

2001

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

Jurisdiction Report

93

Warren County  
Town of Front Royal

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.

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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’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<sup>th</sup> 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



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



Secondary Route

### Special Routes



Bus - Business Route  
Bypas - Bypass Route  
Truck - Truck Route



ALT - Alternate Route  
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 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  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
11	0.19	3500	G	From:	Shenandoah County Line				0%	F	310	G	3500	G	2001	
				To:	Frederick County Line											
55	4.91	3400	N	From:	Shenandoah County Line				0%	N	340	N	3400	N	2001	
				To:	93-626											
55	2.30	5200	G	From:	93-626				0%	F	450	G	5200	G	2001	
				To:	WCL Front Royal											
<b>Town of Front Royal</b>																
55	Strasburg Rd	0.90	7200	G	From:	WCL Front Royal				0%	C	NA	7500	G	2001	
					To:	US 340; 522										
<b>Warren County</b>																
55	522	Shenandoah A	0.45	28000	N	From:	RT 522				0%	N	NA	28000	N	2001
						To:	CL Front Royal									
<b>Town of Front Royal</b>																
55	522	Shenandoah A	0.34	28000	G	From:	CL Front Royal				0%	F	NA	28000	G	2001
						To:	14 ST									
55	522	14th St	0.24	21000	G	From:	SHENANDOAH AVE				0%	F	NA	21000	G	2001
						To:	NORTH ROYAL AVE									
55	522	North Royal Av	0.35	23000	G	From:	14TH ST				0%	C	NA	23000	G	2001
						To:	RT 522 & RT 340									
55	340	North Royal Av	0.25	16000	G	From:	RT 522 & RT 340				0%	F	NA	17000	G	2001
						To:	6TH ST									
55	340	North Royal Av	0.57	18000	G	From:	6TH ST				0%	C	NA	18000	G	2001
						To:	E MAIN ST									
55	340	South Royal Av	0.40	15000	G	From:	RT 340				0%	F	NA	16000	G	2001
						To:	US 340									
55	South St	0.54	15000	G	From:	US 340				0%	C	NA	16000	G	2001	
					To:	US 522										
55	John Marshall Hwy	1.72	11000	G	From:	US 522				0%	C	NA	11000	G	2001	
					To:	ECL Front Royal										
<b>Warren County</b>																
55		2.98	10000	G	From:	ECL Front Royal				0%	F	950	G	10000	G	2001
					To:	SR 79										
55		1.35	3100	G	From:	SR 79				0%	F	290	G	3100	G	2001
					To:	Fauquier County Line										
East 66		6.61	11000	G	From:	I-81				1%	F	690	G	9600	G	2001
					Combined Traffic:	20000	G	78%	1%							
East 66		6.49	11000	B	From:					US 340; US 522				1%	B	1500
					Combined Traffic:	23000	B	78%	1%	2%	1%	18%	1%			
East 66		1.56	15000	F	From:									SR 79		
					Combined Traffic:	30000	F	78%	1%	2%	1%	18%	1%	F	3100	F
To: Fauquier County Line																

