2002

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

where available

Jurisdiction Report

11

Botetourt County Town of Buchanan Town of Fincastle Town of Troutville

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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 Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

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

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Roule Longin AADT OA 4Th Bus 2Abg 3 4Abg 1 Trial 2Trial 2						Bo	tetourt Maintena	nce Area	3							
11	Route	Length	AADT	QA	4Tire	Bus	-		2Trail	- QC		QK		AAWDT	QW	Year
11	Botetourt County				Erom		D 1 G									
11	(11)	0.10	18000	G	<u> </u>	0%			0%	F	0 091	F	0.569	18000	G	2002
11		0.10	10000	Ū		070			070	•	0.001	•	0.000	10000	Ŭ	2002
1	~~				<u> </u>											
1.34	[11]	2.73	14000	G	98%	0%	1% 0%	0%	0%	F	0.087	F	0.619	14000	G	2002
Town of Troutsille																
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11	~				10:		SCL Troutvil	le								
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No. Trouvoille No.	<u></u>	1.85	7800	N		0%			0%	N	0.101	N	0.676	7900	Ν	2002
11							NCL Troutvil	le								
11	Botetourt County															
11	~~~			_								_				
11-40 1	[11]	2.98	5000	G	94%	1%	2% 0%	3%	0%	F	0.092	F	0.673	5000	G	2002
1.81 South of Buchanan	~~~															
11	[11]	5.86	3200	G	94%	1%	2% 0%	3%	0%	F	0.105	F	0.647	3300	G	2002
Town of Buchanan	~				To: From:		I-81 South of Buc	hanan								
11	[11]	2.23	4300	G		0%	3% 1%	3%	0%	F	0.099	F	0.629	4400	G	2002
11	<u> </u>				To:		WCL Buchan	an								
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11	(11)	0.43	4300	IN	93 /6	0 70		370	0 76	IN	0.099	IN	0.029	4400	IN	2002
SS R43 S		2.00	4600			00/		20/	00/		0.000		0.556	4700		2002
SS R43 S	(11)	2.09	4600	G	93%	0%		3%	0%	Г	0.088	F	0.556	4700	G	2002
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11	Botetourt County	•			From:		NCL Buchana	n	1							
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A2																
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1.32 6000 G 93% 0% 2% 0% 5% 0% F 0.073 F 0.540 6100 G 2002 SR 43 North of Eagle Rock From SR 4	(42) (615)	0.19	970	G	94%	0%	3% 1%	2%	0%	С	0.086	F	0.655	980	G	2002
SR 43 North of Eagle Rock					To: From:		US 220; 11-6	15								
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					To:		Alleghany County	/ Line								

					Bot			-							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
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	0.44	400	_	From:	40/	Blue Ridge P		00/	_	0.005	_	0.504	100		0000
43	0.11	400	G	98% To:	1%	1% 0°		0%	F	0.095	F	0.561	400	G	2002
						Botetourt Cou	nty Line								
Botetourt County				From:		Bedford Cour	tv Line	1							
(43)	4.00	400	N	98%	1%	1% 09		0%	Ν	0.095	Ν	0.561	400	N	2002
				To:		SCL Buch	anan								
Town of Buchanan															
				From:		SCL Buch									
43	0.64	400	N	98%	1%	1% 09	6 0%	0%	N	0.095	N	0.561	400	N	2002
<u></u>	2.12			From:		S US 1		20/							
43 [11]	0.18	4900	G	93%	0%	3% 19	% 3%	0%	F	0.089	F	0.535	4900	G	2002
				From:		N US 1									
(43)	0.82	1600	G	84%	1%	6% 69		0%	F	0.107	F	0.58	1600	G	2002
				To:		NCL Buch	anan								
Botetourt County				From:		NGL D. I		1							
40	2.95	1600	N	84%	1%	NCL Buch		0%	N	0.107	N	0.58	1600	N	2002
43	2.93	1000	IN	04 /0	1 /0			0 /0	IN	0.107	IN	0.56	1000	IN	2002
	F 00	500		From:	40/	11-630 Near Sp		00/		0.004		0.50	500		2002
43	5.22	580	G	84%	1%	6% 69	% 3%	0%	F	0.091	F	0.52	580	G	2002
	5.00		_	From:		11-688 East of E				0.004		0.55	070		0000
43	5.39	660	G	84%	1%	6% 69	% 3%	0%	F	0.084	F	0.55	670	G	2002
				From:		N 11-68		j							
(43)	0.47	1200	G	84%	1%	6% 69	6 3%	0%	F	0.079	F	0.574	1200	G	2002
				To: From:		SR 43 Y Eag									
(43)	1.74	450	G	84%	1%	6% 69		0%	F	0.096	F	0.531	460	G	2002
				To:	J	JS 220 North of	Eagle Rock								
<u> </u>				From-		Roanoke Cou	nty Line								
48 Blue Ridge Parkway	2.97	1200	0							NA			NA		2002
				From:		US 221, U	3 460								
48 Blue Ridge Parkway	12.72	1200	0							NA			NA		2002
				To: From:		Bedford Cour	ty Line								
(48) Blue Ridge Parkway	3.11	1200	0							NA			NA		2002
				To: From:		SR 43									
48 Blue Ridge Parkway	11.28	1200	0							NA			NA		2002
				To:		Bedford Cour	ty Line								
North				From:		Roanoke Cou	-								
					1%	2% 19	6 20%	1%	F	0.09	F		27000	G	2002
81)	3.27	27000	G	75%											
	3.27 d Traffic:		G G	75% 77%	1%	2% 19		1%	F	0.09	F		54000	G	
Combine							6 19%						54000	G	
Combine	d Traffic:	53000	G	77%	1%	2% 1°	% 19%)	1%	F	0.09					2002
Combine North (81)	d Traffic: 5.76	53000 19000	G F	77% From: 62%	1%	2% 1° US 22' 2% 1°	6 19% 6 33%	1% 3%		0.09	F		19000	F	2002
Combine North (81)	d Traffic:	53000 19000	G	77% From: 62% 63%	1%	2% 1° US 22' 2% 1° 2% 1°	% 19% % 33% % 32%	1%	F F	0.09	F				2002
North Combine North	5.76 d Traffic:	53000 19000 38000	G F G	77% To From: 62% 63%	1% 1% 1%	2% 1° US 220 2% 1° 2% 1° 11-640	6 19% 6 33% 6 32%	1% 3% 3%	F F F	0.09 0.066 0.066	F		19000 37000	F G	
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Combine North 81 Combine North 81 Combine North Range North Combine	5.76 d Traffic: 5.97 d Traffic: 5.76	53000 19000 38000 16000 35000	G G G	77% From 62% 63% From 62% 63% 62% 63% 63%	1% 1% 1% 1%	2% 1° US 22' 2% 1° 2% 1° 11-64(2% 0° US 11 2% 1° 2% 1°	6 19% 6 33% 6 32% 6 32% 6 33% 6 32% 6 33% 6 32%	1% 3% 3% 3% 3% 3%	F F F A	0.09 0.066 0.066 NA NA	F F A	0.776	19000 37000 15000 33000	F G G	2002
North North North R1 Combine North R1 Combine	5.76 d Traffic: 5.97 d Traffic: 5.76 d Traffic:	19000 38000 16000 35000 17000 34000	G G G A B	77% From 62% 63% From 62% 63% From 62% 63% From 62% 63%	1% 1% 1% 1% 1% 1%	2% 1° US 22' 2% 1° 2% 1° 11-64(2% 1° 2% 0° US 11 2% 1° 2% 1° US 11	6 19% 6 33% 6 32% 6 32% 6 33% 6 32% 8 33%	1% 3% 3% 3% 3% 3% 3%	F F F C	0.09 0.066 0.066 NA NA 0.127 0.167	F F A A	0.776	19000 37000 15000 33000 16000 31000	F G G A B	2002
North 81 Combine North 81 Combine North 81 Combine	5.76 d Traffic: 5.97 d Traffic: 5.76	19000 38000 16000 35000 17000 34000	G G G	77% From 62% 63% From 62% 63% 62% 63% 63%	1% 1% 1% 1%	2% 1° US 22' 2% 1° 2% 1° 11-64(2% 0° US 11 2% 1° 2% 1°	6 19% 6 33% 6 32% 6 33% 6 32% 6 33% 6 32% N 33%	1% 3% 3% 3% 3% 3%	F F F A	0.09 0.066 0.066 NA NA	F F A	0.776	19000 37000 15000 33000	F G G	2002

Route Length AADT QA 4Thr But Sale						BOI	tetourt Ma										
Seath Seat	Route	Length	AADT	QA	4Tire	Bus					QC	Peak Hour	QK		AAWDT	QW	Year
South Sout					From:		D 1	C 1	T ·								
Combined Traffic: S3000 G 77% 1% 2% 1% 19% 19% 19% F 0.08 F 54000 G		3 17	27000	G		0%				1%	E	0.006	E		27000	G	2002
Sum G.19 19000 G 63% 1% 2% 0% 31% 3% F 0.068 F 18000 G 2002	81)																2002
Second S		Combined Trainic	. 53000	G	1170	170			1970	1 70	Г	0.09	Г		34000	G	
Combined Traffic 38000 G 63% 19% 29% 19% 23% 39% F NA 37000 G 2002	South				From:		τ	JS 220									
Combined Traffic 38000 G 63% 1% 2% 1% 32% 3% F NA 37000 G	(81)	6.19	19000	G	63%	1%	2%	0%	31%	3%	F	0.068	F		18000	G	2002
11.30 1900 G 63% 19 29% 07% 31% 37% F 0.061 F 17000 G 2002		Combined Traffic	38000	G	63%	1%	2%	1%	32%	3%	F	NA			37000	G	
11.30 19000 6 63% 1% 2% 0% 31% 3% F 0.061 F 17000 G 2002					To:		1	11-640									
Combined Traffic: 35000 G 63% 1% 2% 0% 32% 3% F NA 33000 G		11 20	40000	•		10/			240/	20/	_	0.064	_		17000	0	2002
South	(81)												Г				2002
Security Combined Traffic: 34000 B 63% 1% 2% 0% 31% 3% C 0.119 A 16000 B 2002		Combined Framic	35000	G	63%	1%	2%	0%	32%	3%	г	NA			33000	G	
B	South				From:		Ţ	US 11									
Combined Traffic: 34000 B 63% 1% 2% 1% 32% 3% C NA 31000 B		0.88	17000	В	63%	1%	2%	0%	31%	3%	С	0.119	Α		16000	В	2002
Section Sect		Combined Traffic	34000	В	63%	1%	2%	1%	32%	3%	С	NA			31000	В	
Second S					To		1	11-614		1.							
Combined Traffic: 3000			4 4 6 6 6	_	·	401			0.407	001	_	0.000	_		40000	^	0000
Rockbridge County Line Rockbridge County L	(81)												F				2002
2.93 2.93 2.93 2.94 2.95		Combined Traffic	: 30000	G		1%				3%	F	NA			29000	G	
220 31 2.93 3000 G 77% 1% 2% 1% 19% 1% 1% 1% 1% 1%										I							
Combined Traffic: 53000 G 77% 1% 2% 1% 19% 19% 1 F 0.09 F 54000 G I	~~_	0.00			From:					CC:							
Set All T Set 2000 C 23000 C 23000 C 23000 C 2002	220 (81)			_										segment.		_	
1.60 23000 G 93% 0% 2% 0% 5% 0% F 0.08 F 0.566 23000 G 2002		Combined Traffic	: 53000	G	77%	1%				1%	F	0.09	F		54000	G	
1.60 2300 G 93% 0% 2% 0% 5% 0% F 0.08 F 0.566 2300 G 2002					From:												
11-79 North of Daleville 1200	220	1.60	23000	G	93%	0%				0%	F	0.08	F	0.566	23000	G	2002
220 3.69 13000 G 93% 0% 2% 0% 5% 0% F 0.081 F 0.576 13000 G 2002	220)				To		11 770 N	-41 CD-	1:11-								
Town of Fineastle The property	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	3 60	13000	G		0%				0%	F	0 081	F	0.576	13000	G	2002
Town of Fincastle Town	220)	3.09	13000	G	93 70	0 70				0 70		0.001	'	0.570	13000	O	2002
Town of Fincastle SCL Finc	~~~	2.45	44000			00/						0.000	^	0.500	44000	^	2002
Town of Fincastle SCL Finc	220	3.15	11000	А		0%				0%	C	0.096	А	0.593	11000	А	2002
							SCL	Tincasti									
220	Town of Fincastle				From:		SCI	Fincastle	a .	1							
11-630 Fincastle 1200 13-80 1910 10 1939 100 1939 100 1940 100 1940 100 1940	220	0.11	11000	N	93%	0%				0%	Ν	0.096	N	0.593	11000	N	2002
220 0.18 9100 G 93% 0% 2% 0% 5% 0% F 0.076 F 0.574 9200 G 2002	220)				Tai												
NCL Fincastle NCL Fincastl	(~~~)	0.19	0100	G		Ω0/				00/		0.076		0.574	0200	-	2002
SR 43 North of Eagle Rock	220)	0.10	3100	G		0 /0				0 /6		0.070	'	0.574	9200	G	2002
Note							IVCL	Tincasti	<u> </u>								
220 4.49 9100 N 93\ 0 0 2 0 0 5 0 0 N 0.076 N 0.574 9200 N 2002	Botetourt County				From:		NCI	Fincastle	e								
220 6.79 7100 G 93% 0% 2% 0% 5% 0% F 0.081 F 0.558 7200 G 2002	220	4.49	9100	N	93%	0%				0%	Ν	0.076	N	0.574	9200	N	2002
220	220)				Tar											-	
SR 43 Y Eagle Rock SR 43 North of Eagle Rock	(220)	6 70	7100	G		∩º/₋			50/	∩º/₋	F	በ በ21	F	0.559	7200	G	2002
220 0.83 7000 G 93% 0% 2% 0% 5% 0% F 0.078 F 0.534 7100 G 2002	220)	0.79	, 100	3	JJ /0	U /0				J /0	1	0.001		0.000	1200	J	2002
1.32 6000 G 93% 0% 2% 0% 5% 0% F 0.073 F 0.540 6100 G 2002	~~~		=0.00			001				001		0.0=0	_	0.50:	7400		0000
1.32 6000 G 93% 0% 2% 0% 5% 0% F 0.073 F 0.540 6100 G 2002	220	0.83	7000	G	93%	υ%	2%	υ%	5%	υ%	F	0.078	F	0.534	/100	G	2002
1.32 6000 G 93% 0% 2% 0% 5% 0% F 0.073 F 0.540 6100 G 2002																	
SR 43 North of Eagle Rock	220}	1.32	6000	G	93%	0%	2%	0%	5%	0%	F	0.073	F	0.540	6100	G	2002
9.95 6200 G 93% 0% 2% 0% 5% 0% F 0.075 F 0.538 6300 G 2002 Alleghary County Line Roanoke County Line Roanoke County Line	~				To: From:		SR 43 Nort	th of Eagl	le Rock								
ALT 220 Cloverdale Rd 4.54 16000 B 86% 1% 2% 1% 10% 0% A 0.104 A 0.517 17000 B 2002 ALT 220 0 0.07 34000 G 86% 1% 2% 1% 10% 0% F 0.076 F 0.573 35000 G 2002 From Roanoke County Line From Roanoke County Line From Roanoke County Line From Roanoke County Line 221 460 2.55 27000 G 91% 0% 2% 1% 5% 0% F 0.077 F 0.599 29000 G 2002	220	9.95	6200	G						0%	F	0.075	F	0.538	6300	G	2002
ALT 16000 B 86% 1% 2% 1% 10% 0% A 0.104 A 0.517 17000 B 2002	٠				To		Alleghan	y County	Line								
Cloverdale Rd 4.54 16000 B 86% 1% 2% 1% 10% 0% A 0.104 A 0.517 17000 B 2002	ALT	-			From:		Roanoke	e County	Line								
ALT US 11 220 0.07 34000 G 86% 1% 2% 1% 10% 0% F 0.076 F 0.573 35000 G 2002 To: I-81; US 220 From: Roanoke County Line 221 460 2.55 27000 G 91% 0% 2% 1% 5% 0% F 0.077 F 0.599 29000 G 2002	(220) Cloverdale Ro	4.54	16000	В	86%	1%				0%	Α	0.104	Α	0.517	17000	В	2002
0.07 34000 G 86% 1% 2% 1% 10% 0% F 0.076 F 0.573 35000 G 2002 State					To:		т	[[S 11		L							
220 0.07 34000 G 86% 1% 2% 1% 10% 0% F 0.076 F 0.573 35000 G 2002 From Roanoke County Line	ALT																
Roanoke County Line Roanoke County Line	(220)	0.07	34000	G		1%				0%	F	0.076	F	0.573	35000	G	2002
221 (460) 2.55 27000 G 91% 0% 2% 1% 5% 0% F 0.077 F 0.599 29000 G 2002					To:		I-81	; US 220)								
	~~~																
To Blue Ridge Parkway	{ 221 }{ 460 }	2.55	27000	G		0%				0%	F	0.077	F	0.599	29000	G	2002
	~~~				To:		Blue Ri	idge Park	way								

