

**2005**

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

where available

**Jurisdiction Report**

**93**

Warren County  
Town of Front Royal

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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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 Traffic Engineering Division 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

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems

- North  
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

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

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
11 Old Valley Pike	From: Shenandoah County Line															
	Warren County	0.19	3800	F	92%	0%	1%	4%	3%	0%	C	0.097	F	0.605	3900	F
	To: Frederick County Line															
48 Skyline Drive	From: Rappahannock County Line															
	Warren County (Maint: US )	1.69	2000	M	88%	1%	1%	1%	9%	0%	F	NA		NA		
	To: Rappahannock County Line															
48 Skyline Drive	From: Rappahannock County Line															
	Warren County (Maint: US )	10.47	2000	M	88%	1%	1%	1%	9%	0%	F	NA		NA		
	To: US 340; Front Royal															
55 Strasburg Rd	From: Shenandoah County Line															
	Warren County	4.91	3800	N	96%	0%	1%	2%	1%	0%	N	0.092	N	0.603	3900	N
	To: 93-626 Andrews Rd															
55 Strasburg Rd	From: WCL Front Royal															
	Warren County	2.30	7800	F	97%	1%	1%	1%	1%	0%	C	0.087	F	0.651	8100	F
	To: US 340, US 522 Shenandoah Ave															
55 522 340 Shenandoah Ave	From: US 522															
	Warren County	0.45	24000	N	95%	1%	1%	2%	1%	0%	N	0.091	N	0.511	25000	N
	To: CL Front Royal															
55 522 340 Shenandoah Ave	From: CL Front Royal															
	Town of Front Royal	0.34	24000	F	95%	1%	1%	2%	1%	0%	F	0.091	F	0.511	25000	F
	To: 14 ST															
55 522 340 14th Street	From: Shenandoah Ave															
	Town of Front Royal	0.24	21000	F	95%	1%	1%	2%	1%	0%	F	0.090	F	0.531	22000	F
	To: North Royal Ave															
55 522 340 North Royal Ave	From: 14TH ST															
	Town of Front Royal	0.35	26000	F	95%	1%	1%	2%	1%	0%	C	0.087	F	0.531	27000	F
	To: US 522 & US 340															
55 340 North Royal Ave	From: US 522 & US 340															
	Town of Front Royal	0.25	13000	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.524	14000	F
	To: 6th St															
55 340 North Royal Ave	From: 6th St															
	Town of Front Royal	0.57	17000	F	97%	1%	1%	1%	1%	0%	C	0.087	F	0.505	19000	F
	To: E Main St															
55 340 South Royal Ave	From: E Main St															
	Town of Front Royal	0.40	15000	F	97%	1%	1%	1%	1%	0%	C	0.08	F	0.566	16000	F
	To: US 340															
55 South St	From: US 340, S Royal Ave															
	Town of Front Royal	0.54	15000	F	97%	1%	1%	0%	1%	0%	C	0.085	F	0.566	17000	F
	To: US 522, S Commerce Ave															
55 John Marshall Hwy	From: US 522, S Commerce Ave															
	Town of Front Royal	1.72	13000	F	98%	0%	1%	0%	1%	0%	C	0.091	F	0.646	14000	F
	To: ECL Front Royal															
55 John Marshall Hwy	From: ECL Front Royal															
	Warren County	2.98	12000	F	97%	0%	1%	1%	1%	0%	C	0.091	F	0.688	12000	F
	To: SR 79															
55 John Marshall Hwy	From: SR 79															
	Warren County	1.35	4000	F	97%	0%	1%	1%	1%	0%	F	0.105	F	0.571	4100	F
	To: Fauquier County Line															