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Frederick County</b>															
West 66	0.42	9700	G	78%	1%	2%	1%	18%	1%	F	830	G	8600	G	2001
Combined Traffic:		20000	G	78%	1%	2%	1%	18%	1%	F	1500	G	18000	G	2001
						From: I-81									
						To: Warren County Line									
<b>Warren County</b>															
West 66	6.66	9700	G	78%	1%	2%	1%	18%	1%	F	830	G	8600	G	2001
Combined Traffic:		20000	G	78%	1%	2%	1%	18%	1%	F	1500	G	18000	G	2001
						From: Frederick County Line									
						To: US 340; US 522									
West 66	6.55	11000	A	78%	1%	2%	1%	18%	1%	A	1500	A	10000	A	2001
Combined Traffic:		23000	B	78%	1%	2%	1%	18%	1%	B	3000	B	21000	B	2001
						From: SR 79									
						To: Fauquier County Line									
West 66	1.20	15000	F	78%	1%	2%	1%	18%	1%	F	1500	F	13000	F	2001
Combined Traffic:		30000	F	78%	1%	2%	1%	18%	1%	F	3100	F	27000	F	2001
						From: SR 55 West of Linden									
						To: I-66									
79	0.23	9600	G	97%	0%	1%	1%	1%	1%	F	890	G	9700	G	2001
						From: Shenandoah County Line									
						To: I-66, Frederick County Line									
North 81	1.29	21000	G	70%	1%	2%	1%	25%	2%	F	NA		21000	G	2001
Combined Traffic:		40000	G	71%	1%	2%	1%	24%	2%	F	NA		40000	G	2001
						From: Shenandoah County Line									
						To: Shenandoah County Line									
South 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
						From: Page County Line									
						To: N 93-613									
340	2.46	3500	G	93%	1%	3%	2%	1%	0%	F	NA		3500	G	2001
						From: 93-607									
						To: 93-619									
340	5.30	5100	G	95%	1%	2%	1%	1%	0%	F	470	G	5100	G	2001
						From: SCL Front Royal									
340	2.78	6400	G	93%	1%	3%	2%	1%	0%	F	620	G	6400	G	2001
						From: SCL Front Royal									
340	0.83	16000	G	93%	1%	3%	2%	1%	0%	F	1400	G	16000	G	2001
						From: SCL Front Royal									
						To: SCL Front Royal									
<b>Town of Front Royal</b>															
340 South Royal Ave	0.31	13000	G	93%	1%	3%	2%	1%	0%	F	NA		14000	G	2001
						From: SR 55 South St									
340 South Royal Ave	0.40	15000	G	98%	1%	1%	0%	1%	0%	F	NA		16000	G	2001
						From: E Main St									
340 North Royal Ave	0.57	18000	G	98%	1%	1%	0%	1%	0%	C	NA		18000	G	2001
						From: 6th St									
340 North Royal Ave	0.25	16000	G	98%	1%	1%	0%	1%	0%	F	NA		17000	G	2001
						From: US 522 8th St									
						To: S RT 522									
340 522 North Royal Av	0.35	23000	G	94%	1%	2%	1%	2%	0%	C	NA		23000	G	2001
						From: 14TH ST									
						To: NORTH ROYAL AVE									
340 522 14th St	0.24	21000	G	94%	1%	2%	1%	2%	0%	F	NA		21000	G	2001
						From: SHENANDOAH AVE									
						To: 14 ST									
340 522 Shenandoah A	0.34	28000	G	94%	1%	2%	1%	2%	0%	F	NA		28000	G	2001
						From: CL Front Royal									



Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Warren Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Warren County</b>															
(340)(522) Shenandoah A	0.45	28000	N	94%	1%	2%	1%	2%	0%	N	NA	28000	N	2001	
						From: CL Front Royal									
						To: SR 55 WEST									
(340)(522) Shenandoah A	0.22	22000	G	95%	0%	2%	1%	2%	0%	F	NA	22000	G	2001	
						From: NCL FRONT ROYAL									
(340)(522)	0.83	21000	G	95%	0%	2%	1%	2%	0%	F	1700	G	21000	G	2001
						From: I-66									
(340)(522)	1.28	15000	G	89%	1%	2%	2%	7%	0%	F	1500	G	14000	G	2001
						To: 93-802									
(340)(522)	0.30	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
						From: RT-802									
						To: Frederick County Line									
<b>Frederick County</b>															
(340)(522) Front Royal Pik	0.53	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
						From: Warren County Line									
						To: Warren County Line									
<b>Warren County</b>															
(340)(522) Front Royal Pik	0.39	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
						From: Frederick County Line									
						To: Frederick County Line									
<b>Frederick County</b>															
(340)(522) Front Royal Pik	0.30	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
						From: Warren County Line									
						To: Warren County Line									
<b>Warren County</b>															
(340)(522) Front Royal Pik	0.16	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
						From: Frederick County Line									
						To: Clarke County Line									
<b>Clarke County</b>															
(340)(522) Front Royal Pik	1.79	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
						From: Warren County Line									
						To: US 522 DOUBLE TOLL GATE									
<b>Warren County</b>															
(522)	3.77	6100	G	97%	0%	1%	1%	1%	0%	F	560	G	6100	G	2001
						From: Rappahannock County Line									
						To: SCL Front Royal									
<b>Town of Front Royal</b>															
(522) Chester Gap Rd	0.60	7500	G	97%	0%	1%	1%	1%	0%	C	NA	7600	G	2001	
						From: SCL Front Royal									
						To: Criser Rd									
(522) Chester Gap Rd	0.35	13000	G	97%	0%	1%	1%	1%	0%	F	NA	13000	G	2001	
						From: SR 55 South St									
(522) Commerce Ave	0.47	22000	G	95%	1%	3%	1%	1%	0%	C	NA	22000	G	2001	
						From: Main St									
(522) Commerce Ave	0.74	17000	G	95%	1%	3%	1%	1%	0%	C	NA	17000	G	2001	
						From: Happy Creek Rd									
(522) Commerce Ave	0.35	13000	G	95%	1%	3%	1%	1%	0%	F	NA	13000	G	2001	
						To: US 340 North Royal Ave									
(522) North Royal Ave	0.35	23000	G	94%	1%	2%	1%	2%	0%	C	NA	23000	G	2001	
						From: Commerce Ave									
						To: 14th St									
(522) 14th St	0.24	21000	G	94%	1%	2%	1%	2%	0%	F	NA	21000	G	2001	
						From: North Royal Ave									
						To: Shenandoah Ave									
(522) Shenandoah Ave	0.34	28000	G	94%	1%	2%	1%	2%	0%	F	NA	28000	G	2001	
						From: 14th St									
						To: NCL Front Royal									