					БО	elourt Mairile	Hance Are	1							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+			$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:		DI D'I I	\ 1								
221 (460)	2.94	20000	Α	87%	0%	Blue Ridge I 2% 1	% 9%	0%	Α	0.099	Α	0.534	21000	Α	2002
221 (460)	2.04	20000	^	Tn-	070	Bedford Cou		070	,,	0.000	,,	0.004	21000	, ,	2002
				From:		Roanoke Cou	•	i							
460	2.55	27000	G	91%	0%	2% 1		0%	F	0.077	F	0.599	29000	G	2002
				To:		Blue Ridge I	Parkway								
460	2.94	20000	Α	From: 87%	0%		% 9%	0%	Α	0.099	Α	0.534	21000	Α	2002
400				To:		Bedford Cou									
				From:		Roanoke Cou	nty Line								
600	4.27	310	R				*			NA			NA		1998
				To:		11-779 SC									
	0.00	00	_	From:		11-779 NC	RTH			N. A			NIA		4000
600	0.30	60	R							NA			NA		1998
				From:		0.30 MN 1	1-779								
600	0.99	60	R							NA			NA		04/23/20
				To: From:		11-74	3								
600	0.30	220	R							NA			NA		1998
				To: From:		11-66	5								
600	2.90	220	R	From:						NA			NA		1998
				To:		11-666 E.	ΔST								
600	3.84	260	R	From:		11-000 L	101			NA			NA		1998
600				Total		11.606E	A COTT								
<u></u>	0.10	730	G	From: 94%	0%	11-606 E. 4% 1		0%	С	0.084	F	0.739	740	G	2002
600)	0.10	730	G	94 /0	0 70			0 70	C	0.004	'	0.739	740	G	2002
$\overline{}$			_	From:		11-606 W	EST								0=/00/00
(600) (600)	2.00	30	R	To:		11.66	2			NA			NA		05/09/200
						11-66									
	0.21	270	_	From:	00/	11-630 V		00/	_	0.100	_	0.501	270	0	2002
601	0.21	370	G	94%	0%	4% 0	% 2%	0%	С	0.108	F	0.591	370	G	2002
$\overline{}$				From:		11-630 I					_				
601)	0.19	340	G	94%	0%	4% 0	% 2%	0%	F	0.12	F	0.521	340	G	2002
				To: From:		11-62	5								
601)	0.05	10	R							NA			NA		1998
				To:		Dead E	nd								
				From:		11-64)								
(602)	1.30	40	R	. —						NA			NA		1998
				To:		US 22									
			_	From:		Bedford Cou	nty Line								00//0/00
603	1.45	50	R							NA			NA		03/12/200
				From:		11-76	3								
603	0.35	280	R							NA			NA		1998
				To:		11-60	7								
\bigcirc				From:		Roanoke Cou	_								
605) Sanderson Dr	1.31	4900	G	98%	1%	2% 0		0%	F	0.113	F	0.755	5100	G	2002
				To: From:		11-654 NC									
(605)	1.05	990	G	98%	1%	2% 0		0%	С	0.131	F	0.606	1000	G	2002
000			-		• •				-	1	•			-	
(a)	1.49	980	G	From: 98%	1%	ALT SR 220 2% 0		0%	F	0.103	F	0.674	990	G	2002
605	1. 4 3	300	3	90 70 To-	1 /0	11-65		0 /0		0.103		0.074	990	G	2002
				From:				<u>_</u>							
000	2.91	350	G	94%	0%	Craig Coun		0%	F	0.094	F	0.694	360	G	2002
606)	۷.5۱	330	3		U /0			U /0		0.034	1	0.034	300	G	2002
		===		From:	001	11-666 E.		001	_	0.00=	_	0.505	F 22		0000
606)	2.24	580	G	94%	0%		% 1%	0%	F	0.087	F	0.587	590	G	2002
				To:		11-600 W	EST								

					БО	etourt Mairiterian	CE AI C	1							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:		11-600 EAST		1							
606)	1.42	1000	G	94%	0%	3% 1%	1%	0%	С	0.084	F	0.708	1000	G	2002
	0.24	680	R	To: From:		11-630				NA			NA		1998
606)	0.24	000	K	To:		11-1201		1		INA			INA		1990
606)	0.07	710	R	From:						NA			NA		1998
606)	0.08	210	R	From:		US 220				NA			NA		1998
000				То:		WCL Fincastle									
Town of Fincastle				From:		11-630 Gap									
606)	0.19	610	G	94% To:	0%	4% 1% ECL Fincastle	1%	0%	F	0.101	F	0.563	620	G	2002
Botetourt County						ECL Filicastie									
	1.28	470	G	From: 94%	0%	ECL Fincastle	1%	0%	С	0.099	F	0.5	480	G	2002
(606)	1.20	4/0		To:	0 70	11-641	1 /0	070		0.099		0.5	400		2002
606)	0.50	460	G	94%	0%	4% 1%	1%	0%	F	0.096	F	0.536	470	G	2002
	3.03	160	R	From:		11-812		}		NA			NA		1998
606)	3.03	100	K	To:		US 11 WEST				INA			INA		1990
606)	1.60	450	R	From:		US 11 EAST				NA			NA		1998
606)				To: From:		11-640		-							
606	0.41	110	R	rioni.						NA			NA		03/28/2001
	0.16	50	R	From:		0.41 MS 11-640 WI	EST			NA			NA		03/28/200
606)	0.10	30	K	To:		Dead End				INA			INA		03/20/200
				From:		US 460; US 221									
607)	0.68	180	R	To:		11-738 SOUTH				NA			NA		1998
	0.36	1200	R	From:		11-738 NORTH				NA			NA		1998
607)	0.30	1200	- K	To:		11-603		1		INA			INA		1990
(607)	1.85	650	R	From:		11-003				NA			NA		1998
				To: From:		Bedford County Li	ne								
(608)	0.29	160	R	From:		FR-54				NA			NA		1998
				To: From:		11-708									
608	1.25	46	R							NA			NA		1998
600	2.00	20	R	From:		1.25 MS 11-708				NA			NA		04/04/2001
(608)	2.00			To:		11-622],		147 (147 (047047200
608	1.17	60	R	From:						NA			NA		1998
	1.00			To: From:		11-609									0.4.10.4.10.00.4
608)	1.80	50	R	To:		Rockbridge County	Line			NA			NA		04/04/2001
				From:		11-608									
609	1.68	20	R	To:		Rockbridge County	Line	1		NA			NA		04/04/2001
				From:		Dead End	Line								
610	0.50	70	R	•						NA			NA		1998
	0.50	420	R	From:		FR-55				NIA			NA		1000
610	0.53	120	ĸ	To:		Rockbridge County	Line			NA			NA		1998
		_													

FRC4						Bot	tetourt Maintena	ance Area	1							
FR.54 FR	Route	Length	AADT	QA	4Tire	Bus			 2Trail	QC		QK		AAWDT	QW	Year
2.54 120 R	Botetourt County				From:											
2 20	(611)	2.54	120	R	110111		FR-54				NA			NA		1998
11-02 11-02 11-02 11-02 11-02 11-02 11-02 10-03 11-02 10-03 10-03 11-03 10-03 10-03 11-03 10-03 11-03 10-03 10-03 11-03 10-03 10-03 11-03 10-03 11-03 10-0		2.60	20	_	To: From:		2.54 MN FR-	54			NΙΔ			NIA		04/00/2004
1	(611)	2.09	20	ĸ	To:		11 622				NA			NA		04/09/2001
Second S	(611)	2.10	200	R							NA			NA		1998
11-02								ty Line								
11-02	612	0.40	10	R	rion.		Dead End				NA			NA		04/11/2001
1.80 60 R 1.622 SOUTH NA NA 04/11/200		0.70	50	R	To: From:		11-692				NA			NA		04/11/2001
1.10 20 R					From:		SR 43									
1.10 20 R	(612)	1.80	60	R							NA			NA		04/11/2001
11-612 3.50 20 R	(612)	1.10	20	R	From:		11-622 SOUT	TH			NA			NA		04/11/2001
11-613		0.50			To: From:		11-622 NOR	TH								0.4/4.4/0.004
1.35 10 R	(612)	3.50	20	К	To:		Rockbridge Coun	ty Line			NA			NA		04/11/2001
Dead End Dead End Dead End Dead End Dead End Dead End Dead End Dead End Dead End Dead End Dead End Dead End Dead End Dead End Dead End					From:											
Dead End	(613)	1.35	10	R							NA			NA		04/23/2001
614																
11-618 SOUTH NA	614)	2.76	120	G		0%		2%	0%	F	0.105	F	0.852	120	G	2002
O.02 130 R		0.60	120	R	From:		11-618 SOUT	TH			NA			NA		1998
11-618 MID					To: From:		0.60 MN 11-6	18								
11-618 MID	(614)	0.02	130	R							NA			NA		1998
11-621 11-685 11-685 11-661 1		3.65	400	G	From: 93%	0%			0%	F	0.095	F	0.55	400	G	2002
FR-55 Free Craig County Line NA NA 1998					From:	201		201								
Craig County Line NA NA NA 1998 615 2.74 200 R 11-817 SOUTH NA NA NA 04/23/200: 615 6.42 220 R 11-817 NORTH NA NA NA 04/23/200: 615 4.59 640 G 94% 0% 3% 11-621 11-685 0.54 850 G 94% 0% 3% 18 2% 0% F 0.095 F 0.643 650 G 2002 615 0.19 970 G 94% 0% 3% 11-685 11-686 0.19 970 G 94% 0% 3% 11-686 11-1516 NA NA NA NA NA 1998 616 0.12 150 R NA NA NA NA NA NA NA NA 1998	(614)	2.73	620	G		0%		2%	0%	С	0.099	F	0.625	630	G	2002
615 2.74 200 R					From:			Line	1							
11-817 SOUTH	(615)	2.74	200	R	-				-		NA			NA		1998
615 6.42 220 R NA NA 04/23/200° 615 4.59 640 G 94% 0% 3% 1% 2% 0% F 0.095 F 0.643 650 G 2002					To: From:		11-817 SOUT	TH								
615 6.42 220 R NA NA 04/23/200° 615 4.59 640 G 94% 0% 3% 1% 2% 0% F 0.095 F 0.643 650 G 2002 615 0.54 850 G 94% 0% 3% 1% 2% 0% F 0.094 F 0.633 870 G 2002 615 0.19 970 G 94% 0% 3% 1% 2% 0% C 0.086 F 0.655 980 G 2002 616 1.60 940 R NA NA 1998 616 0.15 20 R NA NA 03/12/200°	(615)	3.25	140	R	. —						NA			NA		04/23/2001
615	(615)	6.42	220	R	From:		11-817 NOR	ГН			NA			NA		04/23/2001
615 0.54 850 G 94% 0% 3% 1% 2% 0% F 0.094 F 0.633 870 G 2002 615 0.19 970 G 94% 0% 3% 1% 2% 0% C 0.086 F 0.655 980 G 2002 616 1.60 940 R NA NA 1998 616 0.12 150 R NA NA 03/12/2007		4.50	C40			00/		20/	00/		0.005		0.040	050		2002
615 0.54 850 G 94% 0% 3% 1% 2% 0% F 0.094 F 0.633 870 G 2002 Columbia	(615)	4.59	640	G	94%	0%		2%	0%	F	0.095	F	0.643	650	G	2002
615 0.19 970 G 94% 0% 3% 1% 2% 0% C 0.086 F 0.655 980 G 2002 From:	615)	0.54	850	G	94%	0%		2%	0%	F	0.094	F	0.633	870	G	2002
616) 1.60 940 R 11-1516 NA NA 1998 616) 0.12 150 R NA NA 03/12/2007 616) 0.15 20 R NA NA 03/12/2007		0.10	070	-		00/		20/	00/		0.006		0.655	000		2002
616) 1.60 940 R 11-1516 NA NA 1998 616) 0.12 150 R US 460; US 221 NA NA 03/12/2007 616) 0.15 20 R NA NA 03/12/2007	(615)	0.19	9/0	G		070		Z 70	0%	C	0.000	Г	0.000	900	G	2002
0.12 150 R US 460; US 221 NA NA 03/12/200 11-661 0.15 20 R NA NA 03/12/200					From:											
0.12 150 R US 460; US 221 NA NA 03/12/200 11-661 0.15 20 R NA NA 03/12/200	616)	1.60	940	R							NA			NA		1998
616) 0.15 20 R NA NA 03/12/200 ⁻		0.12	150	ь	From:		US 460; US 2	221			NΙΛ			NIA		03/12/2001
616) 0.15 20 R NA NA 03/12/200 ⁻	(0.16)	U. 12	150		To:		11 ((1				INA			INA		
To: Dead End	(616)	0.15	20	R	From:		11-001				NA			NA		03/12/2001
					To:		Dead End									

					Botetourt Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak	QK Dir Factor	AAWDT C	QW Year
Town of Buchanan				From:	11-625 NORTH				
617)	1.01	480	R		11-023 NOR111	NA		NA	1998
				To	11-1321				
617	0.07	NA		From:	11 1321	NA		NA	
				To	0.07 MS 11-1321 Gap Terminus				
\bigcirc	0.07	20	_	From:	Dead End; Gap Terminus	NIA		NIA	1000
617)	0.07	30	R	To:	US 11	NA		NA	1998
D-4-4					CS 11				
Botetourt County				From:	Bedford County Line				
618)	4.17	46	R			NA		NA	04/02/200
				To: From:	4.17 MN Bedford County Line				
618)	0.02	60	R	rioiii.		NA		NA	1998
\cup				To:	11-614 MID				
	0.90	20	ь	From:	11-614 SOUTH	NΙΔ		NΙΛ	04/02/200
618)	0.80	20	R			NA		NA	04/02/200
	1.00		_	From:	11-619	N.1.0		N.1.A	0.4/0.0/0.00
618)	1.30	20	R			NA		NA	04/02/200
				To: From:	11-620				
618)	0.62	60	R			NA		NA	04/02/200
				To: From:	0.62 MW 11-620				
618)	1.18	160	R			NA		NA	1998
				To:	11-614 NORTH				
\bigcirc		_	_	From:	Dead End				
619	0.30	6	R	To:	11 (10	NA		NA	04/02/200
					11-618				
	0.03	50	R	From:	11-618	NA		NA	1998
(620) (620)	0.03	50	ĸ			INA		NA	1990
\bigcirc				From:	11-714				0.1/0.0/0.00
(620)	0.69	40	R	To:	Dead End	NA		NA	04/02/200
				From:					
	2.95	450	G	95%	Alleghany County Line 0% 2% 2% 1% 0%	C 0.099	F 0.544	460	G 2002
621)	2.93	450	G	70 To:	11-615	C 0.099	1 0.544	400	G 2002
				From:	Dead End				
622	0.20	50	R	<u> </u>	Dead End	NA		NA	04/02/200
622				To:	11 (14				
620	2.97	70	R	From:	11-614	NA		NA	04/02/200
622	2.51	70	1	To:	2.97 MN 11-614 Gap Terminus	INA		IVA	04/02/200
				From:	11-608 Gap Terminus				
622	1.70	130	R	_		NA		NA	1998
				To: From:	FR-55 FR-54				
622	0.96	60	R	<u>I</u>	1 K-54	NA		NA	1998
622				To:	11 (22				
(22)	2.00	300	R	From:	11-623	NA		NA	1998
622	00	300	••	To:	11-611 SOUTH	14/1			1500
				From:	11-611 NORTH				
622	3.07	20	R			NA		NA	04/04/2001
				To: From:	Rockbridge County Line				
622	0.32	NA				NA		NA	
				To:	Rockbridge County Line				
622	4.91	3	R	From:	-0y 	NA		NA	04/11/200
				To:	11-612 NORTH				
\bigcirc	. = 6		_	From:	11-612 SOUTH				04// //05=
622	4.59	60	R	Tai	4.503.577.11.512	NA		NA	04/11/200
				To:	4.59 MW 11-612				

					Bot	etourt Mair	itenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:		4.59 MW	7 11-612		1							
622)	1.43	140	R			4.37 W	11-012				NA			NA		1998
				To: From:		11-694	EAST									
622	0.05	140	R								NA			NA		1998
	0.40	100	R	From:		11-694	WEST				NA			NA		1998
622				To:		US 220 S										
622	2.00	80	R			US 220 1	NORTH				NA			NA		04/18/200
				To: From:		11-702 \$	SOUTH									
622	0.84	40	R								NA			NA		04/18/200
	2.10	150	R	From:		11-702 N	NORTH				NA			NA		1998
622				To:		11-633	EAST									
622	0.55	420	G	96%	1%		1%	1%	0%	С	0.096	F	0.605	430	G	2002
				From:		11-718 \$	SOUTH									
622	0.04	30	R	т		11.510	IODELL				NA			NA		1998
622	0.01	30	R	From:		11-7181	NORTH				NA			NA		1998
				To:		Dead	End									
622)	0.08	280	R	From:		FR-	-55				NA			NA		1998
623	0.00			To:		FR-	-54									
623	0.71	420	R	From:							NA			NA		1998
				To: From:		11-0										
624)	0.90	40	R			Dead	Eng				NA			NA		04/02/200
				To:		11-0										
625)	2.70	170	G	From: 96%	0%	2%	43 1%	1%	0%	F	0.120	F	0.524	170	G	2002
				To: From:		11-6										
625)	0.13	650	G	96%	0%	2%	1%	1%	0%	F	0.099	F	0.624	660	G	2002
				To:		SCL Bu	chanan									
Town of Buchanan				From:		SCL Bu										
625)	0.37	650	N	96%	0%		1%	1%	0%	N	0.099	N	0.624	660	N	2002
625)	0.30	1100	G	From: 96%	0%	2%	1%	1%	0%	С	0.108	F	0.766	1100	G	2002
020				To: From:		US 11 S	OUTH									
625)	0.25	380	G	96%	0%	US 11 N 2%	1%	1%	0%	F	0.093	F	0.667	380	G	2002
				To:		WCL Bu	uchanan									
Botetourt County				From:		WCL Bu	ıchanan		1							
625)	0.14	380	N	96%	0%	2%	1%	1%	0%	Ν	0.093	Ν	0.667	380	N	2002
	0.45	400		From:	00/	11-7		40/	00/		0.445		0.004	000		0000
625)	3.15	190	G	96%	0%	2% 11-601 Gap	1% Terminu	1% ıs	0%	F	0.115	F	0.681	200	G	2002
<u></u>	0.75	120	R	From:		11-630 Gap					NA			NA		1998
625	0.70	120	ĸ	Ta		0.75 MN	11-630				INA			INA		1330
625)	1.11	70	R	From:		U. /3 IVIN	11-030				NA			NA		04/25/200
				To: From:		11-0	590									
625)	2.50	30	R	To:		Dead	End				NA			NA		04/25/200
						Dead	LIIU									

