2001

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

Jurisdiction Report 03

Alleghany County
Town of Clifton Forge
City of Covington
Town of Iron Gate

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

One of these booklets includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

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

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

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

Publication Notes

Parallel Roads

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

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

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

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Traffic Engineering Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Design Hour: The estimate of the traffic volume for the 30^{th} highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

QW: Quality of AAWDT:

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

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

Route Shield Legend

Route Systems

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 Rout	te
600	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
\ /	

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

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Length	AADT	QA	4Tire	Bus	2Ayle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
							TTAII			11001				
0.43	220	G	94%	0%	3%	0%	2%	┙ ○%	F	30	G	220	G	2001
2.82	230	G	94%	0%	3%	0%	2%	0%	F	20	G	240	G	2001
7.93	1000	G	From: 94%	1%	3%	1%	1%	0%	F	110	G	1000	G	2001
3.20	1600	G	To: From: 94%	1%	03-614 Nea 3%	r Arritt 1%	1%	0%	F	150	G	1700	G	2001
4.04	2000	G	From: 94%	1%	3%	1%	1%	0%	F	190	G	2100	G	2001
			To:		SCL Covi	ngton								
0.37	3100		From: 96%	1%			1%		F	NA		3200		2001
			To: From:		S Pitzer F	lidge]——						2001
	7100		To:	1 /0	Gordon S	treet	1 /0]		11/7		7500		2001
Dr 0.31	6300	G	96% To:	1%			1%	0%	F	NA		6600	G	2001
ve 1.20	4500	G	96% To:	1%	2%	1%	1%	□ 0% □	С	NA		4700	G	2001
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0.88	8100	G	90%	0%	2%	1%	7%	□ □ 0%	F	750	G	8400	G	2001
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0.66	8100	N	90%	0%	CL Iron	Gate 1%	7%	0%	N	750	N	8400	N	2001
0.61	2900	G	To: From: 90%	0%	BUS US 2%	220 1%	7%	0%	F	240	G	3000	G	2001
			To: From:		BUS US 60,	US 220								-
0.47	11000	G	90% To:	0%	2% 03-67	1%	7%	0%	F	840	G	11000	G	2001
0.50	1900	R	From:		BUS US	60		_ _		NA		NA		1999
0.83	1300	R	From:		BUS US 60;	SR 632]		NA		NA		1995
0.48	1600	R]——		NA		NA		1999
0 18	1200	G	From:	1%	RT 269 & I	RT 632	2%	0%	F	130	G	1200		2001
			To:	. 70	SR 269;	[-64]	•					
0.11	NA		To: From:		SR 26	9				NA		NA		
4.89	1100	G	91% To:	2%	4%	1%	2%	0%	F	120	G	1100	G	2001
			From:				· ·							
	10000	G	69%	See I 1%	2%	1%	traffic vo 26%	lume est	imates F	for this se	egmen G	t. 10000	G	2001
			From:	Cool	F-198					. for this or				
5.33				See i	-64 for dir	ectionali	trattic vo	nume esi	imates	STOLUNS SE	egmen	t.		
I	0.43 2.82 7.93 3.20 4.04 0.37 Dr 0.44 Dr 0.31 ve 1.20 0.88 0.66 0.61 0.47 0.50 0.83 0.48 0.18 0.11 4.89	0.43 220 2.82 230 7.93 1000 3.20 1600 4.04 2000 0.37 3100 0.44 4100 0.61 4500 0.66 8100 0.61 2900 0.47 11000 0.50 1900 0.48 1600 0.18 1200 0.11 NA 4.89 1100	0.43	0.43 220 G 94% 100 94% 100 94% 100 94% 100 94% 100 94% 100 94% 100 94% 100 94% 100	0.43 220 G 94% 0%	1.20 1.20	1.0.43 220 G 94% 0% 3% 0% 0% 0% 0% 0% 0	Carigo County Line	1	Canage County Line	Length AAD1 QA 4 He BUS 2Axle 3+Axle 1Trail 2Trail QC Hour	Care County Line Line	Carpitro Carpitro	Cang County Line Super County Line Cang Count

							any Maint	Tr				Design				
Route		Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Alleghany County	V				From:		03-66	51		Ī						
60 64		2.85				See	I-64 for di		traffic vo	lume es	timates	s for this s	egmer	nt.		
\bigcirc	Combine	ed Traffic:	8800	G	69%	1%	2%	1%	26%	1%	F	790	G	8600	G	2001
					To: From:		US 60, SI W I-64 Ca									
(60)		0.40	3300	G	89%	1%	2%	1%	7%	0%	F	330	G	3300	G	2001
<u> </u>					To		E I-6	4		7						
(60)		4.29	2600	G	84%	1%	3%	1%	11%	0%	F	310	G	2600	G	2001
<u> </u>					To:		WCL Cov	ington								
City of Covington	1				From:		WCL Cov	rington		T						
60 N Monroe	Avenue	0.09	4900	G	97%	0%	2%	1%	0%	0%	F	NA		5100	G	2001
<u> </u>					To:	S	R 154 W Ri	verside St		—						
60 N Monroe	Avenue	0.14	4600	G	97%	0%	2%	1%	0%	0%	F	NA		4800	G	2001
<u> </u>					To: From:		W Locust	Street]						
60 S Monroe	Avenue	0.43	6000	G	97%	0%	2%	1%	0%	0%	С	NA		6300	G	2001
~					To: From:		E Oak S	treet]——						
60 S Monroe	Avenue	0.40	6500	G	97%	0%	2%	1%	0%	0%	F	NA		6800	G	2001
					From:		JS 220 S All S 220 S Alle		;							
60 E Madison	Avenue	0.12	16000	G	97%	0%	2%	1%	0%	0%	F	NA		16000	G	2001
					To: From:		S Highlan	d Ave								
60 East Madis	on Street	0.26	16000	G	92%	0%	2%	1%	5%	0%	С	NA		17000	G	2001
~					To: From:		SR 18 Carp	enter St								
60 E Madison	Street	0.46	14000	G	91% To:	0%	2%	1%	5%	0%	С	NA		15000	G	2001
					10.		ECL Cov	ington								
Alleghany County	V				From:		ECL Cov	ington								
60		0.64	14000	G	91%	0%	2%	1%	5%	0%	F	1200	G	14000	G	2001
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60 (64)		4.81			<u> </u>	See	l-64 for di		traffic vo	lume es	timates	for this s	egmer	nt.		
\bigcirc	Combine	ed Traffic:	21000	G	69%	1%	2%	1%	26%	1%	F	1600	G	20000	G	2001
					To: From:		03-69									
60 (64)		2.37					I-64 for di						•		_	
	Combine	ed Traffic:	20000	G	69%	1%	2%	1%	26%	1%	F	1500	G	19000	G	2001
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60 64	Combine	ed Traffic:	14000	G	69%	1%	1-64 101 all 2%	1%	26%	1%	ımates F	NA	segmen	14000	G	2001
	Combine	ca manic.	14000	J	To:	1 70	WCL Clifto		2070	7 ' "	•	IVA		14000	O	2001
Town of Clifton F	orge															
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						Allegha	any Maint	enance A	Area							
Route	Le	ength	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
		3.		-			2Axle	3+Axle	1Trail	2Trail		Hour				
lleghany County					From:		SR 42, SI	R 269								
60 (64)	6	3.38			<u> </u>	See I-			raffic vol	lume est	imates	for this se	egmen	t.		
	Combined T	raffic:	8400	G	69%	1%	2%	1%	26%	1%	F	660	G	8200	G	2001
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60 (64)	5	.34			From:	See I-			raffic vol	_ lume est	imates	for this se	egmen	t.		
00) (04)	Combined T		8200	F	69%	1%	2%	1%	26%	1%	F	610	F	8200	F	2001
					To:	Ro	ckbridge Co	ounty Line								
Bus					From:		I-64 SR	384								
60}	0	.44	7500	G	96%	1%	1%	1%	2%	0%	F	660	G	7600	G	2001
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own of Clifton Fo	rge															
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₆₀ } Ridgeway St	reet 0).27	8500	G	97%	1%	2%	1%	1%	0%	F	NA		8500	G	2001
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60 }	0	.87	6600	G	97%	1%	1%	0%	1%	0%	F	600	G	6600	G	2001
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lleghany County					P		nar aua									
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Bus					From:		US 22	20								
60}	0	.47	11000	G	90%	0%	2%	1%	7%	0%	F	840	G	11000	G	2001
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own of Clifton Fo Bus	rge				From:		Ridgewa	ıv St		1						
Roxbury Stre	eet 0	.05	6000	G	96%	1%	2%	1%	1%	0%	F	NA		6000	G	2001
	Combined T	raffic:	NA									NA		NA		
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Bus					From:		Roxbur		401	ا				-		
60 Kesswick Sti).14	4900	G	96%	1%	2%	1%	1%	0%	С	NA		5000	G	2001
	Combined T	ratfic:	11000	G	96% To:	1%	2%	1%	1%	0%	F	NA		11000	G	2001
Bus					From:		Main Kesswic			1						
	0	0.07	4800	G	96%	1%	2%	1%	1%	0%	F	NA		4800	G	2001
	U									-		-			-	
Main Street	Combined T		11000	N	96%	1%	2%	1%	1%	0%	N	NA		11000	N	2001

					Allegha	any Maint	tenance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru	ck		QC	Design	OK	AAWDT	O\\\	Year
Noute	Lengui	ו לאא	ųΑ	71116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	ųΛ	~~\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	QVV	i cai
Alleghany County				From:	W	est Virginia	Ct-t- I in-		T.						
East 64	1.83	4900	G	69%	1%	2%	1%	27%	」 1%	F	350	G	4700	G	2001
04)	Combined Traffic:	10000	G	69%	1%	2%	1%	26%	1%	F	810	G	10000	G	2001
				To:		F-19									
East	5.00	4000	_	From:	40/			070/	_	_	0.40	_	4000	_	0004
64	5.33	4800	G	69%	1%	2%	1%	27%	1%	F	340	G	4600	G	2001
	Combined Traffic:	10000	G	69%	1%	2%	1%	26%	1%	F	800	G	9900	G	2001
East				From:		03-66	51		_						
64)	2.85	4800	G	69%	1%	2%	1%	27%	1%	F	360	G	4600	G	2001
	Combined Traffic:	8800	G	69%	1%	2%	1%	26%	1%	F	790	G	8600	G	2001
East				To: From:		US 60, SI	R 159]						
64)	4.62	5100	G	69%	1%	2%	1%	27%	1%	F	370	G	4900	G	2001
	Combined Traffic:	11000	G	69%	1%	2%	1%	26%	1%	F	NA		11000	G	2001
				To:		WCL Cov	ington								
City of Covington															
East		<u></u>		From:	40/	WCL Cov		070/		_	070		4000		0001
64	0.21	5100	G	69%	1%	2%	1%	27%	1%	F	370	G	4900	G	2001
	Combined Traffic:	11000	G	69%	1%	2%	1%	26%	1%	F	NA		11000	G	2001
East				From:		SR 15	54								
64)	1.19	7200	G	69%	1%	2%	1%	27%	1%	F	600	G	6900	G	2001
	Combined Traffic:	15000	G	69%	1%	2%	1%	26%	1%	F	NA		14000	G	2001
				To:		ECL Cov	ington								
lleghany County				From:		FOI G									
East 64	0.65	7200	G	69%	1%	ECL Cov	ington 1%	27%	」 1%	F	600	G	6900	G	2001
64	Combined Traffic:	15000	G	69%	1%	2%	1%	26%	1%	F	NA	O	14000	G	2001
	Combined Traine.		•	To:	170			2070	¬ ` ` ` ` `	•			11000	Ü	2001
East				From:		US 60; U				_					
64	4.81	9800	G	69%	1%	2%	1%	27%	1%	F	740	G	9400	G	2001
	Combined Traffic:	21000	G	69%	1%	2%	1%	26%	1%	F	1600	G	20000	G	2001
East				From:		03-69	96								
64)	2.37	9700	G	69%	1%	2%	1%	27%	1%	F	780	G	9300	G	2001
	Combined Traffic:	20000	G	69%	1%	2%	1%	26%	1%	F	1500	G	19000	G	2001
				To: BUS	US 60 B	US US 220	West of Cli	fton Forge	. —						
East	1.11	6900	G	69%	1%	2%	1%	27%	1%	F	550	G	6600	G	2001
64	Combined Traffic:		G	69%	1%	2%	1%	26%	1%	F	NA	O	14000	G	2001
	Combined Traine.	14000	J	To:		WCL Clifto		2070	┐ ່″	•	1471		14000	Ü	2001
Town of Clifton Fo	rge			•					•						
East				From:		WCL Clifto									
64)	1.55	6900	G	69%	1%	2%	1%	27%	1%	F	550	G	6600	G	2001
	Combined Traffic:	14000	G	69%	1%	2%	1%	26%	1%	F	NA		14000	G	2001
				To:		ECL Clifto	n Forge								
lleghany County				From:		ECL Clifto	n Forgo								
East 64	0.97	6900	G	69%	1%	2%	1%	27%	 1%	F	550	G	6600	G	2001
3.7	Combined Traffic:		G	69%	1%	2%	1%	26%	1%	F	NA		14000	G	2001
				To		US 220; Bu		-							
East	. = -	4000		From:				070'		_	450	_	4400		0001
64	1.78	4300	G	69%	1%	2%	1%	27%	1%	F	450	G	4100	G	2001
	Combined Traffic:	9600	G	69%	1%	2%	1%	26%	1%	F	860	G	9400	G	2001
East				To: From:		SR 42, SI	R 269								
64)	6.38	4400	G	69%	1%	2%	1%	27%	1%	F	340	G	4200	G	2001
	Combined Traffic:	8400	G	69%	1%	2%	1%	26%	1%	F	660	G	8200	G	2001
	Combined Hailic.	0400	0	03/0	1 /0	Z 70	170	20 /0	1 /0	Г	000	G	0200	G	2001