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
East 66	From: I-81 N Ramp From I-81 N Exit 300 to I-66 E at Exit 1 Warren County	0.25	7500	F	79%	1%	1%	1%	18%	1%	F	0.067	F	7100	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	F	80%	1%	1%	1%	17%	1%	F	0.074	F	15000	F	
East 66	From: I-66 E I-81 Warren County	6.36	13000	F	79%	1%	1%	1%	18%	1%	F	0.067	F	12000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	F	80%	1%	1%	1%	17%	1%	F	0.076	F	25000	F	
East 66	From: US 340, US 522 Winchester Rd Warren County	6.49	14000	A	79%	1%	1%	1%	18%	1%	C	0.121	A	13000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	A	80%	1%	1%	1%	17%	1%	C	0.101	A	26000	A	
East 66	From: SR 79 Warren County	1.56	19000	G	79%	1%	1%	1%	18%	1%	F	0.106	F	18000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	G	82%	1%	1%	1%	16%	1%	F	NA		34000	G	
West 66	From: I-81 S Ramp From I-66 W Exit 1 to I-81 S at Exit 300 Frederick County (Maint: 93)	0.42	8600	F	81%	1%	1%	1%	17%	1%	F	0.095	F	8000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	F	80%	1%	1%	1%	17%	1%	F	0.074	F	15000	F	
West 66	From: Warren County Line I-81 Warren County	6.62	14000	F	81%	1%	1%	1%	17%	1%	F	0.091	F	13000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	F	80%	1%	1%	1%	17%	1%	F	0.076	F	25000	F	
West 66	From: US 340, US 522 Winchester Rd Warren County	6.55	14000	A	81%	1%	1%	1%	17%	1%	C	0.119	A	13000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	A	80%	1%	1%	1%	17%	1%	C	NA		26000	A	
West 66	From: SR 79 Warren County	1.20	17000	F	85%	1%	1%	0%	13%	0%	C	0.121	B	17000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	G	82%	1%	1%	1%	16%	1%	F	NA		34000	G	
79	From: SR 55 West of Linden Warren County	0.23	12000	F	96%	0%	1%	1%	1%	0%	C	0.084	F	12000	F	
North 81	From: Shenandoah County Line Warren County (Maint: 34)	1.29	19000	F	73%	1%	1%	1%	23%	2%	F	0.059	F	19000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	F	74%	1%	1%	1%	22%	2%	F	0.069	F	39000	F	
South 81	From: I-66, Frederick County Line Shenandoah County Line Warren County (Maint: 34)	1.15	20000	F	75%	1%	1%	1%	21%	2%	F	0.083	F	20000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	F	74%	1%	1%	1%	22%	2%	F	NA		39000	F	
	To: Frederick County Line															



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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: Page County Line															
340 Stonewall Jackson Hwy	Warren County	2.46	4600	F	95%	1%	2%	1%	2%	0%	C	0.094	F	0.752	4700	F
	To: 93-613 NORTH															
340 Stonewall Jackson Hwy	Warren County	5.30	6100	F	95%	1%	2%	1%	2%	0%	F	0.086	F	0.718	6300	F
	To: 93-607															
340 Stonewall Jackson Hwy	Warren County	2.78	7700	G	94%	1%	1%	2%	2%	0%	C	0.087	F	0.69	7900	G
	To: 93-619															
340 Stonewall Jackson Hwy	Warren County	0.83	13000	F	95%	1%	2%	1%	2%	0%	F	0.086	F		14000	F
	To: SCL Front Royal															
340 South Royal Ave	Town of Front Royal	0.31	16000	F	95%	1%	2%	1%	2%	0%	F	0.084	F	0.662	17000	F
	To: SR 55 South St															
340 55 South Royal Ave	Town of Front Royal	0.40	15000	F	97%	1%	1%	1%	1%	0%	C	0.08	F	0.566	16000	F
	To: E Main St															
340 55 North Royal Ave	Town of Front Royal	0.57	17000	F	97%	1%	1%	1%	1%	0%	C	0.087	F	0.505	19000	F
	To: 6th St															
340 55 North Royal Ave	Town of Front Royal	0.25	13000	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.524	14000	F
	To: US 522, 8th St															
340 522 55 North Royal Ave	Town of Front Royal	0.35	26000	F	95%	1%	1%	2%	1%	0%	C	0.087	F	0.531	27000	F
	To: 14th St															
340 522 55 14th Street	Town of Front Royal	0.24	21000	F	95%	1%	1%	2%	1%	0%	F	0.090	F	0.531	22000	F
	To: Shenandoah Ave															
340 522 55 Shenandoah Ave	Town of Front Royal	0.34	24000	F	95%	1%	1%	2%	1%	0%	F	0.091	F	0.511	25000	F
	To: CL Front Royal															
340 522 55 Shenandoah Ave	Warren County	0.45	24000	N	95%	1%	1%	2%	1%	0%	N	0.091	N	0.511	25000	N
	To: SR 55 West															
340 522 Shenandoah Ave	Warren County	0.22	23000	F	95%	1%	1%	1%	2%	0%	F	0.081	F	0.533	24000	F
	To: Old NCL Front Royal															
340 522 Winchester Rd	Warren County	0.83	25000	F	95%	1%	1%	1%	2%	0%	C	0.083	F	0.564	25000	F
	To: I-66															
340 522 Winchester Rd	Warren County	1.28	22000	F	88%	1%	1%	1%	9%	0%	C	0.08	F	0.521	22000	F
	To: 93-627 Reliance Rd															
340 522 Winchester Rd	Warren County	2.81	19000	F	82%	1%	1%	2%	14%	0%	C	0.083	F	0.515	20000	F
	To: 93-802															
340 522 Winchester Rd	Warren County	0.30	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
	To: Frederick County Line															
	From: Warren County Line															
340 522 Front Royal Pike	Frederick County (Maint: 93)	0.53	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
	To: Warren County Line															