					DUI	elouri Mairileriari	ce Area	l							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:		Dead End		1							
626	0.14	100	R			Doud End				NA			NA		1998
	0.22	200		To: From:		11-786				NIA			NIA		1000
626	0.22	300	R	To-		11-779				NA			NA		1998
Town of Buchanan															
627)	0.40	130	R	From:		Dead End				NA			NA		1998
021)				To:		11-617									
Botetourt County				From:		11-635		1							
628	1.30	60	R			11-033				NA			NA		1998
				To: From:		11-629									
628	1.07	380	R	To:		11-772				NA			NA		1998
				From:		11-628									
629	2.34	250	R	т						NA			NA		1998
				To: From:		11-625 11-779		1							
630	1.28	650	R			11-//9				NA			NA		1998
				To: From:		11-672									
630	2.02	790	R							NA			NA		1998
	1.07	1200	G	From: 95%	1%	11-665 2% 2%	0%	0%	F	NA			1300	G	2002
630				To: From:	.,,	11-670 EAST			•						
630	1.97	1300	G							0.086	F	0.536	1300	G	2002
				To:		WCL FINCASTI	ĿΕ								
Cown of Fincastle				From:		WCL FINCASTI									
630)	0.14	1700	G	96%	0%	3% 0%	1%	0%	F	0.092	F	0.599	1700	G	2002
630	0.19	1000	G	From: 96%	0%	US 220 3% 0%	1%	0%	F	0.078	F	0.566	1000	G	2002
030)				To: From:		11-1202			-						
630	0.20	2000	G	96%	0%	3% 0%	1%	0%	С	0.096	F	0.625	2100	G	2002
$\overline{\bigcirc}$	0.00	2400		From:	00/	11-606	40/	00/		0.005	_	0.504	2200		2002
(630)	0.29	2100	G	96% To:	0%	3% 0% ECL FINCASTL	1% E	0%	F	0.095	F	0.564	2200	G	2002
Botetourt County															
630)	0.26	2100	G	From: 96%	0%	ECL FINCASTL 3% 0%	E 1%	0%	F	0.092	F	0.574	2100	G	2002
(630)				To: From:		11-681		-							
630	1.96	1300	G	96%	0%	3% 0%	1%	0%	F	0.086	F	0.727	1300	G	2002
	4.05	500		From:	00/	11-639	40/	00/		0.005		0.000	F20		2002
630	1.95	520	G	96%	0%	3% 0%	1%	0%	F	0.085	F	0.890	530	G	2002
630)	2.78	350	G	From: 96%	0%	11-636 3% 0%	1%	0%	F	0.09	F	0.671	360	G	2002
_				To: From:		11-635									
630	1.43	380	G	96%	0%	3% 0%	1%	0%	F	0.088	F	0.546	390	G	2002
	1 20	620	G	From:	00/	11-625 3% 0%	10/	00/		0.000		0.674	640	G	2002
630)	1.28	630	G	96% To:	0%	3% 0% SR 43	1%	0%	F	0.098	F	0.574	640	<u></u>	2002
				From:		11-630									
631)	1.18	70	R	To-		CD 42				NA			NA		1998
				To:		SR 43									

Route	Length	AADT	QA	4Tire	Bus		Tru : 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:			11-601		1							
632)	0.15	50	R						•		NA			NA		1998
	0.75	20	R	To: From:		0.15	MN 11-60	1	-		NA			NA		04/25/200
632	0.70			To:		Ι	Dead End									0 1/20/200
	1.95	50	R	From:		Ι	Dead End				NA			NA		04/18/20
633)	1.90	30	IX	To:			622 WEST				INA			INA		04/10/20
633	2.29	500	G	96%	1%	2%	-622 EAST 1%	1%	0%	С	0.1	F	0.556	510	G	2002
633	1.39	400	G	96%	1%	2%	US 220 1%	1%	0%	F	0.108	F	0.596	400	G	2002
633)	0.65	240	G	From: 96% To:	1%	2%	11-1602	1%	0%	F	0.115	F	0.531	240	G	2002
				From:			ny County 630 WEST									
634)	0.80	50	R	_							NA			NA		04/25/200
				To: From:			635 WEST -635 EAST									
634)	0.70	50	R								NA			NA		04/25/20
	2.00	30	R	From:			11-691				NA			NA		04/25/20
634)	2.00			To:			11-630				14/1			147.		04/20/20
	2.94	130	R	From:			11-688				NA			NA		1998
635	2.34	130	N .	To:		11-	-681 EAST				INA			INA		1990
635	0.50	700	R	From:			001 23101				NA			NA		1998
	1 22	600	R	To: From:			US 220		-		NIA			NIA		04/25/20
635	1.32	680	ĸ	To:			11-638				NA			NA		04/25/20
635)	3.70	200	R	From:			11-050				NA			NA		04/25/20
	0.45			From:			11-630		-							1000
635	0.15	60	R	To:		0.15	MC 11 62	`			NA			NA		1998
635)	1.56	20	R	From:		0.15	MS 11-630)			NA			NA		04/25/20
				To: From:			11-637		-							
635)	0.60	40	R	. —							NA			NA		04/25/20
635	0.24	60	R	From:			11-628				NA			NA		1998
				To:			11-636									
626)	0.50	100	R	From:			11-630				NA			NA		1998
636				To: From:			11-741									
636	1.06	80	R	rion.							NA			NA		1998
	0.90	120	R	To: From:			11-637		-		NA			NA		1998
636	0.90	120	, K	To:			11-635				INA			INA		1990
636	1.62	190	R	From:							NA			NA		1998
				To: From:			11 SOUTH 11 NORTH									
636)	1.40	470	R	T							NA			NA		1998
				To: From:			11-640									
637)	0.70	20	R	<u> </u>			11-030				NA			NA		04/25/20
\bigcup				To:		11-635	Gap Termi	nus								

					ВО	tetourt Ma										
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:		11-629 (Gap Termir	nus	1							
(637)	0.25	30	R								NA			NA		04/25/200
				Tn·			ead End									
(20)	0.60	50	R	From:		1	1-641				NA			NA		04/25/200
638)	0.00	00		To:		1	1.642				147 (107		0-1/20/200
638)	0.60	45	R	From:		1	1-642				NA			NA		04/25/2001
638)				To:			39 EAST									
	0.74	000	_	From:		11-6	39 WEST				NI A			NIA		4000
638)	0.74	200	R	To:		11-6	30 WEST				NA			NA		1998
				From:			30 EAST									
638	1.04	60	R								NA			NA		04/25/2001
				To: From:		1.04 N	MN 11-630)								
638	1.63	150	R								NA			NA		1998
				To:			1-635									
	1.50	570	G	93%	0%	5%	1-630	1%	0%	F	0.1	F	0.597	580	G	2002
639	1.50	570	G	93 /0 T	0 /0			1 /0	0 70		0.1	,	0.591	300	G	2002
600	2.30	860	G	93%	0%	5%	38 EAST 1%	1%	0%	С	0.09	F	0.530	880	G	2002
639	2.50	000	G	93 /6 To:	0 /0		JS 11	1 /0	0 70	C	0.09	,	0.550	000	G	2002
				From:			JS 220									
640	2.70	700	R	<u> </u>							NA			NA		1998
				To:		11-65	0 SOUTH									
640	0.55	1000	R	From:							NA			NA		1998
				To:		I-81 W	EST RAM	P								
640	0.59	1500	R	From:							NA			NA		1998
				To-		US	11 MID									
	0.90	1300	R	From:		US 1	1 SOUTH				NA			NA		1998
640	0.90	1300	K	. —							INA			INA		1990
640	2.95	940	R	From:		1	1-711				NA			NA		1998
640	2.55	3-10	1	т		11.6	O.C. M. IEGOT				INA			IVA		1550
(640)	3.56	940	R	From:		11-6	06 WEST				NA			NA		1998
(640)	0.00	040		To:		1	1.626				147 (147.		1000
640	2.89	940	R	From:		1	1-636				NA			NA		1998
(640)				To:		US 1	1 NORTH									
				From:		1	1-606									
641)	3.92	130	R								NA			NA		1998
				To:		Ţ	JS 11									
\bigcirc				From:		1	1-638									4000
642	2.07	80	R	To:			JS 11				NA			NA		1998
				From:												
643)	0.30	20	R	110		De	ead End				NA			NA		03/28/2001
043)				To:		11-64	0 SOUTH									
				From:		11-64	0 NORTH									4000
643)	0.40	250	R								NA			NA		1998
\bigcirc	4.00	440		From:		1	1-645				N. A			N 1 A		4000
643	1.00	110	R	_							NA			NA		1998
	224	00		From:		1.00 N	ME 11-645				N. A					00/00/000
643	2.04	60	R								NA			NA		03/28/2001
_	2.22	446		From:		3.04 N	ME 11-645				A.1.0					1000
643	0.86	110	R	To			1-625				NA			NA		1998
						1	1-023									

					Dolelourt Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	 QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:	11-645 SOUTH	1						
644)	1.16	30	R	<u> </u>		<u>-</u>	NA			NA		03/28/2001
				To:	11-645 NORTH	1						
645)	1.90	30	R	From:	11-640	J	NA			NA		03/28/2001
				To:	11-644 SOUTH	—						
(645) (645)	1.55	45	R	rioni.			NA			NA		03/28/2001
				To: From:	11-644 NORTH	}						
(645)	0.20	120	R	To:	11-643	7	NA			NA		03/28/2001
				From:	Dead End							
646)	0.50	20	R		44.640	- -	NA			NA		03/28/200
				To: From:	11-640	<u> </u>						
647)	0.10	9	R	110111	Dead End	_	NA			NA		03/28/2001
				To: From:	11-711	1						
647)	0.60	600	R			-	NA			NA		1998
				To: From:	11-640							
648)	0.92	940	R	rioni.	Roanoke County Line	1	NA			NA		1998
				To: From:	0.92 M FRM ROANOKE	—						
648)	1.69	580	R			-	NA			NA		1998
				To:	Dead End							
649	0.18	140	R	From:	SR 43	J	NA			NA		1998
040				To:	0.18 MN SR 43	— —						
(649)	0.04	110	R	From:		_	NA			NA		04/09/2001
0				From:	11-783	}						
(649) (649)	0.87	40	R	To:	Dead End	7	NA			NA		04/09/2001
				From:	11-640 SOUTH	<u> </u>						
650	1.37	80	R	<u>. </u>		4	NA			NA		1998
				To: From:	1.37 MN 11-640	}						
650	0.63	40	R	To:	11 6/0 NORTH	7	NA			NA		1998
				From:	11-640 NORTH 11-824							
(651)	0.08	50	R			4	NA			NA		1998
				From:	11-1110	}						
(651)	0.78	540	R	To:	WCL TROUTVILLE	7	NA			NA		1998
Town of Troutville					WCL TROUTVILLE	1						
				From:	WCL TROUTVILLE							
(651)	0.37	940	R	To:	US 11 SOUTH	7	NA			NA		1998
				From:	US 11 MID							
(651)	0.10	1800	R			_	NA			NA		1998
	0.33	720	R	To: From:	11-716		NA			NA		1998
(651)	0.33	120		To:	ECL TROUTVILLE	1	INA			INA		1990
Botetourt County	<u> </u>											
	3.05	500	R	From:	ECL TROUTVILLE		NA			NA		1998
(651)	J.03	J00		To:	US 11 NORTH	1	11/7			11/7		1330

					BO	tetourt Maintena	ice Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Troutville				From:		US 11									
(652)	0.05	840	G	98%	0%	1% 0%	0%	0%	F	0.107	F	0.667	850	G	2002
(652)	0.00	0.0		To	070	ECL TROUTVI		070	•	0.101		0.007	000	Ū	2002
Botetourt County															
				From:		ECL TROUTVII									
(652)	1.45	540	G	98%	0%	1% 0%	0%	0%	F	0.103	F	0.669	550	G	2002
				From:	201	11-653	201						1000		
652	1.25	1300	G	98%	0%	1% 0%	0%	0%	С	0.106	F	0.703	1300	G	2002
	4.00	4000		From:	00/	11-605	00/			0.440		0.00	1000		2000
652	1.22	1600	G	98%	0%	1% 0%	0%	0%	F	0.112	F	0.68	1600	G	2002
	0.22	4700	G	From:	00/	11-793	00/	00/	г	0.107		0.636	1700		2002
652	0.23	1700	G	98%	0%	1% 0%	0%	0%	F	0.107	F	0.636	1700	G	2002
	0.70	900	G	From:	00/	11-658	00/	00/	F	0.11		0.676	010	G	2002
652	0.72	900	G	98%	0%	1% 0%	0%	0%	Г	0.11	F	0.676	910	G	2002
	0.48	1000	G	From: 94%	1%	Blue Ridge Park	way 1%	0%	F	0.103	F	0.581	1000	G	2002
652	0.40	1000	G	94%	170		170	0%	Г	0.103	Г	0.561	1000	G	2002
	1.07	1400	G	From: 94%	1%	11-1439 3% 1%	1%	0%	С	0.101	F	0.646	1400	G	2002
652)	1.07	1400	G	To:		US 460 & US 221 S		0 /0	C	0.101	'	0.040	1400	U	2002
_				From:		US 460 & US 221 N									
652	0.23	50	R							NA			NA		03/12/2001
				To:		11-661		J							
\bigcirc				From:		US 220									
653	0.12	640	R							NA			NA		1998
				To: From:		11-1071									
(653) (653)	0.17	640	R							NA			NA		1998
<u> </u>				From:		0.17 ME 11-10	71								
(653)	0.12	600	R							NA			NA		1992
				From:		Dead End; Gap Ter	minus								
653	0.10	NA								NA			NA		
				To: From:		0.10 MS Dead I	End								
653	0.06	50	R							NA			NA		1998
				To: From:		US 11		-							
653)	0.83	1200	R	_						NA			NA		1998
				To:		11-652									
\bigcirc	4.40	7500	_	From:	00/	US 220 ALT	40/	00/	_	0.400	_	0.000	7700	_	0000
654)	1.43	7500	G	96%	0%	1% 1%	1%	0%	С	0.103	F	0.688	7700	G	2002
\bigcirc	2.12			From:	201	11-605 SOUT				2 122			0.100		
654)	0.10	9100	G	96%	0%	1% 1%	1%	0%	F	0.106	F	0.674	9400	G	2002
				From:		11-605 NORT									
654)	0.33	6200	G	96%	0%	1% 1%	1%	0%	F	0.099	F	0.603	6400	G	2002
<u> </u>				From:		11-1004 NORT		-							
654)	0.04	6200	G	96%	0%	1% 1%	1%	0%	F	0.1	F	0.619	6400	G	2002
				To:		US 11									
	0.00	4000	_	From:	00/	SR 220 SOUT		00/	_	0.004	_	0.045	4000	^	0000
655)	0.33	1300	G	97%	0%	2% 0%	1%	0%	С	0.081	F	0.615	1300	G	2002
	1.00	44.5		From:	00/	11-668	40/	-00/		0.000	_	0.007	440		0000
655	1.80	410	G	97%	0%	2% 0%	1%	0%	F	0.099	F	0.667	410	G	2002
				From:		11-635									
655)	3.40	200	R							NA			NA		1998
				To: From:		11-681 SOUT	Н	-							
655	0.70	100	R	. —						NA			NA		1998
				To:		11-681 NORT	Н								

					D01	elourt Mairilei	idi icc Ai	Ju							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			O.C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:		11-681 NOI	тн								
655)	3.80	600	R	<u></u>		11-001 1001	XIII			NA			NA		1998
				To:		US 220 NO	RTH								
\bigcirc				From:		US 220									1000
656	0.22	100	R	To:		11-674			I	NA			NA		1998
				From:		11-771 SOU									
657	0.61	800	R	<u> </u>		11 //1500	7111			NA			NA		1998
				To: From:		11-658									
657	1.40	550	R							NA			NA		1998
				To:		11-652									
G-50	0.80	280	R	From:		Dead En	d			NA			NA		1998
658)	0.00	200	K	To		11-738 EA	ST			INA			INA		1990
\bigcirc				From:		11-738 WI									
658	0.39	160	R	To:	1	US 460 & US 22	1 SOUTH			NA			NA		1998
				From:		US 460 & US 22									
658	0.50	270	R							NA			NA		1998
				From:	101	11-659		201	<u> </u>				0.400		
658)	0.63	3000	G	96%	1%	2% 0%	6 1%	0%	C	0.097	F	0.623	3100	G	2002
(F)	0.30	2100	G	From: 96%	1%	2% 0%	6 1%	0%	F	0.094	F	0.624	2200	G	2002
(658)	0.30	2100	G	30 70	1 /0			0 70	' I	0.034	'	0.024	2200	O	2002
(658) (658)	0.34	1200	G	96%	1%	2% 0%		0%	F	0.097	F	0.56	1200	G	2002
(030)				To:	.,,	11-773									
658	0.63	1000	G	96%	1%	2% 0%	ú 1%	0%	F	0.106	F	0.582	1000	G	2002
				To: From:		11-652									
658	0.08	60	R							NA			NA		03/28/200
				To:		Dead En									
	0.20	3300	G	From: 97%	0%	US 460; US 2% 0%		0%	C	0.102	F	0.563	3300	G	2002
659	0.20	3300	G	To:	0 70	11-658		0 70	l	0.102	'	0.505	3300	O	2002
				From:		US 460									
(660)	0.10	760	R							NA			NA		1998
<u> </u>				To: From:		11-1401			-						
660	0.95	380	R	To:		Dead En	J		I	NA			NA		1998
				From:		11-738									
(661)	1.12	240	R			11-/30				NA			NA		1998
				To:		11-616									
(661)	0.60	130	R	From:					ı	NA			NA		1998
				To:		US 460; US	3 221								
\bigcirc	0.05		_	From:		US 220 SO	JTH			NIA			NIA		4000
662	0.05	90	R						i	NA			NA		1998
(662)	0.26	20	R	From:		11-687				NA			NA		1998
(662)	0.20			To		US 220 NO	RTH		<u></u>	. 11/7			13/5		1000
				From:		Dead En									
663)	1.00	20	R						i	NA			NA		05/09/200
				To-		11-779									
(COA)	0.07	10	R	From:		11-779				NA			NA		1998
664)	0.07	10	Λ.	To:		0.07 MN 11	-779			14/4			INA		1990
						, 11									

Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:		0.07	MN 11-77	9								
664	0.87	10	R								NA			NA		05/09/2001
				Tn·			11-666									
CCE	0.96	360	R	From:			11-600				NA			NA		1998
665)	0.00	000		To:		11-6	66 NORTI	I			1471			107		1000
\bigcirc	4.50	000	_	From:		11-6	66 SOUTI	I			NIA			NIA		4000
665	1.58	230	R	_							NA			NA		1998
(a)	0.42	320	R	From:			11-788				NA			NA		1998
665	0.42	020		To:			11 712				14/1			147.		1000
665)	0.27	420	R	From:			11-712				NA			NA		1998
000	-			To:			11-823									
665)	0.96	880	R	From:			11 023				NA			NA		1998
				To: From:			11-630									
665	1.21	1700	G	96%	0%	2%	1%	1%	0%	F	0.098	F	0.813	1700	G	2002
				To: From:			11-735		-							
665	0.50	2000	G	96%	0%	2%	1%	1%	0%	С	0.097	F	0.82	2000	G	2002
				To:			US 220									
	0.80	1200	G	97%	0%	2%	11-779 0%	1%	0%	С	0.086	F	0.976	1200	G	2002
666	0.00	1200	G	9170	070			1 70	070	C	0.000	г	0.876	1200	G	2002
666	0.40	1000	R	From:			11-664				NA			NA		1998
666	0.40	1000		To:		11.6	CE NODTI	T			14/1			147.		1000
(666)	2.17	240	R	From:		11-6	65 NORTI	1			NA			NA		1998
(000)				To:			600 WEST									
\bigcirc	2.05	60		From:		11-	600 EAST				NΙΔ			NIA		04/02/2004
666	3.25	60	R	To:		11-6	606 WEST		1		NA			NA		04/23/2001
				From:			606 EAST									
666	2.03	100	R								NA			NA		1998
				To: From:		11-6	68 NORTI	ł	-							
666	0.95	70	R								NA			NA		05/09/2001
	0.45		_	To: From:		11-6	67 SOUTE	I								05/00/0004
666	0.45	40	R								NA			NA		05/09/2001
	0.54	60	R	From:		11-6	67 NORTI	ł			NA			NA		05/09/2001
666	0.54	60	K	To:			11-655				INA			INA		03/09/2001
				From:			66 SOUTH	1								
(667)	1.50	60	R								NA			NA		05/09/2001
				To:		11-6	66 NORTI	ł								
\bigcirc	,		_	From:			11-655									1000
668	1.55	630	R								NA			NA		1998
	0.00	220	R	From:			11-635				NA			NA		1000
668	0.90	330	ĸ	_							INA			INA		1998
660	0.14	6	R	From:		11-6	666 SOUTE	ł			NA			NA		05/09/2001
668	0.14	U	Λ.	Tar			11.500		 ,		INA			INA		00/03/200 I
(669)	0.12	7	R	From:			11-766				NA			NA		05/09/2001
668				To:		11-6	66 NORTI	<u> </u>			, .					
			_	From:		D	ead End									
669	1.10	120	R								NA			NA		1998
				To:			11-670									

					Bolelouri Mairileriance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Troutville				From:	US 11	i						
670	0.21	790	R		03 11	l	NA			NA		1998
				To:	NCL Troutville							
Botetourt County				From:	NCI Transfella	I						
670	2.98	790	N	r toni.	NCL Troutville	l	NA			0	N	1998
079				To:	US 220 NORTH							
070	2.27	220	R	From:	US 220 SOUTH		NA			NA		1998
670)	2.21			To:	11-630 NORTH		1471			147 (1000
	0.00	050		From:	11-630 SOUTH		NIA			NIA		4000
670	0.30	250	R	_		1	NA			NA		1998
670	1.00	60	R	From:	11-669		NA			NA		05/09/200
670	1.00	00		To:	11-600	1	14/3			INA		03/03/200
				From:	11-696							
671)	0.50	80	R	_		-	NA			NA		05/09/200
				To:	Dead End							
	0.65	170	R	From:	Dead End		NA			NA		1998
672	0.05	170	K	To:	11-779 WEST	1	INA			INA		1990
				From:	11-779 EAST							
672	2.70	1100	R	To:	11.620	1	NA			NA		1998
				From:	11-630	l						
673)	0.05	90	R	110	11-720	l	NA			NA		1998
				To:	US 220							
673	1.25	70	R	From:	00 220	l	NA			NA		05/09/2001
				To:	11-670							
$\overline{}$				From:	Dead End							
674	0.84	900	R	To:	US 220	1	NA			NA		1998
				From:	11-779							
(675)	1.19	1000	R		11-//7	l	NA			NA		1998
				To:	US 220							
				From:	11-670							
676	1.48	330	R			_	NA			NA		1998
	0.00	450		From:	11-677							1000
676	2.08	450	R	To:	US 220	1	NA			NA		1998
				From:	11-670	l						
677)	1.42	50	R			ı	NA			NA		05/14/2001
				To:	11-676							
\bigcirc				From:	Dead End							
678)	1.20	20	R	To:	11-615	1	NA			NA		04/23/2001
				From:	11-655	<u> </u>						
679	0.60	40	R	<u> </u>	11-033	l	NA			NA		05/09/2001
				To:	US 220	ļ						
679	1.09	40	R	From:			NA			NA		04/25/2001
\bigcirc				To:	11-681							
\bigcirc				From:	11-630							
680	0.10	40	R	To:	Dead End	Ī	NA			NA		1998
				From:	11-630	I						
681)	1.72	240	G	94%	1% 4% 0% 1% 0%	С	0.107	F	0.552	250	G	2002
				To:	11-679	Ĭ						

					DOL	letourt Mairiteriance Area	1							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:										
681)	1.74	200	R			11-679			NA			NA		1998
				To: From:		US 220 SOUTH								
681)	0.50	220	R	From:					NA			NA		1998
				To: From:		11-635 WEST								
	1.36	180	R	From:		11-635 EAST			NA			NA		1998
681)	1.50	100	1	т		11.700			INA			IVA		1550
604	1.15	50	R	From:		11-709			NA			NA		05/09/200
681		•	••	To:		11-655 SOUTH								00,00,20
\bigcirc				From:		11-655 NORTH								
681)	1.92	40	R						NA			NA		05/09/200
				From:		11-682								1000
681)	1.17	310	R	To:		LIC 220 NORTH			NA			NA		1998
				From:		US 220 NORTH								
602)	1.96	450	R			11-655			NA			NA		1998
682	1.00	.00	••	To:		11 (04								1000
602	0.28	10	R	From:		11-684			NA			NA		05/09/200
682	0.20		••	To:		Dead End								00,00,20
				From:		Dead End								
683	0.75	40	R	-					NA			NA		04/23/20
				To: From:		0.75 ME Dead End								
683)	0.28	60	R	rioni.					NA			NA		1998
				To:		US 220								
			_	From:		11-655								
684)	4.50	20	R	To:		11-682			NA			NA		05/09/20
				From:										
	0.60	240	R	rioii.		11-615			NA			NA		1998
685	0.00	2-70	1	т		44.040			INA			IVA		1550
005	1.34	150	R	From:		11-818			NA			NA		04/23/200
685)	1.04	100	1	To:		Dead End			INA			IVA		04/25/200
				From:		11-615								
686)	0.82	120	R						NA			NA		1998
<u> </u>				To: From:		0.82 MN 11-615								
686	0.25	40	R	From:					NA			NA		04/23/20
				To:		Dead End								
				From:		11-726								
687	1.97	10	R						NA			NA		04/25/200
_				From:		1.97 MW 11-726								
687)	0.09	60	R	To:		11.602			NA			NA		1998
						11-662								
(00)	2.22	100	R	From:		SR 43 SOUTH			NA			NA		1998
688	2.22	100	K			44.07-			INA			INA		1990
200	0.33	80	R	From:		11-809	-		NA			NA		1998
688	0.33	OU	К						INA			INA		1990
<u></u>	0.54	100	R	From:		11-808			NA			NA		1998
688	0.54	100	К						INA			INA		1990
	0.60	420	P	From:		11-821			NIA			NA		1000
688	0.62	120	R						NA			NA		1998
	4.50	460		From:		11-692	-		NIA			NIA		1000
688	1.59	160	R	To:		SR 43 MID			NA			NA		1998
						CHIM CF AG								

					Botetourt Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:	SR 43 MID	i						
688	0.11	880	R		SK 45 IVIID	1	NA			NA		1998
				To:	SR 43 WEST							
				From:	Dead End	İ						
689	0.20	20	R				NA			NA		04/04/200
				From:	0.20 MN Dead End	}						
689	0.50	120	R	To:	11 (25	1	NA			NA		1998
				From:	11-625	l						
690	2.18	20	R		11-625	1	NA			NA		05/25/200
090)			•••	To:	Dead End							00/20/200
				From:	Dead End							
(691)	0.70	20	R			-	NA			NA		04/25/200
				To	11-634	=						
	0.04	40	_	From:	11-688							0.4/4.4/0.00
692	0.94	40	R				NA			NA		04/11/200
	0.50	20	_	From:	11-693		NIA			NIA		04/44/200
692	0.50	20	R	To:	11-612	1	NA			NA		04/11/200
				From:	11-692	1						
(693)	0.70	40	R		11-092	J	NA			NA		04/11/200
(090)		_		To:	SR 43 WEST	1						
693)	1.30	40	R	From:	5R 45 WES1	J	NA			NA		04/11/200
0000				To-	SR 43 EAST							
_				From:	US 220							
(694)	0.24	160	R			•	NA			NA		1998
				To: From:	11-622 SOUTH 11-622 NORTH							
694)	0.30	80	R		11-022 NOR1fi	j	NA			NA		1998
(094)				To:	0.30 MN 11-622 NORTH	1						
694)	0.10	30	R	From:	0.30 WIN 11-022 NOR 111	J	NA			NA		04/11/200
004)				To-	Dead End							
				From:	Dead End							
(695)	0.40	10	R			•	NA			NA		04/25/200
				To:	US 220							
	4.00	40	_	From:	11-622	j	NIA			NIA		04/40/200
696	1.60	40	R			•	NA			NA		04/18/200
	0.04	400	-	From:	US 220		NA			NA		04/19/200
696)	0.04	190	R	_		7	INA			INA		04/18/200
<u></u>	0.40	130	R	From:	11-671		NA			NA		04/18/200
696)	0.40	130	IX.			1	INA			INA		04/10/200
(a)	0.60	50	R	From:	11-697		NA			NA		04/18/200
696)	0.00	00		To:	Dead End	1	1471			14/ (0-1/10/200
				From:	11-696							
(697)	1.20	90	R			4	NA			NA		04/18/200
				To:	Dead End							
\bigcirc				From:	11-633							
698)	0.02	NA		4		_	NA			NA		
				From:	US 220	}						
698)	1.37	40	R	To:	D. IE.	1	NA			NA		04/18/200
					Dead End	<u> </u>						
	0.70	60	R	From:	Dead End	J	NA			NA		1998
699	0.70	90	ĸ	To-	11-633	1	INA			NA		1998
					11-055	<u> </u>						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT	QW Year
Botetourt County				From:	Dead End				
700	0.15	20	R			NA		NA	04/18/2001
				From: F(US 220 DRMER LOCATION RT 220 SIMMONS LN				
700	0.13	20	R			NA		NA	04/18/2001
				To:	US 220 SIMMONS LANE				
(704)	0.70	150	R	From:	Dead End	NA		NA	1998
701)	0.70	100		To:	Alleghany County Line	101		147 (1000
				From:	11-622 SOUTH				
702	2.70	20	R	To:	11 (22 NODTH	NA		NA	04/18/2001
				From:	11-622 NORTH				
703)	0.88	110	R		Dead End	NA		NA	1998
				To:	11-736				
\bigcirc			_	From:	Dead End				
704)	1.40	3	R	To:	11-615 SOUTH	NA		NA	04/23/2001
				From:	11-615 NORTH				
704)	0.40	10	R	To:	11.015	NA		NA	04/23/2001
				From:	11-817				
705)	0.60	5	R		11-615 SOUTH	NA		NA	04/23/2001
(703)		_		To:	11-733				
705)	0.20	10	R	From:	11 755	NA		NA	04/23/2001
				To: From:	11-615 MID				
705)	0.18	10	R		11-615	NA		NA	04/23/2001
				To:	11-706				
705	0.90	6	R	From:	11 ,00	NA		NA	04/23/2001
$\bigcup_{i=1}^{n}$				To:	Dead End				
	1.20	6	R	From:	Dead End	NA		NA	04/23/2001
706	1.20	0	K	To:	11-705	INA		INA	04/23/2001
				From:	Dead End				
(707)	2.15	40	R			NA		NA	04/23/2001
				To:	11-615				
(708)	0.30	30	R	From:	Dead End	NA		NA	04/04/2001
(706)	0.00			To:	11-608			1.0.	0 1/0 1/200 1
				From:	11-681				
709	0.50	7	R	To:	D 15 1	NA		NA	05/09/2001
				From:	Dead End				
710	0.14	30	R	rioin.	11-779	NA		NA	1998
(10)				To:	Dead End				
				From:	11-640				
711)	1.72	130	R	To:	11-647	NA		NA	1998
				From:	11-630				
712	1.20	40	R	<u> </u>	11-050	NA		NA	05/09/2001
				To:	11-665				
	0.50	000	_	From:	11-605	A.I.A.		NIA.	4000
713)	0.50	280	R	To:	Dead End	NA		NA	1998
				From:	11-620				
714)	0.70	20	R	<u>-</u>		NA		NA	04/02/2001
				To:	Dead End				

					Botetourt Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:		1						
715)	0.30	20	R		US 11 SOUTH	J	NA			NA		1998
				To	US 11 NORTH	1						
Town of Troutville				From:	11-651 SOUTH	1						
(716)	0.25	510	R		11-031 300 HI	_	NA			NA		1998
				To:	ECL Troutville]						
Botetourt County				From:	ECL Troutville	1						
(716)	1.58	510	N			- 4	NA			0	Ν	1998
				To:	11-651 NORTH							
747	0.63	60	R	From:	Dead End	J	NA			NA		05/09/2001
717	0.03	00	IX.	To:	11-666		INA			INA		03/03/2001
				From:	Dead End	1						
718	0.37	90	R			_	NA			NA		1998
				From:	11-719]——						
718)	0.35	200	R	To:	11-622 SOUTH	7	NA			NA		1998
				From:	11-622 NORTH							
718	0.03	200	R			7	NA			NA		1992
				To:	Dead End	<u> </u>						
719	0.15	9	R	From:	Dead End		NA			NA		1998
(/19)				To:	11-718							
				From:	US 220							
720	0.30	150	R	To:	D 15.1	7	NA			NA		1998
				From:	Dead End	<u> </u>						
(721)	0.50	50	R		US 11 SOUTH		NA			NA		1998
(/21)				To:	US 11 NORTH							
\sim				From:	US 220 SOUTH							
(722)	0.65	40	R			_	NA			NA		04/11/2001
	0.05	20	_	From:	11-814	<u> </u>	NIA			NIA		04/44/2004
(722)	0.95	30	R	To:	US 220 NORTH	7	NA			NA		04/11/2001
				From:	Dead End							
(723)	0.50	160	R	_		=	NA			NA		1998
				To:	11-738							
	0.80	20	R	From:	11-639	j	NA			NA		04/25/2001
724	0.00	20	IX	To:	Dead End	7	INA			INA		04/23/2001
				From:	11-676							
(725)	0.80	140	R	_		_	NA			NA		1998
				To:	Dead End	<u> </u>						
(700)	0.90	110	R	From:	11-655	_	NA			NA		1998
(726)	0.00			To	11 497		147 (147 (1000
726	2.15	20	R	From:	11-687		NA			NA		04/25/2001
				To:	Dead End							
\bigcirc			_	From:	US 220	j						
727)	0.28	50	R	To:	Alleghany County Line	7	NA			NA		1998
				From:	Dead End	 						
728	0.30	50	R		Dead Elid	_	NA			NA		05/09/2001
				To:	US 220							

					Bot	etourt Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+			ററ	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:		SR 4:	3		1						
729	0.30	10	R						_	NA			NA		04/11/2001
				To: From:		Dead E			1						
730	0.74	40	R	r tom.		11-63	3			NA			NA		04/25/200
(100)				To:		Dead E	ind								
\bigcirc			_	From:		Dead E	nd								0.4444000
731)	0.96	6	R	To:		11-80	9		7	NA			NA		04/11/200
				From:		11-63									
732	0.85	50	R							NA			NA		04/25/200
				To:		Dead E									
(722)	0.05	NA		From:		11-70	5			NA			NA		
733	0.00	147		To:		Dead E	nd			14/1			147.		
				From:		SR 43 W	EST								
734)	0.27	340	R							NA			NA		1998
	0.04	440		From:		SR 43 E.	AST			NIA			NIA		4000
734)	0.34	110	R	To:		11-74	2		1	NA			NA		1998
				From:		Cul-de-									
735)	0.20	30	R						_	NA			NA		1998
				To: From:		11-108	31								
735)	1.18	230	R	To:		11.66	_		7	NA			NA		1998
				From:		11-66									
736	0.55	220	R	r tom.		Dead F	na			NA			NA		1998
(130)				To:		Alleghany Co	unty Line]						
\bigcirc				From:		11-77	9								
737	0.25	30	R	To:		Dead E	nd		1	NA			NA		05/09/2001
				From:		US 460; 11			1						
738	0.33	2400	G	92%	0%		% 3%	6 0%	С	0.101	F	0.718	2500	G	2002
				To: From:		11-658 SC	UTH]						
(738)	0.10	2400	G	92%	0%	3% 2	% 3%	0%	F	0.089	F	0.729	2400	G	2002
				From:	201	11-658 NO			<u> </u>						
(738)	2.37	2000	G	92%	0%		% 3%	6 0%	F	0.091	F	0.662	2000	G	2002
(738) (738)	1.03	1500	G	From: 92%	0%	11-607 SC 3% 2	OUTH % 3%	6 0%	F	0.123	F	0.536	1500	G	2002
(736)	1.00	1000		To:	070	US 460 NO		0 070	1 .	0.120		0.000	1000		2002
				From:		Dead E	nd								
739	0.10	6	R	. —		an 1				NA			NA		04/09/2001
				To: From:		SR 4:									
740	1.00	80	R			Roanoke Cou	inty Line			NA			NA		1998
(140)				To:		Dead E	nd]						
\bigcirc				From:		11-63	6								
741)	0.25	20	R	To:		Dead F	nd		7	NA			NA		04/25/2001
				From:		SR 4			+						
742	0.27	240	R	<u> </u>		513.4.			_	NA			NA		1998
				To:		11-73	4]						
\bigcirc	0.05	40		From:		11-61	5			N1 A			N.1.A		04/00/000
743)	2.65	10	R	To		Dead E	nd		7	NA			NA		04/23/2001
						Dead L									