					Allegha	any Maint	enance <i>F</i>	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	QW	Year
	Longai	, , , , , ,	4 /1		240	2Axle	3+Axle	1Trail	2Trail	40	Hour	Q. (,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Q / /	· cui
<u>Alleghany County</u> East				From:		SR 26	59		1						
64	5.34	4600	F	69%	1%	2%	1%	27%	1%	F	330	F	4600	F	2001
	Combined Traffic:	8200	F	69%	1%	2%	1%	26%	1%	F	610	F	8200	F	2001
				To:	Ro	ckbridge Co	ounty Line								
West				From:	We	est Virginia	State Line								
64)	2.12	5600	G	70%	1%	2%	1%	25%	1%	F	460	G	5600	G	2001
	Combined Traffic:	10000	G	69%	1%	2%	1%	26%	1%	F	810	G	10000	G	2001
N/+				To:		F-198	8]						
Nest 64	5.06	5300	G	70%	1%	2%	1%	25%	 1%	F	450	G	5300	G	2001
64)	Combined Traffic:	10000	G	69%	1%	2%	1%	26%	1%	F	800	G	9900	G	2001
	Combined Traine.	10000	·	T	1,70			2070	¬ ```	•	000	Ū	0000	Ü	200.
Vest				From:		03-66									
64)	3.23	4000	G	70%	1%	2%	1%	25%	1%	F	430	G	4000	G	2001
	Combined Traffic:	8800	G	69%	1%	2%	1%	26%	1%	F	790	G	8600	G	2001
Vest				To: From:		US 60, SI	R 159]						
64)	4.27	5900	G	70%	1%	2%	1%	25%	1%	F	NA		5900	G	2001
04)	Combined Traffic:	11000	G	69%	1%	2%	1%	26%	1%	F	NA		11000	G	2001
				To:		WCL Cov									
ity of Covington															
Vest				From:		WCL Cov									
64)	0.28	5900	G	70%	1%	2%	1%	25%	1%	F	NA		5900	G	2001
	Combined Traffic:	11000	G	69%	1%	2%	1%	26%	1%	F	NA		11000	G	2001
Vest				To: From:		SR 15	54								
64	1.08	7300	G	70%	1%	2%	1%	25%	1%	F	NA		7300	G	2001
94)	Combined Traffic:	15000	G	69%	1%	2%	1%	26%	1%	F	NA		14000	G	2001
				To:		ECL Covi	ington								
lleghany County															
West	_			From:		ECL Covi			J						
64)	0.77	7300	G	70%	1%	2%	1%	25%	1%	F	NA		7300	G	2001
	Combined Traffic:	15000	G	69%	1%	2%	1%	26%	1%	F	NA		14000	G	2001
Vest				To: From:		US 60; U	S 220]						
64)	4.98	11000	G	70%	1%	2%	1%	25%	1%	F	880	G	11000	G	2001
9.7	Combined Traffic:	21000	G	69%	1%	2%	1%	26%	1%	F	1600	G	20000	G	2001
				To		03-69									
Vest				From:				/		_					
64)	2.34	9900	G	70%	1%	2%	1%	25%	1%	F	730	G	9900	G	2001
	Combined Traffic:	20000	G	69%	1%	2%	1%	26%	1%	F	1500	G	19000	G	2001
Vest				From:	BU	JS US 60 B	us US 220]						
64)	0.86	7400	G	70%	1%	2%	1%	25%	1%	F	NA		7400	G	2001
	Combined Traffic:	14000	G	69%	1%	2%	1%	26%	1%	F	NA		14000	G	2001
				To:		WCL Clifto	n Forge								
own of Clifton Fo	rge														
West	. ==		_	From:		WCL Clifto		0501	_ المدا	_		· <u> </u>	7.00	^	000:
64	1.55	7400	G	70%	1%	2%	1%	25%	1%	F	NA		7400	G	2001
~	Combined Traffic:	14000	G	69% To:	1%	2%	1%	26%	1%	F	NA		14000	G	2001
						ECL Clifton	n Forge								
lleghany County Vest				From:		ECL Cliftor	n Forge								
64)	1.06	7400	G	70%	1%	2%	1%	25%	1%	F	NA		7400	G	2001
5	Combined Traffic:		G	69%	1%	2%	1%	26%	1%	F	NA		14000	G	2001
	55564 1141110.	. +000	•	To:					- · /·	•			. 1000	•	_501
Vest				From:		JS 220; BU									
64)	2.19	5300	G	70%	1%	2%	1%	25%	1%	F	410	G	5300	G	2001
	Combined Traffic:	9600	G	69%	1%	2%	1%	26%	1%	F	860	G	9400	G	2001
				To:		SR 42, SI	R 269								

						Allegila	any Maint					.				
Route	Len	gth	AADT	QA	4Tire	Bus	2010	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Alleghany County							ZAXIE	STAXIE	IIIali	ZIIdii		Houi				
Vest					From:		SR 42, SI									
64)	6.5		4000	G	70%	1%	2%	1%	25%	1%	F	320	G	4000	G	2001
	Combined Tra	affic:	8400	G	69%	1%	2%	1%	26%	1%	F	660	G	8200	G	2001
Vest					To: From:		SR 269, 0	3-850								
64)	4.6	39	3600	F	70%	1%	2%	1%	25%	1%	F	280	F	3600	F	2001
	Combined Tra	affic:	8200	F	69%	1%	2%	1%	26%	1%	F	610	F	8200	F	2001
					To:	Ro	ckbridge Co	ounty Line								
ity of Covington																
					From:		I-64 Covi			J						
154)	0.7	/5	9500	G	97%	0%	1%	1%	1%	0%	F	930	G	9900	G	2001
					To: From:		Chestnut									
₁₅₄)Craig Ave	0.5	56	4700	G	98%	0%	1%	0%	0%	0%	С	NA		4900	G	2001
					To: From:		Locust S Lexington									
154 E Riverside S	St 0.2	28	3400	G	94%	1%	2%	1%	3%	1%	С	NA		3600	G	2001
134)					To:					-						
154 E Riverside S	st 0.2	24	6000	G	From: 85%	0%	Monroe A 2%	venue 2%	10%	0%	С	NA		6300	G	2001
154 E Riverside S	0.2		0000	G	0070				10 /0	-	O	IVA		0000	O	2001
Foot Hickory	Street 0.0	20	4400		From:	0%	Magazine A		10%	10/	F	NIA		1400	G	2001
East Hickory	Street 0.0	J9	1400	G	85% To:		Alleghany A	2% Avanua	10%	1%	Г	NA		1400	G	2001
							Alleghany I	Avenue								
lleghany County					From:		SR 311 C	rows		T						
159)	8.5	52	1100	G	88%	2%	4%	2%	5%	0%	F	100	G	1100	G	2001
					To:		03-66	5								
159)	2.8	31	1400	G	90%	1%	3%	2%	3%	0%	F	120	G	1400	G	2001
139)					To:		I-64 Calla			٦						
own of Clifton For	rge															
Bus					From:		RIDGEWA									
188 <i>)</i> (₆₀) Main St	treet 0.0	07	4800	G	96%	1%	2%	1%	1%	0%	F	NA		4800	G	2001
	Combined Tra	affic:	11000	N	96%	1%	2%	1%	1%	0%	Ν	NA		11000	Ν	2001
					To: From:	II	KESSWIC S 60 Par, Ke									
188 Main St	0.0)5	410	G	98%	0%	0%	0%	1%	0%	F	NA		430	G	2001
100) 1110111 51	Combined Tra		NA	Ŭ	0070	070	0 70	0 70	1,70	0 70	·	NA		NA	Ū	
	Combined Tre	aino.	1474		To:		McCormic	k Blvd		7		10.				
					From:		Main	St								
188)McCormick B			400	G	98%	0%	0%	0%	1%	0%	F	NA		420	G	2001
	Combined Tra	affic:	NA									NA		NA		
					To: From:	S	R 188 Par, 0	Church St]						
188 McCormick B	lvd 0.2	23	1000	G	98%	0%	0%	0%	1%	0%	С	NA		1100	G	2001
					To: From:		Lafayett									
188 Lafayette St	0.0	17	360	G	98%	0%	McCormic 0%	0%	1%	0%	F	NA		370	G	2001
188 Lalayette ot	0.0	,,	300	G	To:	0 70	Rose A		1 70	٦ ٠٠٠	•	IVA		370	O	2001
					From:		Lafayett									
188 Rose Ave	0.2	22	650	G	98%	0%	1%	0%	0%	0%	С	NA		680	G	2001
					To:		Tremon									
Tromont St	0.0	13	GE0		98%	0%	Rose A	0%	0%	0%	С	NA		680	G	2001
188 Tremont St	0.0	,,	650	G	96% To:	U /0	1% Sioux A		U /0	7 0 /0	C	INA		000	G	200 I
					From:		Tremon									
188 Sioux Ave	0.1	17	650	G	98%	0%	1%	0%	0%	0%	С	NA		680	G	2001
					To:	105	-3351, I-64,	Sioux Ave								
Bus					From:		MAIN									
188 60 Ridgew			6100	N	97%	1%	2%	1%	1%	0%	Ν	NA		6100	Ν	2001
	Combined Tra	affic:	11000	N	96%	1%	2%	1%	1%	0%	Ν	NA		11000	Ν	2001
					To:	US 60	BUS COM	MERCIAL A	AV							

