

2001

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

Jurisdiction Report

30

Fauquier County  
Town of Warrenton  
Town of Remington  
Town of The Plains

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  
Fauquier Maintenance Area






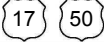


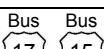











Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail								
<b>Fauquier County</b>																	
15	James Madison Hwy	2.17	21000	F	From: Culpeper County Line	86%	1%	3%	1%	9%	0%	F	1600	F	21000	F	2001
					To: Bus US 15; Bus US 29 North of Remington												
15	James Madison Hwy	0.30	29000	F	From: Bus US 15; Bus US 29 North of Remington	86%	1%	3%	1%	9%	0%	F	2100	F	28000	F	2001
					To: SR 28 Catlett Rd												
15	James Madison Hwy	4.04	23000	F	From: SR 28 Catlett Rd	86%	1%	3%	1%	9%	0%	F	1700	F	22000	F	2001
					To: US 17 Marsh Rd												
15	James Madison Hwy	2.24	39000	A	From: US 17 Marsh Rd	86%	1%	3%	1%	9%	0%	A	3700	A	38000	A	2001
					To: 30-684 Lees Ridge Rd												
15	James Madison Hwy	2.54	46000	F	From: 30-684 Lees Ridge Rd	86%	1%	3%	1%	9%	0%	F	3200	F	45000	F	2001
					To: BUS US 15 & 17 & 29; S of Warrenton												
15		2.33	36000	F	From: BUS US 15 & 17 & 29; S of Warrenton	86%	1%	3%	1%	9%	0%	F	2600	F	35000	F	2001
					To: US 17												
15		0.36	36000	N	From: US 17	86%	1%	3%	1%	9%	0%	N	2600	N	35000	N	2001
					To: SCL Warrenton												
<b>Town of Warrenton</b>																	
15		0.26	25000	F	From: SCL Warrenton	86%	1%	3%	1%	9%	0%	F	1700	F	24000	F	2001
					To: NCL Warrenton												
<b>Fauquier County</b>																	
15		0.22	25000	N	From: NCL Warrenton	86%	1%	3%	1%	9%	0%	N	1700	N	24000	N	2001
					To: BUS US 15 & 29; N of Warrenton												
15 29	Lee Hwy	3.00	45000	F	From: BUS US 15 BUS US 29 North of Warrenton	92%	1%	3%	1%	4%	0%	F	3700	F	45000	F	2001
					To: 30-693 Old Alexandria Tpk												
15 29	Lee Hwy	3.22	43000	A	From: 30-693 Old Alexandria Tpk	92%	1%	3%	1%	4%	0%	B	3600	A	43000	A	2001
					To: SR 215 Vint Hill Rd												
15 29	Lee Hwy	0.13	47000	F	From: SR 215 Vint Hill Rd	92%	1%	3%	1%	4%	0%	F	3600	F	47000	F	2001
					To: Prince William County Line												
Bus 15	James Madison Hwy	0.55	9200	A	From: US 15 US 17 US 29	96%	1%	2%	1%	1%	0%	A	940	A	9600	A	2001
					To: SCL Warrenton												
<b>Town of Warrenton</b>																	
Bus 15	James Madison Hwy	0.34	9200	N	From: SCL Warrenton	96%	1%	2%	1%	1%	0%	N	940	N	9600	N	2001
					To: US 17 Bus; Shirley Ave												
Bus 15	Falmouth St	0.78	2400	F	From: US 17 Bus; Shirley Ave	95%	2%	2%	0%	0%	0%	C	250	F	2400	F	2001
					To: Lee St												
Bus 15	Falmouth St	0.43	6200	F	From: Lee St	96%	1%	3%	0%	1%	0%	C	550	F	6200	F	2001
					To: Main St												
Bus 15	Main St	0.05	6200	N	From: Falmouth St	96%	1%	3%	0%	1%	0%	N	550	N	6200	N	2001
					To: US 211 Bus												
Bus 15	Main St	0.01	6200	N	From: US 211 Bus	96%	1%	3%	0%	1%	0%	N	550	N	6200	N	2001
					To: Alexandria Pike												
Bus 15	Alexandria Pike	0.24	6000	F	From: Alexandria Pike	98%	1%	1%	0%	0%	0%	C	550	F	6000	F	2001
					To: Main St												
Bus 15	Alexandria St	0.21	8300	F	From: Main St	98%	1%	1%	0%	0%	0%	F	790	F	8300	F	2001
					To: King St												
Bus 15	Blackwell Rd	0.58	11000	F	From: King St	98%	1%	1%	0%	0%	0%	C	1000	F	11000	F	2001
					To: Blackwell Rd												
Bus 15	Blackwell Rd	0.58	11000	F	From: Alexandria Pike	98%	1%	1%	0%	0%	0%	C	1000	F	11000	F	2001
					To: US 29 Bus US 211; Lee Hwy												

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Warrenton</b>															
Bus 15 Lee Hwy	0.59	32000	F			From: US 29 Bus US 211; Blackwell Rd To: NCL Warrenton				F	2600	F	32000	F	2001
<b>Fauquier County</b>															
Bus 15 Lee Hwy	0.27	28000	F			From: NCL Warrenton To: US 15 US 29				F	2300	F	28000	F	2001
Bus 15	0.24	2100	F			From: Culpeper County Line To: CL Remington				F	210	F	2100	F	2001
<b>Town of Remington</b>															
Bus 15	0.13	2100	N			From: CL Remington To: RT T651				N	210	N	2100	N	2001
Bus 15	0.30	2800	F			From: 30-T651 To: CL Remington				F	260	F	2800	F	2001
<b>Fauquier County</b>															
Bus 15	1.48	2800	N			From: CL Remington To: US 15 & 29 North of Remington				N	260	N	2800	N	2001
17 Marsh Rd	1.89	22000	F			From: Stafford County Line To: 30-615 Goldvein				F	1600	F	22000	F	2001
17	4.28	20000	F			From: 30-634 Morrisville To: SR 28				F	1500	F	20000	F	2001
17	7.51	24000	F			From: SR 28 To: US 15; US 29; Opal				F	1700	F	24000	F	2001
17	3.24	19000	G			From: US 15 US 29 Opal To: 30-684 Lees Ridge Rd				F	1700	G	19000	G	2001
17 15 James Madiso	2.24	39000	A			From: US 15 US 29 North of Warrenton To: US 15 US 29 North of Warrenton				A	3700	A	38000	A	2001
17 15 James Madiso	2.54	46000	F			From: US 15 US 29 North of Warrenton To: US 15 US 29 North of Warrenton				F	3200	F	45000	F	2001
17 15	2.33	36000	F			From: US 15 US 29 North of Warrenton To: US 15 US 29 North of Warrenton				F	2600	F	35000	F	2001
17	0.38	11000	N			From: US 15 US 29 North of Warrenton To: SCL Warrenton				N	730	N	10000	N	2001
<b>Town of Warrenton</b>															
17	1.52	11000	F			From: SCL Warrenton To: NCL Warrenton				F	730	F	10000	F	2001
<b>Fauquier County</b>															
17	0.32	20000	F			From: NCL Warrenton To: Bus US 17				F	1500	F	19000	F	2001
17	3.09	20000	N			From: Bus US 17 To: 30-777				N	1500	N	19000	N	2001
17	4.31	17000	B			From: 30-777 To: 30-812				C	1600	B	16000	B	2001
17	0.64	15000	F			From: 30-812 To: 30-709				F	1200	F	14000	F	2001
17 Winchester Rd	1.38	14000	F			From: 30-709 To: I-66; BUS US 17				F	1100	F	14000	F	2001



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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Fauquier County</b>																
	1.27					From: BUS US 17 See I-66 for directional traffic volume estimates for this segment.										
	Combined Traffic:	<b>39000</b>	<b>F</b>	95%	0%	1%	0%	4%	0%	F	4200	F	38000	F	2001	
	3.42					From: BUS US 17, SR 55 Gap in US 17 See I-66 for directional traffic volume estimates for this segment.										
	Combined Traffic:	<b>38000</b>	<b>F</b>	95%	0%	1%	0%	4%	0%	F	4200	F	37000	F	2001	
	Winchester Rd	0.64	<b>8500</b>	<b>F</b>	84%	0%	2%	1%	12%	0%	F	690	F	8300	F	2001
	Combined Traffic:	<b>NA</b>									NA		NA			
	Winchester Rd	5.68	<b>7300</b>	<b>F</b>	82%	1%	5%	0%	11%	0%	C	590	F	7100	F	2001
	Winchester Rd	1.48	<b>7300</b>	<b>F</b>	85%	1%	3%	0%	11%	0%	C	590	F	7100	F	2001
		1.11	<b>12000</b>	<b>F</b>	93%	1%	4%	0%	2%	0%	C	1200	F	12000	F	2001
	Bus	0.71	<b>7600</b>	<b>F</b>	95%	0%	2%	1%	2%	0%	C	660	F	7600	F	2001
	Bus	0.98	<b>6600</b>	<b>F</b>	95%	1%	3%	1%	1%	0%	F	640	F	6600	F	2001
	Bus James Madiso	0.55	<b>9200</b>	<b>A</b>	96%	1%	2%	1%	1%	0%	A	940	A	9600	A	2001
<b>Town of Warrenton</b>																
	Bus James Madiso	0.34	<b>9200</b>	<b>N</b>	96%	1%	2%	1%	1%	0%	N	940	N	9600	N	2001
	Bus Shirley Ave	0.96	<b>13000</b>	<b>F</b>	96%	1%	2%	0%	0%	0%	C	1000	F	13000	F	2001
	Bus	0.80	<b>14000</b>	<b>F</b>	96%	1%	2%	0%	0%	0%	C	1200	F	14000	F	2001
	Bus Broadview Ave	0.86	<b>32000</b>	<b>F</b>	96%	1%	2%	0%	1%	0%	C	2500	F	32000	F	2001
	Bus Broadview Ave	0.57	<b>12000</b>	<b>F</b>	97%	1%	2%	0%	1%	0%	C	1100	F	12000	F	2001
<b>Fauquier County</b>																
	Bus	0.25	<b>9600</b>	<b>F</b>	97%	1%	2%	0%	1%	0%	F	930	F	10000	F	2001
		2.30	<b>6000</b>	<b>F</b>	93%	0%	3%	1%	2%	0%	F	530	F	6000	F	2001
		2.70	<b>9600</b>	<b>F</b>	93%	0%	3%	1%	2%	0%	F	920	F	9500	F	2001
		3.72	<b>9900</b>	<b>F</b>	93%	0%	3%	1%	2%	0%	F	960	F	9800	F	2001
		2.40	<b>8600</b>	<b>F</b>	93%	0%	3%	1%	2%	0%	F	820	F	8600	F	2001
		2.57	<b>11000</b>	<b>A</b>	93%	0%	3%	1%	2%	0%	A	1100	A	11000	A	2001

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
29 15 James Madiso	2.17	21000	F	86%	1%	3%	1%	9%	0%	F	1600	F	21000	F	2001
						From: Culpeper County Line									
						To: BUS US 15 BUS US 29 North of Remington									
29 15 James Madiso	0.30	29000	F	86%	1%	3%	1%	9%	0%	F	2100	F	28000	F	2001
						From: SR 28 Catlett Rd									
						To: US 17 Marsh Rd									
29 15 James Madiso	4.04	23000	F	86%	1%	3%	1%	9%	0%	F	1700	F	22000	F	2001
						From: US 17 Marsh Rd									
						To: 30-684 Lees Ridge Rd									
29 15 James Madiso	2.24	39000	A	86%	1%	3%	1%	9%	0%	A	3700	A	38000	A	2001
						From: 30-684 Lees Ridge Rd									
						To: S US 15 BUS US 17 BUS US 29 South of Warren									
29 15	2.33	36000	F	86%	1%	3%	1%	9%	0%	F	2600	F	35000	F	2001
						From: US 17									
						To: SCL Warrenton									
<b>Town of Warrenton</b>															
29 15	0.26	25000	F	86%	1%	3%	1%	9%	0%	F	1700	F	24000	F	2001
						From: SCL Warrenton									
						To: CL Warrenton									
<b>Fauquier County</b>															
29 15	0.22	25000	N	86%	1%	3%	1%	9%	0%	N	1700	N	24000	N	2001
						From: CL Warrenton									
						To: BUS US 15 BUS US 29 North of Warrenton									
29 Lee Hwy	3.00	45000	F	92%	1%	3%	1%	4%	0%	F	3700	F	45000	F	2001
						From: 30-693 Old Alexandria Tpk									
						To: SR 215 Vint Hill Rd									
29 Lee Hwy	3.22	43000	A	92%	1%	3%	1%	4%	0%	B	3600	A	43000	A	2001
						From: SR 215 Vint Hill Rd									
						To: Prince William County Line									
Bus 29 Bus 15	0.24	2100	F	96%	0%	3%	1%	1%	0%	F	210	F	2100	F	2001
						From: Culpeper County Line									
						To: CL Remington									
<b>Town of Remington</b>															
Bus 29 Bus 15	0.13	2100	N	96%	0%	3%	1%	1%	0%	N	210	N	2100	N	2001
						From: CL Remington									
						To: RT T651									
Bus 29 Bus 15	0.30	2800	F	96%	0%	3%	1%	1%	0%	F	260	F	2800	F	2001
						From: 30-T651									
						To: CL Remington									
<b>Fauquier County</b>															
Bus 29 Bus 15	1.48	2800	N	96%	0%	3%	1%	1%	0%	N	260	N	2800	N	2001
						From: CL Remington									
						To: US 15 & 29 NORTH OF REMINGTON									
Bus 29 Bus 15 James Madiso	0.55	9200	A	96%	1%	2%	1%	1%	0%	A	940	A	9600	A	2001
						From: US 15 US 17 US 29									
						To: SCL Warrenton									
<b>Town of Warrenton</b>															
Bus 29 Bus 15 James Madiso	0.34	9200	N	96%	1%	2%	1%	1%	0%	N	940	N	9600	N	2001
						From: SCL Warrenton									
						To: US 17 BUS Shirley Ave									
Bus 29 Bus 17 Shirley Ave	0.96	13000	F	96%	1%	2%	0%	0%	0%	C	1000	F	13000	F	2001
						From: US 15 BUS									
						To: CULPEPER ST									
Bus 29 Bus 17	0.80	14000	F	96%	1%	2%	0%	0%	0%	C	1200	F	14000	F	2001
						From: CULPEPER ST									
						To: RT 17 & RT 211									

