

**2006**

**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 K Factor 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 Design Hour Factor (K 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



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 - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT 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  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Maintenance 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	3900	G	92%	0%	1%	4%	3%	0%	C	0.097	F	0.605	4000	G
	To: Frederick County Line															
48 Skyline Drive	From: Rappahannock County Line															
	Warren County (Maint: US )	1.69	2000	M								NA			NA	
	To: Rappahannock County Line															
48 Skyline Drive	From: Rappahannock County Line															
	Warren County (Maint: US )	10.47	2000	M								NA			NA	
	To: US 340; Front Royal															
55 Strasburg Rd	From: Shenandoah County Line															
	Warren County	4.91	3900	N	96%	0%	1%	2%	1%	0%	N	0.092	N	0.603	4000	N
	To: 93-626 Andrews Rd															
55 Strasburg Rd	From: WCL Front Royal															
	Warren County	2.30	8000	G	97%	1%	1%	1%	1%	0%	C	0.087	F	0.651	8300	G
	To: US 340, US 522 Shenandoah Ave															
55 Strasburg Rd	From: US 522															
	Town of Front Royal	0.90	8600	G	97%	1%	1%	1%	1%	0%	C	0.09	F	0.651	9400	G
	To: CL Front Royal															
55 522 340 Shenandoah Ave	From: CL Front Royal															
	Warren County	0.45	24000	N	95%	1%	1%	2%	1%	0%	N	0.091	N	0.511	25000	N
	To: 14 ST															
55 522 340 Shenandoah Ave	From: Shenandoah Ave															
	Town of Front Royal	0.34	24000	G	95%	1%	1%	2%	1%	0%	F	0.091	F	0.511	25000	G
	To: 14TH ST															
55 522 340 14th Street	From: North Royal Ave															
	Town of Front Royal	0.24	21000	G	95%	1%	1%	2%	1%	0%	F	0.090	F	0.531	22000	G
	To: US 522 & US 340															
55 522 340 North Royal Ave	From: 6th St															
	Town of Front Royal	0.35	26000	G	95%	1%	1%	2%	1%	0%	C	0.087	F	0.531	27000	G
	To: US 522 & US 340															
55 340 North Royal Ave	From: 6th St															
	Town of Front Royal	0.25	13000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.524	14000	G
	To: E Main St															
55 340 South Royal Ave	From: US 340															
	Town of Front Royal	0.40	15000	G	97%	1%	1%	1%	1%	0%	C	0.08	F	0.566	16000	G
	To: US 340, S Royal Ave															
55 South St	From: US 522, S Commerce Ave															
	Town of Front Royal	0.54	15000	G	97%	1%	1%	0%	1%	0%	C	0.085	F	0.566	16000	G
	To: ECL Front Royal															
55 John Marshall Hwy	From: SR 79															
	Town of Front Royal	1.72	13000	G	98%	0%	1%	0%	1%	0%	C	0.091	F	0.646	14000	G
	To: Fauquier County Line															
55 John Marshall Hwy	From: ECL Front Royal															
	Warren County	2.98	12000	G	97%	0%	1%	1%	1%	0%	C	0.091	F	0.688	13000	G
	To: SR 79															
55 John Marshall Hwy	From: SR 79															
	Warren County	1.35	4100	G	97%	0%	1%	1%	1%	0%	F	0.105	F	0.571	4300	G
	To: Fauquier County Line															

