### 2001

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

Jurisdiction Report 60

Montgomery County
City of Radford
Town of Blacksburg
Town of Christiansburg

### 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	de
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.

				N	/lontgon	nery Mai	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!	QC	Design	QK	AAWDT	QW	Year
Montgomery County						ZAXIE	3+Axle	Tirali	2Trail		Hour				
				From:		Floyd Cour	_	201		_					2224
8	5.99	6900	F	93%	0%	3%	1%	3%	0%	F	620	F	7000	F	2001
	3.26	0400	F	From: 93%	0%	0-658 Nortl 3%	n of Riner 1%	3%	0%	F	880	F	9200	F	2001
8	3.20	9100	Г	93 70 To:			urg near I-8		7 0%	Г	000	Г	9200	Г	2001
Town of Christiansburg				<u>.</u>											
				From:			urg Near I-8								
8	0.22	14000	F	95%	0%	3%	1%	1%	0%	F	1400	F	15000	F	2001
				From:		d SCL Chr		10/	<u> </u>						2224
8 W Main St	0.77	14000	F	95% To:	0%	3% Radfor	1%	1%	0%	С	1400	F	14000	F	2001
M. 4. C. 4						Kautoi	u sı								
Montgomery County				From:	I	Pulaski Cou	ınty Line								
(11)	0.15	29000	F	97%	0%	1%	1%	1%	0%	F	2600	F	30000	F	2001
				To: From:		WCL Ra	dford								
(11)	0.13	29000	F	97%	0%	1%	1%	1%	0%	F	2600	F	30000	F	2001
<u> </u>				To:	State	Maintenar	ce Boundar	У							
City of Radford				From:	State	Maintenar	ice Boundar	7/	1						
<u>[11]</u>	0.08	29000	F	97%	0%	1%	1%	1%	0%	F	2600	F	30000	F	2001
				To		SR 232;	First St		٦						
11 Norwood St	0.26	22000	F	97%	1%	1%	1%	1%	0%	F	2200	F	23000	F	2001
				To		Grove	Ave								
11 Norwood St	0.77	14000	F	97%	1%	1%	1%	1%	0%	С	1200	F	14000	F	2001
				To:		SR 177 Ty	ler Ave								
11 Norwood St	0.93	13000	F	97%	1%	1%	1%	1%	0%	F	1200	F	14000	F	2001
				To: From:		Whiteha	all St		<b>—</b>						
11 Norwood St	1.46	6700	F	97%	0%	2%	0%	0%	0%	С	660	F	7000	F	2001
				To:		ECL Ra	dford								
Montgomery County				From:		ECL D-	1¢1		1						
<u>[11]</u>	1.47	10000	F	98%	0%	ECL Ra	1%	1%	0%	F	1100	F	10000	F	2001
			-	To		60-60	62								
<u>[11]</u>	2.32	8900	F	98%	0%	1%	1%	1%	0%	С	930	F	9000	F	2001
				To		60-66	52								
<u>[11]</u>	0.65	9500	F	98%	0%	1%	1%	1%	0%	F	960	F	9600	F	2001
				To:	7	WCL Chris	tiansburg								
Town of Christiansburg															
11 Radford St	1.40	14000		From:	0%	WCL Christ 2%	tiansburg 0%	1%	0%	С	1200	F	12000	F	2004
11 Radford St	1.40	11000	F	97% To:	U 7/0	2% SR 8 W N		1 70	7	C	1200	۲	12000	F	2001
~~				From:		SR 8, Rad	ford St		j						
(11) W Main St	0.30	9900	F	97%	0%	2%	0%	1%	0%	F	1000	F	10000	F	2001
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			_	From:			Franklin St		]		_	_		_	
11 E Main St	0.12	8500	F	97% To:	0%	2%	0%	1%	0%	F	840	F	8900	F	2001
				From:		Roanok E Maii									
11 Roanoke St	0.11	13000	F	97%	0%	2%	0%	1%	0%	F	1300	F	13000	F	2001
				To: From:		Craig	St								
(11) Roanoke St	0.98	13000	F	97%	0%	2%	0%	1%	0%	F	1300	F	13000	F	2001
<u> </u>				To: From:		SR 111 D	epot St								
(11) Roanoke St	0.90	16000	F	95%	0%	2%	1%	1%	0%	С	1100	F	17000	F	2001
~				To: From:		US 4			]						
(11) Roanoke St	0.91	18000	F	93%	0%	2%	1%	3%	0%	С	1600	F	19000	F	2001
~				To:	.20 N	Aile North	I-81 at Ram	р							