						Allegna	any Maint					Darion				
Route	L	ength	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Town of Clifton 1	Forge															
				_	From:		60 Bus Com				_					2224
Church Sti	reet	0.05	2200	G	98%	0%	0%	0%	0%	0%	F	NA		2300	G	2001
	Combined	I raffic:	NA		To:	IIC 4	60 Bus McC	armial: Dly	d	_		NA		NA		
					From:	030	US 60 Mai		u							
Commerci	al Ave	0.06	3800	G	98%	0%	1%	0%	0%	0%	F	NA		3900	G	2001
P	Combined	Traffic:	NA									NA		NA		
					To: From:		Church S	Street								
188		0.07	940	G	98%	0%	1%	0%	0%	0%	С	100	G	960	G	2001
P	Combined	Traffic:	NA							_		NA		NA		
					To:		SR 18	38								
own of Iron Ga	te				From:											
200		0.88	8100	G	90%	A	lleghany Co 2%	nunty Line 1%	7%	0%	F	750	G	8400	G	2001
220}		0.00	0100	G	To:	0 70	SCL Iron		7 70	7 070	'	750	O	0400	O	2001
Uh C					•		DOL HOL	Cuit								
lleghany Count	v				From:		SCL Iron	Gate								
220}		0.66	8100	N	90%	0%	2%	1%	7%	0%	N	750	Ν	8400	Ν	2001
~					To: From:		BUS US	3 220		7						
220		0.61	2900	G	90%	0%	2%	1%	7%	0%	F	240	G	3000	G	2001
					To: From:		BUS US	S 60								
Bus 220 (60)		0.47	11000	G	90%	0%	2%	1%	7%	0%	F	840	G	11000	G	2001
220) (60)		0.77	11000		T	0 70			1 70	7	•	040	Ü	11000	O	2001
Bus					From:		03-67									
220 } { 60 }		0.19	9800	G	96%	1%	2%	1%	1%	0%	F	800	G	9800	G	2001
~ ~					To: From:		AST OF CLI US 220; BU		RGE							
220 (64)		1.06							traffic vo	l lume est	timates	s for this s	egmer	ıt.		
220 04	Combined	Traffic:	14000	G	69%	1%	2%	1%	26%	1%	F	NA	J	14000	G	2001
					To:		ECL Clifto	n Forge								
own of Clifton l	Forge															
~~					From:	0 1	ECL Clifto			┙.						
220 64		1.55	44000	_	CO0/							for this s	egmer		0	2004
	Combined	rame:	14000	G	69% To:	1%	2% WCL Clifto	1%	26%	1% ¬	F	NA		14000	G	2001
							WCL CIIIO	ni roige								
lleghany Count	<u>V</u>				From:		WCL Clifto	n Forge		1						
220 (64)		0.86							traffic vo	lume est	timates	for this s	egmer	ıt.		
~	Combined	Traffic:	14000	G	69%	1%	2%	1%	26%	1%	F	NA		14000	G	2001
					To:	BU	JS US 60 BI	US US 220								
220 (64)		2.34			rioii.	See I	-64 for dir	ectional	traffic vo	lume es	timates	for this s	egmer	ıt.		
~ ~ ~	Combined	Traffic:	20000	G	69%	1%	2%	1%	26%	1%	F	1500	G	19000	G	2001
					To: From:		03-69	96		—						
220 (64)		4.98				See I	-64 for dir	rectional	traffic vo	lume est	timates	for this s	egmer	ıt.		
\rightarrow	Combined	Traffic:	21000	G	69%	1%	2%	1%	26%	1%	F	1600	G	20000	G	2001
					To: From:		US 6									
220 (60)		0.64	14000	G	91%	0%	I-64 2%	1%	5%	0%	F	1200	G	14000	G	2001
220 [60]		0.04	14000	J	To:	0 70	ECL Cov		370	7 ~~	'	1200	0	14000	J	2001
ity of Covingtor	n									•						
ALV OF COVERSEOR	1				From:		ECL Cov	ington								
220 (60) E Ma	adison Stre	0.46	14000	G	91%	0%	2%	1%	5%	0%	С	NA		15000	G	2001
~ ~					To: From:		SR 18 Carp	enter St								
220 60 East	Madison	0.26	16000	G	92%	0%	2%	1%	5%	0%	С	NA		17000	G	2001
~~~ <u>~</u>					To: From:		S Highland	Avenue		7						
220 (60) E Ma	adison Ave	0.12	16000	G	97%	0%	2%	1%	0%	0%	F	NA		16000	G	2001
					To:		S Monroe	Avenue		<b></b>						
								_					_			

					Allegh	any Maint	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	OW	Year
	Longar	,,,,,	٠,٠		Вио	2Axle	3+Axle	1Trail	2Trail	QU	Hour	Q, t	, , , , , , ,	Q.	1001
City of Covington				From:		S Monroe	Avenue								
220 N Alleghany Ave	0.93	10000	G	95%	0%	2%	1%	1%	0%	F	NA		11000	G	2001
				To		E Locust	Street								
220 N Alleghany Ave	0.62	9900	G	95%	0%	2%	1%	1%	0%	F	NA		10000	G	2001
				To: From:		N Magazine	Avenue								
220 N Alleghany Ave	0.66	7100	G	95%	0%	2%	1%	1%	0%	С	NA		7400	G	2001
				To:		NCL Cov	ington								
Alleghany County				From:											
(220)	1.61	5600	G	95%	1%	NCL Cov 2%	ington 1%	2%	0%	F	540	G	5600	G	2001
[220]	1.01	0000	Ŭ	To:	170				7		0.10	Ū	0000	Ü	2001
(220)	8.28	1600	G	From: 86%	2%	03-687 Cle 4%	3%	5%	0%	F	160	G	1600	G	2001
(220)	0.20	.000	•	To:		Bath Coun		0,0	7	•					
				From:	I-64	EAST OF C	OVINGTO	N							
2 <u>2</u> 0 60	0.08	14000	N	91%	0%	2%	1%	5%	0%	Ν	1200	Ν	14000	Ν	2001
				To:		US 22	20								
Bus			_	From:		220 Near C				_				_	2221
[220]	0.80	2200	G	95% To:	1%	2%	0%	1%	0%	F	200	G	2200	G	2001
				10.		SCL Clifto	n Forge								
Town of Clifton Forge Bus				From:		SCL Clifto	n Forge		1						
220	0.70	2700	G	94%	1%	2%	1%	2%	0%	F	250	G	2700	G	2001
				To:		US 60	Bus		7						
Bus Bus 220 60 Main Street	0.06	8500	G	96%	1%	1%	0%	1%	0%	F	NA		8500	G	2001
220 60 Main Street	0.00	0300	G	30 70	1 /0			1 /0	¬ 0 /0	'	INA		0300	O	2001
Bus Bus				From:		B S			_						
(220) (60) Main Street	0.26	7300	G	96%	1%	1%	0%	1%	0%	С	NA		7300	G	2001
Bus Bus				From:		RIDGEW	AY ST								
220 60 Main Street	0.07	4800	G	96%	1%	2%	1%	1%	0%	F	NA		4800	G	2001
Combi	ned Traffic:	11000	N	96%	1%	2%	1%	1%	0%	Ν	NA		11000	Ν	2001
				To:		KESSWIG									
Bus Bus 220 60 Kesswick Stree	9 0.14	4900	G	96%	1%	MAIN 2%	ST 1%	1%	 0%	С	NA		5000	G	2001
(40)	ned Traffic:		G	96%	1%	2%	1%	1%	0%	F	NA		11000	G	2001
Combi	neu manic.	11000	•	To:	1 /0	ROXBUI		1 /0	٦ ٠/١	'	INA		11000	O	2001
Bus Bus				From:		KESSWIG									
(220) (60) Roxbury Street		6000	G	96%	1%	2%	1%	1%	0%	F	NA		6000	G	2001
Combi	ned Traffic:	NA		To:		RIDGEW	AMOT		_		NA		NA		
Bus Bus				From:		ROXBUE									
220 60 Ridgeway Stre	0.61	9400	G	97%	1%	2%	1%	1%	0%	С	NA		9400	G	2001
$\bigcirc$				To: From:		6TH S	ST		¬						
Bus Bus Didgeway Stra	0.07	0500	_		10/			10/	<b>-</b>	_	NIA		0500	0	2001
220 60 Ridgeway Stre	0.27	8500	G	97% To:	1%	2% WCL Clifto	1%	1%	□ 0%	F	NA		8500	G	2001
Alleghany County				•		Web eline	ni i oige								
Bus Bus				From:	_	WCL Clifto	n Forge								
(220) (60)	0.44	7500	G	96%	1%	1%	1%	2%	0%	F	660	G	7600	G	2001
~ ~				To:		I-64 SR									
	0.40	4000	_	From:	40/	Begin S		20/		_	400		1000		2004
269)	0.18	1200	G	93%	1%	3%	1%	2%	0%	F	130	G	1200	G	2001
	0.00	<b>50</b> 0		From:	407	03-63		00/		_	50		500		0001
(269)	6.62	530	G	93% To:	1%	3%	1%	2%	□ 0%	F	50	G	530	G	2001
				From:	·	I-64 & U									
244	6.62	790	G	87%	2%	est Virginia 4%	State Line 1%	6%	0%	F	70	G	810	G	2001
311	0.02	1 90	G	To:	∠ /0	SR 159 C		J /0	7 ~	'	70	J	010	J	2001
						UIC 107 C	-10110								

						any Maint	enance <i>F</i>				Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Hour	QK	AAWDT	QW	Year
Alleghany County				From:											
311)	5.87	570	G	92%	2%	SR 159 C	1%	2%	0%	F	60	G	570	G	2001
				To:	W	est Virginia	State Line								
City of Covington				From:	A	lleghany Co	nunty Line								
2 <u>03</u> )	0.79	NA		<u> </u>	71	ineghany ee	runty Line		_		NA		NA		
FR				To:		107-36	505								
Alleghany County				From:		SR 31	11		1						
600	6.90	40	R			DIC 3					NA		NA		1995
				To: From:		03-61	13								
600	4.00	10	R								NA		NA		1999
	4.20	400		From:		03-61	4				NIA		NIA		1005
600	4.20	100	R	т					_		NA		NA		1995
600	1.92	100	R	From:		03-65	58				NA		NA		1999
600				To:		1.93 MN (	)3-658								
600	0.08	250	R	From:		1.99 1411	33 030				NA		NA		1995
				To: From:		03-71	2		]						
600	0.33	320	R	To:		11G 60 G			_		NA		NA		1999
				From:		US 60 Gap SR 159 Gap									
600	0.50	3000	G	94%	1%	3%	1%	1%	0%	С	NA		3000	G	2001
			_	To: From:		03-661 SC	OUTH								
600	0.40	1900	R						_		NA		NA		1995
600	4.60	820	R	To: From:		03-661 NO	ORTH		_		NA		NA		1999
600	4.00	020		To:		03-64	11				14/ (		10.0		1000
600	4.80	250	R	From:		03-04	+1				NA		NA		1995
				To: From:		03-66	56		<del>_</del>						
600)	0.10	240	R								NA		NA		1999
				To:		Dead I									
601)	0.60	60	R	From:	W	est Virginia	State Line				NA		NA		1995
001)				To:		SR 31	11								
				From:	W	est Virginia	State Line								
602)	3.70	9	R								NA		NA		1999
	4.00	20		From:		03-60	)3				NA		NA		1005
602)	4.90	20	R	т					_		NA		INA		1995
602	0.50	20	R	From:		4.90 MN (	03-603				NA		NA		1999
002)				To:		SR 31	11								
$\widehat{}$				From:		SR 31	11								
603	2.41	80	R								NA		NA		1995
<u></u>	3.70	2	P	From:	W	est Virginia	State Line				NA		NA		1999
603	3.70	3	R	To:		03-60	)2		7		INA		INA		1999
				From:		SR_003									
(604)	1.80	60	R						<b>_</b>		NA		NA		1995
$\bigcup$				To: From:		03-600 NO									
604)	0.40	2	R			03-600 SC	JUIH		_		NA		NA		1999
004				To:		Dead I	End		L						
				_					_						

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Alleghany County				From:	03-66	6		1						
605)	3.34	260	R							NA		NA		1995
_				To: From:	3.35 MN 0	3-666								
605	1.41	20	R	To:	Bath Count	ty I ino		7		NA		NA		1999
				From:	NCL Cliftor									
606	1.40	500	G	97%	1% 1%	0%	0%	0%	С	NA		500	G	2001
				To: From:	03-69	19		]—						
606)	6.80	340	R	т				_		NA		NA		1995
				To: From:	Bath Count									
607	3.40	40	R	Piolii.	SR 18	8		_		NA		NA		1999
607)				To:	3.40 MN S	SD 18								
(607)	2.20	190	R	From:	5.40 WIIV E	JK 10		_		NA		NA		1995
				To: From:	03-610	0		<b>—</b>						
607)	1.60	110	R					_		NA		NA		1999
				To:	03-61									
	1.27	20	R	From:	Dead E	nd		_		NA		NA		1995
608	1.27	20	K	т	1201/15	15.1		<b>-</b>		INA		INA		1990
600	0.05	40	R	From:	1.28 ME De	ad End				NA		NA		1999
608)	0.00		.,	To:	SR 18	8								1000
				From:	Dead E	End								
609	1.80	1	R	-						NA		NA		1995
				To:	SR 18									
	0.70	170	R	From:	03-60	7				NA		NA		1999
610	0.70	170	IX	To:	SR 18 SO	UTH		7		INA		INA		1995
$\bigcirc$				From:	SR 18 M									
610	0.25	50	R							NA		NA		1995
	0.92	20	R	From:	Dead End Gap	Terminus				NA		NA		1999
610	0.92	20	ĸ					_		INA		INA		1999
610	1.95	80	R	From:	03-61	1				NA		NA		1995
010				To:	SR 18 NO	ORTH								
				From:	Dead E	End								
(611)	0.40	20	R	_				_		NA		NA		1999
				To:	03-61									