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Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
340 522 Front Royal Pike	From: Frederick County Line																
	To: Frederick County Line	Warren County	0.39	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
340 522 Front Royal Pike	From: Frederick County Line																
	To: Warren County Line	Frederick County (Maint: 93)	0.30	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
340 522 Front Royal Pike	From: Frederick County Line																
	To: Warren County Line	Warren County	0.16	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
340 522 Front Royal Pike	From: Clarke County Line																
	To: Warren County Line	Clarke County (Maint: 93)	1.79	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
522	From: Rappahannock County Line																
	To: SCL Front Royal	Warren County	3.77	8400	F	97%	0%	1%	1%	1%	0%	C	0.085	F	0.557	8700	F
522 Chester Gap Rd	From: Criser Rd																
	To: SR 55 South St	Town of Front Royal	0.60	8400	F	97%	1%	1%	1%	1%	0%	C	0.091	F	0.517	8700	F
522 Chester Gap Rd	From: Main St																
	To: Happy Creek Rd	Town of Front Royal	0.35	12000	F	97%	1%	1%	1%	1%	0%	F	0.093	F	0.608	12000	F
522 Commerce Ave	From: US 340 North Royal Ave																
	To: Commerce Ave	Town of Front Royal	0.47	23000	F	97%	1%	1%	0%	1%	0%	C	0.094	F	0.515	24000	F
522 Commerce Ave	From: 14th St																
	To: North Royal Ave	Town of Front Royal	0.74	16000	F	96%	1%	1%	1%	1%	0%	C	0.092	F	0.504	17000	F
522 Commerce Ave	From: Shenandoah Ave																
	To: 14th St	Town of Front Royal	0.35	14000	F	95%	1%	2%	1%	1%	0%	C	0.093	F	0.516	15000	F
522 340 55 North Royal Ave	From: NCL Front Royal																
	To: SR 55 W. Strasburg Rd	Town of Front Royal	0.35	26000	F	95%	1%	1%	2%	1%	0%	C	0.087	F	0.531	27000	F
522 340 55 14th Street	From: Old NCL Front Royal																
	To: I-66	Town of Front Royal	0.24	21000	F	95%	1%	1%	2%	1%	0%	F	0.090	F	0.531	22000	F
522 340 55 Shenandoah Ave	From: 93-627 Reliance Rd																
	To: (Unlabeled)	Town of Front Royal	0.34	24000	F	95%	1%	1%	2%	1%	0%	F	0.091	F	0.511	25000	F
522 340 55 Shenandoah Ave	From: (Unlabeled)																
	To: (Unlabeled)	Warren County	0.45	24000	N	95%	1%	1%	2%	1%	0%	N	0.091	N	0.511	25000	N
522 340 Shenandoah Ave	From: (Unlabeled)																
	To: (Unlabeled)	Warren County	0.22	23000	F	95%	1%	1%	1%	2%	0%	F	0.081	F	0.533	24000	F
522 340 Winchester Rd	From: (Unlabeled)																
	To: (Unlabeled)	Warren County	0.83	25000	F	95%	1%	1%	1%	2%	0%	C	0.083	F	0.564	25000	F
522 340 Winchester Rd	From: (Unlabeled)																
	To: (Unlabeled)	Warren County	1.28	22000	F	88%	1%	1%	1%	9%	0%	C	0.08	F	0.521	22000	F

Virginia Department of Transportation  
 Traffic Engineering Division  
 2005  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Warren Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: 93-627 Reliance Rd															
522 340 Winchester Rd	Warren County	2.81	19000	F	82%	1%	1%	2%	14%	0%	C	0.083	F	0.515	20000	F
	To: 93-802															
522 340 Winchester Rd	Warren County	0.30	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
	From: Frederick County Line															
	To: Warren County Line															
522 340 Front Royal Pike	Frederick County (Maint: 93)	0.53	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
	To: Warren County Line															
522 340 Front Royal Pike	Warren County	0.39	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
	From: Frederick County Line															
	To: Warren County Line															
522 340 Front Royal Pike	Frederick County (Maint: 93)	0.30	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
	To: Warren County Line															
	From: Frederick County Line															
522 340 Front Royal Pike	Warren County	0.16	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
	To: Clarke County Line															
	From: Warren County Line															
522 340 Front Royal Pike	Clarke County (Maint: 93)	1.79	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
	To: US 340; SR 277 Double Toll Gate															

Virginia Department of Transportation  
 Traffic Engineering Division  
 2005  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Warren Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(F225)	0.71	NA														
(F283)	0.41	NA														
(F285)	0.24	NA														
(F730) Townsen Dr	0.26	NA														
(F731) Paterson Dr	0.26	NA														
(F870)	0.08	NA														
(600)	1.00	40	R													06/20/2002
(601)	1.00	60	R													07/09/2002
(602)	0.25	520	R													1999
(602)	0.45	30	R													06/20/2002
(603)	2.90	820	F	95%	1%	3%	1%	0%	0%	C	0.116	F	0.612	820	F	2005
(603)	2.30	2300	F	95%	1%	2%	2%	1%	0%	C	0.099	F	0.502	2400	F	2005
(604)	0.90	80	R													07/09/2002
(604)	0.82	200	R													1999
(604)	0.34	540	F	97%	1%	1%	1%	0%	0%	F	0.139	F	0.613	560	F	2005
(604) Harmony Hollow Road	1.59	1000	F	97%	1%	1%	1%	0%	0%	C	0.110	F	0.653	1100	F	2005
(605)	1.70	260	R													06/20/2002
(606)	1.72	3300	G	97%	1%	1%	1%	1%	0%	C	0.098	F	0.503	3300	G	2005
(606)	0.51	630	R													06/17/2002
(606)	0.25	110	R													1999