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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 Warrenton</b>																
Bus 29 / Bus 17	Broadview Ave	0.86	32000	F	96%	1%	2%	0%	1%	0%	C	2500	F	32000	F	2001
						From:	RT 17 & RT 211									
						To:	RT 17									
Bus 29	Lee Hwy	0.55	29000	F	96%	0%	2%	0%	1%	0%	C	2200	F	29000	F	2001
						From:	US 17 Bus; Winchester St									
						To:	US 15 Bus; Blackwell Rd									
Bus 29 / Bus 15	Lee Hwy	0.59	32000	F	98%	1%	1%	0%	0%	0%	F	2600	F	32000	F	2001
						From:	RT 15 BUS									
						To:	NCL Warrenton									
<b>Fauquier County</b>																
Bus 29 / Bus 15	Lee Hwy	0.27	28000	F	95%	1%	2%	1%	1%	0%	F	2300	F	28000	F	2001
						From:	NCL Warrenton									
						To:	US 15 US 29									
50		1.11	12000	F	93%	1%	4%	0%	2%	0%	C	1200	F	12000	F	2001
						From:	Clarke County Line									
						To:	US 17 Paris									
50		5.71	6200	G	96%	0%	2%	0%	1%	0%	F	630	G	6200	G	2001
						From:	Loudoun County Line									
50	John S Mosby Hwy	2.10	8800	G	96%	0%	2%	0%	1%	0%	C	810	G	8800	G	2001
						From:	53-611 Saint Louis Rd									
50	John S Mosby Hwy	2.03	11000	G	96%	0%	2%	0%	1%	0%	F	1000	G	11000	G	2001
						From:	Loudoun County Line									
55		8.91	890	F	97%	0%	1%	1%	1%	0%	F	100	F	890	F	2001
						From:	Warren County Line									
55 / 17	Winchester Rd	0.64	8500	F	84%	0%	2%	1%	12%	0%	F	690	F	8300	F	2001
						From:	US 17 South of Delaplane									
						To:	I-66									
55 / 66		3.36	38000	F	95%	0%	1%	0%	4%	0%	F	4200	F	37000	F	2001
						From:	US 17									
						To:	SR 55									
						From:	I-66-US 17 North of Marshall									
55		0.98	6600	F	95%	1%	3%	1%	1%	0%	F	640	F	6600	F	2001
						From:	Bus US 17 Marshall									
55		2.04	4800	F	95%	1%	3%	1%	1%	0%	C	460	F	4800	F	2001
						From:	30-709									
55		2.15	2300	F	95%	1%	3%	1%	1%	0%	F	210	F	2300	F	2001
						From:	WCL The Plains									
<b>Town of The Plains</b>																
55		0.32	2300	N	95%	1%	3%	1%	1%	0%	N	210	N	2300	N	2001
						From:	WCL The Plains									
						To:	SR 245									
55		0.22	1400	F	95%	1%	2%	1%	1%	0%	C	140	F	1400	F	2001
						From:	ECL The Plains									
<b>Fauquier County</b>																
55		4.47	1400	N	95%	1%	2%	1%	1%	0%	N	140	N	1400	N	2001
						From:	ECL The Plains									
						To:	Prince William County Line									
East 66		3.96	15000	F	79%	1%	2%	1%	17%	1%	F	1600	F	14000	F	2001
						From:	Warren County Line									
						To:	30-688									
East 66		5.21	16000	F	79%	1%	2%	1%	17%	1%	F	1500	F	15000	F	2001
						From:	30-688									
						To:	US 17									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
East 66						From: US 17									
		3.36	19000	F	99%	0%	0%	0%	1%	0%	F	2100	F	18000	F
	Combined Traffic:	38000	F	95%	0%	1%	0%	4%	0%	F	4200	F	37000	F	2001
East 66						From: SR 55									
		1.34	19000	F	99%	0%	0%	0%	1%	0%	F	2200	F	19000	F
	Combined Traffic:	39000	F	95%	0%	1%	0%	4%	0%	F	4200	F	38000	F	2001
East 66						From: US 17									
		3.02	16000	B	99%	0%	0%	0%	1%	0%	C	1200	B	16000	B
	Combined Traffic:	32000	B	95%	0%	1%	0%	4%	0%	C	3300	B	31000	B	2001
East 66						From: SR 245									
		5.04	16000	F	99%	0%	0%	0%	1%	0%	F	2100	F	15000	F
	Combined Traffic:	32000	F	95%	0%	1%	0%	4%	0%	F	4100	F	31000	F	2001
						To: Prince William County Line									
West 66						From: Warren County Line									
		4.34	15000	F	78%	1%	2%	1%	18%	1%	F	1500	F	13000	F
	Combined Traffic:	30000	F	78%	1%	2%	1%	18%	1%	F	3100	F	27000	F	2001
West 66						From: 30-688									
		4.81	15000	F	78%	1%	2%	1%	18%	1%	F	1700	F	14000	F
	Combined Traffic:	32000	F	78%	1%	2%	1%	18%	1%	F	3200	F	29000	F	2001
West 66						From: US 17									
		3.42	20000	F	90%	1%	1%	0%	7%	0%	F	2100	F	19000	F
	Combined Traffic:	38000	F	95%	0%	1%	0%	4%	0%	F	4200	F	37000	F	2001
West 66						From: BUS US 17, SR 55									
		1.27	20000	F	90%	1%	1%	0%	7%	0%	F	2000	F	19000	F
	Combined Traffic:	39000	F	95%	0%	1%	0%	4%	0%	F	4200	F	38000	F	2001
West 66						From: BUS US 17									
		3.40	16000	B	90%	1%	1%	0%	7%	0%	B	2100	B	15000	B
	Combined Traffic:	32000	B	95%	0%	1%	0%	4%	0%	C	3300	B	31000	B	2001
West 66						From: SR 245									
		4.73	17000	F	90%	1%	1%	0%	7%	0%	F	2000	F	16000	F
	Combined Traffic:	32000	F	95%	0%	1%	0%	4%	0%	F	4100	F	31000	F	2001
						To: Prince William County Line									
211						From: Culpeper County Line									
		5.33	16000	F	95%	1%	2%	1%	1%	0%	F	1500	F	16000	F
						To: WCL Warrenton									
<b>Town of Warrenton</b>															
211	Frost Ave					From: WCL Warrenton									
		0.44	22000	F	96%	1%	2%	0%	1%	0%	C	1900	F	22000	F
						To: .04 Miles West of Shirley Ave									
211	Frost Ave					From: 0.04 Miles West of Shirley Ave									
		0.04	24000	F	96%	1%	2%	0%	1%	0%	F	2100	F	24000	F
						To: Shirley Ave; US 17 Bus									
211	Bus 17 Broadview Ave					From: BUS US 17 BUS US 29, BUS US 211									
		0.86	32000	F	96%	1%	2%	0%	1%	0%	C	2500	F	32000	F
211	Bus 29 Lee Hwy					From: BUS US 17									
		0.55	29000	F	96%	0%	2%	0%	1%	0%	C	2200	F	29000	F
						To: ECL WARRENTON									
211	Bus Waterloo St					From: Broadview Ave									
		0.62	7600	F	96%	1%	2%	0%	0%	0%	C	670	F	7600	F
						To: Alexandria St									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Warrenton</b>															
Bus 211	0.10	11000	F	96%	1%	2%	0%	0%	0%	F	960	F	11000	F	2001
From: Alexandria St															
To: US 15 Bus															
Bus 211 Bus 15	Main St	0.01	6200	N	96%	1%	3%	0%	1%	N	550	N	6200	N	2001
From: US 15 BUSINESS															
To: Alexandria Pike															
Bus 211 Bus 15	Alexandria Pike	0.24	6000	F	98%	1%	1%	0%	0%	C	550	F	6000	F	2001
From: Main St															
To: King St															
Bus 211 Bus 15	Alexandria St	0.21	8300	F	98%	1%	1%	0%	0%	F	790	F	8300	F	2001
From: Blackwell Rd															
To: Alexandria Pike															
Bus 211 Bus 15	Blackwell Rd	0.58	11000	F	98%	1%	1%	0%	0%	C	1000	F	11000	F	2001
From: US 29 BUS US 211 Lee Hwy															
To: US 29															
<b>Fauquier County</b>															
215	2.13	5500	F	95%	1%	3%	1%	1%	0%	C	520	F	5500	F	2001
From: US 29															
To: Prince William County Line															
245	2.05	2300	F	95%	0%	3%	1%	1%	0%	C	290	F	2300	F	2001
From: US 17 Old Tavern															
To: I-66															
245	0.95	3200	F	95%	0%	3%	1%	1%	0%	F	370	F	3200	F	2001
From: SCL The Plains															
To: SCL The Plains															
<b>Town of The Plains</b>															
245	0.27	3200	N	95%	0%	3%	1%	1%	0%	N	370	N	3200	N	2001
From: SR 55 The Plains															
To: SR 55 The Plains															
<b>Fauquier County</b>															
283 PR	0.48	NA									NA		NA		
From: Warren County Line															
To: Dead End															
600	2.21	840	G	97%	0%	1%	0%	1%	0%	F	110	G	820	G	2001
From: SR 55															
To: 30-821															
600	1.82	1900	F	97%	0%	1%	0%	1%	0%	F	320	F	1900	F	2001
From: US 29															
To: 30-675															
600	0.33	3600	F	97%	0%	1%	0%	1%	0%	C	320	F	3600	F	2001
From: 30-675															
To: 30-676															
600	0.83	2500	F	97%	0%	1%	0%	1%	0%	F	280	F	2500	F	2001
From: 30-676															
To: 30-793															
600	0.73	1800	F	97%	0%	1%	0%	1%	0%	F	210	F	1800	F	2001
From: SR 215															
To: SR 215															
<b>Town of The Plains</b>															
601	0.28	480	R								NA		NA		11/01/2001
From: 30-626															
To: ECL The Plains															
<b>Fauquier County</b>															
601	2.32	460	R								NA		NA		11/01/2001
From: ECL The Plains															
To: 30-628 West															
601	1.60	320	R								NA		NA		11/01/2001
From: Prince William County Line															
To: Prince William County Line															
602	0.80	160	R								NA		NA		1998
From: 30-806															
To: 0.80 ME 30-806															

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
602	1.50	160	R			From: 0.80 ME 30-806					NA		NA		1998
602	3.50	400	R			From: 30-644					NA		NA		1998
602	0.60	560	R			From: 30-805					NA		NA		1998
602	0.20	180	R			From: 30-610 SOUTH 30-610 NORTH					NA		NA		1998
602	0.60	300	R			From: SR 28					NA		NA		09/20/2001
602	0.16	420	F	98%	0%	1%	0%	0%	0%	F	50	F	420	F	2001
602	0.49	40	R			From: 30-649 NORTH					NA		NA		1998
602	0.76	310	R			From: Dead End; Gap Terminus					NA		NA		09/20/2001
602	0.80	220	R			From: 30-643 EAST 30-643 WEST					NA		NA		09/17/2001
602	0.90	210	R			From: 30-664					NA		NA		09/17/2001
602	3.57	380	R			From: 30-616 EAST 30-616 WEST					NA		NA		09/17/2001
602	0.05	860	F	98%	0%	1%	0%	0%	0%	F	110	F	850	F	2001
602	1.00	490	R			From: 30-670 SOUTH 30-670 NORTH					NA		NA		09/17/2001
602	0.14	2600	F	98%	0%	1%	0%	0%	0%	F	260	F	2600	F	2001
602	3.10	2800	F	98%	0%	1%	0%	0%	0%	C	290	F	2800	F	2001
603	3.19	630	F	95%	0%	2%	2%	1%	0%	F	60	F	630	F	2001
603	1.80	1300	F	95%	0%	2%	2%	1%	0%	F	130	F	1300	F	2001
603	2.72	1300	F	95%	0%	2%	2%	1%	0%	C	120	F	1300	F	2001
604	2.80	360	R			From: 30-667					NA		NA		09/17/2001
604	1.00	180	R			From: 30-605 Prince William County Line					NA		NA		09/17/2001
605	1.94	960	F	97%	1%	2%	0%	0%	0%	F	90	F	960	F	2001
605	1.39	1800	F	97%	1%	2%	0%	0%	0%	F	150	F	1800	F	2001
605	4.61	5600	F	99%	0%	1%	0%	0%	0%	C	480	F	5600	F	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>Fauquier County</b>																
605	1.49	2300	F	99%	0%	1%	0%	0%	0%	F	210	F	2300	F	2001	
				From:	30-670											
				To:	30-603 SOUTH											
605	2.37	1600	F	99%	0%	1%	0%	0%	0%	F	150	F	1600	F	2001	
				From:	30-603 NORTH											
				To:	Prince William County Line											
606	1.10	420	R								NA		NA		1998	
				From:	SR 28											
				To:	Prince William County Line											
607	0.69	90	R								NA		NA		1998	
				From:	30-806											
				To:	0.69 ME 30-806											
607	0.81	190	R								NA		NA		1998	
				From:	0.70 ME 30-806											
607	1.70	250	R								NA		NA		1998	
				From:	30-811											
607	2.59	110	R								NA		NA		1998	
				From:	30-616											
				To:	30-806 WEST											
				From:	30-806 EAST											
607	1.30	250	R								NA		NA		1998	
				To:	30-641											
607	0.27	20	R								NA		NA		1998	
				From:	30-641											
				To:	Dead End											
608	1.00	290	R								NA		NA		09/20/2001	
				From:	US 17											
				To:	Dead End											
609	1.80	1000	F	93%	1%	3%	1%	3%	0%	C	120	F	1000	F	2001	
				From:	30-806											
				To:	30-612											
610	0.30	1400	R								NA		NA		1998	
				From:	SR 28											
				To:	30-602 SOUTH											
610	0.60	870	R								NA		NA		1998	
				From:	30-649											
610	4.10	1400	F	96%	0%	2%	1%	1%	0%	F	130	F	1400	F	2001	
				From:	30-806											
				To:	30-616 SOUTH											
				From:	30-616 NORTH											
610	2.52	1000	R								NA		NA		1998	
				From:	30-846											
610	0.33	2100	R								NA		NA		1998	
				From:	30-612 NORTH											
610	0.11	4000	F	96%	0%	2%	1%	1%	0%	C	430	F	3900	F	2001	
				From:	30-806											
				To:	Stafford County Line											
611	1.68	480	R								NA		NA		1998	
				From:	30-612											
611	1.02	4000	F	95%	0%	3%	1%	1%	0%	C	480	F	4000	F	2001	
				From:	30-612											
				To:	Prince William County Line											
612	0.50	390	R								NA		NA		1998	
				From:	Stafford County Line											
				To:	30-610 WEST											
612	4.65	2800	F	96%	0%	2%	0%	1%	0%	F	350	F	2800	F	2001	
				From:	30-610 WEST											
				To:	30-609											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Fauquier County</b>																
612	0.90	3600	F	96%	0%	2%	0%	1%	0%	C	440	F	3600	F	2001	
				From:	30-609											
				To:	30-611											
613	0.10	670	R								NA		NA		10/23/2001	
				From:	Culpeper County Line											
				To:	30-688											
614	0.60	430	R								NA		NA		1998	
				From:	Stafford County Line											
				To:	30-616											
615	1.30	850	R								NA		NA		1998	
				From:	30-632											
				To:	30-631											
615	1.70	160	R								NA		NA		1998	
				From:	30-651											
				To:	30-803											
615	0.80	150	R								NA		NA		1998	
				From:	Dead End; Gap Terminus											
				To:	Dead End; Gap Terminus											
615	0.45	90	R								NA		NA		1998	
				From:	30-809											
				To:	US 17											
615	0.20	10	R								NA		NA		1998	
				From:	30-813 WEST											
				To:	30-813 EAST											
615	0.20	430	R								NA		NA		1998	
				From:	30-617											
				To:	0.30 ME 30-617											
615	0.30	460	R								NA		NA		1998	
				From:	1.00 ME 30-617											
				To:	Stafford County Line											
615	0.40	460	R								NA		NA		1998	
				From:	Stafford County Line											
				To:	30-610 SOUTH											
616	2.13	890	R								NA		NA		1998	
				From:	30-610 NORTH											
				To:	30-806 EAST											
616	4.25	860	R								NA		NA		1998	
				From:	30-806 WEST											
				To:	30-607											
616	2.17	710	R								NA		NA		1998	
				From:	30-642 SOUTH											
				To:	SR 28 EAST											
616	2.40	1300	R								NA		NA		1998	
				From:	SR 28 WEST											
				To:	30-643 SOUTH											
616	3.93	1100	F	94%	0%	4%	1%	1%	0%	C	110	F	1100	F	2001	
				From:	30-643 NORTH											
				To:	30-674 SOUTH											
616	1.84	230	R								NA		NA		09/24/2001	
				From:	30-674 NORTH											
				To:	30-674 NORTH											