				N	<i>N</i> ontgon	nery Mai	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Hour				
Town of Christians	Durg			From:	.20 N	Iile North l	I-81 at Ram	p							
(11) Roanoke St	0.29	8700	N	93%	0%	2%	1%	3%	0%	N	850	N	9100	N	2001
$\frac{\sim}{\sim}$				To: From:		wer Rd, Ha	•								
[11] Roanoke St	2.01	8700	F	93% To:	0%	2%	1%	3%	0%	F	850	F	9100	F	2001
•				10.	1	ECL Christ	iansburg								
Montgomery Coun	tv			From:	I	ECL Christ	iansburg								
<u>[11]</u>	5.11	8000	F	95%	0%	2%	1%	1%	0%	F	720	F	8100	F	2001
<u>~</u>				To: From:		60-75									
[11]	3.21	8100	F	95%	0%	2%	1%	1%	0%	F	800	F	8200	F	2001
~				From:		60-63			]						
[11]	2.43	8500	F	95% To:	0%	2%	1%	1%	0%	С	880	F	8600	F	2001
						oanoke Co									
North	0.49	19000	G	From: 66%	1%	ulaski Cou 2%	inty Line 1%	28%	 2%	F	1500	G	20000	G	2001
81	Combined Traffic:	35000	G	67%	1%	2%	1%	28%	2%	, F	NA	5	36000	G	2001
				To:	. 70	SR 2				•					
North	0.04	40000	-	From:	40/			200/	20/		1200		16000		2004
81	3.81 Combined Traffic:	16000 33000	F F	66% 67%	1% 1%	2% 2%	1% 1%	28% 28%	2% 2%	F F	1200 2600	F F	16000 33000	F F	2001 2001
	Combined Haille.	33000	r	U1 70	1 70			2070	∠ 70 ☐	ı	2000	r	33000	1"	200 I
North				From:		SR 1									
(81)	5.12	19000	Α	66%	1%	2%	1%	28%	2%	Α	1900	Α	19000	Α	2001
	Combined Traffic:	37000	В	67%	1%	2%	1%	28%	2%	С	3800	В	37000	В	2001
North				To: From:		SR	8		]						
(81)	0.08	20000	F	66%	1%	2%	1%	28%	2%	F	1400	F	20000	F	2001
	Combined Traffic:	40000	F	67%	1%	2%	1%	28%	2%	F	2900	F	40000	F	2001
				To:	Š	SCL Christ	iansburg								
Town of Christians	burg			From:		SCL Christ	ionahura								
North 81	3.90	20000	F	66%	1%	2%	1%	28%	2%	F	1400	F	20000	F	2001
	Combined Traffic:	40000	F	67%	1%	2%	1%	28%	2%	F	2900	F	40000	F	2001
				To: From:		US 11 U	S 460								
North	0.77	23000	F	66%	1%	2%	1%	28%	2%	F	1600	F	23000	F	2001
81	Combined Traffic:	44000	F	67%	1%	2%	1%	28%	2%	F	3100	F	44000	F	2001
	Combined Traine.	44000	•	То:		NCL Christ		2070	7 2 / 3	'	3100	'	44000	'	2001
Montgomery Coun	tv														
North			_	From:		NCL Christ		0001		_	4000	_	00000	_	0001
81	9.22	23000	F	66%	1%	2%	1%	28%	2%	F	1600	F	23000	F	2001
	Combined Traffic:	44000	F	67%	1%	2%	1%	28%	2%	F	3100	F	44000	F	2001
North				To: From:		60-603 I	ronto		_						
( <del>81</del> )	2.22	22000	G	66%	1%	2%	1%	28%	2%	F	1800	G	23000	G	2001
	Combined Traffic:	45000	G	67%	1%	2%	1%	28%	2%	F	4100	G	45000	G	2001
				From:		oanoke Co									
South 81	0.61	16000	G	67%	1%	Pulaski Cou 2%	inty Line 1%	27%	 2%	F	NA		16000	G	2001
01)	Combined Traffic:		G	67%	1%	2%	1%	28%	2%	, F	NA		36000	G	2001
	James Hamo.			To:	. , 0	SR 2				•					
South	4.04	47000	_	From:	40/			070/	20/		1400		17000		2004
81	4.01	17000	F	67%	1%	2%	1%	27%	2%	F	1400	F	17000	F	2001
	Combined Traffic:	33000	F	67%	1%	2%	1%	28%	2% —	F	2600	F	33000	F	2001
South				From:		SR 1									
81	4.78	18000	В	67%	1%	2%	1%	27%	2%	С	1900	В	18000	В	2001
	Combined Traffic:	37000	В	67%	1%	2%	1%	28%	2%	С	3800	В	37000	В	2001
				To:		SR	8								