					Botetourt Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	()K	AAWDT QV	V Year
Botetourt County				From:	US 220				
744)	0.10	40	R		22 223	NA		NA	1998
				To:	Dead End				
				From:	11-742				
745	0.40	100	R	To:	D 15.1	NA		NA	1998
				From:	Dead End				
740	0.25	20	R	Piolii.	Dead End	NA		NA	03/28/200
746	0.23	20		To:	11-606	IVA		INA	03/20/200
				From:	Dead End				
747)	0.43	220	R			NA		NA	1998
				To:	US 220 ALT				
\sim				From:	11-600				
748)	1.00	100	R	т	D 15.1	NA		NA	04/23/200
				To:	Dead End				
	0.07	40	R	From:	FR-54	NA		NA	04/09/200
749	0.07	40	ĸ	_		INA		NA	04/09/200
	0.59	40	R	From:	0.07 MW FR-54	NA		NA	04/09/200
749	0.59	40	ĸ	To:	Dead End	INA		NA	04/09/200
				From:	Dead End				
750	0.10	100	R	<u> </u>	Dead End	NA		NA	1998
(130)				To:	0.10 MN Dead End				
(750)	0.33	100	R	From:	0.10 MIN Dead Elid	NA		NA	1998
(730)				To:	SR 43				
				From:	11-742				
(751)	0.07	20	R			NA		NA	1998
				To:	SR 43				
				From:	11-648				
752	0.55	190	R	_		NA		NA	1998
				To:	Dead End				
\bigcirc	0.00	40	_	From:	11-841	A I A		A1.A	4000
753	0.22	40	R	To:	US 220 NORTH	NA		NA	1998
				From:	11-718				
754	0.07	20	R		11-/18	NA		NA	1998
(754)	0.07	20	• • • • • • • • • • • • • • • • • • • •	To:	Dead End	1471		107	1000
Town of Troutville									
O				From:	Dead End				
(755)	0.13	10	R	. —		NA		NA	05/14/200
				To:	11-670				
Botetourt County				From:	11-779				
(756)	0.22	100	R	<u> </u>	11-117	NA		NA	1998
(130)				To:	Dead End				
Town of Troutville									
				From:	US 11				
757)	0.27	130	R	т	D 15.1	NA		NA	1998
				To	Dead End				
Botetourt County				From:	Dead End				
(758)	0.05	20	R	<u> </u>	Dead Elid	NA		NA	04/18/200
730				To:	11-633				
				From:	11-615				
759	0.19	40	R	<u> </u>		NA		NA	1998
				To-	Dead End				
·	-					-		•	

					Bolelouri Mairileriance Area							
Route	Length	AADT	QA	4Tire	Bus	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:	Dead End	1						
(760)	0.90	90	R		Dead Elid	l	NA			NA		05/09/200
				To-	11-665							
\bigcirc			_	From:	11-713							4000
761)	80.0	140	R	To:	11-762	1	NA			NA		1998
				From:	11-761							
(762)	0.15	100	R	<u> </u>	11 701	J	NA			NA		1998
				To:	Dead End							
\bigcirc	0.00		_	From:	11-764							4000
763	0.03	60	R	To:	11-640	1	NA			NA		1998
				From:	11-640							
764	0.08	48	R		11 010	ı	NA			NA		03/28/200
				To: From:	11-763	<u> </u>						
(764)	0.22	10	R			-	NA			NA		03/28/200
				To:	Dead End							
	0.20	00	В	From:	Dead End		NA			NA		02/22/200
765	0.20	90	R	To:	11-605	1	NA			INA		03/22/200
				From:	11-668							
766)	0.15	6	R	<u> </u>		ı	NA			NA		05/09/200
				To:	Dead End							
\bigcirc	0.44			From:	US 460							4000
767)	0.14	600	R			•	NA			NA		1998
	0.27	600	R	From:	11-1503		NA			NA		1998
767)	0.27	000	K	т	11.1504	1	INA			INA		1990
(767)	0.20	600	R	From:	11-1504		NA			NA		1998
(101)				To:	11-1512]						
767)	0.27	600	R	From:	11 1312	J	NA			NA		1998
				To: From:	11-1513	[
767)	0.11	630	R	rioii.		_	NA			NA		1998
				To:	Cul-de-Sac							
	0.45	110	В	From:	Dead End		NA			NΙΔ		1998
(768)	0.43	110	R	To:	11-603	1	INA			NA		1990
				From:	11-817							
770	0.90	6	R	_			NA			NA		04/23/200
				To:	11-615							
\bigcirc	0.07		-	From:	Dead End]	NI A			NIA.		1000
771)	0.07	60	R			1	NA			NA		1998
(774)	0.86	60	R	From:	11-657 NORTH		NA			NA		1998
771)				To:	11 1405	<u></u>						
(771)	0.03	280	R	From:	11-1405		NA			NA		1998
			-	To:	11-657 SOUTH	1	-			-		
(771)	0.07	330	R	From:	11 057 550111	ı	NA			NA		1998
				To:	11-1406	ļ						
771)	0.31	610	R	From:	• •		NA			NA		1998
				To: From:	11-1414	 						
771)	0.09	840	R			1	NA			NA		1998
				To:	11-1412							

						elourt iviairileriari									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Sotetourt County				From:		11 1412									
771)	0.08	910	R	rion.		11-1412				NA			NA		1998
				To: From:		11-658									
771)	0.18	48	R	To		D IF I				NA			NA		1998
				From:		Dead End									
770	2.15	300	R	From:		US 11				NA			NA		1998
772	2.10	000	• • • • • • • • • • • • • • • • • • • •	To:		11-625				14/ (14/ (1000
				From:		Dead End		1							
773)	0.14	80	R							NA			NA		1998
<u> </u>				To:		11-658									
<u> </u>				From:		11-615 WEST									
774)	0.15	30	R	_						NA			NA		1998
				Tn·		11-615 EAST									
	0.45		_	From:		US 220 ALT									4000
775)	0.45	200	R	To:		Dead End				NA			NA		1998
				From:				<u> </u>							
776)	0.23	30	R	r rout.		Dead End				NA			NA		1998
776)	0.20	30		To:		11-640				IVA			IVA		1550
				From:		11-778		1							
777	0.36	180	R			11 770				NA			NA		1998
				To:		Dead End									
				From:		11-657									
778	0.12	440	R							NA			NA		1998
				To:		11-777		1							
778)	0.27	200	R	Prom.						NA			NA		1998
				Tax		11-1407		1							
778)	0.10	50	R	From:						NA			NA		1998
				To:		Dead End									
				From:		Roanoke County L	ine								
779	1.68	170	R	·						NA			NA		1998
				From:		11-663		-							
779	0.85	180	R	110						NA			NA		1998
				To:		11-737									
779	2.09	180	R	From:						NA			NA		1998
				To:		11-600 SOUTH									
779	1.23	350	R	From:						NA			NA		1998
				To:		11-769									
779	0.08	630	R	From:		11 707				NA			NA		1998
				To		11-600 NORTH									
779 779 779	1.43	700	R	From:		11-000 NOK111				NA			NA		1998
				To:		11-664									
770	0.72	1900	G	From: 84%	1%	3% 2%	9%	0%	F	0.087	F	0.576	1900	G	2002
						11-666									
770	0.33	3000	G	From: 84%	1%	3% 2%	9%	0%	С	0.078	F	0.550	3000	G	2002
113)					. , •		- , •	- / -			_			_	
	2.89	2800	G	From: 84%	1%	11-630 3% 2%	9%	0%	F	0.076	F	0.516	2900	G	2002
770	2.00	_000	9	J-7/0	1 /0		J /0	J /0	•	0.070	•	0.010	2000	_	2002
779				From:		11-672 EAST									
779	0.46	1800	c	Q/10/	10/	30/2 20/	Ω0/	∩0/		U U 0 E		0 715	4000	C	2001
779	0.46	4800	G	84%	1%	3% 2%	9%	0%	F	0.085	F	0.715	4900	G	2002
779) 779) 779)	0.46	4800 5100	G G	84% From: 84%	1% 1%	3% 2% 11-675 3% 2%	9%	0% 	F F	0.085	F F	0.715	4900 5200	G G	2002

					БО	etourt Mairiterian	CE AICO								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:						11001		- 40101			
(779)	0.55	6100	G	84%	1%	11-626 3% 2%	9%	0%	F	0.082	F	0.654	6200	G	2002
				To: From:		US 220 NORTH									
779	1.46	1500	G	84%	1%	US 220 SOUTH 3% 2%	9%	0%	F	0.140	F	0.630	1500	G	2002
				To:		WCL TROUTVIL	LE								
Town of Troutville				From:		WCI TROUTWIE	L F								
(779)	0.15	1400	G	84%	1%	WCL TROUTVIL	9%	0%	F	0.149	F	0.643	1500	G	2002
				To:		US 11									
Botetourt County				From:		11-658									
(780)	0.14	90	R			11-038				NA			NA		1998
				To:		Dead End									
\bigcirc	2.12			From:		11-658									1000
781)	0.12	70	R	To:		Dead End		1		NA			NA		1998
				From:		11-658		1							
782)	0.10	60	R			11 000				NA			NA		1998
				To:		Dead End									
	0.25	70	R	From:		11-649				NA			NA		04/09/200
783	0.25	70	K	To:		Dead End				INA			INA		04/09/200
				From:		Dead End									
784)	0.15	50	R							NA			NA		1998
				To-		11-640									
705	0.15	30	R	From:		11-751				NA			NA		1998
785				To:		Dead End								G G	
				From:		11-787									
786	0.15	180	R	To:		11.727		1		NA			NA		1998
				From:		11-626 Dead End		L.							
(787)	0.12	50	R			Dead Elid				NA			NA		1998
				From:		11-786									
787)	0.08	30	R							NA			NA		1998
				To:		Dead End									
799	1.20	150	R	From:		Dead End				NA			NA		1998
788	0			To:		11-665									
				From:		11-788									
789	0.30	40	R	To:		Cul-de-Sac		1		NA			NA		1998
				From:		Dead End									
790	0.25	100	R			Dead End				NA			NA		1998
				To:		11-652									
	0.04	400		From:		Dead End				ALA			NIA		4000
791)	0.24	100	R	To:		11-652				NA			NA		1998
				From:		Dead End									
792	0.74	180	R	_						NA			NA		1998
				To:		11-793									
700	0.34	60	R	From:		Dead End				NA			NA		1998
793	0.54	00	- К	Te		11 702		 1		INA			INA		1990
793)	0.03	300	R	From:		11-792				NA			NA	_	1998
733)				To:		11-652									

					Bototourt Maintenance 7 trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		K Dir AAWDT Factor	QW Year
Botetourt County				From:	US 220			
794)	0.06	450	R	<u> </u>	00 220	NA	NA	1998
				To: From:	11-795			
794)	0.12	90	R	To:	D. IE I	NA	NA	1998
				From:	Dead End			
705	0.47	160	R	r tonii.	11-794	NA	NA	1998
795	• • • • • • • • • • • • • • • • • • • •			To:	11-779			
				From:	US 11			
796	0.20	550	R	_		NA	NA	1998
				To:	11-676			
	0.45	6	R	From:	US 11	NA NA	NA	05/14/200
797	0.43	0	K	To:	Dead End	INA I	NA NA	05/14/200
				From:	US 11			
798	0.54	90	R	-	52.55	NA	NA	1998
				To:	11-640			
\bigcirc				From:	11-640 SOUTH			
799	2.52	60	R	To:	11 (40 NOPTH	NA	NA	1998
				From:	11-640 NORTH			
600	0.36	140	R	r tonii.	US 11	NA	NA	1998
800	0.00			To:	0.36 ME US 11	L		
800	0.50	0.50 70	R	From:	0.50 ME US 11	NA	NA	04/02/200
000				To:	Dead End			
				From:	Dead End			
801)	0.30	10	R			NA	NA	03/28/200
				From:	11-640 NORTH			
801)	0.40	50	R	To:	D 15 1	NA	NA	03/28/200
				From:	Dead End			
802)	0.08	30	R	rioni.	Dead End	NA	NA	1998
602)	0.00			To:	11-630			
				From:	US 220 ALT			
803)	0.53	240	R			NA	NA	1998
				To:	Dead End			
	0.12	20	R	From:	SR 220 ALT	NA NA	NA	1998
804)	0.12	20	IX.	To:	Dead End; Gap Terminus	IN/A	IVA	1990
\bigcirc				From:	11-605 Gap Terminus			
804)	0.14	30	R	To:	11 220	NA	NA	1998
				From:	11-829			
805)	0.10	6	R	110111	Dead End	NA	NA	03/12/200
803)	00			To:	11-807	L		00/ 12/200
805)	0.56	230	R	From:	11-007	NA	NA	1998
				To:	US 460			
$\widehat{}$				From:	11-807			
806)	0.60	50	R	To:	D. IE.	NA I	NA	03/12/200
					Dead End			
(007)	0.94	150	R	From:	11-805	l NA	NA	1998
807	0.34	100	11	To:	Dead End	IVA	IVA	1990
				From:	11-688			
808)	0.18	4	R	_		NA	NA	04/11/200
$\overline{}$				To:	Dead End			

					Botetourt Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	\cap C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				-								
(200)	0.70	20	R	From:	Dead End		NA			NA		04/11/200
809	0.70			To:	11-731		1471			107.		04/11/200
809	0.20	45	R	From:	11-/31		NA			NA		04/11/200
(003)				To	11-688							
				From:	US 220							
810	0.48	30	R	To:	DJ.CJ	Ì	NA			NA		1998
				From:	Dead End US 11							
811)	0.35	1800	R	<u> </u>	05 11		NA			NA		1998
				To:	US 220 ALT							
\sim				From:	11-640							
812)	1.12	370	R	To:	11.606	Ì	NA			NA N		1998
				From:	11-606							
813)	0.30	60	R	r tonii.	11-606		NA			NA		1998
(013)				То:	Dead End					NA N		
				From:	11-722							
(814)	0.60	20	R			1	NA			NA		04/11/2001
				To:	Dead End							
	0.47	150	R	From:	Roanoke County Line		NA			NΔ		1998
815)	0.47	100		To:	Dead End		IVA			IVA		1000
				From:	Dead End							
816	0.84	570	R				NA			NA		1998
$\overline{}$				To:	US 220					NA NA		
\bigcirc	0.00		_	From:	11-615							0.4.100.1000
817)	0.60	50	R			-	NA			NA		04/23/2001
	0.60	E0	R	From:	11-704		NIA			NΙΔ		04/22/2004
817)	0.60	50	ĸ			1	NA			INA		04/23/2001
(017)	0.27	50	R	From:	0.60 ME 11-704		NA			NΔ		04/23/2001
817)	0.27		• • • • • • • • • • • • • • • • • • • •	To:	11-770		147 (147 (0-1/20/200
817)	3.40	40	R	From:	11-770		NA			NA		04/23/2001
011)				To:	11-615					NA N		
				From:	Dead End							
(818)	2.90	20	R				NA			NA		04/23/2001
<u> </u>				From:	11-819							
818)	1.15	40	R	To:	11-685	Ì	NA			NA		04/23/2001
				From:								
819	0.36	10	R		Dead End		NA			NA		04/23/2001
(019)				То:	11-818							
				From:	11-630							
820	0.32	50	R			1	NA			NA		04/25/2001
				To:	Dead End							
(921)	0.06	10	R	From:	11-688		NA			NΔ		1998
821)				To-	Dead End	<u></u>						
				From:	US 11							
822	0.47	1700	R				NA			NA		1998
				To:	Dead End	<u> </u>						
\bigcirc	4.00	470	_	From-	11-665		N14			NIA.		4000
823	1.02	170	R	To-	Cul-de-Sac	1	NA			NA		1998
				<u> </u>	Curuc-Sac							

					Botetourt Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	()K	ΔΔΙΛ/ΙΙΙ (ΙΙΛ/	Year
Sotetourt County				From:	Cul-de-Sac	Ì			
824)	0.06	30	R	<u> </u>	Cur-uc-sac	NA NA		NA	1998
<u></u>				To:	11-651				
				From:	11-605 NEW RT				
827)	0.15	40	R	т	D 15 1	NA I		NA	1998
				To: From:	Dead End	<u> </u>		NA	
020	0.03	720	R	FIOIII.	Dead End	NA NA		NΔ	1994
829	0.00	720		Tai	11.004	1		IVA	100-
829	0.02	6	R	From:	11-804	NA		NA	1998
029)	0.02			To:	Dead End	1			
				From:	11-822				
332	0.18	440	R			NA		NA	1998
				To-	Cul-de-Sac				
$\overline{}$				From:	Dead End				
335	0.66	60	R	To:	Allochomy County Line	NA I		NA 1998	
				From:	Alleghany County Line	l			
336)	0.23	NA		r roid.	Cul-de-Sac/	NA NA		NA	
030)	0.20			To:	11-00630(B)/]		10.	
				From:	11-753				
340	0.06	20	R			NA		NA	1998
				To:	US 220				
$\widehat{}$				From:	11-735				
341)	0.06	30	R	To:	110 220	NA I		NA	1998
				From:	US 220	l			
	0.26	60	R	From:	FR-55	NA NA		NΔ	1998
845)	0.20	00		To:	Dead End]		IVA	1000
				From:	Dead End				
849	0.21	100	R			NA		NA	1998
				To: From:	11-654	 			
849	0.14	20	R	From:		NA		NA	1998
				To-	Dead End			NA NA NA NA NA NA NA	
$\widehat{}$				From:	Dead End				
850)	0.17	50	R	To:	11.712	NA I		NA	1998
				From:	11-713				
255	0.07	40	R	r ioni.	11-633	NA		NΔ	1998
355	0.07		• • • • • • • • • • • • • • • • • • • •	To:	Dead End]		101	1000
				From:	11-633				
856	0.07	40	R			NA		NA	1998
				To:	Dead End				
$\widehat{}$				From:	Dead End				
360	0.05	10	R	To:	11.752	NA I		NA	1998
				From:	11-752	l i			
261)	0.23	60	R		11-752	NA NA		NA	1998
361)	0.20		• • • • • • • • • • • • • • • • • • • •	To:	Dead End]			.000
				From:	11-738				
880	0.39	70	R			NA		NA	1998
				To:	Dead End				
$\widehat{}$				From:	US 11 SOUTH				
1001)	0.41	130	R	т	No stance	NA I		NA	1992
				To:	US 11 NORTH				