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 Warren Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Warren County</b>																
522	Shenandoah Ave	0.45	28000	N	94%	1%	2%	1%	2%	0%	N	NA	28000	N	2001	
				From:	NCL Front Royal											
				To:	SR 55 West											
522	Shenandoah Ave	0.22	22000	G	95%	0%	2%	1%	2%	0%	F	NA	22000	G	2001	
				From:	Old NCL Front Royal											
				To:	I-66											
522		0.83	21000	G	95%	0%	2%	1%	2%	0%	F	1700	G	21000	G	2001
				From:	I-66											
				To:	93-627 Reliance Rd											
522		1.28	15000	G	89%	1%	2%	2%	7%	0%	F	1500	G	14000	G	2001
				From:	93-627 Reliance Rd											
				To:	93-802											
522		2.81	15000	N	89%	1%	2%	2%	7%	0%	N	1500	N	14000	N	2001
				From:	93-802											
				To:	Frederick County Line											
<b>Frederick County</b>																
522	Front Royal Pike	0.53	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
				From:	Warren County Line											
				To:	Warren County Line											
<b>Warren County</b>																
522	Front Royal Pike	0.39	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
				From:	Frederick County Line											
				To:	Frederick County Line											
<b>Frederick County</b>																
522	Front Royal Pike	0.30	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
				From:	Warren County Line											
				To:	Warren County Line											
<b>Warren County</b>																
522	Front Royal Pike	0.16	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
				From:	Frederick County Line											
				To:	Clarke County Line											
<b>Clarke County</b>																
522	Front Royal Pike	1.79	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
				From:	Warren County Line											
				To:	US 340, SR 277 Double Toll Gate											
<b>Warren County</b>																
600		1.00	30	R								NA	NA		1999	
				From:	Dead End											
				To:	93-604											
601		1.00	30	R								NA	NA		1994	
				From:	Dead End											
				To:	93-604											
602		0.25	520	R								NA	NA		1999	
				From:	93-604											
				To:	0.25 ME 93-604											
602		0.45	20	R								NA	NA		1994	
				From:	0.25 ME 93-604											
				To:	Dead End											
603		2.90	460	R								NA	NA		1999	
				From:	93-647											
				To:	93-643											
603		2.30	1600	G	97%	0%	2%	0%	1%	0%	C	NA	1600	G	2001	
				From:	93-643											
				To:	93-638											
604		0.90	50	R								NA	NA		1994	
				From:	Dead End											
				To:	93-600											
604		0.82	200	R								NA	NA		1999	
				From:	93-600											
				To:	93-602											

