001
(5209) Loudoun St	0.0.	0000		To:	0,70	Gerrard		0 70	¬ ~~	·			0000		_00.
				From:		Papermil			1						
(5213) Pleasant Valley Rd	1.27	24000	G	95%	0%	1%	1%	1%	<b></b> 1%	С	NA		25000	G	2001
5213 Pleasant Valley Rd				т				.,,	¬	-				_	
Pleasant Valley Pd	0.21	19000	G	From: 95%	0%	Jubal Early 1%	Drive 1%	1%	1%	F	NA		20000	C	2001
5213 Pleasant Valley Rd	0.31	19000	G	95%	0 70	1 70	1 70	1 70	1 70	Г	INA		20000	G	2001
				From:		Millwood			J						
5213 Pleasant Valley Rd	0.91	21000	G	98%	0%	1%	0%	0%	0%	С	NA		22000	G	2001
				To: From:		Cork S	St								
5213 Pleasant Valley Rd	0.36	17000	G	95%	0%	1%	1%	1%	1%	F	NA		18000	G	2001
(138)				To:		Berryville	Ave								
				From:		National	Ave								
5221 Smithfield Ave	0.63	2500	G	95%	0%	2%	1%	2%	0%	С	NA		2600	G	2001
(138)				To:		NCL Winc	hester								
				From:		Cedarmead	le Ave								
2nd St	1.45	160	G						<u> </u>		NA		170	G	2001
				To:		Summit									
A la O t	4.45		_	From:		Boscawe	n St				NIA		4000	0	0004
Amherst St	1.45	3800	G	To:		D 11	1.04		_		NA		4000	G	2001
				From:		Braddoc Shawnee									
Battaile Dr	1.45	1700	G			DIM WINC	, , ,				NA		1700	G	2001
				To:		SCL Winc	hester								
				From:		Wentwor	th Dr								
Beachcroft Rd	1.45	170	G						_		NA		180	G	2001
				To: From:		Oakwoo			-						
Bellview Ave	1.45	1400	G	<u> </u>		Valley A	110		_		NA		1500	G	2001
	1.70		-	To:		Lewis	St		7				.500	•	_001
				From:		Loudou									
Bond St	1.45	300	G						_		NA		310	G	2001
				To:		Camero									
Draddaak Ct	4 45	000	_	From:		Jackson	Ave				NI A		000	0	2004
Braddock St	1.45	880	G	To:		Loovat	A 1/0		_		NA		920	G	2001
				From:		Locust A			+						
Branner Ave	1.45	400	G	<u> </u>			-				NA		410	G	2001
				To:		Isaac	St		1						
				From:		Green	St								
Butler Ave	1.45	240	G						_		NA		250	G	2001
				To:		Beau									
Caroline St	1 15	200	_	From:		Old Fort	Kd				NA		300	G	2001
Carollie St	1.45	280	G	To:		Marion	St.		7		INA		300	G	200 I
						IVIATION	ડા								

Route	Length	AADT	QA	4Tire	Rue	Truck- 3+Axle 1		$\cap$	Desig Hour	(.)K	AAWDT	QW	Year
City of Winchester				From:	Whitlock		<u> </u>						
Commerce St	1.45	810	G		Williock	Ave			NA		840	G	2001
				To:	Southwer								
Cork St	1.45	7800	G	From:	Loudour	n St			NA		9200	C	2001
COIK St	1.45	7000	G	To:	Braddoc	k St	1		NA		0200	G	2001
				From:	Bruce								
Dunlap St	1.45	250	G						NA		260	G	2001
				To: From:	WCL Winc								
E. Southwerk St	1.45	1600	G	rioin.	S. Loudou	un St			NA		1700	G	2001
L. Oddirwerk of	1.40	1000	J	To:	S. Camero	on St	1		NA.		1700	J	∠001
				From:	Frederick								
Elm St	1.45	3700	G						NA		3800	G	2001
				To: From:	Woodland								
Euclid Ave	1.45	320	G	rioin.	Grove	St			NA		340	G	2001
Luciia Ave	1.43	320	G	To:	Woodstoo	rk I n			INA		340	J	2001
				From:	S.Loudou								
Glaize Ave	1.45	260	G				_ <del>_</del>		NA		270	G	2001
				To: From:	Dead E								
Handley St	1.45	920	G	. IOIII.	Whitlock	Ave			NA		960	G	2001
Tandiey of	1.40	920	G	To:	Sheridar	n St			INA		900	J	200
				From:	Papermil								
Imperial St 1.4	1.45	140	G						NA		140	G	2001
				To: From:	Superior								
Jackson Ave	1.45	480	G	From:	Braddocl	k St			NA		510	G	2001
Jackson Ave	1.43	400	G	To:	Pennsylvan	ia Δve	1		INA		310	G	2001