613)	1.56	210	R	From:	03-61	6				NA		NA		1995
612	1.00	210		To:	SR 18	8				14/1		147 (		1000
				From:	Dead E	End								
613)	1.40	110	R					_		NA		NA		1999
				To: From:	03-616 E.	AST		]						
613)	1.62	410	R	To:	on 10.20	DTU		_		NA		NA		1995
				From:	SR 18 NO SR 18 SO			+						
613)	4.40	30	R					<del>-</del>		NA		NA		1999
				To:	03-60			<u> </u>						
	2.50	100	Р	From:	03-60	0		_		NA		NA		1995
614)	2.50	100	R					_		INA		NA		1995
614	0.39	380	R	From:	03-64	9				NA		NA		1999
614)	0.00	550	1	To:	SR 18	8				14/7		14/1		1000

Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Alleghany County						2Axle	3+Axle	1Trail	2Trail		Hour				
				From:		03-616									
615)	2.90	240	G	87% To:	1%	4%	3%	5%	0%	С	NA		250	G	2001
				From:		SR 18			<u> </u>						
616	0.20	240	R	T Cont.		SR 18					NA		NA		1995
616				To:		03-607	,								
616)	1.60	100	R	From:		03-007			_		NA		NA		1999
				To		03-612			1						
616	1.60	80	R	From:					_		NA		NA		1995
<u> </u>				To: From:		03-613 W			<b>]</b>						
616	3.87	300	R	TOM.		03-613 EA	181				NA		NA		1999
616				To:		03-617	,								
616	2.90	350	R	From:		03-017			_		NA		NA		1995
				To		03-619 SO	ITH		¬						
616)	3.79	470	G	From: 86%	3%	4%	5%	2%	0%	F	NA		470	G	2001
(616) (616)				To:		03-621			7						
616)	1.00	1200	G	From: 86%	3%	4%	5%	2%	0%	F	NA		1200	G	2001
				To		03-622			<del>_</del>						
616	3.00	1100	G	86%	3%	4%	5%	2%	0%	F	NA		1100	G	2001
				To:		03-623			1—						
616	1.42	1000	G	86%	3%	4%	5%	2%	0%	С	NA		1000	G	2001
				To:		03-696									
$\bigcirc$	0.40			From:		Craig Count	y Line								4000
617	2.40	220	R	To:		03-616			$\neg$		NA		NA		1999
				From:		03-617			<u> </u>						
618	2.30	130	R	<u> </u>		03-017			_		NA		NA		1995
010				To:		03-616			1						
				From:		Dead Er	nd								
619	0.90	80	R						_		NA		NA		1999
				To: From:		03-616 NO 03-616 SO									
619	3.33	380	G	98%	0%	1%	0%	1%	0%	С	NA		390	G	2001
				To:		03-657									
				From:		03-616									
620	0.20	150	R						_		NA		NA		1995
				To:		Dead Er			<u> </u>						
	1.30	440	G	97%	В 1%	otetourt Cou	nty Line 0%	0%	<b>_</b> 0%	С	NA		440	G	2001
621)	1.50	440	•	To:	1 /0	03-616		0 70	7	C	INA		440	U	2001
				From:		03-616			i						
622	0.60	60	R	<u> </u>							NA		NA		1999
				To:		Dead Er	nd								
				From:		Dead Er	nd								
623	0.10	30	R								NA		NA		1995
				To: From:	(	0.10 MW De	ad End		]						
623	2.10	160	R	To:		02.616			7		NA		NA		1999
				From:		03-616			<u>1                                    </u>						
624)	0.05	70	R	. IOIII.		Dead Er	na		_		NA		NA		1995
624				To:		03-654			1						
				From:		ECL COVIN			Ī						
625)	0.24	3100	R						_		NA		NA		1999
				To:		03-631									

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Alleghany County				From:		03-63	1		1						
625)	0.14	1400	R				-		_		NA		NA		1995
	0.45	4500	R	To: From:		03-67	6		]		NA		NA		1999
625	0.45	1500		To		02.70	0				INA		INA		1999
625	0.05	920	R	From:		03-70	0				NA		NA		1995
				To: From:		03-65	5		]——						
525	0.35	700	R						_		NA		NA		1999
325)	0.58	510	R	From:		03-77	1				NA		NA		1995
525)				To:		Dead E	nd								
$\widehat{}$				From:		03-66	2								
326	0.05	510	R						_		NA		NA		1999
	0.05	690	R	From:		03-78	0		_		NA		NA		1986
626	0.05	690	ĸ	To:		LIC (A D	HC		7		INA		INA		1900
526	0.05	100	R	From:		US 60 B	US				NA		NA		1999
<u> </u>				To:		03-140	)2								
$\overline{}$	0.45	440		From:		Dead E	nd				NIA		NIA		4000
627	0.15	140	R	т		**** ** P	***		_		NA		NA		1986
327)	0.15	490	R	From:		US 60 B	US				NA		NA		1999
21)				To		03-140	16		<b>—</b>						
527)	0.04	330	R	From:					<u>-</u>		NA		NA		1986
				To:		03-140									
200	0.03	10	R	From:		Dead E	nd		_		NA		NA		1999
528	0.00	10		To:		03-1201 SC	MITH				1471		1471		1000
528)	0.09	330	R	From:		03-1201 50	ш				NA		NA		1986
				To: From:		03-120	)2		1						
628	0.08	330	R	110111.					_		NA		NA		1999
				From:		03-1201 NO	ORTH		]						4000
528	0.13	930	R	To:		03-69	8		7		NA		NA		1986
				From:		I-64									
629	0.22	1700	G	97%	1%	2%	0%	0%	0%	С	NA		1700	G	2001
				To: From:		03-140			]——						
629	0.26	1300	G	97%	1%	2%	0%	0%	0%	F	NA		1300	G	2001
	3.87	440	G	From: 97%	1%	03-140 2%	0%	0%	0%	F	NA		440	G	2001
529	0.01	440		To:		Bath Count		0 70		'	IVA		440	0	2001
				From:		SR 42	2								
630)	0.30	90	R								NA		NA		1999
	1.20	60	R	From:		0.30 ME S	SR 42		_		NA		NA		1995
530	1.20	60	K	To:		Dead E	nd		7		INA		INA		1995
_				From:		03-62									
331)	0.08	800	R	To:		- ·-			_		NA		NA		1999
				From:		Dead E			+						
632)	0.75	40	R	<u> </u>		03-67	I		_		NA		NA		1995
				To: From:		0.75 ME 0	3-671		1						
632	0.15	47	R						<u>-</u> -		NA		NA		1999
$\smile$				To:		03-67	0								

Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK A	AAWDT	QW	Year
Alleghany County				From:		03-670			1						
(632)	0.83	1300	R						_		NA		NA		1995
				To: From:		03-639			]						1000
632	0.48	1600	R	To:		SR 42 SR 2	69		7		NA		NA		1999
				From:		tetourt Count			1						
(633)	2.30	290	G	98%	1%	1%	0%	0%	0%	С	NA		290	G	2001
				To:	S	SR 269; 03-9	876								
	1.20	160	R	From:		Dead End	l				NA		NA		1995
634)	1.20	160	K	To:		03-633			7		INA		INA		1993
				From:		SR 269									
635)	0.28	480	R						_		NA		NA		1999
				To: From:	(	03-725 SOU	TH		}						
635)	0.27	370	R								NA		NA		1995
_	4.50	200		From:	(	03-725 NOR	TH				NI A		NIA		1000
635)	1.53	360	R	To:		SR 42			7		NA		NA		1999
				From:		Dead End									
636)	0.27	130	R						_		NA		NA		1995
				To:		SR 42			<u> </u>						
	0.50	40	R	From:		03-687					NA		NA		1999
637	0.50	40	ĸ	To:		Dead End	1		٦		INA		INA		1999
				From:		03-666			Ì						
638)	0.75	260	G	93%	2%	1%	2%	3%	0%	С	NA		260	G	2001
				To: From:	(	03-687 NOR	TH		]						
638)	0.20	20	R	To:		02 (07 001	TH		-		NA		NA		1995
				From:		03-687 SOU 03-632	IH		+						
639	0.56	160	R			03-632					NA		NA		1999
				To:	0	0.56 MN 03-	632		1						
639)	0.20	80	R	From:	· ·		-		_		NA		NA		1995
				To:		Dead End									
	2.80	200	Б	From:		03-687					NA		NA		1999
640	2.00	390	R	To:		US 220			7		INA		INA		1999
				From:		03-600			Ì						
641)	1.36	620	R						_		NA		NA		1995
				To: From:		03-666			]——						
641)	0.55	820	G	92%	1%	3%	1%	3%	0%	С	NA		820	G	2001
				To: From:		03-687			1						
642)	1.45	160	R	Piolii.		Dead End	l		_		NA		NA		1999
				To:		03-687							-		
				From:		03-645							_		
643)	0.04	120	R	To:		TIG CC			_		NA		NA		1986
				From:		US 60			1						
644)	0.03	60	R			03-645					NA		NA		1999
				To:		US 60			]		•		•		
				From:		Dead End	I				· <u> </u>				
645)	0.14	40	R	т					_		NA		NA		1986
				To:		03-644									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle		2Trail	QC	Design Hour	QK AAWDT	QW	Year
lleghany County				From:	03-644		1					
645)	0.10	45	R		03 011		_1		NA	NA		1999
				To: From:	03-643		]					
645)	0.30	70	R	To:	Dead End		7		NA	NA		1986
				From:	SR 42; 03-705							
646)	0.20	120	R		510 12, 03 700		_		NA	NA		1999
				To:	Dead End							
647)	0.86	410	G	94%	ECL COVINGTON 1% 2% 2%	1%	0%	С	NA	410	G	2001
647)	0.00	410	•	To:	03-648	1 70	7	0	IVA	410	0	2001
				From:	Dead End							
648)	0.02	13000	R				<del></del>		NA	NA		1995
				To: From:	03-653		}					
648)	0.20	1300	R				_		NA	NA		1999
	0.12	2300	R	From:	03-698		_		NA	NA		1995
648	0.12	2300	K	To:	02.702		7		INA	IVA		1990
648)	0.42	3300	R	From:	03-792				NA	NA		1999
				To:	US 60; I-64							
$\overline{}$				From:	Dead End							
649	0.41	20	R	To:	03-614		7		NA	NA		1995
				From:	SR 311		1					
650	0.70	60	R		SK 311		_		NA	NA		1999
				To:	Dead End							
	0.26	20	R	From:	US 60 WEST				NA	NΛ		1005
651)	0.26	30	ĸ	т	VIQ. (0. T. 1. GM		_		INA	NA		1995
651)	0.17	300	R	From:	US 60 EAST				NA	NA		1995
031)				To:	Dead End							
				From:	Dead End							
652	0.70	60	R	To:	CD 10		7		NA	NA		1995
				From:	SR 18  Dead End		1					
653)	0.26	160	R		Dead Elid		_		NA	NA		1999
				To: From:	03-1206							
653	0.13	1000	R				<del>-</del>		NA	NA		1986
				To:	03-648							
(GEA)	0.07	260	R	From:	US 60 WEST		_		NA	NA		1999
654)	0.01	200		To:	03-674				1471	10.		1000
654)	0.16	160	R	From:	03-074				NA	NA		1986
				To	03-624							
654	0.15	840	R	From:	** **		<b>_</b>		NA	NA		1999
				To:	US 60 EAST		<u> </u>					
	0.24	260	B	From:	Cul-de-Sac				NIA	NI A		1000
655	0.21	260	R	To:	03-625		7		NA	NA		1986
				From:	Dead End		<del>1</del>					
656	0.02	30	R		- 200 200		<b>-</b>		NA	NA		1999
				To:	SR 18		1					
657)	4		_	From:	SR 18	001	]	_				000
(657)	1.45	100	G	98%	0% 1% 0% 03-619	0%	0%	F	NA	100	G	2001

					Allegria	iny Mainte					- ·				
Route	Length	AADT	QA	4Tire	Bus		Trι 3+∆vle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Alleghany County								TTTGII	ZITAII		rioui				
	4.54	440	•	From:	00/	03-619		00/	00/	0	NIA		450	0	0004
657	1.54	440	G	98% To:	0%	1%	0%	0%	0%	С	NA		450	G	2001
				From:		SCL COVIN									
250	1.90	40	R	110m.		Dead Er	1d				NA		NA		1995
658	1.90	40	K	To:		03-600	)		7		INA		INA		1999
				From:		SR 159			1						
650	0.10	1	R			SK 135	,		_		NA		NA		1999
659	0.10	•		To:		Dead Er	nd		7		1473		1471		1000
				From:		03-600 W									
661)	2.38	1600	G	92%	1%	4%	1%	2%	0%	С	NA		1600	G	2001
001)			•	т	.,,				¬						
	0.07	1200	R	From:		RAMP FR	1- 64				NA		NA		1999
661)	0.07	1200	K						_		INA		INA		1999
	2.22			From:		RAMP TO	I- 64		_						4005
661)	0.03	1400	R								NA		NA		1995
				From:		FR-199	)								
661)	8.30	380	R								NA		NA		1999
				To: From:		03-781			1						
661	7.00	420	R	rioni.					<u>—</u>		NA		NA		1995
				To:		03-724	l.								
661)	1.30	1200	R	From:		03 72 1					NA		NA		1999
001)			••	To:		03-600 NO	RTH		1						
				From:		ECL Clifton									