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 Traffic Engineering Division  
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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Warren County</b>															
604	0.34	410	G			From: 93-602				F	NA		410	G	2001
				93%	0%	0%	3%	3%	1%						
604	1.59	1100	G			From: 93-671				C	NA		1100	G	2001
				93%	0%	1%	3%	3%	1%						
						To: US 522									
605	1.70	200	R			From: US 340					NA		NA		1994
						To: 93-649									
606	1.72	2400	R			From: NCL FRONT ROYAL					NA		NA		1999
606	0.51	1200	R			From: 1.72 MN OF NCL					NA		NA		1994
606	0.25	100	R			From: 2.23 MN OF NCL					NA		NA		1999
						To: Dead End									
607	0.60	250	R			From: US 340					NA		NA		1994
607	1.00	120	R			From: 0.60 ME US 340					NA		NA		1999
						To: 93-649									
608	0.45	360	R			From: 93-613					NA		NA		1994
						To: 93-619									
609	0.40	210	R			From: 93-637					NA		NA		1999
609	0.77	130	R			From: FR-225					NA		NA		1994
609	0.27	330	R			From: 0.78 ME FR-225					NA		NA		1999
609	0.10	130	R			From: 93-736					NA		NA		1994
						To: 93-627									
610	0.20	420	R			From: SR 55; 93-678					NA		NA		1999
610	2.15	80	R			From: 93-616					NA		NA		1994
610	0.05	110	R			From: 2.15 ME 93-616					NA		NA		1999
						To: 93-626									
611	2.60	80	R			From: 93-635 WEST					NA		NA		1994
611	0.10	180	R			From: 93-635 EAST					NA		NA		1999
611	3.38	130	R			From: 93-612; 93-840					NA		NA		1994
						To: 93-637									
612	1.20	240	R			From: 93-611; 93-840					NA		NA		1999
612	1.00	60	R			From: 1.20 ME 93-611					NA		NA		1994
612	0.90	49	R			From: 93-842					NA		NA		1999
						To: 93-626									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Warren County</b>															
(613)	3.06	250	G			From: 93-631; 93-649					NA		250	G	2001
(613)	2.26	570	G			To: 93-738					NA		570	G	2001
(613)	0.31	1100	G			From: 63-672					NA		1100	G	2001
(613)	1.00	360	R			To: 93-672					NA		NA		1994
(613)	4.69	220	R			From: US 340 EAST					NA		NA		1999
(613)	1.04	50	R			To: US 340 WEST					NA		NA		1994
(613)	0.49	120	R			From: GW NATL FOR BNDY					NA		NA		1999
(613)	0.49	120	R			To: 4.70 MS OF BNDY					NA		NA		1994
(614)	1.30	30	R			From: 93-608					NA		NA		1999
(614)	0.70	100	R			To: 93-619					NA		NA		1999
(615)	1.90	710	G	94%	0%	2%	0%	4%	0%	C	NA		710	G	2001
(615)	0.10	470	R			From: 93-626 SOUTH					NA		NA		1994
(615)	0.27	470	R			To: SR 55 WEST					NA		NA		1999
(615)	0.43	40	R			From: SR 55 EAST					NA		NA		1999
(615)	1.50	380	R			To: 93-626 NORTH					NA		NA		1999
(615)	0.10	470	R			From: 93-619 SOUTH					NA		NA		1994
(615)	0.27	470	R			To: 93-626 EAST					NA		NA		1994
(615)	0.43	40	R			From: 93-626 WEST					NA		NA		1994
(615)	0.43	40	R			To: 0.27 MN 93-626					NA		NA		1999
(615)	1.50	380	R			From: 93-660					NA		NA		1999
(616)	0.70	100	R			To: 93-619 NORTH					NA		NA		1999
(616)	0.70	100	R			From: 93-678					NA		NA		1994
(616)	0.90	80	R			To: SR 55					NA		NA		1994
(617)	1.70	330	R			From: 93-610					NA		NA		1999
(618)	0.89	450	R			To: 93-618					NA		NA		1994
(618)	0.50	440	R			From: Dead End					NA		NA		1999
(618)	0.80	170	R			To: 93-619 WEST					NA		NA		1994
(618)	0.80	170	R			From: 93-619 EAST					NA		NA		1994
(619)	2.09	4400	G	95%	1%	2%	1%	1%	0%	C	NA		4400	G	2001
(619)	0.11	3800	G			From: 93-617					NA		3800	G	1999
(619)	0.11	3800	G			To: 93-615					NA		3800	G	1999
(619)	2.09	4400	G	95%	1%	2%	1%	1%	0%	C	NA		4400	G	2001
(619)	0.11	3800	G			From: US 340					NA		3800	G	2001
(619)	0.11	3800	G			To: 93-677					NA		3800	G	2001
(619)	0.11	3800	G			From: 93-615 SOUTH					NA		3800	G	2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Warren County</b>															
(619)	2.19	2800	G	95%	1%	2%	1%	1%	0%	F	NA	2800	G	2001	
				From:	93-615 South										
				To:	93-673										
(619)	1.93	670	G								NA	670	G	2001	
				From:	93-626										
				To:	93-678										
(619)	2.43	610	G								NA	610	G	2001	
				From:	Dead End										
				To:	93-658										
(620)	0.60	210	R								NA	NA		1994	
				From:	93-660										
				To:	SR 55										
(621)	0.60	1100	R								NA	NA		1999	
				From:	93-634										
(622)	1.00	80	R								NA	NA		1999	
				From:	1.00 MN 93-634										
(622)	0.10	80	R								NA	NA		1999	
				From:	Dead End Gap Terminus										
(622)	0.39	9	R								NA	NA		1994	
				From:	0.39 ME OF Dead End										
(622)	0.50	50	R								NA	NA		1999	
				From:	0.89 ME OF Dead End										
(622)	0.50	150	R								NA	NA		1994	
				From:	93-649										
(622)	0.70	110	R								NA	NA		1999	
				From:	93-631										
(622)	2.79	100	R								NA	NA		1994	
				From:	2.80 MN 93-631										
(622)	0.36	150	R								NA	NA		1999	
				From:	93-654										
(622)	0.06	130	R								NA	NA		1994	
				From:	93-674										
(623)	1.72	140	R								NA	NA		1999	
				From:	Dead End										
(623)	0.38	330	R								NA	NA		1994	
				From:	1.72 MN Dead End										
				To:	93-673										
(624)	0.50	3200	G	96%	0%	1%	1%	1%	0%	C	NA	3200	G	2001	
				From:	NCL FRONT ROYAL										
				To:	93-647										
(624)	0.40	NA		96%	0%	1%	2%	1%	0%	F	NA	NA		2001	
				From:	93-645										
(624)	1.28	2400	G	96%	0%	1%	2%	1%	0%	C	NA	2400	G	2001	
				From:	93-643										
(624)	1.80	920	G	96%	0%	1%	2%	1%	0%	F	NA	920	G	2001	
				From:	93-661										
(624)	3.60	330	R								NA	NA		1999	
				From:	Clarke County Line										
				To:	93-637										
(625)	0.25	110	R								NA	NA		1994	
				From:	Dead End										
				To:	93-619										
(626)	1.60	160	R								NA	NA		1999	
				From:	93-615 WEST										