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Fauquier County</b>																
(616)	2.09	880	F	94%	0%	4%	1%	1%	0%	F	90	F	880	F	2001	
				From:	30-674 NORTH											
				To:	US 17											
(617)	2.00	550	R								NA		NA		1998	
				From:	30-615											
(617)	2.80	170	R								NA		NA		1998	
				From:	30-758											
(617)	1.10	370	R								NA		NA		1998	
				From:	30-752 NORTH											
				To:	30-616											
(618)	0.67	47	R								NA		NA		1998	
				From:	30-616 NORTH											
				To:	30-616 SOUTH											
(619)	1.20	20	R								NA		NA		11/13/2001	
				From:	Dead End											
(619)	0.40	170	R								NA		NA		11/13/2001	
				From:	1.20 ME Dead End											
				To:	US 50											
(620)	0.20	680	F	98%	0%	2%	0%	0%	0%	C	70	F	680	F	2001	
				From:	Culpeper County Line											
				To:	30-651											
(621)	0.20	400	F	93%	0%	5%	0%	1%	0%	C	48	F	400	F	2001	
				From:	Culpeper County Line											
				To:	30-651											
(622)	0.63	570	R								NA		NA		11/05/2001	
				From:	Dead End											
(622)	0.31	570	R								NA		NA		11/05/2001	
				From:	0.63 MN Dead End											
(622)	0.80	150	R								NA		NA		11/08/2001	
				From:	SR 55											
(622)	1.40	48	R								NA		NA		11/08/2001	
				From:	30-762											
(622)	0.50	80	R								NA		NA		11/08/2001	
				From:	30-717											
				To:	30-710											
(623)	1.60	100	R								NA		NA		11/13/2001	
				From:	Dead End											
(623)	0.07	40	R								NA		NA		11/13/2001	
				From:	30-831											
				To:	US 17 WEST											
(623)	0.10	590	R								NA		NA		11/13/2001	
				From:	US 17 EAST											
(623)	3.30	60	R								NA		NA		11/13/2001	
				From:	30-712											
				To:	30-710 WEST											
(623)	3.70	500	R								NA		NA		11/13/2001	
				From:	30-710 EAST											
				To:	US 50											
(624)	1.60	110	R								NA		NA		11/13/2001	
				From:	Dead End											
				To:	30-713 Gap Terminus											
(624)	1.90	170	R								NA		NA		11/13/2001	
				From:	30-710 Gap Terminus											
(624)	2.86	40	R								NA		NA		11/08/2001	
				From:	30-715											
				To:	2.87 MN 30-715											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
624	0.08	40	R			From: 2.87 MN 30-715 To: US 50					NA		NA		11/08/2001
625	0.70	490	R			From: US 29 To: Dead End					NA		NA		11/15/2001
<b>Town of The Plains</b>															
626	0.17	2400	F	95%	0%	3%	1%	1%	0%	C	210	F	2400	F	2001
626	0.20	1800	F	95%	0%	3%	1%	1%	0%	F	170	F	1800	F	2001
<b>Fauquier County</b>															
626	3.39	1800	N	95%	0%	3%	1%	1%	0%	N	170	N	1800	N	2001
626	4.02	1400	F	95%	0%	3%	1%	1%	0%	F	140	F	1400	F	2001
627	1.30	60	R			From: 30-626 To: 30-776					NA		NA		11/01/2001
627	0.20	120	R			From: 30-776 To: Loudoun County Line					NA		NA		11/01/2001
628	0.60	380	R			From: 30-691 To: 0.60 ME 30-691					NA		NA		10/25/2001
628	0.20	380	R			From: 0.60 ME 30-691 To: 30-690 WEST					NA		NA		10/25/2001
628	2.00	430	R			From: 30-690 WEST To: 30-690 EAST					NA		NA		10/29/2001
628	1.20	860	R			From: 30-690 EAST To: US 17 SOUTH US 17 NORTH					NA		NA		10/29/2001
628	0.23	1900	F	97%	0%	2%	0%	0%	0%	C	220	F	1900	F	2001
628	2.90	800	F	97%	0%	2%	0%	1%	0%	F	110	F	800	F	2001
628	3.20	880	F	97%	0%	2%	0%	0%	0%	F	140	F	880	F	2001
628	0.60	40	F	97%	0%	3%	0%	0%	0%	F	9	F	40	F	2001
628	0.10	110	R			From: SR 55 To: 0.10 MN SR 55					NA		NA		11/01/2001
628	1.00	40	R			From: 0.10 MN SR 55 To: 30-674 NORTH					NA		NA		11/01/2001
628	2.30	40	R			From: 30-674 NORTH To: 30-601 EAST 30-601 WEST					NA		NA		11/01/2001
628	2.70	30	R			From: 30-601 EAST 30-601 WEST To: 30-679					NA		NA		11/01/2001
628	1.00	700	R			From: 30-679 To: 30-686					NA		NA		11/01/2001
628	2.30	70	R			From: 30-686 To: 30-776					NA		NA		11/01/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
628	0.60	40	R			From: 30-776					NA	NA		1998	
						To: Loudoun County Line									
629	0.20	140	R			From: 30-601					NA	NA		11/01/2001	
629	4.90	40	R			From: 0.20 MN 30-601					NA	NA		11/01/2001	
629	0.20	330	R			From: 30-686					NA	NA		11/01/2001	
629	0.20	130	R			From: 30-776					NA	NA		11/01/2001	
629	1.50	130	R			From: 0.20 MW 30-766					NA	NA		11/01/2001	
						To: Loudoun County Line									
630	0.07	40	R			From: Dead End					NA	NA		10/25/2001	
630	0.40	40	R			From: 0.07 MS Dead End					NA	NA		10/25/2001	
						To: 30-691									
631	1.60	270	R			From: Dead End					NA	NA		1998	
631	2.20	250	R			From: 30-651 EAST 30-651 WEST					NA	NA		1998	
						To: 30-615									
632	2.30	240	R			From: Dead End					NA	NA		1998	
632	2.90	230	R			From: 30-651 SOUTH 30-651 NORTH					NA	NA		1998	
632	0.50	960	R			From: 30-615					NA	NA		1998	
632	0.20	190	R			From: 30-634 EAST 30-634 WEST					NA	NA		1998	
						To: 30-835									
633	1.00	190	R			From: 30-615					NA	NA		1998	
						To: US 17									
634	1.10	500	R			From: 30-637					NA	NA		1998	
634	0.40	1300	R			From: 30-632 EAST					NA	NA		1998	
634	1.80	640	R			From: US 17 Gap Terminus 30-806 SOUTH; Gap Terminus					NA	NA		1998	
634	2.30	70	R			From: 30-758					NA	NA		1998	
634	0.60	120	R			From: 30-637					NA	NA		1998	
						To: 30-806 NORTH									
635	1.70	400	R			From: Rappahannock County Line					NA	NA		11/19/2001	
635	5.00	380	R			From: 30-726					NA	NA		11/19/2001	
						To: 30-688									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
635	3.30	750	F	93%	0%	3%	1%	1%	0%	C	80	F	750	F	2001
635	1.20	730	F	93%	0%	4%	1%	1%	0%	F	80	F	730	F	2001
635	0.40	80	R								NA		NA		10/25/2001
636	0.40	100	R								NA		NA		09/24/2001
637	1.90	910	R								NA		NA		1998
637	0.28	900	R								NA		NA		1998
637	0.55	900	R								NA		NA		1998
637	0.21	900	R								NA		NA		1998
637	1.88	510	R								NA		NA		1998
637	0.60	260	R								NA		NA		1998
637	1.00	220	R								NA		NA		1998
637	2.50	110	R								NA		NA		1998
638	0.55	220	R								NA		NA		11/19/2001
638	0.60	60	R								NA		NA		11/19/2001
639	1.35	300	R								NA		NA		1998
639	2.45	300	R								NA		NA		1998
640	1.30	170	R								NA		NA		1998
641	0.50	10	R								NA		NA		1998
642	0.90	590	R								NA		NA		1998
642	0.20	50	R								NA		NA		1998
643	1.30	100	R								NA		NA		1998

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Fauquier County</b>																
643	3.33	2300	F	94%	0%	2%	2%	1%	0%	F	200	F	2300	F	2001	
				From:	SR 28 SOUTH											
				To:	30-616 SOUTH											
643	4.61	3700	F	94%	0%	2%	2%	1%	0%	F	320	F	3700	F	2001	
				From:	30-672											
				To:	ECL WARRENTON											
643	0.59	7200	F	94%	0%	2%	2%	1%	0%	C	650	F	7200	F	2001	
				From:	US 17											
				To:	30-602											
644	1.90	480	R								NA		NA		1998	
				From:	30-806											
644	1.40	190	R								NA		NA		1998	
				From:	Rappahannock County Line											
				To:	30-647											
645	3.25	160	R								NA		NA		10/23/2001	
				From:	30-602											
				To:	30-648											
646	2.10	80	R								NA		NA		1998	
				From:	Rappahannock County Line											
				To:	30-688											
647	2.89	780	F	96%	0%	2%	1%	1%	0%	F	80	F	780	F	2001	
				From:	30-733											
				To:	30-635											
647	3.23	830	F	96%	0%	2%	1%	1%	0%	F	80	F	830	F	2001	
				From:	30-719; 30-721											
				To:	30-602											
647	1.38	1700	F	96%	0%	2%	1%	1%	0%	F	180	F	1700	F	2001	
				From:	30-635											
				To:	30-719; 30-721											
647	4.46	2900	F	96%	0%	2%	1%	1%	0%	C	290	F	2900	F	2001	
				From:	30-602											
				To:	30-646											
648	1.50	90	R								NA		NA		1998	
				From:	30-610											
648	0.30	170	R								NA		NA		1998	
				From:	30-610											
				To:	SR 28											
649	0.52	1500	F	94%	0%	2%	2%	2%	0%	C	150	F	1500	F	2001	
				From:	30-602 WEST											
				To:	30-650											
649	0.36	290	F	96%	0%	3%	1%	0%	0%	C	30	F	290	F	2001	
				From:	30-663											
				To:	SR 28											
649	1.13	370	F	96%	0%	2%	1%	0%	0%	F	40	F	370	F	2001	
				From:	30-649											
				To:	SR 28											
649	0.59	450	F	96%	0%	3%	1%	0%	0%	F	49	F	450	F	2001	
				From:	US 17 SOUTH											
				To:	30-649											
650	1.20	260	R								NA		NA		09/20/2001	
				From:	30-632 EAST											
				To:	30-632 WEST											
651	3.82	820	F	94%	1%	4%	0%	1%	0%	C	90	F	820	F	2001	
				From:	30-637											
				To:	30-620											
651	0.60	1000	F	94%	1%	4%	0%	1%	0%	F	110	F	1000	F	2001	
				From:	30-637											
				To:	30-620											
651	1.80	820	F	94%	1%	4%	0%	1%	0%	F	80	F	820	F	2001	
				From:	30-637											
				To:	30-620											
651	2.10	960	F	94%	1%	4%	0%	1%	0%	F	100	F	960	F	2001	
				From:	30-637											
				To:	30-620											

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(651)	1.80	1000	F	94%	1%	4%	0%	1%	0%	F	100	F	1000	F	2001
(651)	1.90	1700	F	94%	1%	4%	0%	1%	0%	F	150	F	1700	F	2001
(651)	0.64	1800	F	94%	1%	4%	0%	1%	0%	F	160	F	1800	F	2001
<b>Town of Remington</b>															
(651)	0.24	1800	N	94%	1%	4%	0%	1%	0%	N	160	N	1800	N	2001
(651)	0.27	1800	F	94%	0%	4%	0%	1%	0%	F	180	F	1800	F	2001
<b>Fauquier County</b>															
(651)	0.37	1800	N	94%	0%	4%	0%	1%	0%	N	180	N	1800	N	2001
(651)	4.25	560	F	94%	0%	4%	0%	1%	0%	C	70	F	560	F	2001
(651)	0.75	120	R								NA		NA		09/05/2001
(651)	0.50	120	R								NA		NA		09/05/2001
(651)	1.01	180	R								NA		NA		10/15/2001
(651)	1.90	1300	R								NA		NA		10/15/2001
(651)	1.30	2000	R								NA		NA		10/15/2001
(652)	0.90	2300	R								NA		NA		11/19/2001
(652)	1.20	310	R								NA		NA		09/17/2001
(652)	1.10	290	R								NA		NA		09/17/2001
(653)	3.30	190	R								NA		NA		1998
(654)	0.80	60	R								NA		NA		1998
(654)	1.10	30	R								NA		NA		1998
(655)	1.00	640	R								NA		NA		1998
(655)	1.00	250	R								NA		NA		1998
(655)	1.70	230	R								NA		NA		1998
(655)	0.71	780	R								NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(655)	0.31	800	R								NA		NA		1998
<b>Town of Remington</b>															
(655)	0.08	800	N								NA		NA		1998
(656)	0.17	1200	F	97%	0%	2%	0%	1%	0%	F	110	F	1200	F	2001
(656)	0.07	1200	R								NA		NA		1998
<b>Fauquier County</b>															
(656)	1.60	1100	R								NA		NA		1998
(656)	0.10	1300	R								NA		NA		1998
(656)	0.03	1800	R								NA		NA		1998
(656)	1.60	1800	R								NA		NA		1998
(656)	0.32	2200	F	97%	0%	2%	0%	0%	0%	C	260	F	2200	F	2001
(657)	1.10	220	R								NA		NA		09/05/2001
(658)	1.10	270	F	95%	0%	2%	0%	3%	0%	C	30	F	270	F	2001
(658)	1.20	210	R								NA		NA		09/05/2001
(658)	1.30	210	R								NA		NA		09/05/2001
(659)	0.60	49	R								NA		NA		09/05/2001
(660)	0.80	440	R								NA		NA		09/05/2001
(660)	1.70	370	R								NA		NA		09/05/2001
(661)	1.00	290	R								NA		NA		10/15/2001
(661)	3.00	580	R								NA		NA		10/15/2001
(661)	0.60	970	R								NA		NA		09/20/2001
(661)	0.51	1200	R								NA		NA		09/20/2001
(661)	0.17	2000	R								NA		NA		09/20/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(661)	0.04	2400	R			From: 30-1130 To: SR 28 NORTH					NA		NA		09/20/2001
(661)	0.19	1700	R			From: SR 28 SOUTH To: 30-1030 W; 30-1123					NA		NA		1998
(661)	0.27	1300	R			From: 30-1030 W; 30-1123 To: 30-1030 EAST					NA		NA		1998
(661)	0.19	880	R			From: 30-1030 EAST To: 30-1060					NA		NA		1998
(661)	0.25	850	R			From: 30-1060 To: 30-1070					NA		NA		1998
(661)	0.10	690	R			From: 30-1070 To: 30-656					NA		NA		1998
(661)	0.04	690	N			From: 30-656 To: 30-805					NA		NA		1998
(662)	1.39	450	R			From: 30-661 To: 30-663					NA		NA		1998
(663)	0.83	680	R			From: 30-661 To: 30-662					NA		NA		10/15/2001
(663)	0.85	580	R			From: 30-662 To: 0.85 ME 30-662					NA		NA		09/20/2001
(663)	0.08	580	R			From: 0.85 ME 30-662 To: US 17					NA		NA		09/20/2001
(663)	0.82	1000	F	98%	0%	2%	0%	0%	0%	C	110	F	1000	F	2001
(663)	1.21	680	F	98%	0%	1%	0%	0%	0%	F	70	F	680	F	2001
(663)	2.13	630	F	98%	0%	1%	0%	0%	0%	F	70	F	630	F	2001
(664)	0.30	45	R			From: 30-643 To: 30-602					NA		NA		1998
(665)	0.30	60	R			From: 30-602 To: Dead End					NA		NA		1998
(665)	0.30	60	R			From: 30-667 To: SR 28					NA		NA		11/19/2001
(666)	0.20	10	R			From: 30-843 To: Dead End					NA		NA		09/17/2001
(667)	2.10	1000	F	93%	0%	5%	1%	1%	0%	C	120	F	1000	F	2001
(667)	2.20	380	F	93%	1%	4%	1%	1%	0%	F	50	F	380	F	2001
(668)	3.20	520	R			From: 30-670 To: US 17					NA		NA		1998
(669)	1.90	260	R			From: US 17 To: 30-651					NA		NA		1998
(669)	1.90	260	R			From: 30-602 To: 30-603					NA		NA		09/17/2001