Virginia Department of Transportation  
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2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Maintenance 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	7600	G	79%	1%	1%	1%	18%	1%	F	0.067	F	7200	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	G	80%	1%	1%	1%	17%	1%	F	0.074	F	15000	G	
East 66	From: I-66 E I-81 Warren County	6.36	13000	G	79%	1%	1%	1%	18%	1%	F	0.067	F	12000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	80%	1%	1%	1%	17%	1%	F	0.076	F	26000	G	
East 66	From: US 340, US 522 Winchester Rd Warren County	6.49	14000	A	79%	1%	1%	1%	18%	1%	C	0.122	A	13000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	A	80%	1%	1%	1%	17%	1%	C	0.103	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:		37000	G	82%	1%	1%	1%	16%	1%	F	NA		35000	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	8700	G	81%	1%	1%	1%	16%	1%	F	0.095	F	8100	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	G	80%	1%	1%	1%	17%	1%	F	0.074	F	15000	G	
West 66	From: Warren County Line I-81 Warren County	6.62	15000	G	81%	1%	1%	1%	16%	1%	F	0.091	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	80%	1%	1%	1%	17%	1%	F	0.076	F	26000	G	
West 66	From: US 340, US 522 Winchester Rd Warren County	6.55	14000	A	81%	1%	1%	1%	16%	1%	C	0.12	A	13000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	A	80%	1%	1%	1%	17%	1%	C	0.103	A	26000	A	
West 66	From: SR 79 Warren County	1.20	17000	A	85%	1%	1%	1%	13%	0%	C	0.124	A	17000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	G	82%	1%	1%	1%	16%	1%	F	NA		35000	G	
79	From: SR 55 West of Linden Warren County	0.23	12000	G	96%	0%	1%	1%	1%	0%	C	0.084	F	13000	G	
North 81	From: Shenandoah County Line Warren County (Maint: 34)	1.29	19000	G	73%	1%	1%	1%	23%	2%	F	0.059	F	19000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	G	74%	1%	1%	1%	22%	2%	F	0.069	F	40000	G	
South 81	From: I-66, Frederick County Line Shenandoah County Line Warren County (Maint: 34)	1.15	21000	G	75%	1%	1%	1%	21%	2%	F	0.083	F	21000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	G	74%	1%	1%	1%	22%	2%	F	NA		40000	G	
	To: Frederick County Line															