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						2Axle	3+Axle	1Trail	2Trail						
<b>Warren County</b>															
626	1.80	900	G	94%	0%	2%	1%	3%	0%	C	NA	900	G	2001	
				From:	93-615 EAST										
				To:	SR 55 WEST										
626	1.00	410	R								NA	NA		1995	
				From:	SR 55 EAST										
626	0.10	150	R								NA	NA		1999	
				From:	93-614										
626	0.50	10	R								NA	NA		1994	
				From:	93-610										
626	0.20	40	R								NA	NA		1999	
				From:	Dead End										
				To:	Dead End GAP TERMIN										
626	0.70	110	R								NA	NA		1994	
				From:	93-612										
				To:	93-637										
627	0.79	1400	G	97%	0%	1%	1%	1%	0%	C	NA	1400	G	2001	
				From:	Frederick County Line										
627	3.48	1100	G								NA	1100	G	2001	
				From:	93-637										
627	0.33	1500	G								NA	1500	G	2001	
				From:	93-609										
				To:	US 522										
628	0.80	30	R								NA	NA		1999	
				From:	US 340										
628	0.30	70	R								NA	NA		1994	
				From:	93-629 SOUTH										
628	1.10	70	R								NA	NA		1999	
				From:	93-629 NORTH										
629	0.65	80	R								NA	NA		1994	
				From:	Dead End										
629	1.00	160	R								NA	NA		1999	
				From:	93-628 NORTH										
				To:	93-628 SOUTH										
630	1.85	160	R								NA	NA		1994	
				From:	Dead End										
630	0.40	320	R								NA	NA		1999	
				From:	1.85 MN Dead End										
631	1.20	20	R								NA	NA		1994	
				From:	93-622										
631	5.70	100	R								NA	NA		1994	
				From:	93-613 WEST										
				To:	93-613 MID										
631	0.40	350	R								NA	NA		1994	
				From:	93-632										
631	0.10	740	R								NA	NA		1999	
				From:	93-634										
632	0.40	20	R								NA	NA		1994	
				From:	Dead End										
632	0.70	140	R								NA	NA		1999	
				From:	93-633										
				To:	93-631										