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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(670)	0.27	130	R			From: Dead End					NA		NA		09/24/2001
(670)	0.30	1100	F	96%	0%	To: 30-643				C	100	F	1100	F	2001
(670)	2.70	830	F	97%	0%	From: 30-674 WEST				C	90	F	830	F	2001
(670)	1.28	670	F	97%	0%	To: 30-692				F	80	F	670	F	2001
(670)	1.00	430	F	97%	0%	From: 30-602 SOUTH 30-602 NORTH				F	45	F	430	F	2001
(671)	0.01	20	R			To: 30-605									
(671)	0.01	20	R			From: 30-759					NA		NA		11/26/2001
(671)	0.27	8	R			To: US 50					NA		NA		11/26/2001
(672)	0.60	40	R			From: Loudoun County Line									
(672)	0.60	40	R			From: Dead End					NA		NA		1998
(672)	0.20	190	R			To: 30-771					NA		NA		09/24/2001
(672)	0.45	910	R			From: 30-674					NA		NA		09/24/2001
(672)	0.05	1200	R			To: 30-892					NA		NA		09/24/2001
(672)	0.10	90	R			From: 30-643					NA		NA		09/24/2001
(672)	0.15	NA				To: Dead End; Gap Terminus					NA		NA		
(672)	0.15	NA				From: Dead End; Gap Terminus					NA		NA		
(672)	0.23	1500	R			To: NCL WARRENTON					NA		NA		11/01/2001
(672)	1.00	1200	R			From: 30-1460					NA		NA		11/01/2001
(672)	2.40	320	R			To: 30-605 EAST 30-605 WEST					NA		NA		11/01/2001
(673)	0.80	190	R			From: 30-628					NA		NA		11/15/2001
(673)	0.80	190	R			To: 30-694					NA		NA		11/15/2001
(673)	1.10	190	R			From: 0.80 MS 30-694					NA		NA		11/15/2001
(673)	0.40	1000	R			To: US 29 SOUTH US 29 NORTH					NA		NA		11/05/2001
(673)	0.31	690	R			From: 30-674 WEST					NA		NA		11/05/2001
(673)	0.20	60	R			To: 30-900					NA		NA		11/05/2001
(674)	0.70	60	R			From: Dead End					NA		NA		11/05/2001
(674)	0.70	60	R			To: 30-837					NA		NA		09/20/2001
(674)	3.00	570	R			From: 30-663					NA		NA		09/24/2001
(674)	3.00	570	R			To: 30-616 EAST					NA		NA		09/24/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(674)	2.40	290	R			From: 30-616 WEST					NA		NA		09/24/2001
(674)	0.90	140	R			To: 30-643					NA		NA		09/24/2001
(674)	0.60	260	R			From: 30-670 EAST					NA		NA		09/24/2001
(674)	0.69	140	R			To: 30-672					NA		NA		09/24/2001
(674)	0.81	140	R			From: 0.69 MN 30-672					NA		NA		09/24/2001
(674)	0.20	130	R			To: 30-678					NA		NA		09/27/2001
(674)	0.20	1300	R			From: 30-1440					NA		NA		09/27/2001
(674)	0.30	1300	R			To: 30-839					NA		NA		09/29/2001
(674)	1.15	780	R			From: 30-605 WEST					NA		NA		09/27/2001
(674)	1.10	510	R			To: 30-673 WEST					NA		NA		11/05/2001
(674)	0.25	740	R			From: 30-673 EAST					NA		NA		11/05/2001
(674)	0.30	1400	R			To: 30-1314					NA		NA		11/05/2001
(674)	0.90	1900	R			From: US 29 WEST					NA		NA		11/15/2001
(674)	0.90	1900	R			To: US 29 EAST					NA		NA		11/15/2001
(674)	3.10	670	R			From: 30-693					NA		NA		11/15/2001
(674)	0.45	1400	R			To: 30-694					NA		NA		11/15/2001
(674)	0.45	1400	R			From: 30-628 SOUTH					NA		NA		10/29/2001
(674)	0.45	1400	R			To: 30-628 NORTH					NA		NA		10/29/2001
(675)	0.10	1100	R			From: SR 55					NA		NA		1998
(675)	1.10	1500	R			To: Dead End					NA		NA		1998
(676)	2.43	1600	F			From: 30-1316					NA		NA		1998
(676)	0.26	1700	F			To: 30-600					NA		NA		1998
(676)	0.26	1700	F			From: 30-605					NA		NA		1998
(676)	0.26	1700	F			To: 30-600					190	F	1700	F	2001
(677)	0.30	70	R			From: Cul-de-Sac					NA		NA		1998
(677)	0.30	70	R			To: FR-185					NA		NA		1998
(678)	0.50	520	R			From: Dead End					NA		NA		1998
(678)	1.50	660	R			To: 30-681					NA		NA		10/23/2001
(678)	3.31	2100	F			From: 30-689					NA		NA		10/23/2001
(678)	3.31	2100	F			To: 30-691 WEST					NA		NA		10/23/2001
(678)	3.31	2100	F			From: 30-691 EAST					NA		NA		10/23/2001
(678)	3.31	2100	F			To: 30-680 EAST; Gap Terminus					180	F	2100	F	2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(678)	0.28	90	R			From: ECL WARRENTON					NA		NA		1998
(678)	1.05	10	R			From: 30-890					NA		NA		10/23/2001
						To: 30-674									
(679)	0.05	760	R			From: 30-626					NA		NA		11/01/2001
						To: 30-628									
(680)	0.70	48	R			From: 30-678					NA		NA		1998
						To: 30-678 WCL WARRENTON									
(681)	2.10	340	R			From: 30-732					NA		NA		10/23/2001
(681)	1.00	420	R			From: 30-780					NA		NA		10/23/2001
(681)	1.10	420	R			From: 1.00 MS 30-780					NA		NA		10/23/2001
(681)	2.10	80	R			From: 30-678					NA		NA		10/23/2001
(681)	1.29	180	R			From: 30-691 Gap Terminus US 211 Gap Terminus					NA		NA		10/18/2001
(681)	0.91	180	R			From: 1.29 MS US 211					NA		NA		10/18/2001
(681)	1.20	140	R			From: 30-802 WEST 30-802 EAST					NA		NA		10/18/2001
						To: Dead End									
(682)	1.20	60	R			From: Dead End					NA		NA		10/18/2001
						To: 1.20 ME Dead End									
(682)	0.10	60	R			From: 1.20 MI E Dead End					NA		NA		10/18/2001
						To: 30-802									
(683)	0.50	80	R			From: Dead End					NA		NA		10/15/2001
(683)	0.70	300	R			From: 0.50 ME Dead End					NA		NA		10/15/2001
						To: 30-802 NORTH 30-802 SOUTH									
(683)	0.20	100	R			From: Dead End					NA		NA		10/15/2001
(684)	1.00	NA				From: 30-744					NA		NA		
(684)	1.00	270	R			From: 0.40 ME 30-1026					NA		NA		10/18/2001
(684)	0.60	270	R			From: 1.40 ME 30-1026					NA		NA		10/18/2001
						To: US 15									
(685)	1.70	240	R			From: 30-651					NA		NA		10/15/2001
						To: 30-687 WEST 30-687 EAST									
(685)	0.19	90	R			From: Dead End					NA		NA		10/15/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(686)	2.10	640	R			From: 30-628 To: 30-629					NA		NA		11/01/2001
(687)	4.50	2100	F	89%	1%	2%	7%	1%	0%	C	180	F	2100	F	2001
						From: 30-802 To: US 15; US 17									
(688)	2.57	80	R			From: 30-802 To: 2.57 MN 30-802					NA		NA		10/18/2001
(688)	0.14	80	R			From: 30-802 To: US 211					NA		NA		10/18/2001
(688)	0.38	2300	F	95%	1%	3%	1%	1%	0%	C	190	F	2300	F	2001
						From: 30-691 To: 30-798 WEST									
(688)	2.05	2300	A	96%	0%	3%	1%	1%	0%	A	220	A	2300	A	2001
(688)	1.84	1600	F	96%	0%	3%	1%	1%	0%	F	130	F	1600	F	2001
						From: 30-743 To: 30-647									
(688)	4.10	1100	F	96%	0%	3%	1%	1%	0%	F	100	F	1100	F	2001
(688)	3.81	650	F	96%	0%	3%	1%	1%	0%	F	80	F	650	F	2001
						From: 30-635 To: 30-730									
(688)	1.87	550	F	95%	0%	3%	1%	1%	0%	F	60	F	550	F	2001
(688)	3.69	530	F	92%	0%	3%	2%	2%	0%	C	60	F	530	F	2001
						From: 30-757 EAST To: SR 55									
(688)	0.15	930	F	92%	0%	3%	2%	2%	0%	F	90	F	930	F	2001
(688)	0.04	2500	R			From: SR 55 To: I-66 RAMP					NA		NA		11/15/2001
(688)	0.09	860	R			From: I-66 RAMP To: I-66 RAMP					NA		NA		11/15/2001
(688)	5.66	200	R			From: I-66 RAMP To: 30-711					NA		NA		11/13/2001
(688)	0.93	240	R			From: 30-711 To: US 17					NA		NA		11/13/2001
(689)	1.60	60	R			From: 30-678 To: 30-738					NA		NA		1998
(689)	0.70	970	F	96%	0%	3%	1%	0%	0%	C	90	F	970	F	2001
						From: 30-691 To: NWCL WARRENTON									
(690)	0.69	2200	F	95%	0%	3%	1%	1%	0%	C	280	F	2200	F	2001
						From: 30-842 To: 30-628									
(690)	2.17	190	R			From: 30-628 To: US 17 W; Drake Rd					NA		NA		11/26/2001
(690)	1.56	120	R			From: US 17 W; Drake Rd To: 30-688					NA		NA		11/26/2001
(691)	1.00	540	R			From: 30-688 To: 30-681 Gap Terminus					NA		NA		10/23/2001
(691)	1.10	520	R			From: 30-681 Gap Terminus To: 30-678 EAST					NA		NA		10/23/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
691	2.50	1200	F	95%	0%	1%	3%	0%	0%	C	110	F	1200	F	2001
691	7.70	410	R								NA		NA		10/29/2001
691	0.61	660	R								NA		NA		10/29/2001
692	0.39	230	R								NA		NA		09/17/2001
693	0.80	1200	R								NA		NA		11/15/2001
694	1.00	100	R								NA		NA		11/15/2001
694	0.90	100	R								NA		NA		11/15/2001
694	0.80	460	R								NA		NA		11/15/2001
694	0.30	1100	R								NA		NA		11/15/2001
695	0.77	190	R								NA		NA		10/29/2001
696	1.20	10	R								NA		NA		10/29/2001
697	1.60	50	R								NA		NA		10/29/2001
698	0.02	110	R								NA		NA		10/29/2001
698	2.55	110	R								NA		NA		10/29/2001
698	2.10	50	R								NA		NA		10/29/2001
699	2.21	230	R								NA		NA		10/29/2001
700	1.62	30	R								NA		NA		11/01/2001
701	0.59	200	R								NA		NA		1998
701	0.11	260	R								NA		NA		1998
702	2.30	330	R								NA		NA		11/08/2001
702	1.10	330	R								NA		NA		11/08/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
702	1.15	80	R			From: 30-709 NORTH					NA	NA			11/08/2001
702	1.90	60	R			To: 30-781					NA	NA			11/08/2001
702						From: 30-626									
703	1.17	140	R			From: Dead End					NA	NA			10/29/2001
703	0.10	140	R			To: 1.17 ME Dead End					NA	NA			10/29/2001
703						From: SR 245									
704	0.50	660	R			From: SR 55					NA	NA			11/05/2001
704	2.30	190	R			To: 30-707					NA	NA			11/08/2001
704						From: 30-705									
704	0.40	90	R			To: 30-702					NA	NA			11/08/2001
705	1.10	140	R			From: 30-626 SOUTH					NA	NA			11/08/2001
705						To: 30-704 Gap Terminus									
705	0.20	50	R			From: 30-702 Gap Terminus					NA	NA			11/08/2001
705	0.80	140	R			To: 30-781					NA	NA			11/08/2001
705						From: 30-708									
705	1.00	60	R			To: 30-706 NORTH					NA	NA			11/01/2001
705	2.00	70	R			From: 30-706 NORTH					NA	NA			11/01/2001
705						To: 2.00 MS 30-706 N									
705	0.30	70	R			From: 30-626 NORTH					NA	NA			11/01/2001
706	0.60	140	R			To: 30-709					NA	NA			11/01/2001
706						From: 30-705 NORTH									
706	1.79	70	R			From: 30-705 SOUTH					NA	NA			1998
706						To: 1.79 ME 30-705 S									
706	0.11	100	R			From: 30-626					NA	NA			11/01/2001
707	1.30	520	R			From: 30-709					NA	NA			11/05/2001
707						To: 30-704									
708	0.70	110	R			From: 30-716					NA	NA			11/08/2001
708						To: 30-715									
708	1.20	60	R			From: 30-709 SOUTH					NA	NA			11/08/2001
708						From: 30-709 NORTH									
708	0.20	200	R			To: 0.20 ME 30-709					NA	NA			11/08/2001
708	0.20	200	R			From: 30-705					NA	NA			11/08/2001
709	4.77	2000	F	95%	0%	3%	1%	1%	0%	F	190	F	2000	F	2001
709						From: US 17									
709						To: 30-702 NORTH									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(709)	4.87	2200	F	95%	0%	3%	1%	1%	0%	C	200	F	2200	F	2001
				From:	30-702 NORTH										
				To:	US 50										
(710) Rectortown Rd	4.04	2300	F	93%	0%	3%	1%	2%	0%	C	230	F	2300	F	2001
				From:	US 17 BUS, SR 55 Main St, Marshall										
				To:	30-713 E; Atoka Rd										
(710) Rectortown Rd	0.36	1300	F	93%	0%	3%	1%	2%	0%	F	130	F	1400	F	2001
				From:	30-713 E; Atoka Rd										
				To:	30-713 W; Maidstone Rd										
(710) Rectortown Rd	3.91	670	F	93%	0%	3%	1%	2%	0%	F	70	F	670	F	2001
				From:	30-712 Delaplane Grade Rd										
(710) Carr Lane	3.19	40	R								NA		NA		1998
				From:	US 17 Winchester Rd										
				To:	US 17										
(710) Edmonds Lane	1.15	120	R								NA		NA		11/13/2001
				From:	Dead End										
(711)	0.90	60	R								NA		NA		11/13/2001
				From:	30-688										
				To:	Dead End										
(712)	0.08	60	R								NA		NA		11/13/2001
				From:	US 17										
(712)	3.37	290	R								NA		NA		11/13/2001
				From:	30-623										
(712)	0.14	320	R								NA		NA		11/13/2001
				From:	30-710 SOUTH										
(712)	2.60	550	F	94%	0%	2%	3%	1%	0%	C	60	F	550	F	2001
				From:	30-710 NORTH										
				To:	US 50										
(713)	3.08	530	R								NA		NA		11/13/2001
				From:	US 17										
(713)	0.50	530	R								NA		NA		11/13/2001
				From:	30-624 Gap Terminus										
(713)	3.53	1600	F	92%	0%	5%	0%	2%	0%	F	180	F	1600	F	2001
				From:	30-710 WEST										
				To:	30-710 EAST										
(713)	1.44	1700	F	92%	0%	5%	0%	2%	0%	C	180	F	1700	F	2001
				From:	30-714										
(713)	0.09	1900	F	92%	0%	5%	0%	2%	0%	F	180	F	1900	F	2001
				From:	30-828										
				To:	US 50										
(714)	0.70	80	R								NA		NA		11/08/2001
				From:	30-713										
				To:	Dead End										
(715)	1.20	140	R								NA		NA		11/08/2001
				From:	30-624										
(715)	2.40	50	R								NA		NA		11/08/2001
				From:	30-713										
				To:	30-708										
(716)	2.35	45	R								NA		NA		11/08/2001
				From:	30-713										
				To:	30-702										
(717)	0.20	47	R								NA		NA		11/08/2001
				From:	Dead End										
				To:	30-710 SOUTH										

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(717)	0.30	60	R			From: 30-710 NORTH To: 30-622					NA		NA		11/08/2001
(718)	0.10	40	R			From: 30-634 To: 30-835					NA		NA		1998
(719)	2.10	47	R			From: 30-691 To: 30-1021					NA		NA		1998
(719)	0.04	210	R			From: 30-1021 To: 30-647; 30-721					NA		NA		11/26/2001
(720)	0.62	320	R			From: Dead End To: 30-1115					NA		NA		10/25/2001
(720)	0.21	560	R			From: 30-1115 To: 30-721					NA		NA		10/25/2001
(721)	0.89	270	R			From: 30-738 To: 0.89 ME 30-738					NA		NA		10/25/2001
(721)	1.00	320	R			From: 0.89 ME 30-738 To: 1.89 ME 30-738					NA		NA		10/25/2001
(721)	4.46	1400	R			From: 1.89 ME 30-738 To: 30-647; 30-719					NA		NA		10/25/2001
(721)	0.07	4300	F	97%	0%	2%	0%	1%	0%	F	390	F	4300	F	2001
						From: I-66; SR 55 To: 30-647									
(722)	0.40	210	R			From: 30-647 To: Dead End					NA		NA		10/25/2001
(723)	0.50	520	R			From: 30-731 To: FR-184					NA		NA		11/15/2001
(723)	0.10	1100	R			From: FR-184 To: FR-185					NA		NA		11/15/2001
(724)	3.20	170	R			From: 30-721 To: 30-647 NORTH 30-647 SOUTH					NA		NA		10/25/2001
(724)	1.30	40	R			From: 30-647 SOUTH To: 30-732 SOUTH 30-732 NORTH					NA		NA		11/19/2001
(724)	2.20	90	R			From: 30-732 NORTH To: 30-729 SOUTH					NA		NA		11/15/2001
(724)	0.90	110	R			From: 30-729 SOUTH To: 30-729 NORTH					NA		NA		11/15/2001
(724)	1.00	140	R			From: 30-729 NORTH To: 30-816					NA		NA		11/15/2001
(724)	0.55	49	R			From: 30-816 To: 0.55 MW 30-816					NA		NA		11/15/2001
(724)	1.25	46	R			From: 0.55 MW 30-816 To: 30-756					NA		NA		11/15/2001
(724)	0.10	30	R			From: 30-756 To: SR 55 WEST SR 55 EAST					NA		NA		11/15/2001
(724)	3.27	120	R			From: SR 55 WEST SR 55 EAST To: US 17					NA		NA		11/13/2001