Virginia Department of Transportation  
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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	4700	G	95%	1%	2%	1%	2%	0%	C	0.094	F	0.752	4900	G
	To: 93-613 NORTH															
340 Stonewall Jackson Hwy	Warren County	5.30	6300	G	95%	1%	2%	1%	2%	0%	F	0.086	F	0.718	6500	G
	To: 93-607															
340 Stonewall Jackson Hwy	Warren County	2.78	7900	G	94%	1%	1%	2%	2%	0%	C	0.087	F	0.69	8200	G
	To: 93-619															
340 Stonewall Jackson Hwy	Warren County	0.83	14000	G	95%	1%	2%	1%	2%	0%	F	0.086	F		14000	G
	To: SCL Front Royal															
340 South Royal Ave	Town of Front Royal	0.31	16000	G	95%	1%	2%	1%	2%	0%	F	0.084	F	0.662	17000	G
	To: SR 55 South St															
340 55 South Royal Ave	Town of Front Royal	0.40	15000	G	97%	1%	1%	1%	1%	0%	C	0.08	F	0.566	16000	G
	To: E Main St															
340 55 North Royal Ave	Town of Front Royal	0.57	17000	G	97%	1%	1%	1%	1%	0%	C	0.087	F	0.505	19000	G
	To: 6th St															
340 55 North Royal Ave	Town of Front Royal	0.25	13000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.524	14000	G
	To: US 522, 8th St															
340 522 55 North Royal Ave	Town of Front Royal	0.35	26000	G	95%	1%	1%	2%	1%	0%	C	0.087	F	0.531	27000	G
	To: 14th St															
340 522 55 14th Street	Town of Front Royal	0.24	21000	G	95%	1%	1%	2%	1%	0%	F	0.090	F	0.531	22000	G
	To: Shenandoah Ave															
340 522 55 Shenandoah Ave	Town of Front Royal	0.34	24000	G	95%	1%	1%	2%	1%	0%	F	0.091	F	0.511	25000	G
	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	24000	G	95%	1%	1%	1%	2%	0%	F	0.081	F	0.533	25000	G
	To: Old NCL Front Royal															
340 522 Winchester Rd	Warren County	0.83	25000	G	95%	1%	1%	1%	2%	0%	C	0.083	F	0.564	26000	G
	To: I-66															
340 522 Winchester Rd	Warren County	1.28	22000	G	88%	1%	1%	1%	9%	0%	C	0.08	F	0.521	22000	G
	To: 93-627 Reliance Rd															
340 522 Winchester Rd	Warren County	2.81	19000	G	82%	1%	1%	2%	14%	0%	C	0.083	F	0.515	20000	G
	To: 93-802															
340 522 Winchester Rd	Warren County	0.30	19000	G	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	20000	G
	To: Frederick County Line															
	From: Warren County Line															
340 522 Front Royal Pike	Frederick County (Maint: 93)	0.53	19000	G	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	20000	G
	To: Warren 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						
340 522 Front Royal Pike	From: Frederick County Line															
	To: Warren County	0.39	19000	G	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	20000	G
340 522 Front Royal Pike	From: Frederick County Line															
	To: Frederick County (Maint: 93)	0.30	19000	G	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	20000	G
340 522 Front Royal Pike	From: Warren County Line															
	To: Warren County	0.16	19000	G	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	20000	G
340 522 Front Royal Pike	From: Clarke County Line															
	To: Clarke County (Maint: 93)	1.79	19000	G	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	20000	G
522	From: US 522 Double Toll Gate															
	To: Rappahannock County Line	3.77	8600	G	97%	0%	1%	1%	1%	0%	C	0.085	F	0.557	8900	G
522 Chester Gap Rd	From: SCL Front Royal															
	To: Town of Front Royal	0.60	8400	G	97%	1%	1%	1%	1%	0%	C	0.091	F	0.517	8700	G
522 Chester Gap Rd	From: Criser Rd															
	To: Town of Front Royal	0.35	12000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.608	12000	G
522 Commerce Ave	From: SR 55 South St															
	To: Town of Front Royal	0.47	23000	G	97%	1%	1%	0%	1%	0%	C	0.094	F	0.515	24000	G
522 Commerce Ave	From: Main St															
	To: Town of Front Royal	0.74	16000	G	96%	1%	1%	1%	1%	0%	C	0.092	F	0.504	17000	G
522 Commerce Ave	From: Happy Creek Rd															
	To: Town of Front Royal	0.35	14000	G	95%	1%	2%	1%	1%	0%	C	0.093	F	0.516	15000	G
522 340 55 North Royal Ave	From: US 340 North Royal Ave															
	To: Commerce Ave	0.35	26000	G	95%	1%	1%	2%	1%	0%	C	0.087	F	0.531	27000	G
522 340 55 14th Street	From: 14th St															
	To: North Royal Ave	0.24	21000	G	95%	1%	1%	2%	1%	0%	F	0.090	F	0.531	22000	G
522 340 55 Shenandoah Ave	From: Shenandoah Ave															
	To: 14th St	0.34	24000	G	95%	1%	1%	2%	1%	0%	F	0.091	F	0.511	25000	G
522 340 55 Shenandoah Ave	From: NCL Front Royal															
	To: 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: SR 55 W. Strasburg Rd															
	To: Warren County	0.22	24000	G	95%	1%	1%	1%	2%	0%	F	0.081	F	0.533	25000	G
522 340 Winchester Rd	From: Old NCL Front Royal															
	To: Warren County	0.83	25000	G	95%	1%	1%	1%	2%	0%	C	0.083	F	0.564	26000	G
522 340 Winchester Rd	From: I-66															
	To: Warren County	1.28	22000	G	88%	1%	1%	1%	9%	0%	C	0.08	F	0.521	22000	G
	From: 93-627 Reliance Rd															