662)	0.20	290	R	<u> </u>		LCL CIIIIOII	Torge				NA		NA		1995
662				Tar		02.140			_						
	0.67	300	R	From:		03-140	I				NA		NA		1999
662	0.07	300	K						_		INA		INA		1999
	0.45			From:		03-626	)		_				114		4005
662)	0.15	340	R								NA		NA		1995
				From:		03-780	)								
662)	0.15	420	R						_		NA		NA		1999
<u> </u>				To:	U	S 60 BUS; 0	03-1404								
				From:		Dead Er	nd								
664)	0.70	30	R						_		NA		NA		1995
				To:		SCL Clifton	Forge								
				From:		Dead Er	nd								
665)	0.25	6	R								NA		NA		1999
				To: From:	(	0.25 ME Dea	ad End								
665)	0.25	150	R								NA		NA		1995
				To:		SR 159	)								
_				From:		03-641									
666)	3.25	320	G	88%	1%	3%	1%	7%	0%	С	NA		320	G	2001
				To		03-638	3		<b>—</b>						
666)	0.45	500	R	From:							NA		NA		1999
900				To:		03-605									
666	0.50	290	R	To: From:		03-003	,		_		NA		NA		1995
000	0.00	200		To:		03-600	)		7		1473		1471		1000
				From:		US 60									
667	0.10	130	R	<u> </u>		US 60					NA		NA		1999
666 666 667 667	0.10	130	11						_		14/4		14/7		1000
$\overline{}$	2.22	70		From:		03-697	1		$\bot$		N. A		NIA		4000
667)	0.09	70	R	To		Б :-	1		_		NA		NA		1986
				To:		Dead Er									
668)	• • •		_	From:		US 220	)			_		_		_	
668)	0.30	20	R						_		NA		NA		1999
				To:		US 220	)								

					Alleghany Maint	tenance A	Area							
Doute	Lanath	AADT	04	4Tiro	Due	Tru	ıck		00	Design	QK AA	MDT	OW	Voor
Route	Length	AADT	QA	4Tire	Bus 2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK AA	וטייי	QVV	Year
Alleghany County				From:	ECL CLA-	Г		1						
(669)	0.35	110	R	Tronic	ECL Clifto	n rorge				NA	1	NΑ		1995
(669)	0.00		••	To:	Dead I	End					•	• •		1000
				From:	US 60 I	BUS								
670	0.50	1900	R					_		NA	1	NΑ		1999
$\bigcup$				To:	03-63	32								
_				From:	Dead I	End								
671)	0.20	130	R							NA	1	NΑ		1995
				To: From:	03-63	32		]						
671)	0.15	280	R					_		NA	1	NΑ		1999
				To:	US 60 I									
$\bigcirc$				From:	Dead I	End								400-
672	0.40	40	R	To:	02.60	N1		_		NA	Γ	NΑ		1995
					03-62									
( <del></del>	0.20	60	R	From:	SR 311 S	OUTH				NA		NA		1999
673	0.20	60	K	To:	SR 311 N	ORTH		7		INA	ı	NA.		1999
				From:	Dead I			†						
674	0.04	70	R	<u> </u>	Dead I	Lilu		_		NA	1	NΑ		1995
074)			••	To:	03-65	54		1			-			
				From:	03-67									
(675)	0.85	180	R	<u> </u>				_		NA	1	NΑ		1999
$\bigcup$				To:	US 6	50								
				From:	03-62	25								
(676)	0.25	290	R					_		NA	1	NΑ		1995
<u> </u>				To:	Dead I	End								
$\bigcirc$				From:	Dead I	End								
677	0.24	50	R	To:	CD 1	0		<b>-</b> 1		NA	Γ	NΑ		1999
				<u> </u>	SR 1									
678) Stringer Rd	0.80	60	R	From:	SR 3	11				NA		NΑ		1999
678) Stringer Ru	0.60	60	K	To:	Dead I	End		7		INA	ı	NA.		1999
				From:	Dead I									
(679)	0.10	7	R	<u> </u>	Deau I	DIIQ		!		NA	1	NΑ		1999
019		_		To:	SR 3	11		7						
				From:	03-71	13								
(680)	0.20	80	R					_		NA	1	NΑ		1986
				To:	03-68	R1								
680	0.10	70	R	From:		-				NA	1	NΑ		1999
				To:	03-68	32		7						
680	0.08	100	R	From:	05 00	,				NA	1	NΑ		1986
				To:	03-728 S0	OUTU								
680	0.10	70	R	From:	03-728 30	00111				NA	1	NΑ		1999
(000)				To	02 729 N	ODTH		_						
600	0.12	150	R	From:	03-728 N	OKIH				NA		NΑ		1986
680	0.12	.00	11	To:	03-68	37		1				., .		.000
				From:	03-68			Ì						
681)	0.20	140	R		05-00					NA	1	NΑ		1999
				To	03-71	13		<b></b>						
681)	0.05	160	R	From:	03-/1					NA	1	NΑ		1986
				To:	03-68	37								
				From:	03-68									
682	0.20	120	R		05 00			_		NA	1	NΑ		1999
				To:	03-68	37								
			_		· · · · · · · · · · · · · · · · · · ·			·				_		

Route	Length	AADT	QA	4Tire	Bus 2	 2Axle 3+ <i>A</i>			 2Trail	QC	Design Hour	QK /	AAWDT	QW	Year
Alleghany County				From:	03	3-661 WEST									
683)	0.95	220	R						<b>-</b>		NA		NA		1995
				To:	03	3-661 EAST									
	2.35	260	R	From:		US 220			J		NA		NA		1999
684)	2.33	360	ĸ	. —					_		INA		INA		1999
694)	0.30	70	R	From:		03-791					NA		NA		1986
684)	0.00	,,		To:	0.3	30 MN 03-79			7		147 (		147 (		1000
684)	0.18	90	R	From:	0.3	00 MIN 03-79	l				NA		NA		1999
004)				To:		Dead End									
				From:		Dead End									
685)	0.59	80	R						_		NA		NA		1995
				To:		03-657									
	0.10	40	_	From:		Dead End			J		NA		NIA		1000
686	0.10	10	R	To:		03-687			7		INA		NA		1999
				From:		US 220									
687)	1.71	2800	G	94%	1%		%	1%	0%	С	NA		2900	G	2001
				To		03-642			<b>—</b>						
687)	1.51	2200	G	95%	1%		%	0%	0%	F	NA		2300	G	2001
				To		03-641			1						
687)	1.52	1400	G	95%	1%		%	0%	0%	С	NA		1400	G	2001
				To		03-640			<b>1</b>						
687)	3.48	740	G	95%	1%		%	0%	0%	F	NA		760	G	2001
				To: From:	03-	-638 SOUTH	[		<b>—</b>						
687)	0.97	NA		95%			%	0%	0%	F	NA		NA		2001
				To		03-637			1—						
687)	2.15	720	G	95%	1%		%	0%	0%	F	NA		730	G	2001
				To:	Bati	th County Lin	ie								
			_	From:		Dead End									1000
688	0.11	70	R	To:		LIC (O			7		NA		NA		1986
				From:		US 60			<u> </u>						
(689)	0.23	740	R	110		03-647			_		NA		NA		1999
0009				To:		Dead End			1						
				From:		03-647									
690	0.26	750	R								NA		NA		1986
				To:		03-792									
$\bigcirc$	0.50	400	_	From:		03-774									1000
691)	0.50	120	R	To:		Dead End			7		NA		NA		1999
				From:					1						
(692) (692)	0.07	30	R			Dead End			_		NA		NA		1989
092)				To		02.720									
602	0.06	80	R	From:		03-720					NA		NA		1986
032				To		03-625									
				From:		Dead End									
693)	0.15	20	R						-		NA		NA		1995
				To:		SR 18			<u></u>						
	0.07		_	From:		SR 18							N1A		1000
694)	0.07	20	R	To:		Dead End			7		NA		NA		1999
				From:					+						
695)	0.25	70	R			03-721			_		NA		NA		1986
(092)	0.20	, 0	11	To:		Dead End			7		. 1/ 1		. •/ `		.000
				10.		Dead End			_i						

Route	Length	AADT	QA	4Tire	Rus	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
lleghany County				From:	03-110	01		I						
696)	0.04	2500	R	<u> </u>	05 11	01				NA		NA		1995
				To: From:	0.04 M FRM	03-1101								
696)	0.24	3100	G							NA		3100	G	2001
				From:	03-13	12						4=00		
696	2.63	1500	G	P				_		NA		1500	G	2001
	0.12	2200	G	From:	03-1002	MID				NA		2200	G	2001
696	0.12	2200	G	To:	02.1002.1	D + G/F		_		IVA		2200	O	2001
696)	0.24	2800	G	From: 95%	03-1002 I 0% 2%	1%	2%	0%	С	NA		2800	G	2001
090)				To:	US 60 BUS									
				From:	US 6	0								
697)	0.04	190	R							NA		NA		1986
				To: From:	03-70	)7		]						
697)	0.06	130	R					_		NA		NA		1999
				To:	03-66									
600	0.13	1000	R	From:	03-64	18				NA		NA		1986
698)	0.10	1000	• • • • • • • • • • • • • • • • • • • •	To:	03-62	28		1		1471		14/1		1000
				From:	Dead F									
699)	0.50	48	R							NA		NA		1999
<u> </u>				To:	03-60	06								
$\bigcirc$	0.07	400	_	From:	03-77	78				NIA		NIA		4000
700	0.67	160	R	To:	03-77	18		1		NA		NA		1986
				From:	Botetourt Co									
701)	0.10	620	R	<u> </u>	Botetourt Co	unty Line				NA		NA		1999
				To: From:	03-17	10		<b></b>						
701)	0.06	1000	R	From:	03 17.	10				NA		NA		1986
				To:	WCL IRON	NGATE								
Town of Iron Gate				From:	******	10.100		1						
(701)	0.34	1300	R	1 tolli.	WCL IRON	NGATE				NA		NA		1999
(01)	0.0.			To:	US 22	20		1						
Alleghany County														
	2.42			From:	03-72	21								4000
702)	0.12	120	R							NA		NA		1986
	0.23	20	D.	From:	03-71	.5		_		NA		NIA		1000
702)	0.23	30	R					_		INA		NA		1999
700	0.14	50	R	From:	0.24 MN (	)3-715				NA		NA		1989
702	0.14	50	1	To:	03-71	.8		1		14/7		14/7		1303
				From:	03-60									
703)	1.27	140	R							NA		NA		1999
				To:	Bath Coun	ty Line								
	0.00		_	From:	Dead F	End				. NIA		ALA		4000
704)	0.38	220	R	To:	03-72	1		1		NA		NA		1986
				From:				<u> </u>						
705)	0.20	80	R		Dead F	alu				NA		NA		1999
				To:	SR 42; 03	3-646								
				From:	Dead F	End								
706	0.97	80	R					_		NA		NA		1995
				To:	03-61	6								

					Allegnany Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	$\cap$	Design Hour	QK AAWDT QW	Year
Alleghany County				From:	03-697	1			
707)	0.10	40	R		03-097		NA	NA	1999
(0)				To:	Dead End				
				From:	Dead End				
708)	0.15	100	R				NA	NA	1986
				To: From:	03-716	7			
708	0.22	410	R	From:			NA	NA	1999
				To:	03-625				
				From:	Dead End				
709	0.32	80	R	_		_	NA	NA	1995
				To:	03-661				
	0.40		_	From:	SR 159				4000
710	0.18	40	R	To:	D 15 1	_	NA	NA	1999
				-	Dead End				
€	0.15	30	R	From:	03-661 EAST		NA	NA	1995
711)	0.13	30	K	To:	03-661 WEST		INA	IVA	1990
				From:	03-600	†			
712	0.28	40	R	<u> </u>	03-000	_	NA	NA	1999
(12)			••	To:	FR-202				
				From:	03-714				
713       713	0.13	120	R	<u> </u>		_	NA	NA	1986
				To:	03-680				
713	0.10	180	R	From:	03 000	_	NA	NA	1999
				To	03-681				
				From:	Dead End				
714)	0.06	60	R	<u>-</u>			NA	NA	1986
				To: From:	03-713				
714)	0.06	30	R	110111			NA	NA	1999
				To:	Dead End				
				From:	03-702				
715)	0.27	90	R	_		_	NA	NA	1991
				To:	3-718				
			_	From:	Dead End				4000
716)	0.22	200	R	To:	02.700	_	NA	NA	1999
					03-708				
	0.32	420	В	From:	Dead End		NA	NA	1995
717	0.32	130	R	To:	SR 159	7	INA	INA	1990
				From:					
718)	0.12	170	R		03-721	_	NA	NA	1999
				To	0.12 ME 02.721	¬			
719	0.15	60	R	From:	0.12 ME 03-721		NA	NA	1986
718	0.10	30	••	To:	03-702	7	14/1		.000
				From:	Dead End	Ī			
719	0.23	20	R	<u> </u>		_	NA	NA	1999
				To:	03-661				
				From:	03-692				
720	0.04	60	R				NA	NA	1995
				To:	Dead End	1			
				From:	03-687 SOUTH				
721)	0.35	440	R				NA	NA	1999
				To: From:	03-704	]——			
721)	0.13	130	R			_	NA	NA	1999
				To:	03-695 Gap Terminus				

Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
0.00									
0.00			From:	Dead End; Gap Terminus	1				