						vlontgor	nery Mair	tenance	Area							
Route		ength.	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
		.ongui	AAD I	<b>≪</b> ∧	71110	Dus	2Axle	3+Axle	1Trail	2Trail	Q.O	Hour	ωit	70.000	Q 11	i Cai
<u>Montgomery Coun</u> South	tv				From:		SR 8	:		1						
81)		0.03	20000	F	67%	1%	2%	1%	27%	2%	F	1500	F	20000	F	2001
01)	Combined	Traffic:	40000	F	67%	1%	2%	1%	28%	2%	F	2900	F	40000	F	2001
					To:	5	SCL Christia	ansburg								
Town of Christians	hurg															
South		4.00		_	From:		SCL Christia		070/		_	4500	_	00000	_	0004
81		4.32	20000	F	67%	1%	2%	1%	27%	2%	F	1500	F	20000	F	2001
	Combined	I raffic:	40000	F	67%	1%	2%	1%	28%	2%	F	2900	F	40000	F	2001
South					To: From:		US 11 US	S 460								
81)		0.29	21000	F	67%	1%	2%	1%	27%	2%	F	1600	F	21000	F	2001
$\bigcirc$	Combined	Traffic:	44000	F	67%	1%	2%	1%	28%	2%	F	3100	F	44000	F	2001
					To:	1	NCL Christi	ansburg								
Montgomery Coun	tv				_					T						
South		0.20	24000	_	From: 67%		NCL Christi 2%	ansburg 1%	27%	20/	_	1600	_	21000	_	2001
81	Combined	9.39	21000	F		1% 1%	2% 2%	1%		2%	F	1600	F F	21000	F F	2001 2001
	Combined	rame:	44000	F	67%	1%			28%	2%	F	3100	г	44000	Г	2001
South					From:		60-603 Ir	onto								
81)		2.06	23000	G	67%	1%	2%	1%	27%	2%	F	2200	G	23000	G	2001
	Combined	Traffic:	45000	G	67%	1%	2%	1%	28%	2%	F	4100	G	45000	G	2001
					To:	R	oanoke Cou	ınty Line								
own of Christians	burg				r											
Cambria Str	not	0.79	5900	F	95%	0%	US 46 2%	1%	1%	<b>」</b> ○%	С	610	F	6200	F	2001
111 Cambria Str	EEL	0.79	5900	Г	95%	070			1 70	U 70 —	C	010	Г	0200	Г	2001
0	4	0.00	2000		From:	40/	Ellett F		40/			740		7000	_	0004
111 Cambria Str	eet	0.39	6900	F	96% To:	1%	3%	0%	1%	□ 0%	С	740	F	7200	F	2001
					From:		Depot Cambria									
111 Depot Street	t	0.97	4400	F	96%	0%	2%	1%	1%	0%	F	460	F	4600	F	2001
$\bigcirc$					To:		Park S	St		7						
111 Depot Street	t	0.11	6100	F	96%	0%	2%	1%	1%	0%	С	680	F	6300	F	2001
					То:		US 1	1								
Aontgomery Coun	tv															
					From:		Pulaski Cour	_		J			_			
114		1.02	18000	F	96%	0%	2%	1%	1%	0%	С	1600	F	18000	F	2001
					To: From:		60-81									
114)		3.62	16000	F	96%	0%	2%	1%	1%	0%	F	1600	F	17000	F	2001
					To: From:		E 60-6	59		]						
114)		1.34	12000	F	96%	0%	2%	1%	1%	0%	F	1100	F	12000	F	2001
					To:	7	VCL Christi	ansburg								
Town of Christians	burg				P											
Poppers For	n/ Poad	1 //	12000	_	From:		VCL Christi 2%		1%		F	1200	F	14000	F	2004
114 Peppers Fer	ry Rodu	1.44	13000	F	96% To:	0%	2% US 46	1%	1 70	0% ¬	г	1300	г	14000	г	2001
<i>*</i>							03 40									
Montgomery Coun	tv				From:		S 60-60	00								
177)		2.33	10000	F	96%	0%	2%	0%	1%	0%	С	830	F	10000	F	2001
					To:	SC	CL Radford;	Rock Rd								
City of Radford																
					From:		CL Radford;				_				_	
177) Tyler Ave		0.86	7600	F	96%	0%	2%	0%	1%	0%	F	770	F	7900	F	2001
<u> </u>					To: From:		Auburn .	Ave		]						
177)Tyler Ave		0.78	11000	F	97%	0%	2%	0%	1%	0%	С	1100	F	12000	F	2001
					To:		Adams	St		7						
				_	From:	00/				- 00/	_	4.400	_	40000	_	
177 Tyler Ave		0.44	11000	F	96%	0%	2%	0%	1%	0%	F	1100	F	12000	F	2001