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							2Axle	3+Axle	1Trail	2Trail						
	From: 93-627 Reliance Rd															
522 340 Winchester Rd	Warren County	2.81	19000	G	82%	1%	1%	2%	14%	0%	C	0.083	F	0.515	20000	G
	To: 93-802															
	From: Frederick County Line															
522 340 Winchester Rd	Warren County	0.30	19000	G	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	20000	G
	To: Warren County Line															
	From: Frederick County Line															
522 340 Front Royal Pike	Frederick County (Maint: 93)	0.53	19000	G	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	20000	G
	To: Warren County Line															
	From: Frederick County Line															
522 340 Front Royal Pike	Warren County	0.39	19000	G	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	20000	G
	To: Frederick County Line															
	From: Warren County Line															
522 340 Front Royal Pike	Frederick County (Maint: 93)	0.30	19000	G	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	20000	G
	To: Warren County Line															
	From: Frederick County Line															
522 340 Front Royal Pike	Warren County	0.16	19000	G	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	20000	G
	To: Clarke County Line															
	From: Warren County Line															
522 340 Front Royal Pike	Clarke County (Maint: 93)	1.79	19000	G	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	20000	G
	To: US 340; SR 277 Double Toll Gate															

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Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Maintenance 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	20	R													01/24/2006	
(601)	1.00	90	R														01/24/2006
(602)	0.25	200	R														01/24/2006
(602)	0.45	30	R														01/24/2006
(603)	2.90	820	G	95%	1%	3%	1%	0%	0%	C	0.116	F	0.612	820	G	2006	
(603)	2.30	2400	G	95%	1%	2%	2%	1%	0%	C	0.099	F	0.502	2400	G	2006	
(604)	0.90	70	R														01/24/2006
(604)	0.82	160	R														01/24/2006
(604)	0.34	560	G	97%	1%	1%	1%	0%	0%	F	0.139	F	0.613	580	G	2006	
(604) Harmony Hollow Road	1.59	1100	G	97%	1%	1%	1%	0%	0%	C	0.110	F	0.653	1100	G	2006	
(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	2006	
(606)	0.51	630	R														06/17/2002
(606)	0.25	110	R														01/24/2006

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						2Axle	3+Axle	1Trail	2Trail								
<b>Warren County</b>																	
(607)	0.60	290	R													01/24/2006	
(607)	1.00	110	R													01/24/2006	
(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	370	G	93%	1%	1%	3%	2%	0%	F	0.096	F	0.605	380	G	2006
(613)	Bentonville-Browntown	2.26	930	G	93%	1%	1%	3%	2%	0%	C	0.096	F	0.657	960	G	2006
(613)		0.31	1300	G	93%	1%	1%	3%	2%	0%	F	0.087	F	0.626	1400	G	2006
(613)		0.96	440	R													06/24/2002
(613)		4.69	190	R													01/26/2006
(613)		1.04	400	R													07/09/2002
(613)		0.49	130	R													01/26/2006

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						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	860	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.553	890	G	2006
(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	710	R								NA			NA		01/26/2006
(618)	0.50	500	R								NA			NA		06/24/2002
(618)	0.80	280	R								NA			NA		01/26/2006
(619)	2.09	4900	G	96%	1%	2%	1%	0%	0%	F	0.086	F	0.632	5000	G	2006
(619)	0.08	3800	G	96%	1%	2%	1%	0%	0%	F	0.087	F	0.641	4000	G	2006
(619)	2.22	3000	G	96%	1%	2%	1%	0%	0%	C	0.088	F	0.625	3100	G	2006
(619) Mountain Rd	1.93	800	G	96%	1%	2%	1%	0%	0%	F	0.092	F	0.536	820	G	2006
(619) Mountain Rd	2.43	870	G	96%	1%	2%	1%	0%	0%	F	0.098	F	0.554	900	G	2006
(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