0.20	30	R	<u> </u>	Dead End, Gap Terminus	_		NA	NA	1986
			To:	03-702					
0.34	160	R	F10111 <u></u>		_		NA	NA	1999
			To: From:	03-718	]				
0.09	370	R			7		NA	NA	1986
0.05	80	D	From:	SR 269			ΝΔ	NΔ	1999
0.00	00	IX	To:	Dead End	1		INA	INA	1000
			From:						
0.44	90	R			_		NA	NA	1995
			To:	SR 269					
			From:	Dead End					
0.50	280	R	To:	02.771	7		NA	NA	1999
			<u> </u>		1				
0.07	60	R	rioni.	03-635 SOUTH			NA	NA	1995
0.07	00		To:	0.00 101.03 (25.0	7			177	1000
0.28	30	R	From:	0.08 MN 03-635 S			NA	NA	1999
0.20			To:	03-635 NORTH					
			From:	Botetourt County Line					
0.13	130	R					NA	NA	1995
			ı						
0.05		_	From:	03-680 NORTH			NIA	NIA	4000
0.25	30	ĸ	To:	02 690 COLITU	٦		NA	NA	1999
			L		1				
0.23	560	R		05-/31			NA	NA	1991
			To:	03 730	<b></b>				
0.07	1100	R	From:	05-750			NA	NA	1999
			To:	03-687					
			From:	03-732					
0.35	150	R					NA	NA	1991
			From:	03-729	]				
0.10	80	R	т	2.12.1	7		NA	NA	1999
			<u> </u>						
0.15	480	R	From:	Cul-de-Sac			NΑ	NΑ	1991
0.10	400	1	To	02.720	7		147 (	10.1	1001
0.15	580	R	From:	U3-729			NA	NA NA	1999
•			To:	Dead End			*		
			From:	03-729					
0.35	160	R			_		NA	NA	1999
			To:	03-730					
0.05	4400	_	From:	03-1101			NI A	NIA.	1000
0.25	1100	K	To:	Dead End	7		NA	NΑ	1999
					1				
0.75	50	R	· [	SK 209	_		NA	NA	1995
			To:	0.75 ME SD 260			*		
0.70	20	R	From:	U./3 ME SK 209			NA	NA NA	1999
			To	1 45 ME SD 240					
2.80	30	R	From:	1.43 ME SK 209			NA	NA	1995
			To:	Rockbridge County Line				<u> </u>	
	0.09  0.05  0.44  0.50  0.07  0.28  0.13  0.25  0.23  0.07  0.35  0.10  0.15  0.15	0.09       370         0.05       80         0.44       90         0.50       280         0.07       60         0.28       30         0.13       130         0.25       30         0.23       560         0.07       1100         0.35       150         0.10       80         0.15       480         0.35       160         0.25       1100         0.75       50         0.70       20	0.09       370       R         0.05       80       R         0.44       90       R         0.50       280       R         0.07       60       R         0.28       30       R         0.13       130       R         0.25       30       R         0.07       1100       R         0.07       1100       R         0.10       80       R         0.15       480       R         0.15       580       R         0.35       160       R         0.25       1100       R         0.75       50       R         0.70       20       R	0.09   370   R     From:	0.09   370   R   15	0.34   160   R	0.34	0.34	0.34

					Alleghany Maintenance Area			Б :		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Alleghany County						ZIIali		rioui		
	0.40	440	,	From:	03-625			NIA	NIA	4000
(771)	0.10	110	R	To:	Dead End			NA	NA	1999
				From:	US 60					
(772)	0.52	580	R		05 00			NA	NA	1995
				To:	Dead End					
				From:	Dead End					
(773)	0.30	50	R	. —		_		NA	NA	1999
				To:	03-616					
(774)	0.20	40	R	From:	Dead End			NA	NA	1995
774)	0.20	40	• • • • • • • • • • • • • • • • • • • •	To	02 (01			1471	177	1000
(774)	0.13	210	R	From:	03-691			NA	NA	1999
(774)	0.10	210	• • • • • • • • • • • • • • • • • • • •	To:	SR 42					1000
				From:	03-616					
(775)	0.15	60	R					NA	NA	1995
				To:	Dead End					
$\bigcirc$	0.40			From:	O.37 MN SR 269					4005
776	0.18	30	R					NA	NA	1995
	0.40			From:	0.18 MN SR 269			NIA	NIA.	4005
776	0.13	30	R					NA	NA	1995
$\bigcirc$	0.06	20		From:	0.06 MN SR 269	_		NIA	NIA	1000
776	0.06	30	R	To:	SR 269	_		NA	NA	1999
				From:	Dead End					
(777)	0.64	70	R		Beat End			NA	NA	1995
				To:	03-850					
				From:	03-790					
778	0.10	200	R					NA	NA	1999
				To: From:	03-789	_				
778	0.08	520	R					NA	NA	1986
				To: From:	03-700 WEST					
778)	0.60	660	R					NA	NA	1999
				From:	03-700 EAST					400=
778)	0.15	1200	R	To:	US 220	_		NA	NA	1987
				From:						
780	0.15	50	R		03-626			NA	NA	1999
(700)				To:	03-662					
				From:	03-661					
781)	0.10	100	R	<u></u>				NA	NA	1995
				To: From:	0.10 MN 03-661					
781)	1.81	120	R					NA	NA	1999
				To:	West Virginia State Line					
	4.40	400	-	From:	Dead End			NIA	NIA	1005
782	1.42	160	R	To:	03-661			NA	NA	1995
				From:						
783	0.25	150	R		SR 18			NA	NA	1999
(103)	0.20			To:	Dead End					
				From:	US 60	i				
784)	0.20	870	R		- · · · · · · · · · · · · · · · · · · ·			NA	NA	1989
				To:	Dead End					

					Allegnany Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Illeghany County				From:	SR 18	1					
785)	0.09	50	R		SK 10	_		NA	NA		1999
				To:	Dead End						
				From:	SR 18						
786)	0.10	20	R			_		NA	NA		1995
				To:	Dead End						
$\bigcirc$				From:	Dead End						
787)	0.10	3	R	To:	GD 10	<b>-</b> 1		NA	NA		1999
				_	SR 18						
$\bigcirc$	0.35	00	R	From:	SR 18 SOUTH			NA	NA		1995
788	0.33	90	ĸ			_		INA	INA		1990
$\overline{}$	0.45			From:	03-1601	_					4000
788	0.15	150	R	To:	CD 10 NODTH	7		NA	NA		1999
					SR 18 NORTH						
	0.07	300	R	From:	03-778	_		NA	NA		1986
789	0.07	300	K	To:	03-790	7		INA	INA		1900
				From:	Cul-de-Sac	1					
700	0.11	60	R		Cui-de-Sac	_		NA	NA		1999
790	0.11	00				_			10.		1000
500	0.29	230	R	From:	03-778			NA	NA		1991
790	0.29	230	11	To:	03-789	1		INA	IVA		1331
				From:	Dead End						
791)	0.40	50	R		Dead End	_		NA	NA		1999
791)	00	•	•••	To	03-684						
				From:	03-648						
792	0.15	1300	R	<u> </u>	30 0.10	_		NA	NA		1986
				To	03-690	<b></b>					
792)	0.05	450	R	From:	03-070	_		NA	NA		1999
132				To:	03-647	]					
				From:	Dead End	Ī					
795)	0.90	60	R			_		NA	NA		1995
				To:	03-616						
				From:	03-1104						
797)	0.31	1100	R					NA	NA		1999
				To:	Dead End						
_				From:	Dead End						
830	0.90	NA				_		NA	NA		
				To:	03-687						
$\bigcirc$				From:	Botetourt County Line						
835	0.44	110	R			_		NA	NA		1995
				To:	03-1710						
	F 4F	440	_	From:	RAMP FR I-64		_	NIA	440	0	2004
850	5.15	110	G	97% To:	0% 2% 1% 1% Rockbridge County Line	0% ¬	С	NA	110	G	2001
	0.11	10	R	From:	Dead End	_		NA	NA		1999
1001)	0.11	10	ĸ			_		INA	INA		1333
$\overline{}$	0.40	000		From:	03-1006			NIA	NIA		1000
1001	0.10	220	R					NA	NA		1986
				To: From:	03-1007	]					
1001)	0.05	20	R			_		NA	NA		1999
				To:	Dead End						
$\overline{}$				From:	03-696 WEST						
1002	0.33	140	R	т.		_		NA	NA		1986
				To:	03-1006						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
lleghany County				From:	03-1006					
1002)	0.08	160	R		03 1000			NA	NA	1999
				To: From:	03-1007	]——				4000
1002	0.06	540	R	_		_		NA	NA	1986
1002)	0.03	540	R	From:	03-1008			NA	NA	1999
1002)				To:	03-696 MID	<b></b>				
1003)	0.02	290	R	From:	03-696 EAST			NA	NA	1986
1002				To: From:	03-1011	¬				
1002	0.05	300	R	From:		_		NA	NA	1999
	0.40			To: From:	03-1010					4000
1002	0.10	390	R	_		_		NA	NA	1986
1002	0.17	50	R	From:	03-1012			NA	NA	1999
1002)				To:	03-1005	<b></b>				
1002)	0.03	20	R	From:	05 1005			NA	NA	1999
				To:	Dead End					
	0.12	70	R	From:	Dead End			NA	NA	1999
1003	0.12	70		To:	03-1007 Gap Terminus			14/3	INA	1000
	0.08	30	R	From:	03-1008 Gap Terminus			NA	NA	1986
1003	0.00	30	K	To:	02 1000	_		INA	IVA	1900
1003)	0.09	120	R	From:	03-1009			NA	NA	1999
				To: From:	03-1011					
1003	0.10	80	R			_ <b>_</b>		NA	NA	1986
				To: From:	03-1010					
1004)	0.07	50	R	T TOM	Dead End			NA	NA	1999
				To: From:	03-1007	<b>—</b>				
1004	0.06	130	R	110111				NA	NA	1986
	0.07			To: From:	03-1008			<b></b>		4000
1004	0.07	80	R			_		NA	NA	1999
1004)	0.09	100	R	From:	03-1009			NA	NA	1986
1004)				To: From:	03-1011	¬				
1004	0.08	140	R	From:		<b>-</b>		NA	NA	1999
				To: From:	03-1010					
1004)	0.04	1	R	To:	Dead End	$\neg$		NA	NA	1986
				From:	Dead End	İ				
1005	0.17	70	R	<u> </u>		_		NA	NA	1999
				To: From:	03-1007					
1005	0.07	130	R	_		_		NA	NA	1986
	0.06	90	R	From:	03-1008	_		NA	NA	1999
1005	0.00			To:	03-1009				14/1	
1005)	0.08	90	R	From:	03-100 <i>7</i>			NA	NA	1986
				To: From:	03-1011					
1005	0.05	40	R	-				NA	NA	1999
	0.00			From:	Dead End Gap Terminus	]		NIA.	NIA	4000
1005	0.02	50	R	To:	03-1002	_		NA	NA	1993
					33 1002					

					Allegha	ny Maint	enance /				<b>.</b>				
Route	Length	AADT	QA	4Tire	Bus	2 A vlo	TrıTrı 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Alleghany County						ZAXIE	3+Axie	TITAL	ZITAII		Houi				
	0.02	60	R	From:		03-100	02				NIA		NIA		1000
(1006)	0.03	60	ĸ	To:		02.10	0.1		_		NA		NA		1999
(1006)	0.02	260	R	From:		03-100	01				NA		NA		1989
(1000)				To:		03-69	96								
<u> </u>				From:		Dead E	End								
1007	0.01	90	R						_		NA		NA		1999
$\overline{}$	0.05	210	R	To: From:		03-100	05				NA		NA		1986
1007	0.03	210	K	To		02.10	0.4		_		INA		INA		1300
(1007)	0.05	240	R	From:		03-100	04				NA		NA		1999
				To:		03-100	03		1						
1007	0.07	380	R	From:		03 10	-				NA		NA		1986
				To: From:		03-100	02								
1007	0.03	220	R			62.1-	0.1		_		NA		NA		1999
				To: From:		03-100									
(1008)	0.03	100	R			Dead I	end		_		NA		NA		1986
				To:		03-100	05								
(1008)	0.07	100	R	From:							NA		NA		1999
				To: From:		03-100	04								
1008	0.05	200	R								NA		NA		1986
				To: From:		03-100	03								1000
1008	0.05	170	R	To:		03-100	02		7		NA		NA		1999
				From:		03-10									
1009	0.01	100	R								NA		NA		1987
				To: From:		0.02 MN 0	3-1013								
1009	0.03	150	R								NA		NA		1999
	0.05			From:		03-100	05				NIA		NIA		4000
(1009)	0.05	200	R						_		NA		NA		1986
(1009)	0.05	300	R	From:		03-100	04				NA		NA		1999
(1009)	0.00	300		To		03-100	02				1471		14/1		1000
(1009)	0.08	370	R	From:		03-10	03				NA		NA		1986
				To: From:		03-69	96		<b>—</b>						
1009	0.03	20	R								NA		NA		1999
				To:		Dead E									