Virginia Department of Transportation  
 Traffic Engineering Division  
 2005  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Warren Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Warren County</b>																	
(607)	0.60	310	R													06/20/2002	
(607)	1.00	100	R													06/20/2002	
(608)	0.45	500	R													07/09/2002	
(609)	0.40	400	R													12/27/2005	
(609)	0.77	330	R													06/10/2002	
(609)	0.27	360	R													12/27/2005	
(609)	0.10	480	R													06/10/2002	
(610)	0.20	460	R													12/21/2005	
(610)	2.15	70	R													12/21/2005	
(610)	0.05	70	R													12/21/2005	
(611)	2.60	80	R													12/27/2005	
(611)	0.10	190	R													12/27/2005	
(611)	3.38	270	R													06/17/2002	
(612)	1.20	230	R													12/27/2005	
(612)	1.00	60	R													12/27/2005	
(612)	0.90	30	R													12/27/2005	
(613)	Bentonville-Browntown	3.06	360	F	93%	1%	1%	3%	2%	0%	F	0.096	F	0.605	370	F	2005
(613)	Bentonville-Browntown	2.26	910	F	93%	1%	1%	3%	2%	0%	C	0.096	F	0.657	940	F	2005
(613)		0.31	1300	F	93%	1%	1%	3%	2%	0%	F	0.087	F	0.626	1300	F	2005
(613)		0.96	440	R													06/24/2002
(613)		4.69	230	R													06/24/2002
(613)		1.04	400	R													07/09/2002
(613)		0.49	130	R													07/09/2002

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(614)	1.30	30	R								NA		NA			12/21/2005
(614)	0.70	110	R								NA		NA			12/21/2005
(615)	1.90	840	F	99%	0%	1%	0%	0%	0%	C	0.107	F	0.553	870	F	2005
(615)	0.10	46	R								NA		NA			12/21/2005
(615)	0.27	470	R								NA		NA			1988
(615)	0.43	40	R								NA		NA			12/21/2005
(615)	1.50	590	R								NA		NA			12/21/2005
(616)	0.70	130	R								NA		NA			12/21/2005
(616)	0.90	80	R								NA		NA			12/21/2005
(617)	1.70	230	R								NA		NA			06/24/2002
(618)	0.89	450	R								NA		NA			1999
(618)	0.50	500	R								NA		NA			06/24/2002
(618)	0.80	170	R								NA		NA			1999
(619)	2.09	4700	F	96%	1%	2%	1%	0%	0%	F	0.086	F	0.632	4900	F	2005
(619)	0.08	3700	F	96%	1%	2%	1%	0%	0%	F	0.087	F	0.641	3900	F	2005
(619)	2.22	3000	F	96%	1%	2%	1%	0%	0%	C	0.088	F	0.625	3100	F	2005
(619) Mountain Rd	1.93	780	F	96%	1%	2%	1%	0%	0%	F	0.092	F	0.536	800	F	2005
(619) Mountain Rd	2.43	840	F	96%	1%	2%	1%	0%	0%	F	0.098	F	0.554	870	F	2005
(620)	0.60	220	R								NA		NA			06/13/2002
(621)	0.60	1300	R								NA		NA			12/21/2005
(622)	1.00	100	R								NA		NA			12/21/2005
(622)	0.10	100	R								NA		NA			12/21/2005