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						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	140	R			From: 93-649 Browntown Rd					NA			NA		01/26/2006
(622)	2.79	140	R			From: 93-631					NA			NA		07/09/2002
(622)	0.36	300	R			From: 2.79 MN 93-631					NA			NA		01/26/2006
(622)	0.06	240	R			From: 93-654					NA			NA		07/09/2002
(623)	1.72	430	R			From: Dead End					NA			NA		01/26/2006
(623)	0.38	430	R			From: 1.72 MN Dead End					NA			NA		06/24/2002
(624)	0.50	4300	G	96%	1%	1%	1%	0%	0%	F	0.090	F	0.557	4500	G	2006
(624)	0.40	3500	G	96%	1%	1%	1%	0%	0%	F	0.094	F	0.546	3600	G	2006
(624)	1.28	3500	G	96%	1%	1%	1%	0%	0%	C	0.089	F	0.509	3600	G	2006
(624)	Morgan Ford Rd	1.80	1100	G	96%	1%	1%	1%	0%	F	0.107	F	0.577	1100	G	2006
(624)	3.60	290	R			From: 93-661 Fairground Rd					NA			NA		01/10/2006
(625)	0.25	80	R			From: Clarke County Line					NA			NA		12/27/2005
(626)	1.60	150	R			From: 93-637					NA			NA		12/27/2005
(626)	1.80	1200	G	97%	0%	1%	1%	1%	0%	C	0.099	F	0.605	1300	G	2006
(626)	1.00	300	R			From: 93-619 Mountain Rd					NA			NA		07/09/2002
(626)	0.10	190	R			From: 93-615 WEST					NA			NA		12/21/2005
(626)	0.50	20	R			From: 93-615 EAST; Wakeman Mill Rd					NA			NA		12/21/2005
(626)	0.20	70	R			From: SR 55 WEST; Strasburg Rd					NA			NA		12/21/2005
(626)	0.70	100	R			From: SR 55 E; Strasburg Rd					NA			NA		12/21/2005
(627)	0.79	1600	G	94%	1%	1%	3%	1%	0%	F	0.095	F	0.505	1600	G	2006

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						2Axle	3+Axle	1Trail	2Trail								
<b>Warren County</b>																	
(627)	3.48	1400	G	94%	1%	1%	3%	1%	0%	C	0.095	F	0.583	1400	G	2006	
						From: 93-637 River Rd											
(627)	Reliance Rd	0.33	2100	G	94%	1%	1%	3%	1%	0%	F	0.091	F	0.548	2200	G	2006
						From: 93-609 Ritenour Hollow Rd											
						To: US 522 Winchester Rd											
(628)		0.80	50	R							NA			NA		01/26/2006	
						From: US 340 Stonewall Jackson Hwy											
(628)		0.30	130	R							NA			NA		01/26/2006	
						From: 93-629 SOUTH											
(628)		1.10	120	R							NA			NA		01/26/2006	
						From: 93-629 NORTH											
						To: 93-613											
(629)		0.65	30	R							NA			NA		01/26/2006	
						From: Dead End											
						To: 93-628 NORTH											
(629)		1.00	140	R							NA			NA		01/26/2006	
						From: 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		01/26/2006	
						From: 93-622											
						To: 93-613 W: Bentonville-Browntown Rd											
(631)		5.70	80	R							NA			NA		01/26/2006	
						From: 93-613 MID											
(631)		0.40	340	R							NA			NA		06/20/2002	
						From: 93-632											
(631)		0.10	630	R							NA			NA		01/26/2006	
						From: 93-634											
						To: 93-613 E: 93-649											
(632)		0.40	20	R							NA			NA		01/26/2006	
						From: Dead End											
(632)		0.70	110	R							NA			NA		06/20/2002	
						From: 93-633											
						To: 93-631											
(633)		0.40	40	R							NA			NA		01/26/2006	
						From: Dead End											
						To: 93-632											
(634)		1.00	220	R							NA			NA		01/26/2006	
						From: 93-631											
(634)		1.20	90	R							NA			NA		01/26/2006	
						From: 93-622											
						To: Dead End											
(635)		0.20	90	R							NA			NA		01/26/2006	
						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											