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						2Axle	3+Axle	1Trail	2Trail						
<b>Warren County</b>															
633	0.40	20	R								NA		NA		1994
634	1.00	230	R								NA		NA		1999
634	1.20	20	R								NA		NA		1994
635	0.20	120	R								NA		NA		1999
635	1.90	30	R								NA		NA		1994
636	1.00	46	R								NA		NA		1999
637	0.15	1300	R								NA		NA		1994
637	1.74	950	G	97%	1%	1%	1%	1%	0%	C	NA		950	G	2001
637	2.51	430	G								NA		430	G	2001
637	1.01	450	G								NA		450	G	2001
637	1.21	150	R								NA		NA		1999
637	0.50	70	R								NA		NA		1994
638	1.20	370	R								NA		NA		1999
638	0.60	760	R								NA		NA		1995
638	0.20	2400	R								NA		NA		1999
638	3.28	1500	R								NA		NA		1999
638	5.49	330	R								NA		NA		1999
638	1.70	1100	R								NA		NA		1999
638	2.90	1400	G	98%	0%	1%	1%	1%	0%	C	NA		1400	G	2001
639	0.36	1100	R								NA		NA		1999
639	0.03	310	R								NA		NA		1994
639	3.03	200	R								NA		NA		1999
639	0.05	340	R								NA		NA		1994

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						2Axle	3+Axle	1Trail	2Trail						
<b>Warren County</b>															
639	1.00	150	R								NA	NA			1999
640	0.20	100	R								NA	NA			1994
641	0.10	900	R								NA	NA			1999
642	1.00	140	R								NA	NA			1995
642	0.20	90	R								NA	NA			1999
643	1.22	1700	G	96%	0%	2%	1%	1%	0%	C	NA	1700	G		2001
644	0.40	60	R								NA	NA			1999
645	0.29	30	R								NA	NA			1999
646	0.80	180	R								NA	NA			1994
647	1.51	2000	R								NA	NA			1999
647	1.57	1100	R								NA	NA			1994
648	0.22	60	R								NA	NA			1999
649	1.73	810	G	98%	0%	1%	1%	1%	0%	F	NA	810	G		2001
649	2.52	1000	G	98%	0%	1%	1%	1%	0%	F	NA	1000	G		2001
649	2.20	1600	G	98%	0%	1%	1%	1%	0%	C	NA	1600	G		2001
649	0.60	2100	G	98%	0%	1%	1%	1%	0%	F	NA	2100	G		2001
649	0.19	2500	G	98%	0%	1%	1%	1%	0%	F	NA	2500	G		2001
649	0.19	2500	G	98%	0%	1%	1%	1%	0%	F	NA	2500	G		2001
650	0.06	40	R								NA	NA			1994
650	0.50	30	R								NA	NA			1999
652	0.18	60	R								NA	NA			1994



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						2Axle	3+Axle	1Trail	2Trail						
<b>Warren County</b>															
654	0.17	40	R								NA	NA			1999
655	1.00	480	R								NA	NA			1994
656	1.00	80	R								NA	NA			1999
657	0.07	60	R								NA	NA			1994
658	3.00	550	G								NA	550	G		2001
658	1.60	260	G								NA	260	G		2001
658	1.05	240	G								NA	240	G		2001
659	0.50	90	R								NA	NA			1999
660	0.30	510	R								NA	NA			1994
660	1.50	600	R								NA	NA			1999
660	0.68	70	R								NA	NA			1999
661	1.23	1000	G	97%	0%	1%	0%	2%	0%	F	NA	1000	G		2001
661	2.10	1400	G	97%	0%	1%	0%	2%	0%	C	NA	1400	G		2001
662	0.33	90	R								NA	NA			1999
663	0.32	300	R								NA	NA			1985
663	0.08	370	R								NA	NA			1999
664	0.21	100	R								NA	NA			1994
665	0.07	950	R								NA	NA			1999
667	0.30	60	R								NA	NA			1994
668	0.20	80	R								NA	NA			1999