					Botetourt Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 27	CC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:								
(1003)	0.30	110	R	rioiii.	Dead End		NA			NA		1994
(1002)	0.00		•••	To	11-1004					10.		1001
				From:	Dead End							
1003	0.07	50	R				NA			NA		1994
				To: From:	11-1005	<u> </u>						
1003	0.28	210	R			_	NA			NA N	1994	
				To:	US 11							
	0.03	280	R	From:	11-654		NA			NΙΛ		1994
(1004)	0.03	200	IX	т	11.100	—	INA			INA		1994
(1004)	0.03	110	R	From:	11-1002		NA			NA		1994
(1004)	0.00		•••	To:	11-1003					10.		1001
				From:	11-1003							
1005	0.06	70	R				NA	NA N		1994		
$\bigcup_{i=1}^{n}$				To:	Dead End					NA N		
	0.40			From:	US 11							4000
1007	0.12	480	R				NA			NA		1992
	0.20	400	_	From:	11-1008		NIA			NIA		4004
1007	0.38 180	R	To:	Dead End		NA			NA		1994	
				From:	11-1007							
1008	0.23	110	R	<u> </u>	11-1007		NA			NA		1992
				To-	11-1001							
				From:	11-605							
1009	0.25	500	R				NA			NA		1992
				To:	11-1014							
	0.21	360	R	From:	US 220 ALT		NA			NΔ		03/22/200
1010	0.21	300	IX	т			INA			INA	,	03/22/200
(440)	0.14	170	R	From:	11-1012		NA			AAWDI O		03/22/200
1010	0.14	170		To:	Dead End		1471					00/22/200
				From:	11-1010				NA N			
(1011)	0.06	40	R				NA			NA		03/22/200
\bigcirc				To:	Cul-de-Sac							
\bigcirc				From:	11-1013							00/00/000
(1012)	0.06	120	R				NA			NA	1	03/22/200
$\overline{}$	0.44		_	From:	11-1010		NIA			NIA		00/00/000
(1012)	0.11	20	R	To:	Dead End		NA			NA		03/22/200
				From:	Dead End	- 						
(1013)	0.12	30	R	Ш.	DCau Enu		NA			NA		03/22/200
				To:	11-1012							
(1013)	0.12	80	R	From:	11 1012		NA			NA		03/22/200
				To:	Dead End							
				From:	11-1017							
(1014)	0.16	260	R				NA			NA		1992
			_	To: From:	11-1016							
1014)	0.04	20	R	To:	Dood End	_	NA			NA	1	05/14/200
				1	Dead End	<u> </u>				NA		
(1015)	0.15	50	R	From:	11-1017		NA			NA	1994	
1019	0.10	-	• • • • • • • • • • • • • • • • • • • •	To:	11-1016	$\overline{}$	11/1			11/7		1004

					Botetourt Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		$\Delta \Delta MDT \Omega M$	Year	
Botetourt County				From:	11-1017	i			
1016)	0.26	140	R	<u> </u>	11-101/	NA NA	NA	1992	
				To	11-1014]			
				From:	11-1014				
1017)	0.14	200	R			NA	Factor	1992	
				From:	11-1016]			
1017	0.04	20	R	To:	Dead End	NA T	NA	1994	
				From:	11-1019	i			
1018	0.13	80	R		11-1019	NA NA	NA	1994	
				To:	Dead End]			
<u> </u>				From:	11-779				
1019	0.22	210	R			NA T	NA	1994	
				To:	11-1018	<u> </u>			
	0.31	170	R	From:	11-626	J NA	NΔ	1992	
1020	0.51	170	IX	To:	Dead End]	NA	1332	
				From:	US 220				
1021)	0.56	990	R			NA	NA	1992	
\bigcup				To:	11-779]			
\bigcirc			_	From:	11-1020		NA N	1004	
1022	0.11	120	R	To:	11-779	NA 1	NA	1994	
				From:	11-1026				
1023	0.07	140	R		11-1020	NA	NA	1994	
1023)				To:	11-1021	1			
1023	0.07	60	R	From:	11-1021	NA NA	NA	1994	
				To:	Dead End]			
					From:	11-1021			
1024	0.12	110	R	_		NA	NA	1994	
				To:	Dead End				
	0.17	160	R	From:	11-1021	NA	NΙΔ	1994	
1025	0.17	160	K	To:	Dead End	1	INA	1994	
				From:	Cul-de-Sac				
1026	0.06	50	R	li		NA	NA	1994	
				To: From:	11-1023]	Factor AAWDT QW NA NA NA NA NA NA NA NA NA N		
1026	0.23	80	R	rioin.		NA	NA	1994	
				To: From:	11-1027]			
1026	0.09	190	R			NA	NA	1994	
				To:	11-1021				
	0.07	60	В	From:	Dead End) NA	NIA	1994	
1027	0.07	60	R	To	11-1026	NA 1	INA	1994	
				From:	SR 220 ALT	1			
1028)	0.32	NA			OK ZZV NET	NA	NA		
				To:	Cul-de-Sac				
\sim				From:	11-1028				
1029	0.32	NA		т	0.11.0	NA T	NA		
				To: From:	Cul-de-Sac	1			
1020	0.05	80	R	riom:	11-1033	J NA	NΔ	1994	
1030	0.00			To	11 1021	1.V.S.	INC	1334	
1030	0.07	150	R	From:	11-1031	NA	NA NA	1994	
1000)	3.01		• •	To:	11-779; 11-1038	• • • •		. 55 1	

					Botetourt Maintena	nce Area					
Route	Length	AADT	QA	4Tire	Rue	ruck e 1Trail 2Trail	QC Peak Hour	OK.	Dir Factor	AAWDT (QW Year
Botetourt County				From:	11 1022						
1031)	0.22	80	R		11-1032		NA			NA	1994
$\overline{}$	0.00	20	_	From:	11-1030		NIA			NIA	1004
(1031)	0.06	20	R	To	Dead End		NA			NA	1994
				From:	11-1033	 					
(1032)	0.15	150	R				NA			NA	1992
				To-	11-779						
\bigcirc	0.04		_	From:	11-1032						100.1
1033	0.24	70	R	To:	11-1030		NA			NA	1994
				From:	11-675	+					
1034	0.12	40	R	<u>L</u>	11 0/3		NA			NA	1994
				To-	Dead End						
				From:	11-675						
1035	0.38	270	R				NA			NA	1994
				From:	11-1036						
(1035)	0.09	180	R				NA			NA	1994
\bigcirc	0.47	440	_	From:	11-1037		NIA			NIA	1004
(1035)	0.47	110	R	To:	Dead End		NA			NA	1994
				From:	Dead End						
1036	0.08	60	R				NA			NA	1994
				To:	11-1035						
\bigcirc				From:	Cul-de-Sac						
1037)	0.34	90	R	To:	11-1035		NA			NA	1994
				From:	11-779						
(1038)	0.25	140	R		11-779		NA			NA	1992
				То:	Dead End						
				From:	Dead End						
1039	0.43	340	R	To:	110 11		NA			NA	1992
				From:	US 11 11-779	- +					
(1040)	0.24	130	R		11-//9		NA			NA	1992
				To:	11-1041						
1040	0.08	80	R	From:	11 1011		NA			NA	1994
				To: From:	11-1042						
1040	0.10	20	R				NA			NA	05/14/20
				To:	Cul-de-Sac						
\bigcirc	0.00	20	_	From:	Dead End		NIA			NIA	1004
(1041)	0.06	30	R				NA			NA	1994
(1041)	0.11	48	R	From:	11-1040		NA			NA	1994
(1041)	0.11	40		To:	Dead End		100			14/ (1004
				From:	11-1040						
1042	0.23	90	R				NA			NA	1994
_				From:	11-1043						
1042	0.09	40	R		011.0		NA			NA	1994
				To:	Cul-de-Sac						
(1042)	0.20	220	R	From:	11-675		NA			NA	1994
(1043)	5.20			To-	11 1042	 1	19/3				1554
1043	0.40	NA		From:	11-1042		NA			NA	
				To:	Cul-de-Sac						
·					-	<u></u>					

					Botetourt Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:	Cul-de-Sac/	1						
(1044)	0.10	NA			Cui-ue-3ac/	_	NA			NA		
				To:	US-00220(B)/							
	0.20	100	R	From:	Cul-de-Sac	J	NA			NA		1994
(1045)	0.20	100		To:	US 220]	INA			INA		1334
				From:	11-1035							
1046	0.07	30	R			_	NA			NA		1998
	0.56	30	R	From:	BEGIN LOOP	<u> </u>	NA			NA		1998
(1046)	0.30	30		To:	END LOOP]	INA			INA		1990
				From:	US 11							
1047	0.45	1400	R	To:	Cul da Caa	7	NA			NA		1998
				From:	Cul-de-Sac Dead End	<u> </u>						
1048	0.20	80	R	<u> </u>	Dead Elid	_	NA			NA		1998
				To:	11-1049	<u> </u>						
	0.12	30	R	From:	Cul-de-Sac		NA			NA		1998
(1049)	0.12	30	K	To:	11 1040	7	INA			INA		1990
1049	0.02	NA		From:	11-1048		NA			NA		
				To:	11-1126							
\bigcirc	0.07	400	_	From:	11-1056		NIA			NIA		1000
(1050)	0.07	180	R			7	NA			NA		1992
1050	0.21	180	R	From:	11-1055	_	NA			NA		1992
1050	V.=.			To:	11-1051							
(1050)	0.36	180	R	From:	11-1031	_	NA			NA		1992
				To:	11-672							
	0.08	120	R	From:	11-1050	J	NA			NA		1992
(1051)	0.00	120	K	To:	11 1052		INA			INA		1992
(1051)	0.11	50	R	From:	11-1052		NA			NA		1994
				To:	Cul-de-Sac							
\bigcirc	0.08	60	В	From:	11-1053		NA			NA		1994
(1052)	0.06	60	R	Tai	11 1074	7	INA			INA		1994
(1052)	0.12	90	R	From:	11-1054		NA			NA		1992
				To: From:	11-1051	—						
1052	0.11	40	R			-	NA			NA		1994
				To:	Dead End	<u> </u>						
(1053)	0.08	30	R	From:	11-1052	_	NA			NA		1994
(1033)				To:	Cul-de-Sac]						
\bigcirc				From:	11-1052							10-
1054	80.0	40	R	To:	Cul-de-Sac	7	NA			NA		1994
				From:	Cul-de-Sac	1						
(1055)	0.34	40	R	<u></u>		- -	NA			NA	05/	/14/200
				To:	11-1050	<u> </u>						•
1056	0.11	20	R	From:	Cul-de-Sac	_	NA			NA	05	/14/200
(1056)	0.11			To:	11-1050		11/7	_		11/7	03/	17/200
(1056)	0.25	60	R	From:	11-1030	J	NA			NA	05/	/14/200
				To:	11-1052; 11-1053	1						
	-				·							

					Truck	D1	D:-		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	()K	AAWDT QV	V Year
Botetourt County				From:	Cul-de-Sac				
(1057)	0.25	100	R		Cur-uc-suc	NA NA		NA	05/14/2001
				To:	11-1061				
\bigcirc	0.00	00	_	From:	11-1065	NIA		NIA	4000
1058	0.09	30	R	To:	Cul-de-Sac	NA I		NA	1998
				From:	Cul-de-Sac				
(1059)	0.18	140	R			NA		NA	1998
				To: From:	11-1061				
1059	0.08	750	R			NA		NA	1998
				To: From:	11-1064				
(1059)	0.27	1300	R	To:	11-654	NA I		NA	1998
				From:	11-1061				
1060	0.25	840	R	<u> </u>	11-1001	l NA		NA	1992
				To:	11-654				
1060	0.14	450	R	From:	11 00.	NA		NA	1998
				To: From:	11-1080				
1060	0.06	60	R			NA		NA	1998
				To:	Cul-de-Sac				
	0.07	46	R	From:	Cul-de-Sac	NA		NA	1998
1061	0.07	40	K	т		INA I		NA.	1990
(1061)	0.17	510	R	From:	11-1059	NA		NA	1998
1061)	0.17	010		To:	11-1065	147.		101	1000
(1061)	0.32	510	R	From:	11-1003	NA		NA	1998
				To:	11-1064				
(1061)	0.27	770	R	From:	33 200	NA		NA	1992
				To:	11-1060				
	0.40	400	_	From:	11-1061	NIA		NIA	4004
(1062)	0.16	130	R	To:	Cul-de-Sac	NA I		NA	1994
				From:	11-1061				
(1063)	0.53	140	R			NA		NA	1994
				To:	11-1059				
\bigcirc				From:	11-1061				1000
1064	0.51	250	R			NA		NA	1998
	0.15	60		From:	11-1059	NA		NA	1998
1064	0.15	60	R	To:	Cul-de-Sac	INA 		NA	1990
				From:	Cul-de-Sac				
1065	0.35	260	R			NA		NA	1998
				To:	11-1061				
\bigcirc	2.07	450		From:	11-1065				1000
1066	0.27	150	R	To:	Cul-de-Sac	NA I		NA	1998
				From:	Cul-de-Sac				
1067	0.35	430	R		***************************************	NA		NA	1998
\bigcirc				To:	11-1061				
			_	From:	Cul-de-Sac				
1069	0.19	45	R	To:	Cul-de-Sac	NA I		NA	1998
				From:	US 220				
1070	0.17	380	R	<u> </u>	US 220	l NA		NA	1994
				To:	11-1071				

Route	Lenath	AADT	QA	4Tire	Puo	Truck		QC	Peak	QK _D		AWDT	QW	Year
Botetourt County					2Axl	ie 3+Axie Tirai	I 2Trail		Hour	Fac	ctor			
(1070)	0.17	320	R	From:		11-1071			NA			NA		1994
(1070)				To:		11-1072								
1070	0.07	160	R	From:					NA			NA		1994
				From:		11-1074								
(1070)	0.07	30	R	To:		Cul-de-Sac	1		NA			NA		1994
				From:		11-653								
(1071)	0.16	200	R						NA			NA		1994
	0.09	140	R	From:		11-1070			NA			NA		1994
(1071)	0.09	140	ĸ	To:		11-1073			INA			INA		1994
				From:		Dead End								
(1072)	0.18	100	R						NA			NA		1994
(170)	0.08	100	R	From:		11-1070			NA			NA		1994
(1072)	0.00	100	- 11	To:		11-1073			INA			INA		1334
(1072)	0.04	30	R	From:		11-10/3			NA			NA		1994
				To:		Dead End								
(1070)	0.18	120	R	From:		11-1071			NA			NA		1994
(1073)	0.10	120		To:		11-1072			11/-3			IVA		1004
				From:		Cul-de-Sac								
(1074)	0.18	110	R	To:		11-1070	1		NA			NA		1994
				From:		11-1078								
(1075)	0.37	400	R						NA			NA		1998
				To:		11-1061								
(1076)	0.04	30	R	From:		Cul-de-Sac			NA			NA		1998
1070				To:		11-1075								
\bigcirc	0.05	40	_	From:		11-1075			NIA			NIA		4000
(1077)	0.05	40	R	To:		Cul-de-Sac			NA			NA		1998
				From:		Cul-de-Sac								
(1078)	0.14	20	R						NA			NA	(05/14/200°
\bigcirc	0.00			From:		11-1075			N10			NIA		4000
1078	0.06	90	R	To:		Cul-de-Sac	i		NA			NA		1998
_				From:		11-1078								
1079	0.10	70	R	т		0.1.1.0			NA			NA	(05/14/2001
				To: From:		Cul-de-Sac								
(1080)	0.21	150	R			11-1082			NA			NA		1998
				To: From:		11-1083								
(1080)	0.07	400	R			11 1000			NA			NA		1998
				To: From:		11-1060 Cul de See	<u> </u>							
(1081)	0.16	30	R			Cul-de-Sac			NA			NA		1994
				To: From:		11-735								
(1081)	0.19	47	R						NA			NA		1994
				To:		Cul-de-Sac								
(1082)	0.08	6	R	From:		11-1088			NA			NA		1998
1002	3.00	-	••	To:		11-1080						•		

					Botetourt Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC Pea	() k	Dir Factor	AAWDT	QW	Year
Botetourt County				From:	11 1000	i					
1082	0.11	90	R		11-1080	J NA			NA		1998
(1002)	• • • • • • • • • • • • • • • • • • • •			To-	11-1083	1					
				From:	Cul-de-Sac						
1083	0.09	40	R			NA			NA		1998
				To: From:	11-1082]					
1083	0.16	100	R			NA			NA		1998
				To: From:	11-1084]					
(1083)	0.14	300	R	_		NA			NA		1998
				To:	11-1080						
	0.00	50	_	From:	Cul-de-Sac				NIA		4000
1084	0.06	50	R			NA -			NA		1998
	0.00	450	_	From:	11-1083				NIA		4000
(1084)	0.09	150	R	To:	11-747	NA T			NA		1998
				From:		1					
(1085)	0.19	1400	R		Cul-de-Sac	J NA			NA		1998
(1063)	00			To:	11-654	1					
				From:	11-1087						
1086	0.17	350	R	-		NA			NA		1998
				To:	Cul-de-Sac						
				From:	Cul-de-Sac	ĺ					
1087	0.10	180	R			NA			NA		1998
				To: From:	11-1086						
1087	0.18	100	R			NA			NA	(05/14/2001
				To:	Cul-de-Sac						
	0.34	160	R	From:	Cul-de-Sac	J NA			NA		05/14/200 ⁻
1088	0.34	160	ĸ	To:	11-1060	7			INA	'	05/14/200
				From:	Cul-de-Sac						
(1089)	0.10	20	R	<u> </u>	Cui-uc-Sac	NA NA			NA		05/09/200 ⁻
(1000)				To:	11-735						
				From-	Cul-de-Sac						
1090	0.26	500	R			NA			NA		1994
				To:	11-654						
				From:	11-1095						
(1091)	0.09	NA		To:		NA			NA		
					Cul-de-Sac						
	0.05	NA		From:	11-1095	J NA			NA		
(1092)	0.05	IVA		To:	Cul-de-Sac] '\'			INA		
				From:	11-1094	<u> </u>					
(1093)	0.23	80	R	<u> </u>	0// 1	NA NA			NA		03/23/2001
				To	11-652						
				From:	11-1093]	<u> </u>				
(1094)	0.14	30	R			N/			NA		1998
				To:	Cul-de-Sac	<u></u>					
\bigcirc	_			From:	11-605						,
(1095)	0.44	700	R			NA			NA		1998
				To: From:	11-850]					
(1095)	0.24	220	R			NA			NA		1998
				To: From:	11-1099]					
1095)	0.35	NA				NA			NA		
				To-	Cul-de-Sac						