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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
(637)	1.76	1200	G	93%	1%	3%	2%	0%	0%	F	0.116	F	0.572	1200	G	2006
(637)	2.51	540	G	93%	1%	3%	2%	0%	0%	C	0.11	F	0.638	550	G	2006
(637) River Rd	1.01	420	G	93%	1%	3%	2%	0%	0%	F	0.108	F	0.737	430	G	2006
(637)	1.21	150	R								NA			NA		12/27/2005
(637)	0.50	80	R								NA			NA		12/27/2005
(638)	1.20	290	R								NA			NA		01/24/2006
(638)	0.60	600	R								NA			NA		07/09/2002
(638)	0.20	3400	R								NA			NA		01/10/2006
(638)	3.28	2800	R								NA			NA		01/10/2006
(638)	5.49	560	R								NA			NA		01/10/2006
(638)	1.70	1100	R								NA			NA		01/10/2006
(638)	2.90	1900	G	96%	1%	1%	1%	1%	0%	C	0.106	F	0.734	2000	G	2006
(639)	0.36	1000	R								NA			NA		12/27/2005
(639)	0.03	280	R								NA			NA		07/09/2002
(639)	3.03	200	R								NA			NA		12/27/2005
(639)	0.05	410	R								NA			NA		06/13/2002
(639)	1.00	110	R								NA			NA		01/10/2006
(640)	0.20	80	R								NA			NA		12/27/2005
(641)	0.10	920	R								NA			NA		12/27/2005
(642)	1.00	20	R								NA			NA		12/27/2005
(642)	0.20	100	R								NA			NA		01/10/2006

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						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(643)	1.22	2300	G								0.097	F	0.693	2400	G	2006
(644)	0.40	60	R								NA			NA		12/27/2005
(645)	0.29	50	R								NA			NA		01/24/2006
(646)	0.80	270	R								NA			NA		07/09/2002
(647)	1.51	2700	G	96%	1%	1%	1%	1%	0%	C	0.092	F	0.502	2700	G	2006
(647)	1.57	1600	R								NA			NA		06/17/2002
(648)	0.22	60	R								NA			NA		01/26/2006
(649) Browntown Rd	1.73	1000	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.767	1100	G	2006
(649) Browntown Rd	2.52	1400	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.620	1400	G	2006
(649) Browntown Rd	2.20	2000	G	97%	0%	1%	1%	1%	0%	C	0.087	F	0.659	2000	G	2006
(649) Browntown Rd	0.60	2200	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.654	2300	G	2006
(649) Browntown Rd	0.19	2500	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.644	2600	G	2006
(649) Browntown Rd	0.19	2900	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.612	3000	G	2006
(650)	0.56	20	R								NA			NA		01/24/2006
(652)	0.18	40	R								NA			NA		01/24/2006
(654)	0.17	30	R								NA			NA		01/24/2006
(655) Country Club Dr	1.00	3300	R								NA			NA		08/08/2002
(656)	1.00	60	R								NA			NA		01/24/2006
(657)	0.07	40	R								NA			NA		06/17/2002
(658)	3.00	450	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.592	470	G	2006

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						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(658) Rockland Rd	1.60	410	G	99%	0%	0%	0%	0%	0%	C	0.104	F	0.548	420	G	2006
(658) Rockland Rd	1.05	370	G	99%	0%	0%	0%	0%	0%	F	0.109	F	0.655	380	G	2006
(659)	0.50	120	R								NA		NA			01/10/2006
(660)	0.30	650	R								NA		NA			06/24/2002
(660)	1.50	660	R								NA		NA			12/21/2005
(660)	0.68	160	R								NA		NA			12/21/2005
(661) Fairground Rd	1.23	1200	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.502	1300	G	2006
(661)	2.10	1800	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.608	1900	G	2006
(662)	0.33	160	R								NA		NA			12/27/2005
(663)	0.32	120	R								NA		NA			08/08/2002
(663)	0.08	370	R								NA		NA			1999
(664)	0.21	110	R								NA		NA			06/24/2002
(665)	0.07	950	R								NA		NA			01/24/2006
(667)	0.30	120	R								NA		NA			12/21/2005
(668)	0.20	140	R								NA		NA			12/21/2005
(669)	0.30	90	R								NA		NA			06/24/2002
(670)	0.60	70	R								NA		NA			01/26/2006
(671)	0.92	240	R								NA		NA			06/20/2002
(672)	0.10	70	R								NA		NA			01/26/2006
(673)	1.13	360	R								NA		NA			06/24/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(673)	0.70	1000	R											NA		01/26/2006
(674)	0.48	100	R											NA		06/20/2002
(674)	0.17	470	R											NA		01/26/2006
(675)	0.58	50	R											NA		12/27/2005
(676)	0.30	180	R											NA		01/26/2006
(677)	2.17	150	R											NA		06/24/2002
(678) Fort Valley Rd	1.77	1600	G	96%	0%	1%	1%	0%	0%	C	0.087	F	0.603	1700	G	2006
(679)	1.32	130	R											NA		01/26/2006
(679)	0.70	590	R											NA		07/09/2002
(680)	0.31	20	R											NA		01/26/2006
(681)	0.24	260	R											NA		06/20/2002
(682)	0.10	40	R											NA		1999
(682)	0.06	100	R											NA		06/24/2002
(682)	0.27	300	R											NA		1999
(683)	1.48	210	R											NA		06/17/2002
(684)	0.09	20	R											NA		01/26/2006
(684)	0.06	50	R											NA		06/24/2002
(685)	0.24	60	R											NA		01/10/2006
(686)	0.05	20	R											NA		06/24/2002
(687)	0.27	20	R											NA		01/10/2006