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(622)	0.39	80	R			From: Dead End; Gap					NA			NA		12/21/2005
(622)	0.50	80	R			From: 0.39 ME OF Dead End					NA			NA		12/21/2005
(622)	0.50	150	R			From: 0.89 ME OF Dead End					NA			NA		07/09/2002
(622)	0.70	110	R			From: 93-649 Browntown Rd					NA			NA		1999
(622)	2.79	140	R			From: 93-631					NA			NA		07/09/2002
(622)	0.36	150	R			From: 2.79 MN 93-631					NA			NA		1999
(622)	0.06	240	R			From: 93-654					NA			NA		07/09/2002
(623)	1.72	100	R			From: 93-674					NA			NA		07/09/2002
(623)	0.38	430	R			From: Dead End					NA			NA		06/24/2002
(624)	0.50	4200	F	96%	1%	1%	1%	0%	0%	F	0.090	F	0.557	4400	F	2005
(624)	0.40	3400	F	96%	1%	1%	1%	0%	0%	F	0.094	F	0.546	3500	F	2005
(624)	1.28	3400	F	96%	1%	1%	1%	0%	0%	C	0.089	F	0.509	3500	F	2005
(624)	1.80	1100	F	96%	1%	1%	1%	0%	0%	F	0.107	F	0.577	1100	F	2005
(624)	3.60	330	R			From: 93-643					NA			NA		1999
(625)	0.25	80	R			From: 93-661 Fairground Rd					NA			NA		12/27/2005
(626)	1.60	150	R			From: 93-637					NA			NA		12/21/2005
(626)	1.80	1200	F	97%	0%	1%	1%	1%	0%	C	0.099	F	0.605	1200	F	2005
(626)	1.00	300	R			From: 93-615 WEST					NA			NA		07/09/2002
(626)	0.10	190	R			From: 93-615 EAST; Wakeman Mill Rd					NA			NA		12/21/2005
(626)	0.50	20	R			From: SR 55 WEST; Strasburg Rd					NA			NA		12/21/2005
(626)	0.20	70	R			From: SR 55 E; Strasburg Rd					NA			NA		12/21/2005
(626)	0.70	100	R			From: 93-614					NA			NA		12/21/2005
(627)	0.79	1500	F	94%	1%	1%	3%	1%	0%	F	0.095	F	0.505	1600	F	2005
						From: 93-610										
						From: Dead End										
						From: Dead End; Gap										
						From: 93-612										
						From: 93-637 River Rd										
						From: Frederick County Line										
						From: 93-637 River Rd										

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Warren County</b>																	
(627)	3.48	1300	F	94%	1%	1%	3%	1%	0%	C	0.095	F	0.583	1400	F	2005	
						From: 93-637 River Rd											
(627)	Reliance Rd	0.33	2100	F	94%	1%	1%	3%	1%	0%	F	0.091	F	0.548	2100	F	2005
						From: 93-609 Ritenour Hollow Rd											
						To: US 522 Winchester Rd											
(628)		0.80	50	R								NA		NA		07/09/2002	
						From: US 340 Stonewall Jackson Hwy											
(628)		0.30	100	R								NA		NA		07/09/2002	
						From: 93-629 SOUTH											
(628)		1.10	70	R								NA		NA		07/09/2002	
						From: 93-629 NORTH											
						To: 93-613											
(629)		0.65	80	R								NA		NA		06/24/2002	
						From: Dead End											
(629)		1.00	170	R								NA		NA		1999	
						From: 93-628 NORTH											
						To: 93-628 SOUTH											
						To: US 340 Stonewall Jackson Hwy											
(630)		1.85	470	R								NA		NA		06/24/2002	
						From: Dead End											
(630)		0.40	470	R								NA		NA		06/24/2002	
						From: 1.85 MN Dead End											
						To: 93-613 Bentonville-Browntown Rd											
(631)		1.20	80	R								NA		NA		08/12/2002	
						From: 93-622											
(631)		5.70	120	R								NA		NA		06/20/2002	
						From: 93-613 W: Bentonville-Browntown Rd											
						To: 93-613 MID											
(631)		0.40	340	R								NA		NA		06/20/2002	
						From: 93-632											
(631)		0.10	740	R								NA		NA		1999	
						From: 93-634											
						To: 93-613 E: 93-649											
(632)		0.40	40	R								NA		NA		06/20/2002	
						From: Dead End											
(632)		0.70	110	R								NA		NA		06/20/2002	
						From: 93-633											
						To: 93-631											
(633)		0.40	30	R								NA		NA		06/20/2002	
						From: Dead End											
						To: 93-632											
(634)		1.00	230	R								NA		NA		1999	
						From: 93-631											
(634)		1.20	110	R								NA		NA		06/20/2002	
						From: 93-622											
						To: Dead End											
(635)		0.20	100	R								NA		NA		06/10/2002	
						From: Shenandoah County Line											
(635)		1.90	20	R								NA		NA		12/27/2005	
						From: 93-611 WEST											
						To: 93-611 EAST											
(636)		1.00	40	R								NA		NA		12/27/2005	
						From: Dead End											
						To: 93-638											



Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(637)	0.15	1300	R								NA		NA			06/10/2002
						From: Dead End										
(637)	1.76	1200	F	93%	1%	3%	2%	0%	0%	F	0.116	F	0.572	1200	F	2005
						To: US 522 Winchester Rd										
(637)	2.51	520	F	93%	1%	3%	2%	0%	0%	C	0.11	F	0.638	540	F	2005
						From: 93-625										
						To: 93-626										
(637) River Rd	1.01	410	F	93%	1%	3%	2%	0%	0%	F	0.108	F	0.737	420	F	2005
						From: 93-626 Catletts Ford Rd										
						To: 93-627 Chapel Rd										
(637)	1.21	150	R								NA		NA			12/27/2005
						From: 93-627										
(637)	0.50	80	R								NA		NA			12/27/2005
						From: 93-854										
						To: Frederick County Line										
(638)	1.20	370	R								NA		NA			1999
						From: Fauquier County Line; 30-638										
(638)	0.60	600	R								NA		NA			07/09/2002
						From: 93-636										
(638)	0.20	2400	R								NA		NA			1999
						From: SR 55 John Marshall Hwy										
(638)	3.28	1500	R								NA		NA			1999
						From: FR-283										
(638)	5.49	760	R								NA		NA			06/17/2002
						From: 3.28 MN FR-283										
(638)	1.70	1100	R								NA		NA			1999
						From: 93-688										
(638)	2.90	1900	F	96%	1%	1%	1%	1%	0%	C	0.106	F	0.734	1900	F	2005
						From: 93-603										
						To: Clarke County Line; 21-638										
(639)	0.36	1000	R								NA		NA			12/27/2005
						From: Frederick County Line										
						To: 93-802 SOUTH										
(639)	0.03	280	R								NA		NA			07/09/2002
						From: 93-802 NORTH										
(639)	3.03	200	R								NA		NA			12/27/2005
						From: US 522 Winchester Rd										
(639)	0.05	410	R								NA		NA			06/13/2002
						From: 93-658 N; Rockland Rd										
(639)	1.00	140	R								NA		NA			06/13/2002
						From: 93-658 S; Rockland Rd										
						To: 93-624										
(640)	0.20	80	R								NA		NA			12/27/2005
						From: 93-735										
						To: Frederick County Line										
(641)	0.10	920	R								NA		NA			12/27/2005
						From: 93-639										
						To: Frederick County Line										
(642)	1.00	20	R								NA		NA			12/27/2005
						From: Dead End										
(642)	0.20	90	R								NA		NA			1999
						From: 1.00 MW Dead End										
						To: 93-624										

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(643)	1.22	2300	F	98%	1%	1%	1%	0%	0%	C	0.097	F	0.693	2300	F	2005
(644)	0.40	60	R								NA		NA			12/27/2005
(645)	0.29	30	R								NA		NA			1999
(646)	0.80	270	R								NA		NA			07/09/2002
(647)	1.51	2700	F	96%	1%	1%	1%	0%	0%	C	0.092	F	0.502	2700	F	2005
(647)	1.57	1600	R								NA		NA			06/17/2002
(648)	0.22	60	R								NA		NA			06/20/2002
(649) Browntown Rd	1.73	1000	F	97%	0%	1%	1%	1%	0%	F	0.084	F	0.767	1000	F	2005
(649) Browntown Rd	2.52	1300	F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.620	1400	F	2005
(649) Browntown Rd	2.20	1900	F	97%	0%	1%	1%	1%	0%	C	0.087	F	0.659	2000	F	2005
(649) Browntown Rd	0.60	2200	F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.654	2200	F	2005
(649) Browntown Rd	0.19	2400	F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.644	2500	F	2005
(649) Browntown Rd	0.19	2800	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.612	2900	F	2005
(650)	0.06	40	R								NA		NA			06/20/2002
(650)	0.50	30	R								NA		NA			06/20/2002
(652)	0.18	50	R								NA		NA			06/17/2002
(654)	0.17	40	R								NA		NA			1999
(655) Country Club Dr	1.00	3300	R								NA		NA			08/08/2002
(656)	1.00	80	R								NA		NA			1999
(657)	0.07	40	R								NA		NA			06/17/2002

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(658)	3.00	440	F	99%	0%	0%	0%	0%	0%	F	0.101	F	0.592	460	F	2005
						From: US 522 Winchester Rd										
(658)	Rockland Rd	1.60	400	F	99%	0%	0%	0%	0%	C	0.104	F	0.548	410	F	2005
						From: 93-661 Fairground Rd										
						To: 93-639 WEST										
(658)	Rockland Rd	1.05	360	F	99%	0%	0%	0%	0%	F	0.109	F	0.655	370	F	2005
						From: 93-639 EAST										
						To: Clarke County Line										
(659)		0.50	90	R							NA			NA		06/17/2002
						From: 93-603										
						To: Dead End										
(660)		0.30	650	R							NA			NA		06/24/2002
						From: 93-615										
						To: 93-626 S; Toten Lane										
(660)		1.50	660	R							NA			NA		12/21/2005
						From: 93-614; 93-626 NORTH										
						To: 93-621										
(660)		0.68	160	R							NA			NA		12/21/2005
						From: 93-621										
						To: Dead End										
(661)	Fairground Rd	1.23	1200	F	98%	0%	1%	0%	0%	F	0.097	F	0.502	1200	F	2005
						From: 93-624 Morgan Ford Rd										
(661)		2.10	1800	F	98%	0%	1%	0%	0%	C	0.095	F	0.608	1800	F	2005
						From: 93-658 Rockland Rd										
						To: US 522 Winchester Rd										
(662)		0.33	160	R							NA			NA		12/27/2005
						From: Frederick County Line										
						To: Dead End										
(663)		0.32	120	R							NA			NA		08/08/2002
						From: Begin Loop										
(663)		0.08	370	R							NA			NA		1999
						From: End Loop										
						To: 93-745										
(664)		0.21	110	R							NA			NA		06/24/2002
						From: Dead End										
						To: SR 55										
(665)		0.07	950	R							NA			NA		1999
						From: Rappahannock County Line										
						To: US 522										
(667)		0.30	120	R							NA			NA		12/21/2005
						From: 93-626										
						To: Dead End										
(668)		0.20	140	R							NA			NA		12/21/2005
						From: Dead End										
						To: SR 55 Strasburg Rd										
(669)		0.30	90	R							NA			NA		06/24/2002
						From: US 340 Stonewall Jackson Hwy										
						To: Dead End										
(670)		0.60	100	R							NA			NA		06/20/2002
						From: Dead End										
						To: 93-737										
(671)		0.92	240	R							NA			NA		06/20/2002
						From: Dead End										
						To: 93-604 Harmony Hollow Road										
(672)		0.10	80	R							NA			NA		06/24/2002
						From: Dead End										
						To: 93-613 Bentonville-Browntown Rd										