				IN.	viontgor	nery Mair	itenance	Area							
Route	Length	AADT	QA	4Tire	Bus	2Avlo	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Montgomery County							JTAKIE	IIIali	ZIIali		Tioui				
000	0.58	6600	F	95%	0%	I-81 2%	1%	3%	0%	F	560	F	6700	F	2001
232	0.50	0000	•	To:	0 70	SCL Rad		370	7	'	300	•	0700	'	2001
City of Radford															
First St	0.74	6200	_	From:	00/	SCL Rad		20/		0	620	_	6600	_	2001
First St	2.71	6300	F	95%	0%	2%	1%	3%	0%	С	630	F	6600	F	2001
(232) First St	0.63	11000	F	From: 95%	0%	Bolling S 2%	treet 1%	3%	0%	F	1000	F	11000	F	2001
232)1 1131 31	0.00	11000	•	To:	070			070	7	•	1000	•	11000	•	2001
232 First St	0.31	12000	F	95%	0%	Wadswor 2%	1%	3%	0%	F	1200	F	13000	F	2001
202				To		Arlington			٦						
(232) First St	0.20	15000	F	95%	0%	2%	1%	3%	0%	F	1400	F	16000	F	2001
				To:		US 1	1								
Town of Blacksburg				From:		****									
412 Prices Fork Rd	1.07	26000	F	98%	0%	US 46 1%	0%	1%	0%	F	2500	F	27000	F	2001
412				To		Toms Cree									
412 Prices Fork Rd	0.28	18000	F	98%	0%	1%	0%	1%	0%	С	1600	F	19000	F	2001
				To:		Main	St								
Montgomery County									_						
(400)	3.46	12000	F	From: 89%	0%	Giles Coun  2%	ty Line 1%	7%	 1%	F	1100	F	12000	F	2001
460	0.40	12000	•	To:	0 70	NCL Black		7 70	٦ ' '	'	1100	'	12000	'	2001
Town of Blacksburg															
~~~			_	From:	201	NCL Black		-0/	J	_		_	10000	_	2221
<del>[460]</del>	3.70	11000	F	89%	0%	2%	1%	7%	1%	F	1100	F	12000	F	2001
~~~	2.42	40000		From:		R 412 Prices		5%	10/	С	1200	F	12000	F	2001
(460)	3.43	12000	F	91% To:	0% US 4	3% 60 Bus SCI	0% Blacksbur		1% <b>¬</b>	C	1200	г	12000	Г	2001
Montgomery County				•				Δ							
~~~				From:		60 Bus SCI		-							
<del>[460]</del>	1.05	40000	F	89% To:	0%	2%	1%	7%	<b>1</b> %	F	3300	F	40000	F	2001
				10.		NCL Christi	ansburg		<u> </u>						
Town of Christiansburg				From:	]	NCL Christi	ansburg								
460 N Franklin St	0.97	40000	N	89%	0%	2%	1%	7%	1%	Ν	3300	Ν	40000	Ν	2001
<u> </u>				To: From:	SR	114 Pepper	s Ferry Rd		]						
460 N Franklin St	0.66	49000	F	89%	0%	2%	1%	7%	1%	F	4100	F	50000	F	2001
<u> </u>				To: From:	II	US 460 S 460 Bus F									
460	0.24	19000	F	89%	0%	2%	1%	7%	1%	F	1500	F	19000	F	2001
400				To:		ECL Christi	ansburg								
Montgomery County				r											
(100)	2.08	19000	F	From: 89%	0%	ECL Christi 2%	ansburg 1%	7%	<b>」</b> 1%	F	1500	F	19000	F	2001
460	2.00	13000	•	To:		ECL Christi		1 /0	7	'	1500	ı	19000	'	2001
Town of Christiansburg				•											
~~~				From:		ECL Christi									
460	0.54	19000	F	89% To:	0%	2%	1%	7%	1%	F	1500	F	19000	F	2001
				From:		US 11, US 4 JS 11, BUS									
(460) (11) Roanoke St	0.91	18000	F	93%	0%	2%	1%	3%	0%	С	1600	F	19000	F	2001
<u> </u>				To: From:	.20 N	Mile North I	-81 at Ram	p	]						
(460) (11) Roanoke St	0.29	8700	N	93%	0%	2%	1%	3%	0%	N	850	Ν	9100	Ν	2001
~ ~				To: From:		wer Rd, Ha									
(460) (11) Roanoke St	2.01	8700	F	93%	0%	2%	1%	3%	0%	F	850	F	9100	F	2001
<del></del>				To:		ECL Christi	ansburg								