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						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(688)	0.20	310	R				From: 93-638				NA			NA		01/26/2006
							To: Dead End									
(689)	0.28	130	R				From: 93-624				NA			NA		06/17/2002
							To: Dead End									
(690)	0.24	NA					From: SR 55 Strasburg Rd				NA			NA		
							To: Dead End									
(700)	0.36	110	R				From: Dead End				NA			NA		06/24/2002
							To: 93-677									
(701)	0.40	180	R				From: Dead End				NA			NA		06/24/2002
							To: 93-619									
(702)	0.61	580	R				From: Cul-de-Sac				NA			NA		06/13/2002
							To: 93-661									
(703)	0.08	30	R				From: Dead End				NA			NA		06/13/2002
							To: 93-661									
(704)	0.20	120	R				From: SR 55 Strasburg Rd				NA			NA		12/21/2005
							To: Dead End									
(710)	0.39	500	R				From: 93-678 Fort Valley Rd				NA			NA		12/21/2005
							To: Dead End									
(711)	0.71	NA					From: Dead End				NA			NA		
							To: 93-710									
(712)	0.11	NA					From: 93-710				NA			NA		
							To: Cul-de-Sac									
(725)	2.11	80	R				From: Dead End				NA			NA		01/26/2006
							To: US 340 Stonewall Jackson Hwy									
(730)	0.25	310	R				From: Dead End				NA			NA		01/26/2006
							To: 93-613 Bentonville-Browntown Rd									
(735)	1.00	80	R				From: Dead End				NA			NA		12/27/2005
							To: 93-640									
(735)	0.40	70	R				From: 93-640				NA			NA		12/27/2005
							To: Frederick County Line									
(736)	0.20	20	R				From: 93-609				NA			NA		12/27/2005
							To: 93-627									
(737)	0.05	40	R				From: 93-654				NA			NA		01/26/2006
							To: 93-674									
(737)	0.02	380	R				From: 93-674				NA			NA		06/20/2002
							To: US 340 Stonewall Jackson Hwy									
(737)	0.40	120	R				From: US 340 Stonewall Jackson Hwy				NA			NA		01/26/2006
							To: Dead End									