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(673)	1.13	360	R								NA			NA		06/24/2002
(673)	0.70	1100	R								NA			NA		1999
(674)	0.48	100	R								NA			NA		06/20/2002
(674)	0.17	280	R								NA			NA		1999
(675)	0.58	50	R								NA			NA		12/27/2005
(676)	0.30	100	R								NA			NA		1999
(677)	2.17	150	R								NA			NA		06/24/2002
(678) Fort Valley Rd	1.77	1600	F	96%	0%	1%	1%	0%	0%	C	0.087	F	0.603	1700	F	2005
(679)	1.32	170	R								NA			NA		1999
(679)	0.70	590	R								NA			NA		07/09/2002
(680)	0.31	30	R								NA			NA		06/24/2002
(681)	0.24	260	R								NA			NA		06/20/2002
(682)	0.10	40	R								NA			NA		1999
(682)	0.06	100	R								NA			NA		06/24/2002
(682)	0.27	300	R								NA			NA		1999
(683)	1.48	210	R								NA			NA		06/17/2002
(684)	0.09	30	R								NA			NA		1999
(684)	0.06	50	R								NA			NA		06/24/2002
(685)	0.24	20	R								NA			NA		1999
(686)	0.05	20	R								NA			NA		06/24/2002

Virginia Department of Transportation  
 Traffic Engineering Division  
 2005  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Warren Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(687)	0.27	30	R								NA		NA			1999
(688)	0.20	420	R								NA		NA			1999
(689)	0.28	130	R								NA		NA			06/17/2002
(690)	0.24	NA									NA		NA			
(700)	0.36	110	R								NA		NA			06/24/2002
(701)	0.40	180	R								NA		NA			06/24/2002
(702)	0.61	580	R								NA		NA			06/13/2002
(703)	0.08	30	R								NA		NA			06/13/2002
(704)	0.20	120	R								NA		NA			12/21/2005
(710)	0.39	500	R								NA		NA			12/21/2005
(711)	0.71	NA									NA		NA			
(712)	0.11	NA									NA		NA			
(725)	2.11	NA									NA		NA			
(730)	0.25	430	R								NA		NA			1999
(735)	1.00	80	R								NA		NA			12/27/2005
(735)	0.40	70	R								NA		NA			12/27/2005
(736)	0.20	20	R								NA		NA			12/27/2005
(737)	0.05	60	R								NA		NA			1999
(737)	0.02	380	R								NA		NA			06/20/2002

Virginia Department of Transportation  
 Traffic Engineering Division  
 2005  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Warren Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(737)	0.40	150	R			From: US 340 Stonewall Jackson Hwy					NA			NA		1999
						To: Dead End										
(738)	0.30	30	R			From: 93-613 Bentonville-Browntown Rd					NA			NA		08/08/2002
						To: Dead End										
(739)	0.22	60	R			From: 93-660					NA			NA		12/21/2005
						To: Dead End										
(745)	0.18	410	R			From: 93-649 Browntown Rd					NA			NA		1999
						To: Dead End										
(802)	0.16	940	R			From: US 522 Winchester Rd					NA			NA		06/13/2002
						To: 93-639 SOUTH										
(802)	0.08	300	R			From: 93-639 NORTH					NA			NA		12/27/2005
						To: 93-639 NORTH										
(802)	0.20	70	R			From: Dead End					NA			NA		06/10/2002
						To: Dead End										
(810)	0.23	80	R			From: 93-624					NA			NA		1999
						To: 93-811										
(810)	0.34	60	R			From: 93-639					NA			NA		1999
						To: 93-639										
(811)	0.11	30	R			From: Cul-de-Sac					NA			NA		1999
						To: 93-810										
(840)	1.00	560	R			From: Frederick County Line					NA			NA		06/17/2002
						To: 93-611; 93-612										
(842)	0.20	40	R			From: Dead End					NA			NA		1994
						To: 93-612										
(842)	1.25	40	R			From: 1.25 MN 93-612					NA			NA		06/10/2002
						To: 93-611 WEST										
(842)	0.05	40	R			From: 93-611 EAST					NA			NA		06/10/2002
						To: Frederick County Line										
(854)	0.25	120	R			From: 93-637					NA			NA		06/10/2002
						To: Frederick County Line										
<b>Frederick County</b>																
(854)	0.21	90	R			From: Frederick County Line					NA			NA		12/27/2005
						To: Dead End										
<b>Warren County</b>																
(1010)	0.20	80	R			From: Cul-de-Sac					NA			NA		1999
						To: 93-649 Browntown Rd										
(1013)	1.02	290	R			From: 93-661 Fairground Rd					NA			NA		1999
						To: 93-1014										
(1014)	0.20	50	R			From: 93-1013					NA			NA		1999
						To: Cul-de-Sac										