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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
724	0.05	10	R								NA	NA			11/13/2001
725	0.30	160	R								NA	NA			11/19/2001
726	3.30	90	R								NA	NA			11/19/2001
726	3.20	40	R								NA	NA			1998
727	1.30	46	R								NA	NA			11/19/2001
728	2.40	150	R								NA	NA			11/15/2001
729	1.80	40	R								NA	NA			11/15/2001
729	1.67	230	R								NA	NA			11/15/2001
730	3.20	40	R								NA	NA			11/19/2001
731	1.30	160	R								NA	NA			11/15/2001
731	2.88	50	R								NA	NA			11/15/2001
731	0.06	760	R								NA	NA			11/15/2001
732	3.20	630	R								NA	NA			10/23/2001
732	0.20	630	R								NA	NA			10/23/2001
732	2.00	40	R								NA	NA			11/19/2001
732	2.50	450	R								NA	NA			11/15/2001
732	2.08	710	R								NA	NA			11/15/2001
733	0.70	910	F	96%	1%	3%	0%	1%	0%	C	100	F	920	F	2001
733	0.70	620	F	96%	1%	3%	0%	1%	0%	F	60	F	620	F	2001
734	1.20	200	R								NA	NA			11/19/2001
735	2.70	180	R								NA	NA			11/19/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
735	1.30	130	R			From: 30-734 To: Dead End					NA		NA		11/19/2001
736	1.10	60	R			From: Dead End To: 30-770					NA		NA		10/23/2001
736	0.20	60	R			From: 30-770 To: 30-688					NA		NA		10/23/2001
737	0.70	110	R			From: Dead End To: 30-732 SOUTH					NA		NA		10/23/2001
737	0.90	210	R			From: 30-732 NORTH To: 30-799					NA		NA		10/23/2001
737	0.69	210	R			From: 30-799 To: 0.69 ME 30-799					NA		NA		10/23/2001
737	2.05	220	R			From: 30-780 To: 30-738					NA		NA		10/23/2001
737	0.80	170	R			From: 30-738 To: Dead End					NA		NA		10/29/2001
738	1.76	790	F	95%	0%	3%	1%	1%	0%	C	80	F	800	F	2001
738	0.70	640	F	95%	0%	3%	1%	1%	0%	F	60	F	640	F	2001
738	2.80	400	F	96%	0%	3%	1%	1%	0%	F	40	F	400	F	2001
739	1.14	190	R			From: 30-741 To: Dead End					NA		NA		10/25/2001
740	0.50	60	R			From: 30-721 To: Dead End					NA		NA		10/25/2001
741	0.70	550	R			From: 30-738 To: 30-739					NA		NA		10/25/2001
741	2.10	320	R			From: 30-739 To: Dead End					NA		NA		10/25/2001
742	0.36	230	R			From: Dead End To: 30-688					NA		NA		10/23/2001
743	1.55	460	R			From: Dead End To: 1.55 ME Dead End					NA		NA		10/23/2001
743	0.81	460	R			From: 1.55 ME Dead End To: 30-688					NA		NA		10/23/2001
744	0.90	340	R			From: US 15 To: 30-684					NA		NA		10/23/2001
744	1.48	580	R			From: 30-684 To: 30-802					NA		NA		10/23/2001
744	0.40	480	R			From: 30-802 To: 0.40 MN 30-802					NA		NA		10/23/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(744)	0.10	480	R			From: 0.40 MN 30-802 To: Dead End					NA		NA		10/23/2001
(745)	1.60	290	R			From: SR 28 To: 30-837					NA		NA		09/20/2001
(746)	0.53	45	R			From: Dead End To: 30-698					NA		NA		10/29/2001
(746)	0.40	210	R			From: 30-698 To: SR 245					NA		NA		10/29/2001
(747)	0.80	250	R			From: 30-602 To: 0.80 ME 30-602					NA		NA		09/17/2001
(747)	0.25	100	R			From: 0.80 ME 30-602 To: Dead End					NA		NA		09/17/2001
(748)	0.60	140	R			From: 30-806 To: Dead End					NA		NA		1998
(749)	0.30	290	R			From: 30-806 To: 30-767					NA		NA		1998
(750)	1.50	190	R			From: 30-709 To: SR 245					NA		NA		10/24/2001
(751)	1.00	30	R			From: Dead End To: 30-668					NA		NA		1998
(752)	4.00	160	R			From: 30-617 SOUTH To: 30-617 NORTH					NA		NA		1998
(753)	0.10	60	R			From: Cul-de-Sac To: 30-829					NA		NA		1998
(754)	0.23	40	R			From: 30-731 To: Dead End					NA		NA		11/15/2001
(755)	0.82	70	R			From: 30-651 To: Dead End					NA		NA		1998
(756)	0.10	70	R			From: SR 55 To: 30-724					NA		NA		11/15/2001
(757)	0.06	10	R			From: SR 55 WEST To: Dead Dead End; Gap Terminus					NA		NA		11/15/2001
(757)	0.30	120	R			From: 30-688 Gap Terminus To: SR 55 EAST					NA		NA		11/15/2001
(758)	1.30	350	R			From: 30-617 To: 30-634					NA		NA		1998
(759)	0.44	200	R			From: US 50 WEST To: US 50 EAST					NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
760	0.02	20	R			From: Dead End					NA	NA			11/15/2001
						To: 30-757									
761	0.49	280	R			From: 30-603 SOUTH					NA	NA			09/17/2001
761	0.51	50	R			From: 0.49 MN 30-603					NA	NA			09/17/2001
						To: 30-603 NORTH									
762	1.50	40	R			From: 30-622					NA	NA			11/08/2001
						To: 30-702									
763	1.37	430	R			From: SR 55 WEST					NA	NA			11/05/2001
						To: SR 55 EAST									
764	1.29	180	R			From: Dead End					NA	NA			10/23/2001
764	0.11	180	R			From: 1.29 MN Dead End					NA	NA			10/23/2001
						To: 30-737									
765	0.40	10	R			From: 30-647					NA	NA			10/25/2001
765	0.60	10	R			From: 0.40 ME 30-647					NA	NA			10/25/2001
						To: 30-733									
766	0.32	140	R			From: 30-749					NA	NA			1998
						To: Dead End									
767	0.10	270	R			From: 30-806					NA	NA			1998
767	1.60	240	R			From: 30-749					NA	NA			1998
						To: Dead End									
768	0.60	60	R			From: Dead End					NA	NA			10/23/2001
						To: 30-688									
769	0.35	90	R			From: 30-651					NA	NA			09/05/2001
						To: Dead End									
770	1.60	110	R			From: 30-647					NA	NA			10/23/2001
						To: 30-736									
771	0.65	280	R			From: 30-672					NA	NA			11/19/2001
						To: Dead End									
772	0.74	170	R			From: Dead End					NA	NA			10/23/2001
						To: 30-732									
773	0.09	45	R			From: 30-626					NA	NA			11/08/2001
						To: Dead End									
774	0.30	110	R			From: 30-710					NA	NA			11/08/2001
						To: Dead End									
775	0.07	20	R			From: 30-610					NA	NA			1998
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(776) Landmark School Rd	1.70	300	R			From: 30-629 Bull Run Mountain Rd					NA	NA			11/01/2001
(776)	1.50	480	R			To: 30-628					NA	NA			11/01/2001
(776)	0.30	650	R			From: 30-627					NA	NA			11/01/2001
						To: Loudoun County Line									
(777)	0.33	45	R			From: US 17 SOUTH					NA	NA			10/29/2001
						To: US 17 NORTH									
(778)	0.57	120	R			From: Dead End					NA	NA			10/25/2001
						To: 30-738									
(779)	1.00	210	R			From: 30-643					NA	NA			09/24/2001
						To: Dead End									
(780)	1.30	90	R			From: 30-681					NA	NA			10/23/2001
						To: 30-737									
(781)	0.20	80	R			From: 30-705					NA	NA			11/08/2001
						To: 30-702									
(782)	0.54	40	R			From: Dead End					NA	NA			1998
						To: 30-655									
(783)	0.30	210	R			From: Dead End					NA	NA			10/29/2001
						To: 30-691									
<b>Town of The Plains</b>															
(784)	0.15	100	R			From: 30-626					NA	NA			11/01/2001
						To: ECL THE PLAINS									
<b>Fauquier County</b>															
(785)	0.40	90	R			From: Dead End					NA	NA			11/19/2001
						To: 30-734									
(786)	1.70	280	R			From: 30-658					NA	NA			09/05/2001
						To: US 15; 30-661									
(787)	0.35	110	R			From: Dead End					NA	NA			10/29/2001
						To: 30-860									
(787)	0.02	110	R			From: 30-860					NA	NA			10/29/2001
						To: US 17									
(788)	0.24	150	R			From: Dead End					NA	NA			1998
						To: 30-637									
(789)	0.82	70	R			From: 30-651					NA	NA			1998
						To: Dead End									
(790)	1.25	60	R			From: Dead End					NA	NA			1998
						To: 30-642									
(791)	1.00	250	R			From: Dead End					NA	NA			10/15/2001
						To: 30-687									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
792	0.30	60	R			From: Dead End To: 30-600					NA		NA		11/15/2001
793	0.10	10	R			From: Dead End To: 30-825					NA		NA		11/15/2001
793	1.15	760	R			From: 30-825 To: 30-600					NA		NA		11/15/2001
794	1.00	80	R			From: 30-611 To: Dead End					NA		NA		1998
795	1.00	190	R			From: Dead End To: 30-637					NA		NA		1998
796	0.30	190	R			From: SR 28 To: Dead End					NA		NA		09/17/2001
797	0.25	60	R			From: 30-701 To: Dead End					NA		NA		11/13/2001
798	0.50	160	R			From: Dead End To: 30-688					NA		NA		10/23/2001
798	0.80	360	R			From: 30-688 To: Dead End; .80ME 688					NA		NA		10/23/2001
799	0.75	90	R			From: 30-737 To: Dead End					NA		NA		10/23/2001
800	0.60	160	R			From: US 15 To: Dead End					NA		NA		10/18/2001
801	0.40	130	R			From: Dead End To: 30-616					NA		NA		09/24/2001
802	0.16	1700	R			From: Culpeper County Line To: 30-687					NA		NA		10/15/2001
802	1.40	1900	R			From: 30-687 To: 30-683 SOUTH					NA		NA		10/15/2001
802	0.61	1900	R			From: 30-683 SOUTH To: 30-688					NA		NA		10/18/2001
802	1.25	2200	R			From: 30-688 To: 30-681 EAST					NA		NA		10/18/2001
802	1.43	2200	R			From: 30-681 EAST To: 30-682					NA		NA		10/18/2001
802	1.04	2200	R			From: 30-682 To: 30-744					NA		NA		10/18/2001
802	0.28	4100	R			From: 30-744 To: SCL WARRENTON					NA		NA		10/18/2001
803	1.10	10	R			From: Dead End To: 30-615					NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of The Plains</b>															
(804)	0.30	220	R			From: SR 55 To: 30-626					NA		NA		11/01/2001
<b>Fauquier County</b>															
(805)	0.25	1000	F	94%	0%	3%	2%	1%	0%	C	130	F	1000	F	2001
(805)	2.60	330	R			From: 30-661 To: 30-602					NA		NA		1998
(806)	2.85	890	F	93%	1%	4%	1%	1%	0%	F	100	F	890	F	2001
(806)	3.01	1100	F	93%	1%	4%	1%	1%	0%	F	120	F	1100	F	2001
(806)	3.32	990	F	93%	1%	4%	1%	1%	0%	F	110	F	990	F	2001
(806)	2.80	1500	F	93%	1%	4%	1%	1%	0%	F	170	F	1500	F	2001
(806)	3.14	2300	F	93%	1%	4%	1%	1%	0%	C	240	F	2300	F	2001
(807)	1.30	50	R			From: 30-626 To: Loudoun County Line					NA		NA		11/01/2001
(808)	0.40	90	R			From: Dead End To: 30-731					NA		NA		11/15/2001
(809)	0.70	60	R			From: Dead End To: 30-615					NA		NA		1998
(810)	0.80	80	R			From: Dead End To: 30-709					NA		NA		11/01/2001
(811)	0.70	50	R			From: Dead End To: 30-607					NA		NA		1998
(812)	0.10	20	R			From: Dead End To: US 17					NA		NA		10/29/2001
(813)	0.38	180	R			From: US 17 SOUTH To: 30-615 SOUTH					NA		NA		1998
(813)	0.17	390	R			From: 30-615 SOUTH To: 30-615 NORTH					NA		NA		1998
(813)	0.51	300	R			From: 30-615 NORTH To: US 17 NORTH					NA		NA		1998
(814)	0.05	20	R			From: 30-815 To: 30-610					NA		NA		1998
(815)	0.05	10	R			From: 30-602 To: 30-814					NA		NA		1998
(816)	0.75	40	R			From: 30-724 To: Dead End					NA		NA		11/15/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
817	0.20	20	R			From: 30-610 To: Dead End					NA	NA			1998
818	0.36	240	R			From: SR 28 To: 30-806					NA	NA			1998
819	0.10	140	R			From: Dead End To: US 50					NA	NA			11/13/2001
820	0.33	47	R			From: 30-651 To: Dead End					NA	NA			1998
821	0.46	260	R			From: 30-600 To: Cul-de-Sac					NA	NA			11/15/2001
822	0.10	40	R			From: Dead End To: SR 55					NA	NA			11/19/2001
823	0.60	50	R			From: Dead End To: US 17					NA	NA			1998
824	0.25	90	R			From: Dead End To: 30-655					NA	NA			1998
825	0.25	290	R			From: Dead End To: 30-793					NA	NA			11/15/2001
826	0.95	40	R			From: Dead End To: 30-724					NA	NA			1998
826	0.20	46	R			From: 30-724 To: Dead End					NA	NA			11/13/2001
827	0.43	860	R			From: 30-1407 To: 30-1335					NA	NA			11/19/2001
827	0.37	380	R			From: 30-1335 To: 0.37 MN 30-1335					NA	NA			11/19/2001
827	0.21	380	R			From: 0.38 MN 30-1335 To: 30-1350					NA	NA			11/19/2001
827	0.15	140	R			From: 30-1350 To: Dead End					NA	NA			11/19/2001
828	0.40	490	R			From: US 50 To: 30-713					NA	NA			11/08/2001
829	0.85	390	R			From: 30-694 To: Dead End					NA	NA			11/15/2001
830	0.10	270	R			From: 30-612 To: 30-611					NA	NA			1998
831	0.13	130	R			From: US 17 To: 30-623					NA	NA			11/13/2001
832	0.11	7	R			From: US 17 To: Dead End					NA	NA			11/13/2001