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						2Axle	3+Axle	1Trail	2Trail						
<b>Warren County</b>															
(669)	0.30	210	R			From: US 340					NA		NA		1994
						To: Dead End									
(670)	0.60	60	R			From: Dead End					NA		NA		1999
						To: 93-737									
(671)	0.92	210	R			From: Dead End					NA		NA		1994
						To: 93-604									
(672)	0.10	90	R			From: Dead End					NA		NA		1994
						To: 93-613									
(673)	1.13	290	R			From: Dead End					NA		NA		1994
						To: 93-623									
(673)	0.70	1100	R			From: 93-619					NA		NA		1999
						To: 93-619									
(674)	0.48	70	R			From: US 340					NA		NA		1994
						To: 93-622									
(674)	0.17	280	R			From: 93-737					NA		NA		1999
						To: 93-737									
(675)	0.58	40	R			From: US 522					NA		NA		1994
						To: Cul-de-Sac									
(676)	0.30	100	R			From: 93-677					NA		NA		1999
						To: Dead End									
(677)	2.17	340	R			From: 93-619					NA		NA		1995
						To: 93-679									
(678)	1.77	1100	G	97%	0%	From: Shenandoah County Line	1%	0%	1%	0%	C	NA	1100	G	2001
						To: SR 55; 93-610									
(679)	1.32	170	R			From: 93-619 WEST					NA		NA		1999
						To: 93-619 EAST									
(679)	0.70	340	R			From: 93-677					NA		NA		1994
						To: 93-677									
(680)	0.31	30	R			From: 93-619 WEST					NA		NA		1999
						To: 93-619 EAST									
(681)	0.24	190	R			From: WCL FRONT ROYAL					NA		NA		1994
						To: Dead End									
(682)	0.10	40	R			From: Dead End					NA		NA		1999
						To: 93-1111									
(682)	0.06	140	R			From: 93-1110					NA		NA		1986
						To: 93-1110									
(682)	0.27	300	R			From: SR 55					NA		NA		1999
						To: SR 55									
(683)	1.48	260	R			From: 93-661					NA		NA		1986
						To: 93-658									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Warren County</b>															
(684)	0.09	20	R			From: Dead End					NA		NA		1999
(684)	0.06	30	R			From: 93-686					NA		NA		1988
						To: 93-613									
(685)	0.24	20	R			From: 93-638					NA		NA		1999
						To: Dead End									
(686)	0.05	20	R			From: Dead End					NA		NA		1988
						To: 93-684									
(687)	0.27	30	R			From: Cul-de-Sac					NA		NA		1999
						To: 93-638									
(688)	0.20	420	R			From: 93-638					NA		NA		1999
						To: Dead End									
(689)	0.28	NA				From: 93-624					NA		NA		
						To: Dead End									
(700)	0.36	80	R			From: Dead End					NA		NA		1994
						To: 93-677									
(701)	0.40	150	R			From: Dead End					NA		NA		1991
						To: 93-619									
(702)	0.61	NA				From: Cul-de-Sac/					NA		NA		
						To: 93-00661(B)/									
(703)	0.08	NA				From: Dead End/					NA		NA		
						To: 93-00661(B)/									
(704)	0.20	100	R			From: SR 55					NA		NA		1999
						To: Dead End									
(710)	0.39	450	R			From: 93-678					NA		NA		1999
						To: Dead End									
(725)	2.11	NA				From: Dead End/					NA		NA		
						To: US-00340(B)/									
(730)	0.25	430	R			From: Dead End					NA		NA		1999
						To: 93-613									
(735)	1.00	80	R			From: Dead End					NA		NA		1994
						To: 93-640									
(735)	0.40	70	R			From: Frederick County Line					NA		NA		1999
						To: 93-609									
(736)	0.20	20	R			From: 93-609					NA		NA		1994
						To: 93-627									
(737)	0.05	60	R			From: 93-654					NA		NA		1999
						To: 93-674									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Warren County</b>															
(737)	0.02	320	R			From: 93-674					NA	NA			1994
(737)	0.40	150	R			From: US 340					NA	NA			1999
						To: Dead End									
(738)	0.30	70	R			From: 93-613					NA	NA			1994
						To: Dead End									
(739)	0.22	45	R			From: 93-660					NA	NA			1999
						To: Dead End									