						mery Mair	Tri				Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Montgomery County				From:		ECL Christia	ansburg								
(460) (11)	5.11	8000	F	95%	0%	2%	1%	1%	0%	F	720	F	8100	F	2001
460 (11)	3.21	8100	F	95%	0%	2%	1%	1%	0%	F	800	F	8200	F	2001
(460) (11)	2.43	8500	F	95% To:	0%	2% Roanoke Cou	1%	1%	0%	С	880	F	8600	F	2001
Town of Christiansburg						Coanoke Cot	inty Line		<u>I</u>						
Bus (460)	0.18	33000	F	96%	0%	US 46 2%	0 1%	1%	0%	F	3100	F	34000	F	2001
Bus				To: From:		WCL Christi	ansburg								
N Franklin St	0.11	33000	F	96% To:	0%	2% SR 111 Ca	1% mbria	1%	0%	F	3100	F	34000	F	2001
Bus 460 N Franklin St	1.38	28000	F	96%	0%	SR 111 Can 2%	nbria St 1%	1%	0%	С	2500	F	29000	F	2001
Bus 460 N Franklin St	0.28	12000	F	From: 96%	0%	Depot	St 1%	1%	□ 0%	F	1100	F	12000	F	2001
7460	0.20	12000	•	To:	0 70	US 11 Ma		170	¬		1100		12000		2001
Bus 460 11 E Main St	0.12	8500	F	97% To:	0%	2%	0%	1%	0%	F	840	F	8900	F	2001
Bus 460 (11) Roanoke St	0.11	13000	F	From: 97%	0%	Roanoke E Main		1%	0%	F	1300	F	13000	F	2001
460 (11) Roanoke St	0.11	13000	Г	97 70	0%	2%		1 70	7	Г	1300	Г	13000	Г	2001
Bus 460 (11) Roanoke St	0.98	13000	F	97%	0%	Craig S	0%	1%	0%	F	1300	F	13000	F	2001
Bus				From:		SR 111 De	pot St								
460 (11) Roanoke St	0.90	16000	F	95% To:	0%	2% US 46	1% 0	1%	0%	С	1100	F	17000	F	2001
Town of Blacksburg				From:		T10 40			_						
Bus 460 Main St	2.32	7000	F	97%	1%	US 46 1%	0%	0%	0%	С	710	F	7300	F	2001
Bus				From:		Bruce 1	Dr								
460 Main St	0.26	16000	F	97%	1%	1%	0%	0%	0%	F	1500	F	17000	F	2001
Bus Main Ct	0.47	40000		From:	40/	Progress		00/		_	1000		40000	_	2004
460 Main St	0.17	18000	F	97%	1%	1%	0%	0%	0% ¬	F	1600	F	19000	F	2001
Bus 460 Main St	0.53	20000	F	97%	1%	Prices For	0%	0%	0%	F	1700	F	21000	F	2001
Bus 460 Main St	0.19	17000	F	From: 96%	0%	Roanoke	e St 1%	1%	□ 0%	F	1300	F	17000	F	2001
<u> </u>	0.19	17000		To:	0 70	Clay S		1 70	¬——	'	1300	'	17000	'	2001
Bus 460 Main St	0.53	18000	F	96%	0%	2%	1%	1%	0%	F	1600	F	19000	F	2001
Bus				From:		Upland			J						
460 Main St	1.00	18000	F	96%	0%	2% Ellet R	1%	1%	0%	F	1600	F	19000	F	2001
Bus 460 Main St	1.25	16000	F	96% To:	0%	2%	1%	1%	0%	С	1500	F	17000	F	2001
Town of Christianshur-					US	S 460, ECL E	siacksburg								
Town of Christiansburg	2.5.1			From:		CL Christia	nsburg						h 1 #		
(60)	0.04	NA		To:	S	R 8 FLANA	GAN DR		1		NA		NA		
				-		0 1 L# 11 1/A	DI		-						

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		- QC	Design	QK	AAWDT	QW	Year
Montgomery County						2Axle		1Trail	2Trail		Hour	~··			. 531
_	0.09	NA		From:		CL Black	sburg				NA		NA		
618	0.09	INA		To:	US	460 HOLIE	DAY LANE	2	1		INA		INA		
				From:		yd County L									
600	0.15	110	F	95%	0%	4%	1%	2%	0%	F	20	F	120	F	2001
				To: From:		0.15 MN (	OF CL		7						
600	2.26	130	F	95%	0%	3%	1%	2%	0%	F	20	F	130	F	2001
				To: From:		60-67			]						
600	2.49	360	F	94%	0%	3%	1%	1%	0%	F	40	F	360	F	2001
	0.69	560	F	From: 94%	0%	60-66 <b>3</b> %	1%	1%	0%	F	60	F	570	F	2001
600	0.03	300	-	To:	0 70	60-693 SC		1 /0	7 0 70	'	00	'	370	'	2001
				From:		60-693 NO	ORTH								
600	2.48	1800	F	95%	0%	3%	0%	1%	0%	С	190	F	1800	F	2001
	0.20	6200	F	From: 95%	0%	60-62 <b>3</b> %	0%	1%	0%	F	560	F	6300	F	2001
600	0.20	6200	Г	95 76 To:	0 %	SR 177 S;		1 70	7 070	Г	300	Г	0300	Г	2001
				From:		SR 177 NO									
600	0.60	2000	F	95%	0%	3%	0%	1%	0%	F	170	F	2000	F	2001
	0.40	400		From:		60-66	66		]		NIA		NIA		1000
600	2.40	480	R	To:		US 1	1		1		NA		NA		1998
				From:		60-60									
601)	1.10	20	R			00 00	-				NA		NA		12/05/2001
				To: From:		60-616 V	West		<b>—</b>						
601)	0.20	190	R								NA		NA		1998
				To: From:		60-616	East		]						
601)	2.60	70	R								NA		NA		12/05/2001
	2.12			From:		2.60 ME 6	60-616								4000
601)	0.10	110	R	To:		60-61	7		1		NA		NA		1998
				From:		60-61									
(602)	1.50	370	R			00-01	. /				NA		NA		1998
				To:		SR 8	3								
				From:		ECL Black									
603	1.48	2100	F	96%	0%	3%	0%	1%	0%	F	290	F	2100	F	2001
	0.00			From:	00/	60-64		40/			000		0000		0004
603	0.32	3200	F	96% To:	0%	3% 60-723 S	0%	1%	0%	F	380	F	3200	F	2001
				From:		60-723 N									
603	0.93	2500	F	96%	0%	3%	0%	1%	0%	F	290	F	2500	F	2001
				To: From:		60-64									
603	3.24	1600	F	96%	0%	3%	0%	1%	0%	F	180	F	1600	F	2001
				From:		60-82			]						
603)	4.04	1600	F	96%	0%	3%	0%	1%	0%	С	230	F	1600	F	2001
	1.50	2000		From:	10/	60-62		10/	00/		200		2000		2001
603	1.50	2800	F	96%	1%	2%	0%	1%	0%	С	300	F	2900	F	2001
603	0.15	1700	F	From: 96%	1%	I-81 2%	0%	1%	0%	F	170	F	1800	F	2001
603)	0.10		•	To:	1 /0			. 70	7	•	.,,	•	.500	•	2001
603	2.16	1100	F	From: 96%	1%	60-63 2%	0%	1%	0%	F	110	F	1100	F	2001
000				To:		US 11 & 46		. , ,							
$\bigcirc$	4.00			From:		US 11 & 46									4000
603	1.62	440	R	To:		Desar	and and		7		NA		NA		1998
						Dead I	ZHQ.								

Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Trud 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Montgomery County				From:					1						
(604)	1.85	270	R			US 11 WES	51				NA		NA		1998
00.7				To:		US 11 EAS	ST								
				From:	Pu	ılaski County	y Line								
605)	0.90	2300	R	To:		CCL D. IC	1		7		NA		NA		1998
				From:		SCL Radfo	ora		1						
606	2.00	80	R			60-673			_		NA		NA		12/17/200
000				To:		60-669									
				From:		60-637									
607	0.05	50	R								NA		NA		12/03/200
				To: From:	(	0.05 MN 60-	-637		]						
607	0.95	40	R	To:		DJ.E	1		7		NA		NA		12/03/200
				From:		Dead End	1		1						
608)	0.09	20	R	T.Com.		60-637			_		NA		NA		12/03/200
000)				To:		Dead End	i								
_				From:	F	loyd County	Line								
609	1.79	90	R								NA		NA		12/05/200
				To: From:	]	1.79 MN OF	CL		}—						
609	2.90	20	R								NA		NA		12/03/200
				To: From:	4	4.69 MN OF	CL		]						
609	1.31	60	R						_		NA		NA		12/03/200
	0.40	400	_	To: From:	(	6.00 MN OF	CL				NIA		NIA		40/00/00/
609	0.13	100	R						_		NA		NA		12/03/200
	0.00	400		From:	(	6.13 MN OF	CL		]		NIA		NIA		40/00/00/
609	0.08	100	R	To:		60-637 SOU	ITH		7		NA		NA		12/03/200
				From:		60-637 NOR									
609)	2.10	160	R						_		NA		NA		12/03/200
				To: From:		l End; Gap T End; Gap T									
609	1.20	20	R	<u> </u>		.,,			_		NA		NA		12/03/200
				To: From:		60-634			Ī						
609)	2.21	70	R	110111					_		NA		NA		12/03/200
				To: From:		US 11; US	460		]						
609	0.09	610	R						_		NA		NA		12/12/200
				To:		60-753									
(a)	3.20	240	R	From:		60-612			_		NA		NA		1998
610	3.20	240		To:	F	loyd County	Line		7		IVA		INA		1000
				From:		60-615			Ī						
612	0.70	2100	F	96%	0%	2%	1%	1%	0%	С	210	F	2100	F	2001
				To: From:		60-729			}—						
612	0.80	1800	F	96%	0%	2%	1%	1%	0%	F	190	F	1800	F	2001
				To: From:		60-610			]——						
612	1.40	1300	F	96%	0%	2%	1%	1%	0%	F	140	F	1300	F	2001
				To:	F	loyd County			1						
613)	0.60	20	R	From:		Dead End	1		_		NA		NA		12/17/200
613)	0.00	20	11	To:		(0.626			7		14/1		14/1		, ,,,,,,,,,
613	0.90	140	R	From:		60-620					NA		NA		12/17/200
613)	0.50		••	To:		60-693 EAS	ST								1.7200
613)	0.94	450	_	From:		60-693 WE 2%	ST	401	00′	С	40		400		0004
/ \		450	F	96%	2%	. 10/-	0%	1%	0%	ι,	40	F	460	F	2001