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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
833	0.25	20	R			From: 30-638					NA		NA		11/19/2001
						To: Dead End									
834	0.30	40	R			From: 30-841					NA		NA		1998
						To: Dead End									
835	0.37	100	R			From: US 17 SOUTH					NA		NA		1998
835	0.27	340	R			From: 30-632					NA		NA		1998
						To: US 17 NORTH									
836	0.53	60	R			From: US 17 SOUTH					NA		NA		1998
						To: US 17 NORTH									
837	0.60	47	R			From: US 17 SOUTH					NA		NA		1998
837	0.68	490	R			From: US 17 NORTH					NA		NA		09/20/2001
837	0.74	430	R			From: 30-674					NA		NA		09/20/2001
						To: 30-663									
838	0.11	420	R			From: Dead End					NA		NA		11/05/2001
						To: US 29									
839	0.07	660	R			From: 30-674					NA		NA		1998
839	0.08	580	R			From: 30-1433					NA		NA		1998
839	0.23	490	R			From: 30-1434					NA		NA		1998
839	0.01	240	R			From: 30-1437					NA		NA		1998
839	0.01	240	R			From: 0.01 ME 30-1437					NA		NA		1998
839	0.06	110	R			From: 30-1430					NA		NA		1998
						To: Dead End									
840	0.27	40	R			From: US 17 SOUTH					NA		NA		1998
						To: US 17 NORTH									
841	0.25	70	R			From: US 17 SOUTH					NA		NA		1998
841	0.10	40	R			From: 30-834					NA		NA		1998
						To: US 17 NORTH									
842	0.22	220	R			From: Dead End					NA		NA		10/25/2001
						To: 30-690									
843	0.09	30	R			From: Prince William County Line					NA		NA		09/17/2001
843	0.11	30	R			From: 30-666					NA		NA		09/17/2001
						To: SR 28									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(844)	0.66	140	R			From: US 15					NA	NA			09/20/2001
						To: US 17									
(845)	0.43	220	R			From: US 17					NA	NA			10/29/2001
						To: SR 245									
(846)	0.85	60	R			From: 30-847 SOUTH					NA	NA			1998
						To: 30-847 NORTH									
(846)	0.25	150	R			From: 30-610					NA	NA			1998
						To: 30-610									
(847)	0.45	60	R			From: 30-846 SOUTH					NA	NA			1998
						To: 30-846 NORTH									
(848)	1.00	230	R			From: Dead End					NA	NA			1998
						To: 30-610									
(849)	0.27	100	R			From: 30-624					NA	NA			11/13/2001
						To: 30-713									
(850)	0.17	110	R			From: 30-694					NA	NA			1998
						To: Dead End									
(851)	0.21	420	R			From: 30-637					NA	NA			1998
						To: 30-637									
(852)	0.23	20	R			From: FR-284					NA	NA			11/13/2001
						To: Dead End									
(853)	0.05	160	R			From: US 17					NA	NA			1998
						To: Dead End									
(854)	0.16	70	R			From: 30-829					NA	NA			1998
						To: Cul-de-Sac									
(855)	0.09	60	R			From: 30-802					NA	NA			1998
						To: Cul-de-Sac									
(856)	0.03	370	R			From: Cul-de-Sac					NA	NA			11/05/2001
						To: 30-857									
(856)	0.19	1000	R			From: 30-857					NA	NA			11/05/2001
						To: US 29									
(857)	0.11	620	R			From: 30-856					NA	NA			11/05/2001
						To: 30-858									
(858)	0.05	190	R			From: Dead End					NA	NA			11/05/2001
						To: 30-857									
(858)	0.05	440	R			From: 30-857					NA	NA			11/05/2001
						To: Cul-de-Sac									
(860)	0.13	50	R			From: 30-787					NA	NA			10/29/2001
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
863	0.32	NA									NA		NA		
						From:	Dead End/								
						To:	30-00647(B)/								
880	0.62	2600	R								NA		NA	10/18/2001	
						From:	US 15 BUS								
						To:	Cul-de-Sac								
881	0.22	50	R								NA		NA	10/18/2001	
						From:	30-880								
						To:	REGIMENT ROAD								
885	0.32	100	R								NA		NA	09/24/2001	
						From:	30-674								
						To:	Cul-de-Sac								
890	0.46	10	R								NA		NA	09/24/2001	
						From:	30-678								
						To:	Dead End								
892	0.02	20	R								NA		NA	09/24/2001	
						From:	30-672								
						To:	Dead End								
900	0.45	270	R								NA		NA	11/05/2001	
						From:	Dead End								
						To:	30-673								
904	0.14	110	R								NA		NA	10/29/2001	
						From:	30-628								
						To:	Cul-de-Sac								
910	0.25	60	R								NA		NA	10/18/2001	
						From:	30-744								
						To:	Cul-de-Sac								
1000	0.92	310	R								NA		NA	10/29/2001	
						From:	Cul-de-Sac								
						To:	30-674								
1001	0.24	1800	R								NA		NA	11/05/2001	
						From:	US 17 BUS								
						To:	SR 55								
1002	0.15	200	R								NA		NA	11/05/2001	
						From:	Dead End								
1002	0.18	760	R								NA		NA	11/05/2001	
						To:	30-1003								
1002	0.18	560	R								NA		NA	11/05/2001	
						To:	30-1004								
						To:	US 17 BUS								
1003	0.29	1300	R								NA		NA	11/05/2001	
						From:	Dead End								
1003	0.08	1800	R								NA		NA	11/05/2001	
						To:	30-1002								
1003	0.09	1300	R								NA		NA	11/05/2001	
						From:	SR 55								
1003	0.09	80	R								NA		NA	11/05/2001	
						To:	30-1006								
						To:	Dead End								
1004	0.14	240	R								NA		NA	11/05/2001	
						From:	30-1005								
						To:	30-1002								
1005	0.16	620	R								NA		NA	11/05/2001	
						From:	30-1004								
						To:	US 17 BUS								

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
1006	0.13	560	R			From: Dead End					NA		NA		11/05/2001
1006	0.09	640	R			From: 30-1003					NA		NA		11/05/2001
1006	0.12	790	R			From: 30-1007					NA		NA		11/05/2001
						To: 30-710									
1007	0.33	380	R			From: 30-1006					NA		NA		11/05/2001
						To: Dead End									
1008	0.03	490	R			From: Dead End					NA		NA		11/05/2001
						To: 30-1016									
1008	0.13	250	R			From: 30-1009					NA		NA		1998
1008	0.09	450	R			From: 30-710					NA		NA		1998
						To: Dead End									
1009	0.11	130	R			From: 30-1008					NA		NA		1998
						To: SR 55									
1010	0.06	150	R			From: 30-1011					NA		NA		11/05/2001
1010	0.02	40	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 30-1010									
1011	0.03	60	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: Cul-de-Sac									
1012	0.10	230	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 30-710									
1013	0.33	90	R			From: Cul-de-Sac					NA		NA		10/18/2001
						To: US 15									
1014	0.06	60	R			From: Cul-de-Sac					NA		NA		1998
						To: 30-655									
1015	0.24	80	R			From: Dead End					NA		NA		1998
						To: 30-647									
1016	0.12	180	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 30-1008									
1017	0.29	120	R			From: 30-651					NA		NA		10/15/2001
						To: Cul-de-Sac									
1018	0.09	40	R			From: 30-688					NA		NA		10/23/2001
						To: Cul-de-Sac									
1019	0.13	150	R			From: Dead End					NA		NA		09/20/2001
						To: 30-655									
1020	0.19	130	R			From: Dead End					NA		NA		1998
						To: SR 55									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
1021	0.08	20	R			From: 30-719					NA	NA			1998
						To: Dead End									
1022	0.10	NA				From: US 17					NA	NA			
						To: Cul-de-Sac									
1023	0.36	200	R			From: 30-651					NA	NA			10/15/2001
						To: 30-1024									
1023	0.09	50	R			From: 30-1024					NA	NA			10/15/2001
						To: Cul-de-Sac									
1024	0.04	40	R			From: Cul-de-Sac					NA	NA			10/15/2001
						To: 30-1023									
1025	0.22	140	R			From: US 29					NA	NA			11/15/2001
						To: Cul-de-Sac									
1026	0.12	NA				From: 30-00684(B)/					NA	NA			
						To: Cul-de-Sac/									
1029	0.15	49	R			From: 30-763					NA	NA			11/05/2001
						To: Dead End									
1030	0.09	480	R			From: 30-661 WEST					NA	NA			1998
						To: 30-1031									
1030	0.16	210	R			From: 30-1031					NA	NA			1998
						To: 30-1032									
1030	0.41	170	R			From: 30-1032					NA	NA			1998
						To: 30-1033									
1030	0.12	430	R			From: 30-1033					NA	NA			1998
						To: 30-661 EAST									
1030	0.13	370	R			From: 30-661 EAST					NA	NA			1998
						To: 30-1090									
1030	0.24	NA				From: 30-1090					NA	NA			
						To: Dead End									
1031	0.07	100	R			From: Dead End					NA	NA			1998
						To: 30-1030									
1031	0.09	100	R			From: 30-1030					NA	NA			1998
						To: Cul-de-Sac									
1032	0.08	80	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1030									
1033	0.09	90	R			From: Dead End					NA	NA			1998
						To: 30-1030									
1033	0.08	110	R			From: 30-1030					NA	NA			1998
						To: Cul-de-Sac									
1034	0.04	NA				From: 30-00661(B)/					NA	NA			
						To: Dead End/									
1035	0.15	60	R			From: 30-731					NA	NA			11/15/2001
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
1040	0.23	60	R			From: 30-605					NA		NA		11/13/2001
						To: Cul-de-Sac									
1041	0.04	NA				From: Cul-de-Sac/					NA		NA		
						To: 30-01046(B)/									
1042	0.07	NA				From: 30-01046(B)/					NA		NA		
						To: Cul-de-Sac/									
1043	0.13	NA				From: 30-01045(B)/					NA		NA		
						To: Cul-de-Sac/									
1044	0.04	NA				From: 30-01043(B)/					NA		NA		
						To: Cul-de-Sac/									
1045	0.07	870	R			From: US 29					NA		NA		11/13/2001
						To: 30-1046									
1045	0.27	640	R			From: 30-1046					NA		NA		11/13/2001
						To: 30-1048									
1045	0.52	540	R			From: 30-1048					NA		NA		11/13/2001
						To: 30-1051									
1045	0.29	NA				From: 30-1051					NA		NA		
						To: 30-1068; 30-1066									
1046	0.12	110	R			From: Dead End					NA		NA		11/13/2001
						To: 30-1047									
1046	0.04	150	R			From: 30-1047					NA		NA		11/13/2001
						To: 30-1045									
1046	0.27	70	R			From: 30-1045					NA		NA		11/13/2001
						To: Cul-de-Sac									
1047	0.04	40	R			From: 30-1046					NA		NA		11/13/2001
						To: Cul-de-Sac									
1048	0.06	45	R			From: Dead End					NA		NA		11/13/2001
						To: 30-1049									
1048	0.07	110	R			From: 30-1049					NA		NA		11/13/2001
						To: 30-1045									
1048	0.19	80	R			From: 30-1045					NA		NA		11/13/2001
						To: Cul-de-Sac									
1049	0.04	45	R			From: Cul-de-Sac					NA		NA		11/13/2001
						To: 30-1048									
1050	0.47	80	R			From: Cul-de-Sac					NA		NA		11/13/2001
						To: Cul-de-Sac									
1051	0.23	40	R			From: 30-1050					NA		NA		11/13/2001
						To: Cul-de-Sac									
1052	0.46	360	R			From: Cul-de-Sac					NA		NA		11/15/2001
						To: 30-694; 30-829									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
1053	0.06	50	R			From: 30-1052					NA	NA			11/15/2001
						To: Cul-de-Sac									
1054	0.05	50	R			From: Cul-de-Sac					NA	NA			11/15/2001
						To: 30-1052									
1055	0.04	50	R			From: 30-1052					NA	NA			11/15/2001
						To: Cul-de-Sac									
1056	0.09	30	R			From: 30-1052					NA	NA			11/15/2001
						To: Cul-de-Sac									
1057	0.49	NA				From: 30-01045(B)/					NA	NA			
						To: Cul-de-Sac/									
1058	0.18	NA				From: 30-01057(B)/					NA	NA			
						To: Cul-de-Sac/									
1059	0.24	120	R			From: Dead End					NA	NA			09/05/2001
						To: US 17									
1060	0.04	440	R			From: 30-656					NA	NA			1998
						To: 30-1065									
1060	0.06	380	R			From: 30-1065					NA	NA			1998
						To: 30-1064									
1060	0.04	320	R			From: 30-1064					NA	NA			1998
						To: 30-1063									
1060	0.06	290	R			From: 30-1063					NA	NA			1998
						To: 30-1062									
1060	0.05	390	R			From: 30-1062					NA	NA			1998
						To: 30-1061									
1060	0.08	370	R			From: 30-1061					NA	NA			1998
						To: 30-661									
1061	0.07	70	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1060									
1062	0.06	100	R			From: 30-1060					NA	NA			1998
						To: Cul-de-Sac									
1063	0.12	120	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1060									
1064	0.06	90	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1060									
1065	0.06	100	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1060									
1066	0.23	NA				From: 30-01045(L)/30-01068(U)/					NA	NA			
						To: 30-01058(B)/									
1067	0.09	NA				From: Cul-de-Sac/					NA	NA			
						To: 30-01066(B)/									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(1068)	0.09	NA				From: Cul-de-Sac/					NA		NA		
						To: 30-01045(L)/30-01066(U)/									
(1070)	0.15	270	R			From: 30-656					NA		NA		1998
						To: 30-661									
(1080)	0.18	530	R			From: 30-655					NA		NA		11/19/2001
						To: 30-1083									
(1081)	0.21	240	R			From: Cul-de-Sac					NA		NA		11/19/2001
						To: 30-1080									
(1081)	0.09	260	R			From: 30-1084					NA		NA		11/19/2001
						To: 30-1084									
(1082)	0.06	40	R			From: Dead End					NA		NA		11/19/2001
						To: 30-1081									
(1083)	0.07	80	R			From: Cul-de-Sac					NA		NA		11/19/2001
						To: 30-1080									
(1084)	0.05	90	R			From: Cul-de-Sac					NA		NA		11/19/2001
						To: 30-1081									
(1090)	0.12	130	R			From: Cul-de-Sac; .12 MW					NA		NA		1998
						To: 30-1030									
(1090)	0.03	40	R			From: Cul-de-Sac; .03 ME					NA		NA		1998
						To: 30-01030(B)/									
(1091)	0.07	NA				From: Dead End/					NA		NA		
						To: Dead End/									
(1092)	0.18	NA				From: Dead End/					NA		NA		
						To: Dead End/									
(1100)	0.48	250	R			From: 30-643 SOUTH					NA		NA		09/24/2001
						To: 30-643 NORTH									
(1101)	0.10	NA				From: Dead End					NA		NA		
						To: 30-672									
(1102)	0.08	70	R			From: Cul-de-Sac					NA		NA		1998
						To: 30-672									
(1103)	0.11	50	R			From: 30-643					NA		NA		1998
						To: Cul-de-Sac									
(1104)	0.04	40	R			From: 30-771					NA		NA		09/24/2001
						To: Dead End									
(1111)	0.47	190	R			From: 30-651					NA		NA		09/05/2001
						To: Cul-de-Sac									
(1115)	0.17	210	R			From: 30-720					NA		NA		10/25/2001
						To: 30-1116									