(740)	0.19	30	R			From: 93-650					NA	NA			1994
						To: 93-649									
(745)	0.18	410	R			From: 93-649					NA	NA			1999
						To: Dead End									
(802)	0.16	730	R			From: US 522					NA	NA			1993
(802)	0.08	250	R			From: 93-639 SOUTH					NA	NA			1999
(802)	0.20	70	R			From: 93-639 NORTH					NA	NA			1994
						To: Dead End									
(810)	0.23	80	R			From: 93-624					NA	NA			1999
(810)	0.34	60	R			From: 93-811					NA	NA			1999
						To: 93-639									
(811)	0.11	30	R			From: Cul-de-Sac					NA	NA			1999
						To: 93-810									
(840)	1.00	450	R			From: Frederick County Line					NA	NA			1994
						To: 93-611; 93-612									
(842)	0.20	40	R			From: Dead End					NA	NA			1994
(842)	1.25	90	R			From: 93-612					NA	NA			1998
(842)	0.05	100	R			From: 1.25 MN 93-612					NA	NA			1999
(842)	1.22	140	R			From: 93-611 WEST					NA	NA			1994
						To: 93-611 EAST									
						To: Frederick County Line									
(854)	0.25	100	R			From: 93-637					NA	NA			1994
						To: Frederick County Line									
<b>Frederick County</b>															
(854)	0.21	30	R			From: Frederick County Line					NA	NA			1999
						To: Dead End									
<b>Warren County</b>															
(1010)	0.20	80	R			From: Cul-de-Sac					NA	NA			1999
						To: 93-649									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Warren County</b>															
(1013)	1.02	290	R			From: 93-661 To: 93-1014					NA		NA		1999
(1014)	0.20	50	R			From: 93-1013 To: Cul-de-Sac					NA		NA		1999
(1015)	0.17	40	R			From: 93-658 To: Cul-de-Sac					NA		NA		1999
(1110)	0.09	30	R			From: Dead End To: 93-682					NA		NA		1986
(1111)	0.08	20	R			From: Dead End To: 93-682					NA		NA		1999
(1120)	0.29	1100	R			From: 93-1125 To: WCL FRONT ROYAL					NA		NA		1999
(1121)	0.11	120	R			From: 93-1120 To: Cul-de-Sac					NA		NA		1999
(1122)	0.15	120	R			From: Cul-de-Sac To: 93-1120					NA		NA		1999
(1123)	0.07	170	R			From: 93-1120 To: Cul-de-Sac					NA		NA		1999
(1124)	0.06	80	R			From: 93-1123 To: Cul-de-Sac					NA		NA		1999
(1125)	0.22	110	R			From: Cul-de-Sac To: Cul-de-Sac					NA		NA		1999
(1126)	0.11	100	R			From: Cul-de-Sac To: 93-1125					NA		NA		1999
<b>Town of Front Royal</b>															
(2/172) Criser Rd	0.51	2800	G	95%	1%	2%	1%	2%	0%	C	NA		3000	G	2001
(2/172) Criser Rd	0.71	4000	G	95%	1%	2%	1%	2%	0%	F	NA		4100	G	2001
(4001/112) Luray Ave	0.45	1900	G	93%	0%	3%	1%	2%	1%	F	NA		1900	G	2001
(4001/112) Luray Ave	0.21	2600	G	93%	0%	3%	1%	2%	1%	C	NA		2700	G	2001
(4002/112) Stonewall Dr	0.25	900	G	95%	1%	1%	1%	2%	0%	F	NA		930	G	2001
(4002/112) Stonewall Dr	0.42	2500	G	95%	1%	1%	1%	2%	0%	C	NA		2600	G	2001
(4004/112) West Main St	0.64	1500	G	98%	0%	0%	1%	1%	0%	C	NA		1500	G	2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Front Royal</b>															
(4004/112) West Main St	0.07	3400	G								NA	3600	G	2001	
(4004/112) East Main St	0.25	3100	G								NA	3200	G	2001	
(4004/112) East Main St	0.13	4600	G								NA	4800	G	2001	
(4005/112) Happy Creek Rd	0.85	2200	G	90%	0%	1%	5%	3%	1%	C	NA	2300	G	2001	
(4006/112) Kendrick Lane	0.19	8000	G	98%	0%	1%	0%	0%	0%	C	NA	8300	G	2001	
(4006/112) 6Th St	0.11	7700	G	97%	0%	1%	1%	1%	0%	F	NA	8000	G	2001	
(4006/112) 6Th St	0.14	5500	G	97%	0%	1%	1%	1%	0%	F	NA	5700	G	2001	
(4006/112) 6Th St	0.62	6700	G	97%	0%	1%	1%	1%	0%	C	NA	7000	G	2001	
(4006/112) Happy Creek Rd	2.19	4700	G	95%	0%	1%	1%	2%	1%	C	NA	4900	G	2001	
(4010/112) Shenandoah Ave	0.50	NA									NA	NA			
11th St	9.70	830	G								NA	830	G	2001	
13th St	9.70	NA									NA	NA			
Jamestown Road	9.70	NA									NA	NA			
Kendrick Lane	9.70	NA									NA	NA			
Washington Avenue	9.70	NA									NA	NA			