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(1015)	0.17	40	R								NA		NA			1999
(1030)	0.20	NA									NA		NA			
(1110)	0.09	40	R								NA		NA			06/24/2002
(1111)	0.08	30	R								NA		NA			1999
(1120)	0.29	1000	R								NA		NA			12/21/2005
(1121)	0.11	120	R								NA		NA			1999
(1122)	0.15	120	R								NA		NA			1999
(1123)	0.07	170	R								NA		NA			1999
(1124)	0.06	80	R								NA		NA			1999
(1125)	0.22	230	R								NA		NA			12/21/2005
(1126)	0.11	100	R								NA		NA			1999
<b>Town of Front Royal</b>																
(2/172) Criser Rd	0.51	2900	F	96%	2%	1%	0%	0%	0%	C	0.135	F	0.608	3100	F	2005
(2/172) Criser Rd	0.71	4600	F	96%	2%	1%	0%	0%	0%	F	0.106	F	0.612	5000	F	2005
(4001/112) Luray Ave	0.45	1800	F	96%	2%	1%	0%	0%	0%	F	0.138	F	0.597	1900	F	2005
(4001/112) Luray Ave	0.21	2500	F	96%	2%	1%	0%	0%	0%	C	0.127	F	0.605	2700	F	2005
(4002/112) Stonewall Dr	0.25	910	F	99%	0%	1%	0%	0%	0%	F	0.139	F	0.635	990	F	2005
(4002/112) Stonewall Dr	0.42	2500	G	99%	0%	1%	0%	0%	0%	C	NA			2600	G	2005
(4004/112) West Main St	0.64	1500	F	97%	0%	1%	0%	1%	0%	F	0.097	F	0.569	1700	F	2005
(4004/112) West Main St	0.07	3100	F	97%	0%	1%	0%	1%	0%	F	0.112	F	0.744	3300	F	2005
(4004/112) East Main St	0.25	4200	F	97%	0%	1%	0%	1%	0%	C	0.088	F	0.543	4600	F	2005

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Operational Area

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Front Royal</b>																
④004 112 East Main St	0.13	2900	F	97%	0%	From: Blue Ridge Ave				F	0.09	F	0.512	3200	F	2005
						To: Commerce Ave										
④005 112 Happy Creek Rd	0.85	2900	F	97%	1%	From: Commerce Ave				C	0.114	F	0.566	3100	F	2005
						To: 6Th St										
④006 112 Kendrick Lane	0.19	8400	F	98%	1%	From: Shenandoah Ave				C	0.093	F	0.518	9100	F	2005
						To: 6Th St										
④006 112 6th Street	0.11	8800	F	96%	1%	From: Kendrick Lane				F	0.089	F	0.530	9600	F	2005
						To: US 340 North Royal Ave										
④006 112 6th Street	0.14	4800	F	96%	1%	From: US 340 North Royal Ave				F	0.089	F	0.560	5300	F	2005
						To: Commerce Ave										
④006 112 6th Street	0.62	6000	F	98%	0%	From: Commerce Ave				C	0.088	F	0.511	6500	F	2005
						To: Happy Creek Rd										
④006 112 Happy Creek Rd	2.19	6400	F	96%	1%	From: 6Th St				C	0.095	F	0.511	7000	F	2005
						To: ECL Front Royal										
④010 112 Shenandoah Ave	0.50	6500	F	98%	0%	From: Kendrick Lane				C	0.096	F	0.52	7100	F	2005
						To: 14Th St										
11th Street		810	F			From: Virginia Ave					0.108	F	0.593	810	F	2005
						To: North Royal Ave										
13th Street		530	F			From: Jefferson Avenue					0.109	F	0.597	530	F	2005
						To: Monroe Avenue										
Jamestown Road		1300	F			From: Accomac Road					0.102	F	0.639	1300	F	2005
						To: Charles Street										
Kendrick Lane		3900	F			From: Massanutten Avenue					0.109	F	0.533	3900	F	2005
						To: Shenandoah Avenue										
Washington Avenue		300	F			From: Happy Creek Road					0.117	F	0.653	300	F	2005
						To: 6th Street										