(1)	0.05	110	R	From:		03-100	02				NA		NA		1986
1010	0.00	110		To		03-100	02		_		14/1		147 (		1000
1010	0.05	100	R	From:		03-100	U.J				NA		NA		1999
				To		03-100	04		1						
(1010)	0.01	10	R	From:					_		NA		NA		1986
				To:		Dead I									
_	0.06	40	R	From:		Dead E	End				NA		NA		1999
(1011)	0.00	<del></del> -		To		02.10	05				19/4		INA		1999
1011 (1011)	0.05	250	R	From:		03-100	us				NA		NA		1986
				To:		03-100	04		<b>—</b>						
(1011)	0.05	260	R	From:					_		NA		NA		1999
$\overline{}$				To:		03-100	03		1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
lleghanv Countv				From:	03-1003					
011)	0.10	560	R		03-1003			NA	NA	1986
				To:	03-1002					
$\overline{}$	0.00	40		From:	03-1002			NIA	NIA	4000
1012	0.08	40	R	To:	Dead End	7		NA	NA	1999
				From:	Dead End					
1013	0.04	49	R			_		NA	NA	1986
				To: From:	03-1009					
1013	0.08	49	R			_		NA	NA	1986
				To:	Dead End					
	0.23	260	R	From:	03-1104			NA	NA	1999
1101)	0.20	200	1	To:	0.22345.02.1104	_		14/1	147.	1000
1101)	0.09	NA		From:	0.23 ME 03-1104			NA	NA	
		-		To:	03-1103	٦				
1101)	0.10	150	R	From:	33 1103	_		NA	NA	1986
				To: From:	03-1102					
1101)	0.26	2300	R	. IOIII.		_		NA	NA	1999
				To: From:	03-1107					
1101)	1.33	1500	R					NA	NA	199
<u> </u>				To: From:	03-696					
1101)	0.25	1100	R	To:	FD 205	_		NA	NA	1999
				From:	FR-205					
1102)	0.06	1800	R	110.11.	03-1104			NA	NA	1986
1102)				To:	03-1101					
				From:	03-1104					
1103)	0.06	70	R			_		NA	NA	1999
				To: From:	03-1101					
	2.95	2100	R	From:	US 60	_		NA	NA	1989
1104	2.00	2100		To	03-1109			101	101	100
1104)	0.05	2100	R	From:	03-1109			NA	NA	1999
				To	03-1108	<b></b>				
1104)	0.18	1900	R	From:	05 1100	_		NA	NA	1986
				To: From:	03-1101	7				
1104)	0.23	2500	R	rioiii.				NA	NA	1999
				To: From:	03-1103					
1104)	0.12	1700	R					NA	NA	1986
				To: From:	03-1102					
1104)	0.08	60	R	To:	D. IE I	_		NA	NA	1999
				From:	Dead End	1				
1105	0.06	110	R	1 tolli.	03-1109 SOUTH			NA	NA	1986
				To:	03-1106					
1105	0.24	120	R	From:	03-1100			NA	NA	1999
				To:	03-1109 NORTH					
				From:	Dead End					
1106	0.05	20	R	Te	02.1105	7		NA	NA	1986
				To: From:	03-1105	1				
1107	0.23	1700	R	a tont.	Dead End			NA	NA	1999
101)	J.20			To:	03-1101					
										_

					Allegha	any Maintenance								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	ruck 1Trail	 2Trail	QC	Design Hour	QK A	AAWDT	QW	Year
Alleghany County							, illian	ZIIGII		rioui				
	0.66	220	R	From:		03-1109				NA		NA		1986
1108	0.00	220	ĸ	To:		03-1104		$\neg$		INA		INA		1900
				From:		03-1104								
1109	0.32	450	R	<u> </u>		03 1101		_1		NA		NA		1999
				To: From:		03-1105 SOUTH		_						
1109	0.05	160	R	From:						NA		NA		1986
				To		03-1108		¬						
1109	0.08	160	R	From:						NA		NA		1999
				To: From:		03-1105 NORTH		¬——						
1109	0.12	100	R	From:						NA		NA		1986
				To:		Dead End								
				From:		Dead End								
1110)	0.14	NA						_		NA		NA		
				To:		03-1107								
				From:		03-1108								
1112	0.17	NA		To:		D IF I		_		NA		NA		
				From:		Dead End								
	0.44	120	R	From:		03-628 NORTH		_		NA		NA		1999
1201)	0.44	120	K					_		INA		INA		1999
$\overline{}$	0.07	500		From:		03-1203				NA		NIA		1986
1201)	0.07	500	R					_		NA		NA		1986
$\overline{}$	0.00	4=0		From:		03-1202								4000
1201)	0.06	470	R	To:		02 (20 COUTH		<b>-</b>		NA		NA		1999
				From:		03-628 SOUTH		1						
	0.10	150	R	rioni.		03-628				NA		NA		1986
1202	0.10	100	11	To:		03-1201		7		14/3		IVA		1300
				From:		Cul-de-Sac								
1203)	0.13	140	R			Cur de Sue				NA		NA		1999
1200				To:		03-1201								
				From:		BEGIN LOOP								
1206	0.31	550	R							NA		NA		1986
				To: From:		03-1208		<b>—</b>						
1206	0.06	610	R	rioni.						NA		NA		1999
				To		03-1207		7						
1206	0.15	720	R	From:						NA		NA		1986
				To:		03-653								
_				From:		Cul-de-Sac								
1207	0.03	50	R					_		NA		NA		1999
				To:		03-1206								
$\bigcirc$				From:		Cul-de-Sac								4000
1208	0.03	50	R	To:		02.1206		_		NA		NA		1999
						03-1206								
	0.21	100	R	From:		SR 18		_		NA		NA		1999
1211)	0.21	100	11	т.				_		14/7		11/1		1000
	0.02	30	R	From:		03-1212				NA		NA		1986
1211	0.02	30	ĸ	To:		Dead End		<b>–</b>		INA		INA		1900
				From:				1						
1212	0.07	40	R	<u> </u>		03-1211		_		NA		NA		1999
1212)				To:		Dead End		1						
				From:		Cul-de-Sac								
1215	0.17	220	R							NA		NA		1986
				To:	_	03-1217								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
lleghany County				From:	03-1217					
1215	0.10	360	R		V 1217	_		NA	NA	1999
	0.10	550		To: From:	03-1216	]		NΙΛ	NIA	1006
1215	0.19	550	R	To:	02 1210	7		NA	NA	1986
1215)	0.09	750	R	From:	03-1219	_		NA	NA	1999
				To: From:	03-1218					
1215)	0.23	740	R	To:	CD 10	7		NA	NA	1986
				From:	SR 18 Cul-de-Sac					
1216	0.03	60	R	<u> </u>	Cui-uc-Gae	4		NA	NA	1999
				To:	03-1215					
	0.02	45	R	From:	Cul-de-Sac			NA	NA	1999
1217	0.02	45	K	To:	03-1215	1		INA	IVA	1999
_				From:	03-1215					
1218	0.08	120	R	_				NA	NA	1999
	0.02	E0		From:	03-1219	]		NI A	NA	1000
1218	0.03	50	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	03-1218					
1219	0.18	60	R			_		NA	NA	1999
				To:	03-1215	<u> </u>				
1301)	0.30	10	R	From:	Dead End			NA	NA	1989
1301)				To:	03-696; 03-1309					
				From:	Dead End					
1302	0.12	160	R					NA	NA	1999
	0.06	120	R	To: From:	03-1313			NA	NA	1986
1302	0.00	120	K	To	02.1207	7		INA	IVA	1900
1302	0.06	360	R	From:	03-1306			NA	NA	1999
1302)				To:	03-1305	7				
1302)	0.06	310	R	From:	03 1300			NA	NA	1986
				To: From:	03-1304	]——				
1302	0.06	380	R	To:	03-696	7		NA	NA	1999
				From:	Dead End	1				
1303	0.18	60	R		Dead Fild	_		NA	NA	1995
				To: From:	03-1313	]——				
1303	0.06	140	R					NA	NA	1999
	0.00	400		To: From:	03-1306	]		A I A	NIA	400-
1303)	0.06	160	R			_		NA	NA	1995
	0.06	230	R	From:	03-1305			NA	NA	1999
1303	0.00			To	03-1304				1 10 1	
1303	0.06	230	R	From:	7-12-CV			NA	NA	1995
				To:	03-696					
$\bigcirc$	0.00	F.A.	_	From:	03-1303			A I A	NIA	4000
1304	0.06	50	R			_		NA	NA	1999
1304	0.16	70	R	From:	03-1302			NA	NA	1985
1304)	0.10	70	11	To:	03-696	7		14/51	LVC	1000

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
lleghany County				From:	03-1303	1				
305	0.10	50	R		03 1303	<b>_1</b>		NA	NA	1999
_				To: From:	03-1302	]				
305)	0.10	20	R	To	D 15.1	7		NA	NA	1986
				To:	Dead End					
1999	0.10	80	R	From:	03-1303			NA	NA	1999
1306	0.10	00		To:	02.1202	7		14/1	101	1000
306)	0.09	50	R	From:	03-1302			NA	NA	1986
1300)				To:	Dead End					
				From:	Dead End					
1307	0.18	1100	R					NA	NA	1999
				To: From:	03-9012	]——				
307)	0.08	NA				_		NA	NA	
				To:	03-696; 03-9012 NORTH					
$\sim$	0.45			From:	Dead End					4000
308	0.15	60	R	To:	03-616	7		NA	NA	1986
				From:						
1300)	0.10	90	R		03-1316			NA	NA	1999
1309	00		•••	To:	03-696; 03-1301	1				
				From:	03-696					
1310	0.09	170	R			_		NA	NA	1986
				To:	Dead End					
$\widehat{}$				From:	Dead End					
1312	0.35	320	R	To:	02 (0)	7		NA	NA	1999
				From:	03-696	1				
	0.10	50	R	Pioni.	03-1303	_		NA	NA	1987
1313	0.10	30	IX.	To:	03-1302	7		INA	INA	1301
				From:	03-696					
1314)	0.05	4300	R		35 37 3			NA	NA	1999
				To	03-1315	7				
1314	0.14	720	R	From:	30 30 30	_		NA	NA	1987
				To:	Dead End					
				From:	03-1314					
1315)	0.14	880	R			_		NA	NA	1999
				To:	Dead End					
	0.11	40	R	From:	03-1304			NA	NA	1999
1316	0.11	40	ĸ	To:	03-1309	7		INA	INA	1999
				From:	END CIR 627	1				
1401)	0.35	160	R	<u> </u>	END CIR 027	_		NA	NA	1985
				To: From:	03-627 LOOP END	<b></b>				
1401)	0.05	190	R	From:	03 027 EOOT END			NA	NA	1999
				To:	03-662					
				From:	03-671					
1402)	0.09	130	R					NA	NA	1986
				To: From:	03-626	]——				
1402	0.06	80	R			_		NA	NA	1999
				To:	03-1403	<u> </u>				
$\overline{}$	0.05	400	_	From:	03-780			<b></b>	A.I.A.	4000
1403)	0.05	120	R	To:	TIC CO DITIC	7		NA	NA	1986
					US 60 BUS	1				

					Allegha	ny Maint	tenance i	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!!	QC	Design	QK	AAWDT	QW	Year
Alleghany County	-					ZAXIE	3+Axle	ııraıl	∠Irail		Hour				
			_	From:		US 60 I	BUS								4000
(1403)	0.05	110	R	To:		03-14	02		1		NA		NA		1999
				From:		Dead I									
(1404)	0.03	110	R			D cuu I					NA		NA		1986
				To:	0	3-662 US	60 BUS								
$\bigcirc$	0.10	00	R	From:		03-62	29				NIA		NIA		1000
1405)	0.10	90	ĸ	To:		Cul-de-	-Sac		1		NA		NA		1999
				From:		03-14									
(1406)	0.07	160	R						_		NA		NA		1986
				To:		03-62									
(1407)	0.02	40	R	From:		Cul-de-	Sac				NA		NA		1999
(1407)	0.02	40		To:		03-14	06				101				1000
				From:		Dead I	End								
(1408)	0.37	330	R	т					_		NA		NA		1986
				To: From:		03-62									
(1601)	0.80	150	R	From:		03-78	38				NA		NA		1999
(1001)				To:		Dead I	End								
Town of Iron Gate															
(1704)	0.05	130	R	From:		03-17	06				NA		NA		1986
(1701)	0.00	100		To:		03-17	11				IVA		INA		1300
				From:		03-17	08								
1702	0.06	47	R								NA		NA		1999
				To: From:		US 22	20								
1702	0.06	130	R						_		NA		NA		1986
	0.05	130	R	From:		03-17	06				NA		NA		1999
1702	0.05	130	ĸ	To:		03-17	11		1		INA		INA		1999
				From:		03-17	08								
(1703)	0.05	350	R						_		NA		NA		1986
<u> </u>				To: From:		US 22	20								
(1703)	0.06	230	R						_		NA		NA		1999
$\overline{}$	0.05	400	R	From:		03-17	06				NA		NIA		1986
(1703)	0.05	100	ĸ	To:		03-17	11		1		INA		NA		1900
				From:		Dead I									
(1704)	0.06	90	R						_		NA		NA		1999
				To: From:	US	5 220; 9TH	STREET		]						
(1704)	0.05	90	R	To:		02.17	06		_		NA		NA		1986
_				From:	HE 220	03-17	rt County L	ine							