				From:	Millwood								
Jubal Early Ave	0.00	19000	G						NA		19000	G	2001
				To:	Papermil								
Juhal Farly Drive	0.00	44000	•	From:	Valley A	Ave			NIA		14000	0	2004
Jubal Early Drive	0.00	14000	G	To:	Paper Mil	ll Rd	1		NA		14000	G	2001
				From:	Beau S								
Kent St	1.45	880	G						NA		910	G	2001
				To:	WCL Winc								
Kont St	1 15	E400	•	From:	Boscawe	en St			NIA		5700	C	2001
Kent St	1.45	5400	G	To:	Philpot	C+	i		NA		5700	G	2001
				From:	Parkway								
Leicester St	1.45	340	G		•		-		NA		360	G	2001
				To:	Shawnee								
Marian Ct	1 15	400	_	From:	Branner .	Ave			NIA		500	0	2001
Marion St	1.45	480	G	To:	Caroline	a St			NA		500	G	2001
				From:	Hockman						8200 G 260 G 1700 G 3800 G 340 G 270 G 960 G 140 G 19000 G 14000 G 910 G 5700 G		
Massanutten Terrace	1.45	420	G				•		NA		430	G	2001
				To:	Middle								
Orobord Asso	4 45	000	_	From:	Elm S	St			N I A		040	_	2004
Orchard Ave	1.45	230	G	To:	ECL Wine	hastar			NA		240	G	2001
				From:	Pall Mal								
Parkway Ave	1.45	1000	G						NA		1100	G	2001
				To:	Leiceste								
	=		_	From:	Richard	ds							
Pennsylvania Ave	1.45	620	G	To	* *				NA		650	G	2001
				To: From:	Jackson . Fairmont								
Peyton St	1.45	440	G		Fairmont	1110			NA		460	G	2001
-,	0		-	To:	Braddocl						.00	-	_001

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Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Yea
	· ·					2Axle	3+Axle	1Trail	2Trail		Hour				
City of Winchester				From:		Dead l	End		1						
Pleasant Valley Rd	1.45	600	G	<u></u>		Deau	EHU				NA		630	G	2001
r icasant valicy rta	1.40	000	·	To:		Cedarmea	de Ave		_		14/1		000	O	200
				From:		Cork									
Purcell Ave	1.45	2300	G								NA		2300	G	200
				To:		Grove	: St		7						
				From:		Millwoo									
S.Kent St	1.45	1200	G								NA		1200	G	200
				To:		Southwe	erk St								
				From:		Dulles (	Circle								
Saratoga Dr	1.45	400	G								NA		420	G	200
				To:		Lake	Dr								
				From:		Leicest	er St								
Shenandoah Ave	1.45	730	G						_		NA		760	G	200
				To:		Cork									
			_	From:		Handle	y St							_	
South Werk St	1.45	520	G						_		NA		540	G	200
				To: From:		Ivy S									
Stewart St	4.45		_	From:		Wolfe	St						0500	•	000
	1.45	9100	G						_		NA		9500	G	200
				To: From:		Boscaw									
Summit Ave	1.45	470	•	11000		2Nd	St				NA		170	G	200
Sullillit Ave	1.40	170	G	Tar		10.0			_		INA		170	G	200
				From:		1St St			-						
Tennyson Ave	1.45	550	G			Jenerse	ni st		!		NA		570	G	200
Termyson Ave	1.40	330	G	To:		Leicest	or St		_		INA		370	O	200
				From:		Boscaw									
Washington St	1.45	4000	G								NA		4200	G	200
	0		•	To:		Amher	st St		7					-	
				From:		Applecro			1						
Wentworth Dr	1.45	1800	G			-					NA		1800	G	200
				To:		Beachero	oft Rd		7						
				From:		Wood			]						
Whitter Ave	1.45	730	G				·				NA		760	G	200
				To:		Ridge .	Ave								
				From:		Whitter	Ave								
Wood Ave	1.45	790	G						_		NA		830	G	200
				To:		Lanny									
			_	From:		Pine	St						40	_	
Woodland Ave	1.45	990	G						_		NA		1000	G	200
				To: From:		Elm									
Morale Of	4 45	0700	_	rrom:		Loudou	ın St				N.1.A		2022	0	000
Wyck St	1.45	3700	G						_		NA		3800	G	200
				To:		Braddo	ck St								