Route	Length	AADT	QA	4Tire	Bus		TrTr- 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Montgomery County				From:		Floyd Cou			I						
(614)	0.40	40	R						<b>-</b>		NA		NA		12/05/2001
				To:		60-6									
615)	2.40	990	F	96%	0%	Floyd Cou 2%	nty Line 1%	1%	0%	F	100	F	1000	F	2001
	4 75	2500		From:	00/	60-6		40/			050		0500		0004
(615)	1.75	3500	F	96%	0%	2% 60-6	1%	1%	0%	С	350	F	3500	F	2001
(615) (615)	2.22	3000	F	95%	1%	2%	1%	1%	0%	F	310	F	3100	F	2001
615)	2.25	3200	F	95%	1%	60-675 N 2%	1%	1%	0%	С	370	F	3200	F	2001
				To:		SCL Christ			<u> </u>						
616	2.80	40	R	From:		60-6	73				NA		NA		12/17/2001
616)	2.00	40	IX.	To:		SR 8 NO	ORTH				14/1		14/1		12/11/2001
$\bigcirc$	0.00		_	From:		SR 8 SC									4000
616)	2.60	480	R	To:		60-601 V	VEST		7		NA		NA		1998
				From:		60-601 I									
616	2.50	45	R	_					_		NA		NA		12/05/2001
				To:		yd County I		7							
	2.26	190	R	From:		Floyd Cou	nty Line				NA		NA		1998
617)	2.20	190	K								INA		INA		1990
<b>617</b>	0.20	120	R	From:	Flo	yd County I	Line; 60-61	6			NA		NA		12/05/2001
617)	0.20	120		To:	El		:: (0 (1	7			14/ (		14/ (		12/00/2001
617)	2.56	47	R	From:	FIO	yd County I	ine; 60-61	/			NA		NA		12/05/2001
011)				To:		2.56 MN	31 617								
617)	0.04	50	R	From:		2.30 14114	31-017				NA		NA		12/05/2001
				To: From:		60-60	01		1—						
617)	0.05	160	R								NA		NA		1998
				To: From:		0.05 ME	60-601		]						
<b>617</b>	0.85	180	R						_		NA		NA		12/05/2001
				To:		60-6									
(m)	1.80	48	R	From:		60-70	05				NA		NA		01/08/2002
619	1.00	40	IX.	To:		Dead 1	End				14/1		14/1		01/00/2002
				From:		Pulaski Cou	ınty Line								
620	0.10	110	R								NA		NA		1998
				To: From:		60-7	10		]						
620	1.50	90	R						_		NA		NA		12/17/2001
				To:		60-6									
	3.93	200	R	From:		US 4	60				NA		NA		1998
621)	3.93	200	K								INA		INA		1990
621)	7.54	100	R	From:		3.93 MN	US 460				NA		NA		01/10/2002
621)	7.01			To:		Craig Cou	nty Line				10.				0171072002
				From:		60-60	03								
(622)	2.74	280	R								NA		NA		12/12/2001
				To: From:		60-7	13		]						
(622)	2.90	120	R	· <u> </u>							NA		NA		12/12/2001
622 622				To: From:		60-62	29		]						
(622)	2.05	350	R	т					_		NA		NA		12/12/2001
				To:	F	Roanoke Co	unty Line								

Route	Length	AADT	QA	4Tire	Bus 2Axle	Truck 3+Axle 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Montgomery County				From:	Dead E	nd							
623	0.98	240	R						NA		NA		1998
	0.47			To: From:	60-652 W	EST	]						1000
623	0.17	20	R	To:	60-652 E	AST			NA		NA		1998
				From:	ECL Black								
624)	1.83	1800	R		Det bille	<u>50416</u>			NA		NA		1998
				To: From:	60-110	19	_						
624)	8.45	650	R	To:	Roanoke Cou	unty I ine			NA		NA		1998
				From:	60-652 E								
625	1.93	520	R		00-032 E	131	_		NA		NA		1998
				To: From:	60-652 W	EST	]—						
625)	1.65	470	R	т			_		NA		NA		1998
				To: From:	Giles Count								
626)	0.20	360	R	rioiii.	Dead E	nd	_		NA		NA		12/12/200 <sup>-</sup>
020				To:	60-740 W	FST							
626	1.05	530	R	From:	00-740 W	ESI			NA		NA		12/12/2001
				To:	US 11; U	S 460							
$\bigcirc$				From:	60-60	0							
627)	0.40	40	R	To:	60-65	0	_		NA		NA	(	01/08/2002
				From:	60-78								
628	1.70	30	R		00-78	3			NA		NA	,	01/10/2002
0220				To	1.70 MN 6	0-785							
628)	1.20	40	R	From:	1.70 1411 0	0 703			NA		NA	(	01/10/2002
				To:	60-62	4							
$\sim$				From:	60-60	3							
629	1.95	600	R	To:	60-62	2	_		NA		NA	•	12/12/2001
				From:	60-78								
(630)	1.60	40	R		00-78	3			NA		NA	,	01/10/2002
				To:	60-62	4							
				From:	Dead E	nd							
631)	2.23	830	R						NA		NA		1998
	2.12			From:	60-73	2	]						4000
631)	0.13	940	R	To:	US 1		_		NA		NA		1998
				From:	Dead E								
632	0.50	48	R		Dead E	IId			NA		NA		12/03/2001
				To:	60-63	3							
				From:	Dead E	nd							
633	1.20	100	R						NA		NA		1998
	0.70	4000		To: From:	60-63	2	]		NIA.		NIA.		4000
633	0.70	1000	R	To:	US 1	1	_		NA		NA		1998
				From:	Dead E								
634)	0.25	20	R	<u> </u>	Dead E	iiq			NA		NA		12/03/2001
				To:	60-60	9							
_				From:	Dead E	nd	J						
635	0.85	100	R	т			_		NA		NA	•	12/12/2001
				To:	60-60	3							