					Botetourt Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:	Cul-de-Sac							
(1096)	0.20	70	R		Cur-uc-Sac		NA			NA		1998
				To:	Cul-de-Sac							
\bigcirc	0.14	110	В	From:	Cul-de-Sac		NIA			NIA		1009
(1097)	0.14	110	R	To:	11-1095		NA			NA		1998
				From:	11-1097							
1098	0.28	80	R			· 1	NA			NA		1998
				To:	Cul-de-Sac							
(1099)	0.10	48	R	From:	11-1095; 11-1099		NA			NA		05/14/2001
(1099)	0.10			To:	Dead End							00/11/2001
Town of Troutville												
	0.15	60	R	From:	Dead End		NA			NA		1994
1101)	0.13	00	IX	To:	11-651		INA			INA		1994
				From:	US 11							
(1102)	0.11	60	R			· 1	NA			NA		1992
				To:	11-651							
(400)	0.11	100	R	From:	US 11		NA			NA		1992
(1103)	0.11	100		To:	Dead End		IVA			IVA		1002
Botetourt County												
	0.00	00		From:	11-796		NIA			NIA		4000
(1104)	0.20	80	R	To:	Dead End		NA			NA		1992
				From:	Dead End							
(1105)	0.30	NA					NA			NA		
				To:	US 11							
	0.50	20	_	From:	Cul-de-Sac		NIA			NIA		4004
(1109)	0.50	80	R	To:	11-651		NA			NA		1994
				From:	11-1112							
(1110)	0.07	60	R			<u>.</u>	NA			NA		1994
				To: From:	11-651							
1110	0.05	60	R				NA			NA		1994
$\overline{}$				To: From:	11-1111							
(1110)	0.04	10	R	To:	Cul-de-Sac	Ī	NA			NA		1994
				From:	11-1110							
(1111)	0.05	40	R		11-1110		NA			NA		1994
				To:	Cul-de-Sac							
\bigcirc				From:	11-1110							
(1112)	0.13	50	R	To:	Cul-de-Sac	Ī	NA			NA		1994
				From:	FR-50							
(1118)	0.20	40	R		1 K-30		NA			NA		1998
				To:	Dead End							
	2.25	255	_	From:	11-647							00/00/205
(1120)	0.25	320	R			•	NA			NA		03/28/2001
	0.58	200	R	From:	11-1121		NIA			NA		03/28/2001
(1120)	0.58	200	ĸ	To:	Cul-de-Sac		NA			NA		03/20/2001
				From:	11-1120							
(1121)	0.39	80	R	_			NA			NA		03/28/2001
				To-	Cul-de-Sac							

					Botetourt Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC Ho	(.)K	Dir Factor	AAWDT	QW	Year
Botetourt County						•		1 40101			
(1122)	0.27	NA		From:	11-1126	J NA			NA		
(1122)	0.21			To:	Cul-de-Sac	1	•		147 (
				From:	11-1124	j					
(1123)	0.25	NA		To:	Cul-de-Sac	N/ 1	١.		NA		
				From:	Cul-de-Sac						
(1124)	0.20	NA			Cur-uc-Suc	J NA	١		NA		
				To:	Cul-de-Sac						
Town of Troutville				From:	Dead End	ı					
(1125)	0.06	250	R		Dead End	J NA			NA		03/28/200
				To:	US 11	1					
Botetourt County				From:	HC 00220(D)/	1					
(1126)	0.60	NA			US-00220(B)/	J NA			NA		
				To:	11-01123(B)/						
				From:	11-779						
(1130)	0.04	400	R	To:	11 1121	N/ 1	١.		NA		05/14/200
				From:	11-1131 Cul-de-Sac						
(1131)	0.50	40	R		Cui-de-Sac	J NA			NA		05/14/200
				To:	Cul-de-Sac						
\bigcirc			_	From:	11-1131]					
1132	0.07	200	R	To:	11-1133	N <i>i</i> 1	١.		NA		05/14/200
				From:	11-1131						
(1133)	0.24	30	R		11-1131	J NA	١		NA		05/14/200
				To:	Cul-de-Sac	1					
\bigcirc			_	From:	11-1133]					0=11.11000
1134	0.08	50	R	To:	Cul-de-Sac	N <i>i</i> 1	١		NA		05/14/200
				From:	Cul-de-Sac	<u> </u>					
(1135)	0.03	20	R		Car de Sac	N/	١		NA		05/14/200
				To:	11-1131						
\bigcirc	0.47	260	ь	From:	Cul-de-Sac] NA			NA		05/09/200
(1140)	0.47	260	R	To:	11-672	1N <i>F</i>	`		INA		05/09/200
				From:	11-1140						
(1141)	0.60	180	R			N/	١		NA		05/09/200
				To:	Cul-de-Sac						
	0.15	50	R	From:	Cul-de-Sac	J NA			NA		05/09/200
(1142)	0.13	30	- 1	To:	11-1141	1	`		14/3		03/03/200
				From:	11-1043						
(1144)	0.08	NA		T .		N/	١		NA		
				To: From:	Cul-de-Sac	<u> </u>					
(1145)	0.48	180	R	riom:	11-665	J NA			NA		1998
1173	3.10			To:	Cul-de-Sac	<u>1 </u>					
<u> </u>				From:	11-1153]					
(1146)	0.12	NA				N/	١		NA		
				To: From:	11-1148				***		05/00/55
1146	0.10	100	R	To:	11-1145	N <i>i</i> 1	١		NA		05/09/2001
					11-1143	1					

					Botetourt Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	()K	ΔΔΜΠΙΙ (QW Year
Botetourt County				From:	11-1153				
(1147)	0.06	NA			11 1100	NA		NA	
				To: From:	11-1149	 			
1147	0.17	80	R	To:	11-1145	NA I		NA	05/09/200
				From:	11-1146				
1148	0.25	50	R	<u> </u>	11-11-40	NA		NA	05/09/200
				To	11-1147				
	0.09	20	R	From:	11-1147	NA		NA	05/09/200
1149	0.09	20	K	To:	Cul-de-Sac			INA	03/09/200
_				From:	11-640 SOUTH				
1150	0.71	60	R	To:	11 (40 NODEW	NA I		NA	1998
				From:	11-640 NORTH	<u> </u>			
(1153)	0.38	NA			Cul-de-Sac/	NA		NA	
				To:	RTE. 1146				
\bigcirc			_	From:	11-600				4000
(1160)	0.46	50	R			NA		NA	1998
	0.09	20	R	From:	11-1161	NA		NA	1998
1160	0.00		• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac]		147.	1000
				From:	11-1160				
1161	0.18	30	R			NA		NA	1998
	0.00	40		To: From:	11-1162	NIA.		NIA	1000
1161	0.09	10	R	To:	Cul-de-Sac	NA I		NA	1998
				From:	11-1161				
1162	0.35	20	R			NA		NA	1998
				To:	Cul-de-Sac				
(1201)	0.02	90	R	From:	11-606	NA		NA	1992
				To:	SCL Fincastle				
Town of Fincastle				From:	CCI Financia	ı			
(1201)	0.10	90	N	110111	SCL Fincastle	NA		0	N 1992
				To:	11-630				
Botetourt County				From:	110.220	ı			
1202)	0.29	1600	R		US 220	NA		NA	1992
				To:	SCL Fincastle				
Town of Fincastle				From:	SCL Fincastle	1			
(1202)	0.06	1600	N		SCL Pilicasue	NA NA		0	N 1992
\bigcup				To: From:	11-1203	 			
1202	0.18	1600	R	rioin.		NA		NA	1992
				To: From:	11-630	}			
1202	0.06	130	R	To:	11-1205	NA I		NA	05/21/200
				From:	11-1203				
1203	0.10	310	R		11-1204	NA		NA	1992
				To:	11-1202				
Botetourt County				From:	US 220 SOUTH				
(1204)	0.15	680	R	<u> </u>		NA NA		NA	1992
\bigcup				To:	SCL Fincastle				

					Botetourt Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC	(.)K	AAWDT	QW	Year
Town of Fincastle				From:	SCL Fincastle					
(1204)	0.12	680	N		SCL Fincastie	NA		0	N	1992
\bigcirc	2.40			To: From:	11-630					05/04/000
(1204)	0.19	760	R	To:	NCL Fincastle	NA		NA		05/21/200
Botetourt County										
	0.05	820	R	From:	NCL Fincastle	NA NA		NA		05/21/200
(1204)	0.00	020	- 1	To:	US 220 NORTH			IVA		03/21/200
Town of Fincastle				From:	110 220					
1205)	0.40	1000	R		US 220	NA NA		NA		1992
				To:	11-630					
$\overline{}$				From:	11-1204					
1206	0.10	200	R	To:	11-1202	NA I		NA		1992
				From:	11-1205					
1207)	0.18	60	R		11 1200	NA		NA		1992
				To:	11-630					
	0.09	130	R	From:	Dead End	NA NA		NA		1992
1208)	0.09	130	K	т	44.600	INA.		INA		1992
1208)	0.06	60	R	From:	11-630	NA		NA		05/14/20
1200)				To:	11-1205					
				From:	11-630					
1209	0.12	49	R	To:	11-1207	NA I		NA		1992
				From:	Dead End					
1210	0.18	45	R		Dead End	NA		NA		1992
				To:	11-630					
Botetourt County				From:	Dead End					
1211)	0.10	40	R		Dead Lift	NA		NA		1994
				To:	US 220					
Town of Fincastle				From:	US 220					
1212	0.06	20	R		03 220	NA		NA		1994
				To:	11-1204					
Botetourt County				From:	Dead End					
1213)	0.07	40	R	<u> </u>	Dead Elid	NA NA		NA		1994
				To:	11-1204					
$\overline{}$			_	From:	Dead End					4000
1214	0.07	30	R	To:	US 220	NA I		NA		1992
				From:	11-635					
1220	0.11	90	R		11 000	NA		NA		04/25/200
				To:	11-1221					
<u> </u>	0.04	10	R	From:	Dead End	NA		NA		04/25/200
1221)	0.04	10	ĸ	т	11 1220	INA I		INA		04/23/200
1221	0.13	60	R	From:	11-1220	NA		NA		04/25/200
(221)	0.10		••	To:	Dead End	1.0.1				3 20, 200
				From:	11-1231					
1230	0.14	60	R	To-	11 707	NA		NA		1998
				To-	11-606					

Route Length AAD	T QA	4T:	Truck	QC	ak OK	Dir			
Notice Edigit AAB	. •.	4 i ire	Bus 2Axle 3+Axle 1Trail 2Trail	Ho	" QK ır	Factor	AAWDT	QW	Year
Botetourt County		From:	0.1.1.0						
(1231) 0.15 20	R		Cul-de-Sac	N/	\		NA		1998
0 0.40 00		To: From:	11-1230						4000
0.10 20	R	To-	Cul-de-Sac	N/	١		NA		1998
Town of Buchanan									
(1301) 0.07 190	R	From:	US 11	N/			NA		04/09/200
0.07 190		To:	11-1305		•				
		From:	11-1314						
0.20 250	R	To:	US 11	N/	١		NA		04/02/200
		From:	Dead End						
(1303) 0.03 NA				N/	\		NA		
		To: From:	JEFF FOREST BNDY						
(1303) 0.07 NA				N/	١		NA		
0.24 200	R	From:	11-1318	N/			NA		04/09/200
1333		To- From:	11-1322						
0.15 50	R	From:		N/	١.		NA		04/09/200
		To: From:	Dead End						
0.42 410	R	Prom.	SR 43	N/	١		NA		04/09/200
		To:	US 11						
0.00		From:	US 11 SOUTH	NI			NIA		0.4/00/000
0.69 630	R	To:	US 11 NORTH	N/	١		NA		04/09/200
		From:	11-1304						
(1306) 0.17 70	R			N/	٨		NA		04/09/200
		To: From:	Dead End						
(1307) 0.61 240	R	riom.	11-1316	N/	١		NA		04/02/200
		To:	US 11						
0.22 850	R	From:	11-1310	N/			NA		04/02/200
0.22 850	K	To:	US 11	INA	`		INA		04/02/200
		From:	ECL BUCHANAN						
0.16 130	R	To:	11-1307	N/	١		NA		04/02/200
		From:	0.14 MS SCL BUCHANAN						
(1310) 0.39 270	R	<u> </u>	OH CHAIR SEED BEELEN HER.	N/	١		NA		04/02/200
		To: From:	11-1316						
0.44 200	R	To:	Dead End	N/	١.		NA		04/02/200
		From:	Dead End						
(1311) 0.02 NA		<u> </u>	Doub Ditt	N/	١		NA		
<u> </u>		To: From:	11-1307						
0.03 20	R	_		N/	١		NA		04/02/200
(1311) 0.03 NA		From:	Dead End; Gap Terminus	N/			NA		
(1311) 0.03 NA		To:	LIC 11		`		INA		
(1311) 0.07 240	R	From:	US 11	N/	\		NA		04/09/200
$\overline{}$		To:	11-1305						

					Botetourt Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Pe Ho	() \	C Dir Factor	AAWDT	QW Year
Town of Buchanan				From:	Dead End					
(1312)	0.71	190	R			N.	4		NA	04/02/200
				To:	US 11					
1313)	0.23	450	R	From:	ECL BUCHANAN	N.	4		NA	04/02/200
1313	0.20			To:	US 11					0 0 0 0
				From:	11-1317					
1314	0.30	60	R	т		N.	4		NA	04/02/200
				To: From:	Dead End					
1315)	0.20	40	R	r toni.	Dead End	N.	4		NA	04/02/200
1019				To:	11-1307					
				From:	11-1314					
1316	0.12	60	R	To:	11 1207	N.	4		NA	04/02/200
				From:	11-1307					
1317)	0.09	90	R		11-1314	N.	4		NA	04/02/200
(1011)				To:	11-1320					
				From:	11-1303					
(1318)	0.24	40	R	To:	110.11	N.	4		NA	04/09/200
				From:	US 11					
(1319)	0.15	90	R	r toni.	11-1303	N.	4		NA	04/09/200
1319				To:	US 11					
				From:	11-1308					
1320	0.23	70	R	. —		N.	4		NA	04/02/200
				To:	11-1316					
1221	0.43	600	R	From:	11-617	N.	4		NA	04/02/200
1321	0.10		• • • • • • • • • • • • • • • • • • • •	To:	11-1308		<u>, </u>			0 1/02/200
				From:	Dead End					
1322	0.15	70	R			N	4		NA	04/09/200
				From:	11-1303					
1322	0.25	80	R	To:	Dead End	N.	4		NA	04/09/200
				From:						
1323)	0.20	70	R	<u> </u>	Dead End	N.	4		NA	04/02/200
				To:	11-1312					
$\widehat{}$		_		From:	11-1318					
1324	0.20	50	R	To:	Dead End	N.	4		NA	1994
				From:	11-1306					
1325	0.13	70	R	<u> </u>	11-1300	N.	4		NA	04/09/200
				To:	Dead End					
				From:	11-1321					
1327	0.10	130	R	To:	D 15.1	N.	4		NA	04/02/200
				From:	Dead End					
1328	0.06	NA		· · · · · L	11-1329	N.	4		NA	
		-		To:	11-01327(L)/				-	
				From:	Cul-de-Sac					
1329	0.15	NA				N.	4		NA	
				To:	11-01328(L)/					
Botetourt County				From:	11-779					
(1330)	0.16	60 R			N.	4		NA	1994	
				To:	Dead End					

					Botetourt Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pe	()K	Dir Factor	AAWDT	QW	Year
Botetourt County				From:		i					
(1400)	0.24	700	R		Dead End	J Na	A		NA		1998
				To-	US 460						
\bigcirc	• • • •		_	From:	Dead End	<u> </u>					22/22/22
(1401)	0.34	100	R			N _i	Ą		NA		03/22/2001
	0.42	350	R	From:	11-1402	N,	١		NA		03/22/200
(1401)	0.42	330	IX.	To:	11-660] '`'	1		INA		03/22/200
_				From:	Dead End						
(1402)	0.10	20	R			N.	A		NA		03/22/200
				To: From:	11-1401	 				-	
1402	0.23	80	R	To:	Dead End	N/ 1	4		NA		03/22/200
				From:	11-1401	l					
(1403)	0.17	80	R	<u></u>	11-1401	ı N	Ą		NA		03/22/200
				То:	Dead End						
\bigcirc				From:	11-1406						
1404	0.09	60	R			N	Ą		NA		03/22/200
$\overline{\bigcirc}$	0.00	440		From:	11-1405	<u> </u>			NIA		02/22/200
(1404)	0.26	110	R	To:	Dead End	N. 1	٠,		NA		03/22/200
				From:	11-1404						
(1405)	0.07	180	R			N.	Ą		NA		03/22/200
\bigcirc				To-	11-771						
\bigcirc	0.00	400		From:	Dead End]			NIA		00/00/000
1406	0.22	100	R			N.	4		NA		03/22/200
	0.36	320	R	From:	11-1409	N,	١		NA		03/22/200
1406	0.50	320	IX.	Ta	11.771	1 1 1 1	1		INA		03/22/200
(1406)	0.22	80	R	From:	11-771	N.	4		NA		03/22/200
				To:	Dead End						
				From:	11-778						
(1407)	0.06	20	R	To:	Dead End	N/ 1	Ą		NA		03/22/200
				From:	11-658						
(1408)	0.19	100	R	<u> </u>	11-036	J Na	A		NA		03/20/200
				To:	Cul-de-Sac						
				From:	11-1406						
1409	0.20	60	R	To:	Dead End	N. 1	A		NA		03/23/200
				From:	US 460						
(1411)	0.30	80	R		US 400	J Na	A		NA		03/20/200
				To:	Dead End						
				From:	11-771						
(1412)	0.09	40	R	To:	DedEd	N.	A		NA		03/22/2001
-				From	Dead End	<u> </u> 					
(1413)	0.72	1300	R		11-659	J Na	A		NA		03/20/200
	···-			To:	11-1423						
(1413)	0.52	610	R	From:	11-1743	N.	4		NA		03/20/200
				To	11-1418	1					
(1413)	0.22	520	R	From:		N.	A		NA		03/20/200
				To:	11-657						