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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>																
(738)	0.30	150	R			From: 93-613 Bentonville-Browntown Rd					NA		NA			01/26/2006
						To: Dead End										
(739)	0.22	60	R			From: 93-660					NA		NA			12/21/2005
						To: Dead End										
(745)	0.18	390	R			From: 93-649 Browntown Rd					NA		NA			01/24/2006
						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	60	R			From: 93-624					NA		NA			01/10/2006
						To: 93-811										
(810)	0.34	70	R			From: 93-639					NA		NA			01/10/2006
						To: 93-639										
(811)	0.11	40	R			From: Cul-de-Sac					NA		NA			01/10/2006
						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: 1.25 MN 93-612										
(842)	0.05	40	R			From: 93-611 WEST					NA		NA			06/10/2002
						To: 93-611 EAST										
(842)	1.22	170	R			From: Frederick County Line					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	180	R			From: Cul-de-Sac					NA		NA			01/24/2006
						To: 93-649 Browntown Rd										
(1013)	1.02	150	R			From: 93-661 Fairground Rd					NA		NA			01/10/2006
						To: 93-624										
(1014)	0.20	50	R			From: 93-1013					NA		NA			01/10/2006
						To: Cul-de-Sac										
(1015)	0.17	60	R			From: 93-658 Rockland Rd					NA		NA			01/10/2006
						To: Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
(1020)	0.61	NA														
(1021)	0.24	NA														
(1022)	0.31	NA														
(1022)	0.04	NA														
(1030)	0.20	NA														
(1031)	0.20	NA														
(1110)	0.09	40	R													06/24/2002
(1111)	0.08	30	R													1999
(1120)	0.29	1000	R													12/21/2005
(1121)	0.11	120	R													1999
(1122)	0.15	120	R													1999
(1123)	0.07	170	R													1999
(1124)	0.06	80	R													1999
(1125)	0.22	230	R													12/21/2005
(1126)	0.11	100	R													1999
<b>Town of Front Royal</b>																
(2/17) Criser Rd	0.51	2900	G	96%	2%	1%	0%	0%	0%	C	0.135	F	0.608	3100	G	2006
(2/17) Criser Rd	0.71	4600	G	96%	2%	1%	0%	0%	0%	F	0.106	F	0.612	5000	G	2006
(4001/117) Luray Ave	0.45	1800	G	96%	2%	1%	0%	0%	0%	F	0.138	F	0.597	1900	G	2006
(4001/112) Luray Ave	0.21	2500	G	96%	2%	1%	0%	0%	0%	C	0.127	F	0.605	2700	G	2006

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Front Royal</b>																
4002 112 Stonewall Dr	0.25	910	G	From: Luray Ave				0.139	F	0.635	990	G	2006			
				To: US 340 South Royal Ave												
4002 112 Stonewall Dr	0.42	2500	G	From: US 522 Commerce Ave				NA			2600	G	2006			
				To: Charles St												
4004 112 West Main St	0.64	1500	G	97%	0%	1%	0%	1%	0%	F	0.097	F	0.569	1700	G	2006
4004 112 West Main St	0.07	3000	G	97%	0%	1%	0%	1%	0%	F	0.112	F	0.744	3300	G	2006
4004 112 East Main St	0.25	4200	G	97%	0%	1%	0%	1%	0%	C	0.088	F	0.543	4600	G	2006
4004 112 East Main St	0.13	2900	G	97%	0%	1%	0%	1%	0%	F	0.09	F	0.512	3200	G	2006
4005 112 Happy Creek Rd	0.85	2900	G	97%	1%	1%	0%	0%	0%	C	0.114	F	0.566	3100	G	2006
4006 112 Kendrick Lane	0.19	8400	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.518	9100	G	2006
4006 112 6th Street	0.11	8800	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.530	9600	G	2006
4006 112 6th Street	0.14	4800	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.560	5300	G	2006
4006 112 6th Street	0.62	6000	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.511	6500	G	2006
4006 112 Happy Creek Rd	2.19	6400	G	96%	1%	1%	1%	1%	0%	C	0.095	F	0.511	7000	G	2006
4010 112 Shenandoah Ave	0.50	6500	G	98%	0%	1%	0%	0%	0%	C	0.096	F	0.52	7100	G	2006
11th Street		810	G	From: Kendrick Lane				0.108	F	0.593	810	G	2006			
				To: 14Th St												
13th Street		530	G	From: Virginia Ave				0.109	F	0.597	530	G	2006			
				To: North Royal Ave												
Jamestown Road		1300	G	From: Jefferson Avenue				0.102	F	0.639	1300	G	2006			
				To: Monroe Avenue												
Kendrick Lane		3900	G	From: Accomac Road				0.109	F	0.533	3900	G	2006			
				To: Charles Street												
Washington Avenue		300	G	From: Massanutten Avenue				0.117	F	0.653	300	G	2006			
				To: Shenandoah Avenue												
				From: Happy Creek Road												
				To: 6th Street												