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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(1115)	0.05	40	R			From: 30-1116					NA	NA			10/25/2001
						To: Cul-de-Sac									
(1116)	0.09	110	R			From: Cul-de-Sac					NA	NA			10/25/2001
						To: 30-1115									
(1117)	0.07	180	R			From: US 15 BUS					NA	NA			11/15/2001
(1117)	0.16	100	R			From: 30-1118					NA	NA			11/15/2001
						To: 30-1119									
(1118)	0.04	40	R			From: Cul-de-Sac					NA	NA			11/15/2001
(1118)	0.13	70	R			From: 30-1117					NA	NA			11/15/2001
						To: 30-1119									
(1119)	0.02	40	R			From: Cul-de-Sac					NA	NA			11/15/2001
(1119)	0.05	90	R			From: 30-1117					NA	NA			11/15/2001
(1119)	0.04	170	R			From: 30-1118					NA	NA			11/15/2001
						To: US 15 BUS									
(1120)	0.20	290	R			From: 30-1121 SOUTH					NA	NA			1998
(1120)	0.05	570	R			From: 30-1121 NORTH					NA	NA			1998
						To: SR 28									
(1121)	0.03	60	R			From: Cul-de-Sac					NA	NA			1998
(1121)	0.19	130	R			From: 30-1120 SOUTH					NA	NA			1998
(1121)	0.15	220	R			From: 30-1122					NA	NA			1998
(1121)	0.08	110	R			From: 30-1120 NORTH					NA	NA			1998
						To: Dead End									
(1122)	0.02	40	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1121									
(1123)	0.16	200	R			From: 30-661, 30-1030					NA	NA			1998
						To: Cul-de-Sac									
(1133)	0.25	80	R			From: Dead End					NA	NA			1998
(1133)	0.20	250	R			From: 30-1134					NA	NA			1998
						To: 30-802									
(1134)	0.72	160	R			From: Dead End					NA	NA			1998
						To: 30-1133									
(1135)	0.09	230	R			From: 30-744					NA	NA			1998
						To: 30-1137									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(1135)	0.10	120	R								NA	NA			1998
(1136)	0.20	60	R								NA	NA			1998
(1137)	0.20	120	R								NA	NA			1998
(1138)	0.32	160	R								NA	NA			10/18/2001
(1143)	0.10	60	R								NA	NA			09/20/2001
(1145)	0.23	230	R								NA	NA			09/17/2001
(1146)	0.28	80	R								NA	NA			09/17/2001
(1146)	0.06	110	R								NA	NA			09/17/2001
(1201)	0.36	70	R								NA	NA			1998
(1202)	0.15	100	R								NA	NA			1998
(1203)	0.25	1100	R								NA	NA			09/05/2001
<b>Town of Remington</b>															
(1203)	0.09	1100	R								NA	NA			09/05/2001
(1203)	0.20	430	F	99%	0%	0%	0%	0%	0%	C	48	F	430	F	2001
(1204)	0.30	360	R								NA	NA			09/05/2001
<b>Fauquier County</b>															
(1204)	0.01	360	R								NA	NA			09/05/2001
(1204)	0.45	140	R								NA	NA			09/05/2001
(1204)	0.15	560	R								NA	NA			09/05/2001
<b>Town of Remington</b>															
(1205)	0.29	150	R								NA	NA			09/05/2001
(1205)	0.06	90	R								NA	NA			09/05/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Remington</b>															
(1206)	0.25	200	R			From: 30-651					NA	NA			09/05/2001
						To: 30-1203									
(1207)	0.13	690	R			From: US 15 BUS					NA	NA			09/05/2001
						To: 30-656									
(1208)	0.30	450	R			From: 30-1209					NA	NA			09/05/2001
						To: 30-656									
(1209)	0.26	110	R			From: 30-651					NA	NA			09/05/2001
						To: 30-1203									
(1210)	0.12	180	R			From: 30-1207					NA	NA			09/05/2001
						To: 30-1205									
<b>Fauquier County</b>															
(1211)	0.03	100	R			From: 30-1203					NA	NA			09/05/2001
						To: 30-1212									
(1212)	0.12	60	R			From: 30-1211					NA	NA			09/05/2001
						To: 30-1204									
(1213)	0.01	90	R			From: Dead End					NA	NA			09/05/2001
						To: 30-1214									
(1213)	0.06	1100	R			From: 30-1214					NA	NA			09/05/2001
						To: 30-651									
(1214)	0.23	780	R			From: Cul-de-Sac					NA	NA			09/05/2001
						To: 30-1213									
(1220)	0.34	130	R			From: Dead End					NA	NA			1998
						To: 30-615									
(1221)	0.15	NA				From: 30-615					NA	NA			
						To: Cul-de-Sac									
(1222)	0.06	NA				From: 30-1221					NA	NA			
						To: Cul-de-Sac									
(1235)	0.12	40	R			From: 30-1236					NA	NA			1998
						To: 30-661									
(1236)	0.05	20	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1235									
(1236)	0.06	20	R			From: 30-1235					NA	NA			1998
						To: Cul-de-Sac									
(1240)	0.12	1300	R			From: 30-661 WEST					NA	NA			09/20/2001
						To: 30-1242									
(1240)	0.10	490	R			From: 30-1241 Gap Terminus					NA	NA			1998
						To: 30-1243 Gap Terminus									
(1240)	0.16	380	R			From: 30-1243 Gap Terminus					NA	NA			1998
						To: 30-1245									
(1240)	0.05	310	R			From: 30-1245					NA	NA			1998
						To: 30-1247									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(1240)	0.44	350	R			From: 30-1247					NA	NA			1998
(1240)	0.06	740	R			To: 30-1248					NA	NA			1998
(1241)	0.12	120	R			From: 30-661 EAST					NA	NA			09/20/2001
(1242)	0.13	200	R			To: Cul-de-Sac					NA	NA			09/20/2001
(1243)	0.10	100	R			From: 30-1240					NA	NA			09/20/2001
(1243)	0.12	280	R			To: Cul-de-Sac					NA	NA			09/20/2001
(1244)	0.12	140	R			From: 30-1243					NA	NA			09/20/2001
(1245)	0.10	140	R			To: Cul-de-Sac					NA	NA			1998
(1245)	0.08	210	R			From: 30-1240					NA	NA			1998
(1245)	0.13	120	R			To: 30-1246					NA	NA			1998
(1246)	0.19	150	R			From: Cul-de-Sac					NA	NA			1998
(1247)	0.07	70	R			To: 30-1245					NA	NA			1998
(1248)	0.07	110	R			From: Cul-de-Sac					NA	NA			09/20/2001
(1301)	0.32	190	R			To: 30-1130					NA	NA			1998
(1301)	0.24	100	R			From: 30-676					NA	NA			1998
(1302)	0.12	230	R			To: 30-1302					NA	NA			1998
(1303)	0.42	250	R			From: 30-605					NA	NA			1998
(1303)	0.12	490	R			To: 30-1301					NA	NA			1998
(1303)	0.58	300	R			From: Dead End					NA	NA			1998
(1304)	0.15	90	R			To: 30-1304					NA	NA			1998
(1304)	0.13	360	R			From: 30-676					NA	NA			1998
(1304)						To: Dead End					NA	NA			1998
(1304)						From: Dead End					NA	NA			1998
(1304)						To: 30-1305					NA	NA			1998
(1304)						From: 30-1303					NA	NA			1998

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(1305)	0.26	270	R			From: 30-1304					NA	NA			1998
(1305)	0.05	60	R			To: 30-1309					NA	NA			1998
(1305)	0.02	60	R			From: 0.05 MN 30-1309					NA	NA			1998
						To: Cul-de-Sac									
(1306)	0.01	30	R			From: Dead End					NA	NA			1998
(1306)	0.58	260	R			To: 30-1323					NA	NA			1998
(1306)	0.13	550	R			From: 30-676					NA	NA			1998
(1306)	0.55	460	R			To: 30-1307					NA	NA			1998
(1306)	0.19	110	R			From: 30-1310					NA	NA			1998
						To: Dead End									
(1307)	0.16	80	R			From: Dead End					NA	NA			1998
(1307)	0.29	120	R			To: 30-1308					NA	NA			1998
						To: 30-1306									
(1308)	0.10	130	R			From: 30-676					NA	NA			1998
						To: 30-1307									
(1309)	0.16	90	R			From: Dead End					NA	NA			1998
						To: 30-1305									
(1310)	0.10	50	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1306									
(1311)	0.20	130	R			From: Dead End					NA	NA			1998
						To: 30-676									
(1312)	0.17	880	R			From: 30-605					NA	NA			1998
(1312)	0.11	680	R			To: 30-1313 SOUTH					NA	NA			1998
(1312)	0.07	480	R			From: 30-1315					NA	NA			1998
(1312)	0.21	580	R			To: 30-1313 NORTH					NA	NA			11/19/2001
(1312)	0.09	510	R			From: 30-1345					NA	NA			11/19/2001
(1312)	0.12	500	R			To: 30-1346					NA	NA			11/19/2001
(1312)	0.17	480	R			From: 30-1348					NA	NA			11/19/2001
						To: 30-1350									
(1313)	0.74	310	R			From: 30-1312 SOUTH					NA	NA			11/19/2001
						To: 30-1312 NORTH									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
1314	0.76	240	R	From: 30-674						NA		NA			1998
				To: Dead End											
1315	0.15	50	R	From: Dead End						NA		NA			1998
				To: 30-1312											
1316	0.10	80	R	From: Cul-de-Sac						NA		NA			1998
				To: 30-1317											
1316	0.16	660	R	From: 30-1317						NA		NA			1998
				To: 30-675											
1316	0.06	100	R	From: 30-675						NA		NA			1998
				To: 30-1330											
1316	0.03	40	R	From: 30-1330						NA		NA			1998
				To: Dead End											
1317	0.11	30	R	From: Dead End						NA		NA			1998
				To: 30-1322											
1317	0.04	220	R	From: 30-1322						NA		NA			1998
				To: 30-1321											
1317	0.09	320	R	From: 30-1321						NA		NA			1998
				To: 30-1320											
1317	0.15	460	R	From: 30-1320						NA		NA			1998
				To: 30-1318											
1317	0.09	500	R	From: 30-1318						NA		NA			1998
				To: 30-1316											
1317	0.14	130	R	From: 30-1316						NA		NA			1998
				To: 30-1319											
1317	0.03	20	R	From: 30-1319						NA		NA			1998
				To: Dead End											
1318	0.04	30	R	From: Cul-de-Sac						NA		NA			1998
				To: 30-1317											
1319	0.08	60	R	From: 30-1317						NA		NA			1998
				To: Cul-de-Sac											
1320	0.10	80	R	From: Dead End						NA		NA			1998
				To: 30-1317											
1320	0.14	100	R	From: 30-1317						NA		NA			1998
				To: Dead End											
1321	0.19	160	R	From: 30-1317						NA		NA			1998
				To: Dead End											
1322	0.09	90	R	From: Dead End						NA		NA			1998
				To: 30-1317											
1323	0.08	220	R	From: 30-1306						NA		NA			1998
				To: 30-1324											
1323	0.01	30	R	From: 30-1324						NA		NA			1998
				To: Dead End											

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
1324	0.20	180	R								NA	NA			1998
1325	0.12	180	R								NA	NA			1998
1325	0.24	340	R								NA	NA			1998
1326	0.06	50	R								NA	NA			1998
1327	0.27	110	R								NA	NA			1998
1328	0.31	100	R								NA	NA			1998
1330	0.06	30	R								NA	NA			1998
1331	0.17	70	R								NA	NA			1998
1332	0.20	140	R								NA	NA			11/05/2001
1333	0.07	30	R								NA	NA			11/05/2001
1335	0.23	150	R								NA	NA			1998
1335	0.11	370	R								NA	NA			1998
1336	0.14	390	R								NA	NA			11/19/2001
1336	0.05	30	R								NA	NA			1998
1337	0.08	30	R								NA	NA			1998
1337	0.16	390	R								NA	NA			11/19/2001
1338	0.20	80	R								NA	NA			1998
1340	0.60	220	R								NA	NA			1998
1345	0.12	90	R								NA	NA			11/19/2001
1346	0.18	100	R								NA	NA			11/19/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
1348	0.10	70	R								NA	NA			11/19/2001
1350	0.22	110	R								NA	NA			11/19/2001
1400	0.09	80	R								NA	NA			1998
1400	0.09	60	R								NA	NA			1998
1401	0.24	250	R								NA	NA			1998
1401	0.38	390	R								NA	NA			1998
1401	0.05	470	R								NA	NA			1998
1401	0.06	670	R								NA	NA			1998
1401	0.08	370	R								NA	NA			1998
1401	0.14	220	R								NA	NA			1998
1401	0.19	90	R								NA	NA			1998
1402	0.40	180	R								NA	NA			1998
1403	0.23	220	R								NA	NA			1998
1404	0.16	90	R								NA	NA			1998
1404	0.08	60	R								NA	NA			1998
1405	0.46	1700	R								NA	NA			09/27/2001
1405	0.15	1800	R								NA	NA			09/27/2001
1405	0.11	2000	R								NA	NA			09/27/2001
1405	0.68	2500	R								NA	NA			11/01/2001
1406	0.45	110	R								NA	NA			1998
1407	0.06	70	R								NA	NA			1998
1407	0.13	160	R								NA	NA			1998