					Bot	etourt Maintena	ince Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	rucke 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:		11-1415	-							
(1414)	0.28	120	R	<u> </u>		11-1413			NA			NA		03/22/2001
				To		11-771								
				From:		11-1414								
1415	0.10	50	R						NA			NA		03/22/2001
				To: From:		11-1416	-							
1415)	0.07	20	R						NA			NA		03/22/2001
				To:		Dead End								
	0.03	10	R	From:		Dead End			NA			NA		03/22/2001
1416	0.03	10	K	To:		11-1415			INA			INA		03/22/200
				From:		11-1414								
(1417)	0.10	20	R	<u> </u>		11 1111			NA			NA		03/22/2001
$\bigcup_{i=1}^{n}$				To-		Cul-de-Sac								
_				From:		Cul-de-Sac								
1418)	0.07	40	R				_		NA			NA		03/20/2001
				To: From:		11-1423								
1418)	0.09	45	R						NA			NA		03/20/2001
				To:		11-1413								
\bigcirc				From:		11-1400								
(1419)	0.08	180	R	т		0.1.1.0			NA			NA		03/22/2001
				To:		Cul-de-Sac	-							
	0.55	1600	R	From:		Roanoke County	Line		NA			NA		1998
(1420)	0.55	1600	K	To:		US 220 ALT	٢		INA			INA		1990
				From:		11-1420								
(1421)	0.07	190	R			11-1420			NA			NA		1994
(HZI)				To		11-1422								
(1421)	0.08	50	R	From:		11-1422			NA			NA		1994
(1-2-1)				To:		Dead End								
				From:		11-1421								
(1422)	0.05	40	R						NA			NA		1994
				To:		Dead End								
				From:		11-1413								
1423	0.51	110	R	To:		11 1410			NA			NA		03/20/2001
						11-1418								
(1424)	0.06	30	R	From:		Cul-de-Sac			NA			NA		1994
(1424)	3.00	-		т		11 1110			. 1/1			14/3		1004
(424)	0.14	190	R	From:		11-1442			NA			NA		1994
1424	0.14	130	Λ.						INA			INA		1334
	0.07	230	R	From:		11-1441			NA			NA		1994
1424)	0.07	200	11	To:		11-1420			14/1			11/		1004
				From:		US 460	ı							
(1425)	0.11	500	R	<u> </u>		25 100			NA			NA		03/14/2001
				To:		11-1426	1_							
1425)	0.37	190	R	From:		11 1120			NA			NA		03/14/2001
				То:		Cul-de-Sac								
				From:		11-1425								
1426	0.17	240	R						NA			NA		03/14/2001
				To: From:		11-1427								
(1426)	0.13	70	R						NA			NA		03/14/2001
				To:	_	Dead End								

					Botetourt Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus	rail QC	Peak Hour	QK Dir Factor	AAWDT C	W Year
Botetourt County				From:		-				
1427	0.24	80	R	r toni.	11-1426		NA		NA	03/14/200
(1421)				To:	Cul-de-Sac					
				From:	US 460					
(1429)	0.45	80	R			_	NA		NA	03/20/200
				To: From:	Dead End					
(1430)	0.06	1100	R	rioni.	US 460		NA		NA	03/20/200
(1430)	0.00			To:	11-1413				147.	00/20/200
_				From:	11-1413					
1431)	0.21	250	R	. —			NA		NA	03/20/200
				To:	Cul-de-Sac					
(400)	0.41	180	R	From:	Cul-de-Sac		NA		NA	03/20/20
1432	0.41	100		To:	11-1431		147 (14/ (00/20/200
				From:	11-660					
1433)	0.19	110	R	_			NA		NA	03/22/200
				To:	Dead End					
	0.13	70	R	From:	Cul-de-Sac		NA		NA	03/22/200
1434	0.13	70	K	To:	11-1433	1	INA		INA	03/22/200
				From:	11-657					
1435	0.38	260	R				NA		NA	03/20/200
				To: From:	11-1438					
1435	0.03	20	R				NA		NA	03/20/20
				To:	Cul-de-Sac					
	0.23	50	R	From:	11-1435		NA		NA	03/20/20
1436	0.23	30	IX.	To:	11-1439		INA		INA	03/20/20
				From:	11-1436					
1437	0.10	50	R				NA		NA	03/20/20
				To:	Cul-de-Sac					
	0.06	30	R	From:	11-1435		NA		NA	03/20/20
1438	0.00	30	K	To:	Cul-de-Sac		INA		INA	03/20/20
				From:	11-1435					
1439)	0.36	180	R				NA		NA	03/20/200
$\bigcup_{i=1}^{n}$				To:	11-652					
\bigcirc	0.75	222	_	From:	11-652		NIA		NIA	00/00/00
1440	0.75	290	R	To	Cul-de-Sac	_	NA		NA	03/20/200
				From:	11-1424					
1441)	0.10	70	R	<u> </u>	11 1121		NA		NA	1994
				To:	Cul-de-Sac					
				From:	11-1424					
1442	0.16	120	R	To:	Cul de Con		NA		NA	1994
				From:	Cul-de-Sac					
1443)	0.05	20	R		Cul-de-Sac		NA		NA	05/14/20
				To:	11-1455					
				From:	Cul-de-Sac					
1444	0.10	48	R				NA		NA	05/14/200
				To-	11-1455					
\bigcirc	0.00	E0	Б	From:	11-1440		NIA		NIA.	03/20/200
(1445)	0.22	50	R	To:	Cul-de-Sac	\neg	NA		NA	03/20/200
				1	Cui de bue					

Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail		QK Dir Factor	AAWDT (QW Year
Botetourt County				From:		1.00.	. 4010.		
(1446)	0.40	110	R		11-658	I NA		NA	03/20/2001
				To-	Cul-de-Sac]			
\bigcirc	0.47	20	_	From:	Cul-de-Sac			NI A	00/00/000
(1447)	0.17	30	R	To:	11-1446	NA 1		NA	03/22/2001
				From:	11-1449				
1448	0.09	100	R			NA		NA	03/22/2001
				To: From:	11-658				
(1449)	0.28	90	R	From:	11-1448	NA		NA	03/22/200
(1443)				To:	Cul-de-Sac				
				From:	11-657				
1450	0.53	170	R	To:	Cul-de-Sac	NA 1		NA	03/20/200
				From:	Cul-de-Sac				
(1451)	0.07	30	R	<u></u>	Cur-uc-ouc	NA		NA	03/20/2001
				To:	11-1450				
	0.07	48	R	From:	11-1453	NA		NA	05/14/2001
(1452)	0.07	40	K	To-	Cul-de-Sac]		INA	03/14/200
				From:	Roanoke County Line				
(1453)	0.08	310	R			NA		NA	1998
				To: From:	11-1454]			
(1453)	0.20	170	R	To:	11-1452	NA 1		NA	05/14/200
				From:	11-1453	1			
(1454)	0.09	50	R			NA		NA	1998
				To:	Cul-de-Sac				
	0.63	70	R	From:	Cul-de-Sac] NA		NA	05/14/200
1455	0.00	70	- 1	To:	11-1420	11/1		14/-1	03/14/200
(1455)	0.06	450	R	From:	11-1420	NA		NA	1998
				To:	11-1456	 			
(1455)	0.05	290	R	riom.		NA		NA	1998
				To: From:	11-1457				
1455	0.08	130	R	To:	11-1456	NA 1		NA	1998
				From:	Roanoke County Line	1			
(1456)	0.24	330	R	<u> </u>	Rounoke County Line	NA		NA	1998
				To: From:	11-1455 WEST				
(1456)	0.07	240	R			NA		NA	1998
	2.22	400		To: From:	11-1458				4000
1456	0.08	120	R			NA •		NA	1998
(1450)	0.06	40	R	From:	11-1455 EAST	NA		NA	1998
(1456)	0.00	 -	- 11	To-	Cul-de-Sac	IN/1		14/7	1990
				From:	Cul-de-Sac				
(1457)	0.09	70	R			NA		NA	1998
				To:	11-1455				
(1458)	0.02	30	R	From:	Cul-de-Sac] NA		NA	1998
1430)	0.02		••	To:	11-1456	1		, .	1000

					Botetourt Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:	80-1048; Roanoke County Line	1						
(1459)	0.05	NA			80-1048, Roanoke County Line	J	NA			NA		
				To:	Dead End							
\bigcirc	2.25			From:	80-1003; Roanoke County Line	j						
1464	0.05	NA		To:	SR 220 ALT	1	NA			NA		
				From:	Cul-de-Sac/							
(1468)	0.04	NA			cui de sue	1	NA			NA		
				To:	11-01446(B)/							
\bigcirc	0.40			From:	Cul-de-Sac		NIA			NIA		
1469	0.12	NA		To:	11-1446	1	NA			NA		
				From:	11-652							
(1470)	0.11	50	R		11 002		NA			NA	i	03/20/200
				To:	Cul-de-Sac							
\bigcirc	2.25			From:	11-652							00/00/000
(1475)	0.25	70	R	To:	Cul-de-Sac	1	NA			NA	1	03/20/2001
				From:	11-657							
(1480)	0.17	160	R		11-037		NA			NA		03/20/200
				To:	11-1481	—						
(1480)	0.18	80	R	rioiii.		_	NA			NA	,	03/20/200
				To:	Cul-de-Sac							
\bigcirc	0.00	20	_	From:	11-1480	j	NIA			NIA		00/00/000
(1481)	0.06	20	R	To:	Cul-de-Sac	1	NA			NA	,	03/20/200
				From:	11-01440(B)/							
(1482)	0.18	NA				_	NA			NA		
				To:	11-01483(L)/11-01484(R)/							
\bigcirc	0.00			From:	11-1482; 11-1484		NIA			NIA		
1483	0.20	NA		To:	Cul-de-Sac/	1	NA			NA		
				From:	Cul-de-Sac/							
(1484)	0.20	NA				4	NA			NA		
				To:	11-1482; 11-1483							
\bigcirc	0.00	450	_	From:	11-657		NIA			NIA		4000
(1485)	0.32	150	R	To:	Cul-de-Sac	1	NA			NA		1998
				From:	Cul-de-Sac							
(1486)	0.08	30	R			4	NA			NA		1998
				To:	11-1485							
\bigcirc	2.25		_	From:	Cul-de-Sac							00/00/00=
(1487)	0.06	20	R	To:	11-1485	1	NA			NA	1	03/20/2001
				From:	11-00768(B)/	<u> </u>						
(1498)	0.13	NA		Щ.	11-00/00(D)/	J	NA			NA		
				To:	Cul-de-Sac/							
	_		_	From:	SR 220 ALT							
(1499)	0.54	1400	R	To:	Cul-de-Sac	1	NA			NA		1998
				From:	US 460	<u> </u>						
(1501)	0.88	260	R	Щ.	US 1 00	J	NA			NA	1	03/12/2001
				To	11-1513							
$\overline{}$				From:	Dead End		_					
1502	0.05	10	R	To:	11 1502	1	NA			NA	1	03/12/2001
				- 41	11-1503							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	()K	Dir Factor	AAWDT	QW	Year
Botetourt County				From:	11-1503	i					
(1502)	0.26	60	R	_		N/	١		NA		03/12/2001
				To:	11-1504						
1503	0.07	120	R	From:	11-767	l NA	١		NA		03/12/2001
				To: From:	11-1501	 					
1503)	0.06	80	R			N/	١.		NA		03/12/2001
_	0.03	NIA		From:	11-1502	N/			NA		
(1503)	0.03	NA		To:	Dead End]	1		INA		
				From:	Dead End						
1504	0.02	NA				N/	١		NA		
	0.08	100	R	To: From:	11-1511	N/			NA		03/12/2001
(1504)	0.08	100	K	To:	11-767	<u> </u>	`		INA		03/12/2001
(1504)	0.07	60	R	From:	11-707	N.A	١		NA		03/12/2001
				To: From:	11-1501	}					
1504	0.06	60	R			N/	١.		NA		03/12/2001
	0.03	NA		From:	11-1502	N/			NA		
1504	0.03	IVA		To:	Dead End	11/	١		INA		
				From:	11-1506						
1505	0.16	70	R	To:	11-652	N <i>F</i> 1	١		NA		03/14/2001
				From:	US 460; US 221	<u> </u>					
(1506)	0.10	80	R	<u>-</u>		N/	١		NA		03/14/2001
				To:	11-1505	1					
(1507)	0.08	350	R	From:	11-738	l NA			NA		03/12/2001
(1307)				To:	US 460						
	0.00	400	_	From:	11-616	N/			N IA		00/44/0004
(1508)	0.62	430	R	To:	Dead End; Gap Terminus	N.A.	١		NA		03/14/2001
\bigcirc	0.13	120	R	From:	11-1515 Gap Terminus	N/			NA		03/14/2001
1508	0.13	120	K	To:	Dead End]	`		NA		03/14/2001
				From:	Dead End						
1509	0.15	60	R	To:	11-1508	N <i>A</i> 1	١		NA		03/14/2001
				From:	US 460; US 221						
(1510)	0.40	90	R			N/	١.		NA		03/12/2001
				To: From:	Dead End	<u> </u>					
(1511)	0.20	50	R	rioin.	11-1504	I NA	١		NA		03/12/2001
				To:	11-1512						
	0.10	40	R	From:	11-1511	N/			NA		03/12/2001
1512	0.10	40	K	To:	11-767	19 <i>7-</i> L	`		INA		03/12/2001
(1512)	0.06	30	R	From:	11-/0/	N/	١		NA		03/12/2001
				To	11-1501						
	0.07	60	R	From:	11-767	N/			NA		03/12/2001
(1513)	0.07	00	ĸ	To:	11-1501	INF	`		INA		00/12/2001
(1513)	0.02	20	R	From:	11-1301	N <i>A</i>	\		NA		03/12/2001
\bigcup				To:	Dead End						

					Bolelouri Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak QK Hour QK	Dir AAWDT QV Factor	V Year
Botetourt County				From:	Dead End			
(1514)	0.06	20	R		Dead End	NA	NA	03/14/200
				To:	11-1508			
\bigcirc				From:	Dead End			
1515)	0.61	310	R			NA	NA	03/14/200
	0.47	200		From:	11-1517	NIA		00/44/000
1515	0.17	300	R	To:	11-616	NA I	NA	03/14/200
				From:	11-616			
1516	0.12	40	R	<u> </u>	11 010	NA	NA	03/14/200
				To:	11-1508			
\bigcirc				From:	11-1515			
1517	0.30	300	R			NA	NA	1998
				From:	11-1518			
1517	0.33	140	R	To:	Cul-de-Sac	NA I	NA	1998
				From:	Cul-de-Sac			
(1518)	0.17	70	R		Cui-ue-sac	NA	NA	1998
10.09				To-	11-1517			
				From:	US 460			
1520	0.40	290	R			NA	NA	03/14/200
				To:	Dead End			
\bigcirc	0.05	20	В	From:	11-1520	NΙΔ	NIA	02/44/200
(1521)	0.05	20	R	To:	Dead End	NA I	NA	03/14/200
				From:	11-1520			
1522	0.04	20	R		11-1320	NA NA	NA	03/14/200
				To:	Cul-de-Sac			
				From:	11-1520			
(1523)	0.08	48	R	To:	11.1524	NA	NA	03/14/200
				From:	11-1524			
(1524)	0.07	30	R	1101111	11-1523	NA NA	NA	03/14/200
(1524)	0.07	•	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac			00/1/200
				From:	11-1520			
1525	0.07	40	R			NA	NA	03/14/200
				To:	Cul-de-Sac			
	0.00	000	_	From:	11-652	NIA	NIA	00/44/000
(1530)	0.08	800	R	To:	11-1531	NA I	NA	03/14/200
				From:	Dead End			
(1531)	0.49	550	R	<u> </u>	D that DAG	NA	NA	03/14/200
				From:	11-1537			
(1531)	0.08	48	R	rioiii.		NA	NA	03/14/200
$\bigcup_{i=1}^{n}$				To:	Dead End			
\bigcirc			_	From:	11-1531			00// //22
(1532)	0.25	300	R	To:	11-1537	NA I	NA	03/14/200
				From:	11-1532			
(1533)	0.10	250	R	<u> </u>	11-1332	NA	NA	03/14/200
		-		To-	11-1534			
				From:	Cul-de-Sac			
(1534)	0.09	40	R	_		NA	NA	03/14/200
				To: From:	11-1533			
(1534)	0.30	200	R			NA	NA	03/14/2001
				To-	11-1538			

					Botetourt Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peal	()K	Dir Factor	AAWDT	QW	Year
Botetourt County				From:	11-1538						
(1534)	0.09	20	R			NA			NA		03/14/200
<u> </u>				To:	Cul-de-Sac						
\bigcirc	0.00		_	From:	11-1534	NIA			NIA		00/44/00
1535	0.06	20	R	To:	Dead End	NA I			NA		03/14/20
				From:	11-1537						
1536	0.15	60	R		11-1337	I NA			NA		03/14/20
				To:	Cul-de-Sac						
				From:	11-1531						
1537	0.07	210	R			NA			NA		03/14/20
				To: From:	11-1532						
1537	0.04	70	R	. —		NA			NA		03/14/20
				To:	11-1536						
	0.06	30	R	From:	Cul-de-Sac	l NA			NA		03/14/20
1538	0.00	30	K	To:	11-1534	INA 			INA		03/14/20
				From:	11-1605						
1601)	0.77	60	R		11 1005	NA			NA		04/18/20
				To:	11-699						
				From:	11-633						
1602	0.12	100	R	_		NA			NA		04/18/20
				To:	11-1601						
	0.14	6	R	From:	11-1601	l NA			NA		04/18/20
1603	0.14	0	K	To:	Dead End				INA		04/10/20
				From:	11-1601						
1604)	0.13	20	R	-	33 2002	NA			NA		04/18/20
				To:	Dead End						
				From:	11-1601						
1605)	0.07	10	R	To:	D 15 1	NA I			NA		04/18/20
				From:	Dead End						
2050	0.23	100	R	From:	US 220	l NA			NA		1992
9052	0.20	100		To:	EAGLE ROCK ELEM SCH				147 (1002
				From:	COLONIAL SCHOOL						
9054)	0.05	300	R	-		NA			NA		1992
				To:	11-738						
Town of Fincastle				From:	44.422						
9056)	0.15	80	R	Piolii.	11-1202	l NA			NA		1986
9056)	0.10	00		To:	Dead End				147 (1000
Botetourt County				-							
	_		_	From:	11-681						
9057	0.15	360	R	To:	DOTETOLIBY BUT SOU	NA I			NA		1992
_				From:	BOTETOURT INT SCH						
2050	0.13	530	R	rioifi:	JAMES RIVER HS	l NA			NA		1992
9058	0.10	300	.,	To:	SR 43	IN/A			11/		1332
				From:	JAMES RIVER HS						
9058	0.03	130	R	To:	11.620	NA I			NA		1992
					11-630	<u> </u>					
Town of Fincastle				From:	11-630						
9479)	0.15	440	R			NA			NA		1992
				To:	BRECKENRIDGE SCH						

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Botetourt County				From:		Roanok	e County L	ine	ī							
601 Shadwell Dr	0.02	4900	N	96%	0%	2%	1% Villiamson	2%	0%	N	0.091	Ν	0.658	5100	N	2002
636	0.25	190	R	From:			rt County I				NA			NA		10/18/2000
636	0.31	70	R	From:		0.25	ME OF CI				NA			NA		10/18/2000
636	0.36	48	R	From:			ME 80-109	5	<u></u>		NA			NA		10/18/2000
				From:			ead End									
1095	0.30	110	R	To:			80-636				NA			NA		10/18/2000