1705	0.05	640	R	<u> </u>	US 220	, botetout	t County L	me	_		NA		NA		1986
		-		To		03-17	06		<b>—</b>						
(1705)	0.65	680	R	From:		03-17			<u> </u>		NA		NA		1999
				To:		Dead I									
$\bigcirc$	0.07	400	-	From:		03-17	05				NIA		NIA		1000
1706	0.07	180	R						_		NA		NA		1986
(1706)	0.08	220	R	From:		03-17	04				NA		NA		1999
(1706)	0.00			To:		03-17	09								1000

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Town of Iron Gate				From:	03-1709					
1706	0.06	300	R					NA	NA	1986
1706	0.15	290	R	To: From:	03-1708			NA	NA	1999
1706	0.10			To: From:	03-1707					
1706	0.10	360	R	-				NA	NA	1986
	0.09	340	R	To: From:	03-1703			NA	NA	1999
1706				To: From:	03-1702	<b>—</b>				
1706	0.09	370	R					NA	NA	1986
	0.10	420	R	From:	03-1701			NA	NA	1999
1706				То:	US 220					
	0.05	150	R	From:	03-1708			NA	NA	1986
1707)	0.00	130	IX	To	US 220			14/-1	1973	1300
1707	0.05	260	R	From:	00 220			NA	NA	1999
	0.05	120	R	To: From:	03-1706	]—		NA	NA	1986
1707	0.05	120	К	To:	03-1711			INA	IVA	1900
$\overline{}$	0.00		_	From:	03-1702			NI A	NA	4000
1708)	0.09	50	R	To	02 1702			NA	NA	1999
1708	0.20	100	R	From:	03-1703	<u> </u>		NA	NA	1985
				To: From:	US 220 US 220 STREET					
1708	0.05	110	R			_		NA	NA	1999
1700	0.05	60	R	To: From:	03-1706			NA	NA	1986
1708	0.00			To:	03-1711					
	0.05	150	R	From:	US 220 STREET			NA	NA	1999
1709	0.00	130		To	03-1706			14/-1	1973	1000
1709)	0.05	50	R	From:		<u>-</u>		NA	NA	1986
Allerhama Camata				To:	03-1711					
Alleghany County	0.04	242		From:	Dead End			NI A	NA	4000
1710)	0.34	210	R	To	02 1712	_		NA	NA	1999
1710)	0.02	200	R	From:	03-1712			NA	NA	1986
				To:	NCL IRONGATE					
Town of Iron Gate				From:	NCL IRONGATE					
1710	0.13	280	R			_		NA	NA	1999
1710)	0.05	430	R	From:	03-1715			NA	NA	1986
				To:	WCL IRONGATE					
Alleghany County				From:	WCL IRONGATE	1				
1710	0.11	460	R	-				NA	NA	1999
			R	To: From:	03-1716	]		NA	NA	1989
1710	0.05	560								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	OC.	Design Hour	QK AAWDT QW	Year
Town of Iron Gate				From:	03-1709	_			
(1711)	0.08	30	R		03-1709		NA	NA	1999
				To:	03-1708				
	0.06	60	R	From:	Dead End Gap Terminus		NA	NA	1986
(1711)	0.00	60	K				INA	INA	1900
	0.10	60	R	From:	03-1707		NA	NA	1986
(1711)	0.10	00	IX.	т		_	IVA	IVA	1300
1711)	0.10	110	R	From:	03-1703		NA	NA	1999
(1/1)	0.10		• • • • • • • • • • • • • • • • • • • •	To	02 1702			147.	1000
(1711)	0.09	80	R	From:	03-1702		NA	NA	1986
				To:	03-1701				
(1711)	0.16	47	R	From:	03-1701		NA	NA	1999
				To:	Dead End				
Alleghany County									
$\sim$	0.00	40	_	From:	03-1716		NIA.	NIA	1000
(1712)	0.06	40	R	_		_	NA	NA	1986
$\bigcirc$	0.06	30	R	From:	03-1715		NA	NA	1999
(1712)	0.00	30	ĸ	To:	03-1710	$\neg$	INA	INA	1999
				From:	03-1717	1			
(1713)	0.06	20	R		03-1717		NA	NA	1986
				To:	03-1716	<b>–</b>			
(1713)	0.06	20	R	From:	05 1,10		NA	NA	1999
$\bigcup$				To	03-1715				
				From:	03-1717				
(1714)	0.05	100	R	To:	00.1517	_	NA	NA	1986
				From:	03-1716				
	0.03	140	R	rioii.	03-1710		NA	NA	1999
(1715)	0.00	140	• • • • • • • • • • • • • • • • • • • •	To:	02.1510	_	147 (	101	1000
(1715)	0.09	170	R	From:	03-1713		NA	NA	1986
(1713)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	03-1712	_			
(1715)	0.05	40	R	From:	03-1/12		NA	NA	1999
(1713)				To:	Dead End				
				From:	03-1710				
(1716)	0.03	190	R				NA	NA	1986
				To: From:	03-1714				
(1716)	0.08	90	R				NA	NA	1999
<u> </u>				To: From:	03-1713				
1716	0.09	70	R				NA	NA	1986
				From:	03-1712				
1716	0.04	20	R	To:	Dood End	_	NA	NA	1999
				From:	Dead End	1			
1717)	0.07	60	R		03-1714	_	NA	NA	1986
				To:	03-1713				
				From:	SR 18				
9011)	0.11	220	R			<del></del>	NA	NA	1995
				To:	SR 18	<u> </u>			
$\bigcirc$	0.00	400		From:	03-1307		N.1.0	NIA.	4005
9012	0.08	160	R	To:	03-696; 03-1307	_	NA	NA	1995
					U3-U7U, U3-13U/				

					Allegha	any Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	0.4 - 3	Tru		OT "	QC	Design	QK A	AAWDT	QW	Year
Alleghany County	,					2Axle	კ+Axle	1 I rail	2Trail		Hour				
	0.04	NIA		From:		FR-00205(	(B)/				NIA		NIA		
9036)	0.04	NA		To:		Dead En	d/		7		NA		NA		
				From:		03-640			<del> </del>						
9577)	0.07	380	R			05 010			_		NA		NA		1995
				To:		Dead En	nd								
$\sim$				From:		03-633									
9876	0.18	290	R	To:		CD 260-02	(22		7		NA		NA		1995
				From:		SR 269; 03-									
9881)	0.15	340	R			03-683					NA		NA		1995
9001)				To:		03-661			1						
Town of Clifton Forge															
Church Chroat	0.00	4000	_	From:		Jefferson	St				NIA		4000	0	2004
3550 Church Street	0.33	1800	G	To:		A Stree	ıt		7		NA		1800	G	2001
				From:		SR 188; I-			Ī						
Sioux Ave	0.25	530	G	98%	1%	1%	0%	0%	0%	С	NA		530	G	2001
105				To:	NCI	Clifton Forg	ge; 03-606								
				From:		US 60 Mai									
Jefferson Ave	0.06	2100	G	94%	1%	0%	2%	2%	1%	F	NA		2100	G	2001
				To: From:		Church Str									
Jefferson Avenue	0.21	2000	G	94%	1%	0%	2%	2%	1%	С	NA		2000	G	2001
105)				To: From:		Lowell S	St		7—						
3553 Jefferson Avenue	0.15	1900	G	99%	0%	0%	0%	1%	0%	С	NA		1900	G	2001
1057				To: From:		Kensington	Ave		]						
3553 Jefferson Avenue	0.31	1500	G	98%	0%	0%	0%	1%	0%	С	NA		1500	G	2001
_				To: From:		Benton S	St		]						
3553 Jefferson Avenue	0.09	1200	G	98%	0%	0%	0%	1%	0%	F	NA		1200	G	2001
				To:		Ingalls S			<u> </u>						
(3555) Ingalls St	1.15	1100	G	98%	0%	Main Stre	eet 0%	1%	 0%	С	NA		1100	G	2001
ngalls St	1.15	1100	G	To:	0 /0	Jefferson A		1 /0	7 0 /8	C	INA		1100	G	2001
City of Covington									<u> </u>						
				From:		SR 18									
3601 S Pitzer Ridge	0.37	520	G	98% To:	0%	1%	0%	0%	0%	С	NA		540	G	2001
						SCL Covin			1						
3605) W Edgemont Drive	0.67	3300	G	97%	0%	S Carpente	0%	1%	<b>」</b> 0%	С	NA		3400	G	2001
W Edgemont Drive	0.0.	0000		To:	0,0	Rayon Dr		.,,	7						
0.0	0.04			From:		W Edgemont		40/	]				0500		0004
3605 S Rayon Drive	0.21	3300	G	94% To:	0%	5% W Jackson S	0%	1%	0%	С	NA		3500	G	2001
				From:		S Rayon D									
3605 W Jackson Street	0.43	4300	G	98%	0%	1%	0%	1%	0%	С	NA		4400	G	2001
				To: From:		S Willis Av	enue		]						
3605 S Durrant Road	0.45	4600	G	97%	0%	1%	0%	1%	0%	С	NA		4800	G	2001
				To:		I-64									
Town of Clifton Forge				From:		Church S	St								
A" Street	1.76	2000	G			Church	J.		_		NA		2000	G	2001
				To:		US 60			1						
A" Stroot	4 70	2000	^	From:		NCSX R	LR					· <u> </u>	2000		2004
A" Street	1.76	3000	G	To:		US 60 Main	Street		7		NA		3000	G	2001
				From:		3rd St.			_						
Alleghany St.	1.76	210	G						_		NA		210	G	2001
				To:		2nd St.									

					7 mognany mame	STIGITOC / TICG							
Route	Length	AADT	QA	4Tire	RIIC	Truck 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Yea
Town of Clifton Forge				From:	0.1 17711.4								
Chestnut St.	1.76	680	G	Piolii.	Oak Hill A	venue			NA		680	G	2001
	0		_	To:	ECL Clifton	ı Forge							
				From:	Revere								
Commercial Avenue	1.76	400	G	To:			_		NA		400	G	2001
				From:	I-64 Ingalls								
lefferson Ave	1.76	620	G		nigano.				NA		620	G	200
				To:	Jackson S								
Dale I IIII Assamua	4.70	4400	_	From:	US 60	)			NIA		1400	0	200
Dak Hill Avenue	1.76	1400	G	To:	Chestnut S	Street	_		NA		1400	G	200
				From:	Church								
Rose Ave	1.76	1100	G				_		NA		1100	G	200
				To:	Lafayette	e St							
City of Covington													
Beverly Avenue	1.48	190	G	From:	Cypress	St			NA		190	G	200
Joveny Avenue	1.70	190	G	To:	Cedar	St			INA		190	J	200
				From:	Pocahontas								
Cedar Street	1.48	500	G						NA		500	G	200
				To: From:	Greenbrier A								
Dollyann Drive	1.48	690	G		E Madison	Street			NA		690	G	200
Sonyanin Birvo	1.10	000	•	To:	S Pond Av	venue	$\neg$				000	Ü	200
				From:	E Scotland								
Fairlawn Drive	1.48	110	G				_		NA		110	G	200
				From:	S Carlton S Powhatan								
E Gordon Street	1.48	190	G		5 i Ownatan	rvenue			NA		190	G	200
				To:	Smith Av	enue							
- O Ott	4.40	4.40	_	From:	S Mound A	venue			NIA		440	_	000
E Gray Street	1.48	140	G	To:	S Pond Av		_		NA		140	G	200
				From:	S Polid Av								
E Michigan Street	1.48	190	G						NA		190	G	200
				To: From:	S Greenway								
E Scotland Road	1.48	50	G	Fiolii.	S Carlton	Drive			NA		50	G	200
_ Ocolland Noad	1.40	30	•	To:	E Fairlawn	Drive			INA		50	J	200
				From:	S Greenway								
Forest Avenue	1.48	70	G						NA		70	G	200
				To: From:	Dead E W Riversi								
N Lexington	1.48	1800	G		W KIVEISI	de w	_		NA		1800	G	200
3				To:	Chestnut S	Street							
			_	From:	W Locust							_	
N Marion Street	1.48	400	G	Te	337 TY -1	- Stured	_		NA		400	G	200
				From:	W Hawthorn E. Willov		-						
N. Rockbridge Ave.	1.48	110	G		2 mov				NA		110	G	200
				To:	E. Cedar								
Pocahontas Avenue	1 /10	NI A		From:	Cedar St	reet			NA		NA		
ocanomas Avenue	1.48	NA		To:	McAllister	Street	_		INA		INA		
				From:	E Scotland								
S Carlton Drive	1.48	160	G						NA		160	G	200
				To: From:	E Fairlawn								
Greenway Drive	1.48	420	G	1 mat.	E Michigan	Street			NA		420	G	200
. Siddimay Dilvo	110	720	3	To:	E Pennsylvan	nia Street	1		14/1		120	0	200
				From:	Carpenter								
Trout Street	1.48	160	G	. —			_		NA		160	G	200
				To:	ECL Covi	ngton							

Route	Length	AADT	QA	4Tire	Bus	 2Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Covington														
				From:		N Maple	Avenue							
W Hawthorne Street	1.48	1600	G							NA		1600	G	2001
				To:		N Court	Avenue							
				From:		S Duran	t Road							
W Riverview Drive	1.48	530	G							NA		530	G	2001
				To:		S Conrad	Avenue							
				From:		E. Detroi	t Street							
Woodlawn Avenue	1.48	20	G							NA		20	G	2001
				To:		E. Michiga	an Street							