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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
1407	0.13	260	R			From: 30-1408					NA		NA		1998
1407	0.03	690	R			To: 30-605					NA		NA		1998
1407	0.18	280	R			From: 30-827					NA		NA		1998
1407	0.04	40	R			To: 30-1431					NA		NA		1998
						From: Dead End									
1408	0.07	60	R			To: Dead End					NA		NA		1998
1409	0.03	40	R			From: 30-1407					NA		NA		1998
						To: Dead End									
1410	0.06	NA				From: Dead End					NA		NA		
						To: Cul-de-Sac DELETE									
1410	0.27	90	R			From: Cul-de-Sac					NA		NA		1998
1410	0.25	350	R			To: 30-1411					NA		NA		1998
1410	0.15	360	R			From: 30-1413					NA		NA		11/01/2001
						To: 30-1405									
1411	0.08	120	R			From: 30-1410					NA		NA		1998
1411	0.07	190	R			To: 30-1427					NA		NA		1998
1411	0.06	370	R			From: 30-1426					NA		NA		1998
1411	0.07	420	R			To: 30-1412					NA		NA		1998
1411	0.16	720	R			From: 30-1413					NA		NA		1998
						To: 30-1405									
1412	0.06	50	R			From: Dead End					NA		NA		1998
						To: 30-1411									
1413	0.05	70	R			From: Dead End					NA		NA		1998
1413	0.10	100	R			To: 30-1411					NA		NA		1998
						From: 30-1410									
1414	0.46	990	R			To: 30-1405					NA		NA		11/01/2001
1414	0.12	580	R			From: 30-1417					NA		NA		11/01/2001
1414	0.14	360	R			To: 30-1421					NA		NA		1998
1414	0.03	190	R			From: 30-1422					NA		NA		1998
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(1415)	0.36	330	R			From: 30-1414					NA		NA		11/01/2001
(1415)	0.23	170	R			To: 30-1419					NA		NA		11/01/2001
(1415)	0.23	110	R			From: 30-1454					NA		NA		11/01/2001
(1415)	0.04	690	R			To: 30-1456					NA		NA		11/01/2001
(1415)	0.11	360	R			From: 30-1458					NA		NA		11/01/2001
(1415)	0.24	470	R			To: 30-1455					NA		NA		11/01/2001
(1415)	0.10	170	R			From: 30-1452					NA		NA		11/01/2001
(1416)	0.05	50	R			To: 30-1453					NA		NA		11/01/2001
(1416)	0.05	50	R			From: Dead End					NA		NA		1998
(1416)	0.14	120	R			To: 30-1415					NA		NA		1998
(1417)	0.16	360	R			From: Dead End					NA		NA		1998
(1417)	0.16	360	R			To: 30-1415					NA		NA		11/01/2001
(1417)	0.05	780	R			From: 30-1414					NA		NA		11/01/2001
(1418)	0.10	110	R			To: 30-605					NA		NA		11/01/2001
(1419)	0.20	280	R			From: 30-1419					NA		NA		1998
(1419)	0.17	540	R			To: Cul-de-Sac					NA		NA		1998
(1419)	0.20	280	R			From: 30-1420					NA		NA		1998
(1419)	0.17	540	R			To: 30-1405					NA		NA		1998
(1419)	0.05	190	R			From: 30-1415					NA		NA		1998
(1420)	0.11	100	R			To: 30-1418					NA		NA		1998
(1421)	0.18	120	R			From: 30-1419					NA		NA		1998
(1422)	0.02	40	R			To: Cul-de-Sac					NA		NA		1998
(1423)	0.15	170	R			From: 30-1415					NA		NA		1998
(1423)	0.10	260	R			To: 30-1414					NA		NA		1998
(1424)	0.05	50	R			From: 30-1414					NA		NA		1998
(1424)	0.05	50	R			To: Cul-de-Sac					NA		NA		1998
(1423)	0.15	170	R			From: 30-1425					NA		NA		1998
(1423)	0.10	260	R			To: 30-1424					NA		NA		1998
(1424)	0.05	50	R			From: 30-1405					NA		NA		1998
(1424)	0.05	50	R			To: 30-1423					NA		NA		1998
(1424)	0.05	50	R			From: 30-1423					NA		NA		1998
(1424)	0.05	50	R			To: Cul-de-Sac					NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
1425	0.11	48	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1423									
1426	0.12	50	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1411									
1427	0.04	47	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1428									
1427	0.07	130	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1411									
1428	0.02	40	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1427									
1429	0.13	120	R			From: 30-1405					NA	NA			1998
						To: Cul-de-Sac									
1430	0.14	50	R			From: 30-839					NA	NA			1998
						To: Dead End									
1431	0.06	60	R			From: Dead End					NA	NA			1998
						To: 30-1432									
1431	0.14	150	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1407									
1432	0.10	30	R			From: Dead End					NA	NA			1998
						To: 30-1431									
1433	0.10	90	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-839									
1434	0.12	100	R			From: 30-839					NA	NA			1998
						To: Cul-de-Sac									
1435	0.17	170	R			From: 30-1436					NA	NA			1998
						To: 30-673									
1436	0.09	50	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1435									
1437	0.23	240	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-839									
1439	0.28	90	R			From: Cul-de-Sac					NA	NA			09/24/2001
						To: 30-674									
1440	0.20	130	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1445									
1440	0.11	320	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1405									
1440	0.45	1200	R			From: Cul-de-Sac					NA	NA			09/27/2001
						To: 30-674									
1441	0.26	180	R			From: 30-1440					NA	NA			1998
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
1442	0.06	60	R			From: 30-1440					NA	NA			1998
						To: Cul-de-Sac									
1444	0.34	150	R			From: 30-1405					NA	NA			1998
						To: Cul-de-Sac									
1445	0.05	50	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1448									
1445	0.11	200	R			From: 30-1448					NA	NA			1998
						To: 30-1440									
1446	0.11	60	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1405									
1447	0.11	120	R			From: Dead End					NA	NA			1998
						To: 30-1405									
1447	0.10	60	R			From: 30-1405					NA	NA			1998
						To: Dead End									
1448	0.18	90	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1445									
1449	0.09	50	R			From: 30-605					NA	NA			1998
						To: Cul-de-Sac									
1450	0.14	110	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1451									
1450	0.03	180	R			From: 30-1451					NA	NA			1998
						To: 30-605									
1451	0.05	50	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1450									
1452	0.07	30	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1415									
1452	0.04	560	R			From: 30-1415					NA	NA			1998
						To: 30-605									
1453	0.10	90	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1415									
1454	0.02	30	R			From: Cul-de-Sac					NA	NA			11/01/2001
						To: 30-1415									
1455	0.02	50	R			From: Cul-de-Sac					NA	NA			11/01/2001
						To: 30-1415									
1456	0.09	410	R			From: 30-1415					NA	NA			11/01/2001
						To: 30-1457									
1457	0.03	40	R			From: Cul-de-Sac					NA	NA			11/01/2001
						To: 30-1456									
1458	0.05	30	R			From: Cul-de-Sac					NA	NA			11/01/2001
						To: 30-1459									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
1458	0.07	310	R			From: 30-1459					NA		NA		11/01/2001
						To: 30-1415									
1459	0.11	80	R			From: Cul-de-Sac					NA		NA		11/01/2001
						To: 30-1469									
1459	0.08	160	R			From: 30-1469					NA		NA		11/01/2001
						To: 30-1458									
1459	0.09	80	R			From: 30-1458					NA		NA		11/01/2001
						To: Cul-de-Sac									
1460	0.09	40	R			From: Cul-de-Sac					NA		NA		1998
						To: 30-1465									
1460	0.21	440	R			From: 30-1465					NA		NA		1998
						To: 30-1464									
1460	0.05	620	R			From: 30-1464					NA		NA		1998
						To: 30-1463									
1460	0.07	800	R			From: 30-1463					NA		NA		1998
						To: 30-1462									
1460	0.10	660	R			From: 30-1462					NA		NA		1998
						To: 30-1461									
1460	0.08	670	R			From: 30-1461					NA		NA		1998
						To: 30-672									
1461	0.15	140	R			From: Cul-de-Sac					NA		NA		1998
						To: 30-1460									
1462	0.12	1200	R			From: NCL WARRENTON					NA		NA		1998
						To: 30-1460									
1463	0.09	80	R			From: 30-1460					NA		NA		1998
						To: Cul-de-Sac									
1464	0.06	60	R			From: Cul-de-Sac					NA		NA		1998
						To: 30-1460									
1465	0.09	330	R			From: 30-1460					NA		NA		1998
						To: 30-1466									
1465	0.05	90	R			From: 30-1466					NA		NA		1998
						To: Dead End									
1466	0.10	240	R			From: 30-1465					NA		NA		1998
						To: 30-1467									
1466	0.11	180	R			From: 30-1467					NA		NA		1998
						To: 30-1468									
1466	0.06	50	R			From: 30-1468					NA		NA		1998
						To: Cul-de-Sac									
1467	0.05	80	R			From: Cul-de-Sac					NA		NA		1998
						To: 30-1466									
1468	0.04	70	R			From: Cul-de-Sac					NA		NA		1998
						To: 30-1466									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
1469	0.03	40	R			From: Cul-de-Sac					NA		NA		11/01/2001
						To: 30-1459									
1470	0.14	110	R			From: 30-674					NA		NA		09/27/2001
						To: Cul-de-Sac									
1471	0.15	180	R			From: 30-674					NA		NA		09/27/2001
						To: 30-1472									
1471	0.04	50	R			From: 30-1472					NA		NA		09/27/2001
						To: Cul-de-Sac									
1472	0.07	40	R			From: 30-1471					NA		NA		09/27/2001
						To: Cul-de-Sac									
1473	0.32	150	R			From: Dead End					NA		NA		09/27/2001
						To: 30-674									
1474	0.08	40	R			From: Dead End					NA		NA		09/27/2001
						To: 30-1473									
1475	0.22	270	R			From: 30-1401					NA		NA		1998
						To: 30-1476									
1475	0.06	50	R			From: 30-1476					NA		NA		1998
						To: Cul-de-Sac									
1476	0.09	80	R			From: Cul-de-Sac					NA		NA		1998
						To: 30-1475									
1477	0.06	90	R			From: Cul-de-Sac					NA		NA		1998
						To: 30-1401									
1478	0.07	70	R			From: 30-1401					NA		NA		1998
						To: Cul-de-Sac									
1479	0.04	60	R			From: 30-1401					NA		NA		09/27/2001
						To: Cul-de-Sac									
1480	0.15	150	R			From: 30-674					NA		NA		1998
						To: Cul-de-Sac									
1481	0.30	NA				From: 30-00605(B)/					NA		NA		
						To: Cul-de-Sac/									
1482	0.16	NA				From: Cul-de-Sac/					NA		NA		
						To: 30-01481(B)/									
1483	0.41	NA				From: 30-605					NA		NA		
						To: 30-1484									
1484	0.28	NA				From: Dead End/					NA		NA		
						To: 30-01483(R)/									
1485	0.07	50	R			From: Dead End					NA		NA		09/27/2001
						To: 30-1401									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(1485)	0.10	70	R			From: 30-1401					NA	NA			09/27/2001
						To: Cul-de-Sac									
(1486)	0.20	NA				From: Cul-de-Sac/					NA	NA			
						To: 30-01407(B)/									
(1487)	0.07	NA				From: 30-01486(B)/					NA	NA			
						To: Cul-de-Sac/									
(1490)	0.03	50	R			From: Cul-de-Sac					NA	NA			09/27/2001
						To: 30-1494									
(1490)	0.11	190	R			From: 30-1494					NA	NA			09/27/2001
						To: 30-1492									
(1490)	0.04	290	R			From: 30-1492					NA	NA			09/27/2001
						To: 30-1493									
(1490)	0.08	390	R			From: 30-1493					NA	NA			09/27/2001
						To: 30-1491									
(1490)	0.13	460	R			From: 30-1491					NA	NA			09/27/2001
						To: 30-605									
(1491)	0.04	60	R			From: 30-1490					NA	NA			11/05/2001
						To: Cul-de-Sac									
(1492)	0.07	90	R			From: Cul-de-Sac					NA	NA			11/05/2001
						To: 30-1490									
(1493)	0.08	80	R			From: 30-1490					NA	NA			11/05/2001
						To: Cul-de-Sac									
(1494)	0.06	70	R			From: Cul-de-Sac					NA	NA			11/05/2001
						To: 30-1490									
(1495)	0.30	670	R			From: 30-1405; 30-1406					NA	NA			11/05/2001
						To: 30-1496; 30-1497									
(1496)	0.03	50	R			From: Dead End					NA	NA			11/05/2001
						To: 30-1495; 30-1497									
(1497)	0.12	180	R			From: 30-1495; 30-1496					NA	NA			11/05/2001
						To: Dead End									
(1498)	0.14	240	R			From: 30-1495					NA	NA			11/05/2001
						To: 30-1499									
(1499)	0.03	50	R			From: Dead End					NA	NA			11/05/2001
						To: 30-1498									
(1501)	0.08	60	R			From: Dead End					NA	NA			1998
						To: 30-1502									
(1501)	0.36	240	R			From: 30-1502					NA	NA			1998
						To: 30-604									
(1502)	0.19	80	R			From: 30-1501					NA	NA			1998
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(1503)	0.23	120	R			From: Dead End					NA	NA			1998
						To: 30-604									
(1509)	0.20	80	R			From: 30-605					NA	NA			1998
						To: Cul-de-Sac									
(1510)	0.29	150	R			From: 30-605					NA	NA			1998
						To: 30-1511									
(1510)	0.08	30	R			From: 30-1511					NA	NA			1998
						To: Dead End									
(1511)	0.09	50	R			From: Dead End					NA	NA			1998
						To: 30-1510									
(1515)	0.25	80	R			From: Dead End					NA	NA			1998
						To: 30-652									
(1516)	0.17	60	R			From: Cul-de-Sac					NA	NA			11/15/2001
						To: 30-793									
(1517)	0.05	240	R			From: 30-1518					NA	NA			11/15/2001
						To: 30-793									
(1518)	0.24	160	R			From: Cul-de-Sac					NA	NA			11/15/2001
						To: 30-1519									
(1518)	0.16	60	R			From: 30-1519					NA	NA			11/15/2001
						To: Cul-de-Sac									
(1519)	0.08	80	R			From: Cul-de-Sac					NA	NA			11/15/2001
						To: 30-1518									
(1520)	0.05	50	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-602									
(1521)	0.09	60	R			From: Cul-de-Sac					NA	NA			1998
						To: 30-1524									
(1521)	0.24	370	R			From: 30-1524					NA	NA			1998
						To: 30-1522									
(1521)	0.14	640	R			From: 30-1522					NA	NA			1998
						To: 30-602									
(1522)	0.17	120	R			From: Dead End					NA	NA			1998
						To: 30-1521									
(1522)	0.10	180	R			From: 30-1521					NA	NA			1998
						To: 30-1523									
(1522)	0.10	90	R			From: 30-1523					NA	NA			1998
						To: Cul-de-Sac									
(1523)	0.13	60	R			From: 30-1522					NA	NA			1998
						To: Cul-de-Sac									
(1524)	0.11	140	R			From: Dead End					NA	NA			11/19/2001
						To: 30-1525									



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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(1524)	0.14	300	R			From: 30-1525					NA		NA		11/19/2001
(1524)	0.13	130	R			To: 30-1521					NA		NA		11/19/2001
						From: Cul-de-Sac									
(1525)	0.10	120	R			To: 30-1524					NA		NA		11/19/2001
(1530)	0.19	320	R			From: 30-602					NA		NA		09/17/2001
						To: 30-1531									
(1531)	0.21	100	R			From: Cul-de-Sac					NA		NA		09/17/2001
(1531)	0.39	180	R			To: 30-1530					NA		NA		09/17/2001
						From: Cul-de-Sac									
(1540)	0.45	140	R			From: 30-678					NA		NA		10/18/2001
						To: Cul-de-Sac									
(1549)	0.49	210	R			From: Dead End					NA		NA		10/25/2001
						To: 30-690									
(1550)	0.16	490	R			From: 30-678					NA		NA		10/18/2001
(1550)	0.85	280	R			To: 30-1551					NA		NA		10/18/2001
						From: Cul-de-Sac									
(1551)	0.19	170	R			From: 30-1550					NA		NA		10/18/2001
						To: 30-1552									
(1552)	0.13	70	R			From: Cul-de-Sac					NA		NA		10/18/2001
(1552)	0.07	60	R			To: 30-1551					NA		NA		10/18/2001
						From: Cul-de-Sac									
(1601)	0.21	190	R			From: 30-685					NA		NA		1998
(1601)	0.05	20	R			To: 30-1602					NA		NA		1998
						From: Dead End									
(1602)	0.11	70	R			From: Dead End					NA		NA		1998
						To: 30-1601									
(1603)	0.15	100	R			From: Dead End					NA		NA		1998
(1603)	0.14	380	R			To: 30-1605					NA		NA		1998
(1603)	0.05	460	R			From: 30-1604					NA		NA		1998
						To: 30-687									
(1604)	0.19	120	R			From: Dead End					NA		NA		1998
						To: 30-1603									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Fauquier County</b>															
(1605)	0.09	70	R			From: Cul-de-Sac					NA		NA		1998
(1605)	0.14	190	R			To: 30-1607					NA		NA		1998
(1605)	0.14	270	R			From: 30-1606					NA		NA		1998
(1605)						To: 30-1603									
(1606)	0.12	70	R			From: Cul-de-Sac					NA		NA		1998
(1606)						To: 30-1605									
(1607)	0.14	80	R			From: Cul-de-Sac					NA		NA		1998
(1607)						To: 30-1605									
(1610)	0.48	200	R			From: 30-1611					NA		NA		10/15/2001
(1610)						To: 30-687									
(1611)	0.09	50	R			From: Cul-de-Sac					NA		NA		10/15/2001
(1611)						To: 30-1610									
(1611)	0.14	150	R			From: 30-1612					NA		NA		10/15/2001
(1611)						To: 30-1612									
(1611)	0.23	330	R			From: 30-651					NA		NA		10/15/2001
(1611)						To: 30-651									
(1612)	0.13	250	R			From: 30-1611					NA		NA		10/15/2001
(1612)						To: 30-1613									
(1612)	0.13	80	R			From: Cul-de-Sac					NA		NA		10/15/2001
(1612)						To: Cul-de-Sac									
(1613)	0.12	60	R			From: 30-1612					NA		NA		10/15/2001
(1613)						To: Cul-de-Sac									
(1619)	0.07	NA				From: 30-00661(B)/					NA		NA		
(1619)						To: Cul-de-Sac/									
(1620)	0.05	20	R			From: Cul-de-Sac					NA		NA		11/05/2001
(1620)						To: 30-1621									
(1620)	0.11	130	R			From: 30-674					NA		NA		11/05/2001
(1620)						To: 30-674									
(1621)	0.06	40	R			From: Cul-de-Sac					NA		NA		11/05/2001
(1621)						To: 30-1620									
(1630)	0.42	70	R			From: 30-616					NA		NA		1998
(1630)						To: Dead End									
(1700)	0.10	70	R			From: US 17					NA		NA		1998
(1700)						To: Dead End									
(1730)	0.16	90	R			From: 30-637					NA		NA		1998
(1730)						To: Cul-de-Sac									
(1731)	0.15	70	R			From: 30-788					NA		NA		1998
(1731)						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Fauquier County</b>																
(9931)	0.10	220	R			From: BUS US 15 To: MARGARET PIERCE ELEM SCH					NA		NA		1998	
(9932)	0.13	300	R			From: Cul-de-Sac To: US 17					NA		NA		1998	
(9933)	0.18	70	R			From: SR 28 To: Dead End					NA		NA		1998	
(9934)	0.10	220	R			From: 30-603 To: H.M. PEARSON ELEM SCH					NA		NA		1998	
(9935)	0.10	300	R			From: 30-605 To: P.B. SMITH ELEM SCH					NA		NA		1998	
(9936)	0.12	270	R			From: 30-709 To: W.C. COLEMAN ELEM SCH					NA		NA		1998	
(9937)	0.08	160	R			From: 30-710 To: NORTHWESTERN ELEM SCH					NA		NA		1998	
(9952)	0.10	280	R			From: 30-835 To: MARY WALTER ELEM SCH					NA		NA		1998	
(611) 53	Saint Louis Rd	0.10	2900	G	90%	1%	6%	1%	2%	0%	C	310	G	3000	G	2001
(618) 53	Snake Den Rd	0.27	70	R		From: US 50 John S. Mosby Hwy To: Loudoun County Line					NA		NA		03/02/2002	
(619) 53	Trappe Rd	0.20	490	R		From: US 50 John S. Mosby Hwy To: Loudoun County Line					NA		NA		1999	
(623) 53	Willisville Rd	0.03	420	G	91%	0%	5%	1%	2%	0%	C	50	G	420	G	2001
(719) 53	Greengarden Rd	0.23	150	R		From: US 50 John S. Mosby Hwy To: Loudoun County Line					NA		NA		03/02/2002	
(832) 53		0.17	40	R		From: US 50 John S. Mosby Hwy To: Dead End					NA		NA		1999	
<b>Town of Warrenton</b>																
(2) 156	Alexandria Pike	0.58	230	F	94%	1%	4%	1%	0%	0%	C	30	F	230	F	2001
(3) 156	Oak Springs Dr	0.26	3600	F	98%	1%	1%	0%	0%	0%	C	390	F	3600	F	2001
(4) 156	Branch Rd	0.19	2000	F	96%	1%	3%	0%	0%	0%	C	180	F	2000	F	2001
(880) 156	Bear Wallow Rd	0.49	2400	F	96%	0%	3%	1%	0%	0%	C	260	F	2400	F	2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Warrenton</b>															
886 156 Waterloo Rd	0.58	3100	F	From:	WCL Warrenton				0%	C	340	F	3100	F	2001
				To:	Rappahannock St										
886 156 Rappahannock St	0.03	2100	G	From:	Frost Ave				0%	F	220	G	2000	G	2001
				To:	US 211 Waterloo Rd										
893 156 Meetze Rd	0.37	9300	F	From:	Falmouth St				0%	C	880	F	9200	F	2001
				To:	ECL Warrenton										
1893 156 Winchester St	0.42	3800	F	From:	Alexandria St				0%	F	350	F	3800	F	2001
				To:	King St										
1893 156 Winchester St	0.69	4500	F	From:	Lee Hwy				0%	C	410	F	4500	F	2001
				To:	Lee Hwy										
1894 156 Culpeper St	0.38	2700	F	From:	Shirley Ave				0%	C	260	F	2700	F	2001
				To:	Hotel St										
1894 156 Culpeper St	0.04	1700	F	From:	Main St				0%	F	140	F	1700	F	2001
				To:	Main St										
1895 156 Old Broadview Ave	0.17	4300	F	From:	US15				0%	C	420	F	4300	F	2001
				To:	US 17										
Alexandria Pkwy	0.00	6400	F	From:	John Marshall St						580	F	6700	F	2001
				To:	Ashby St										
Branch Dr	10.49	2200	F	From:	Lee Hwy						240	F	2300	F	2001
				To:	Arbor Ct										
Broadview Ave	0.00	3100	F	From:	Bear Wallow Rd						290	F	3200	F	2001
				To:	Lee Hwy										
East St	10.49	210	F	From:	Main St						30	F	220	F	2001
				To:	ECL. Warrenton										