1.19	240		From:											
	240	-		U	S 11 & 460	SOUTH								
1.89		R						_		NA		NA		12/17/200
	120	R	From:		60-820	0				NA		NA		12/12/200
2.70	200	R	From:		60-82	1		_		NA		NA		12/12/200
			To: From:		2.70 ME 6	0-821		<u></u>						
0.45	360	R	To:	U	S 11 & 460	NORTH		7		NA		NA		12/12/200
			From:		60-75	3								
0.12	360	F	95%	1%			1%	0%	F	60	F	370	F	2001
0.14	3100	F	From: 95%	1%	US 11; US 2%	S 460 1%	1%	0%	F	320	F	3100	F	2001
			To: From:					<u> </u>						
1.82	2400	F	95%	1%			1%	0% ¬	С	250	F	2400	F	2001
2.00	2000	F	From: 95%	1%	2%	6 1%	1%	0%	F	200	F	2100	F	2001
			To: From:			RTH								
1.24	1300	F	95%	1%	2%	1%	1%	0%	F	140	F	1400	F	2001
0.74	920	F	95%	1%	60-609 SO 2%	1%	1%	0%	F	90	F	930	F	2001
2.09	510	R	To: From:		60-68	7				NA		NA		1998
			To: From:		60-60	7								
0.17	70	R	_					_		NA		NA		1998
0.83	60	R	From:		0.17 ME 6	0-607				NA		NA		12/03/200
			To: From:	De	ad End; Gap	Terminus								
0.90	60	R	To:	Doon	oka County	Lina: 80 6	60	7		NA		NA		1995
			From:	Koan			09							
3.50	100	R						<b>-</b>		NA		NA		12/03/200
								<u> </u>						
1.20	470	R	rioin.		60-772	2				NA		NA		1998
			To: From:		60-742	2		]——						
0.07	90	R						_		NA		NA		1998
1.33	80	R	From:		0.07 MN 6	0-742		_		NA		NA		12/03/2001
			To		60-67:	5		<del></del>						
2.20	120	R						_		NA		NA		12/03/2001
								1						
0.70	1000	R			SCL CIII ISUA	insourg				NA		NA		1998
			To: From:		60-141	5								
1.40	50	R	,					_		NA		NA		12/17/2001
1.01	45		From:		1.40 MS 60	)-1415				NA		NA		12/17/200
			To:		Dead E	nd		]						
0.21			From:		Dead E	nd								10/17/22
0.21	80	R	To:	NCI CL	rictionchur	Gan Torr	ninue	7		NA		NA		12/17/2001
	0.12  0.14  1.82  2.00  1.24  0.74  2.09  0.17  0.83  0.90  1.20  0.07  1.33  2.20	0.12     360       0.14     3100       1.82     2400       2.00     2000       1.24     1300       0.74     920       2.09     510       0.17     70       0.83     60       0.90     60       3.50     100       1.20     470       0.07     90       1.33     80       2.20     120       0.70     1000       1.40     50       1.01     45	0.12 360 F  0.14 3100 F  1.82 2400 F  2.00 2000 F  1.24 1300 F  0.74 920 F  2.09 510 R  0.17 70 R  0.83 60 R  0.90 60 R  1.20 470 R  1.20 470 R  1.33 80 R  2.20 120 R  0.70 1000 R  1.40 50 R  1.40 50 R	0.12   360   F   95%	0.45   360   R	0.45   360   R	0.45   360   R     From	0.45   360   R	0.45 360 R  Trom  O.12 360 F 95% 1% 29% 19% 19% 0%  0.14 3100 F 95% 19% 29% 19% 19% 0%  1.82 2400 F 95% 19% 29% 19% 19% 0%  1.82 1000 F 95% 19% 29% 19% 19% 0%  1.82 1000 F 95% 19% 29% 19% 19% 0%  1.82 1000 F 95% 19% 29% 19% 19% 0%  1.84 1300 F 95% 19% 29% 19% 19% 0%  1.85 1000 F 95% 19% 29% 19% 19% 0%  1.86 1000 F 95% 19% 29% 19% 19% 0%  1.87 1000 F 95% 19% 29% 19% 19% 0%  1.88 1000 F 95% 19% 29% 19% 19% 0%  1.89 1000 F 95% 19% 29% 19% 19% 0%  1.100 F 1000 F 100	0.45 360 R    1	0.45   360   R	0.45   360   R	0.45   360   R	0.12   360   R

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Montgomery County				From:	ECL Chr	ristiansburg	Gap Tern	ninus							
641)	1.34	340	R						_		NA		NA		1998
				To: From:	116	US 460, U S 11 & 460	IS 11								
641)	4.17	920	R		0.	3 11 & 400	300111				NA		NA		12/17/200
				To:		60-60	3								
				From:		US 460 NO	ORTH								
642	0.43	1000	R								NA		NA		1998
				From:		US 460 SC			]						
642	0.99	2300	F	78%	0%	5%	14%	2%	0%	С	210	F	2400	F	2001
				From:		60-64			]						
642	1.50	1600	F	78% To:	1%	5%	14%	2%	0%	F	170	F	1600	F	2001
				1		60-60									
	0.95	210	R	From:	N	NCL Christia	ansburg				NA		NA		01/08/200
643)	0.93	210	K						_		INA		INA		01/00/200
<u> </u>	2.79	140	R	From:	(	0.95 MN O	F NCL		_		NA		NA		01/08/200
643)	2.13	140	K						_		INA		INA		01/00/200
	0.65	1200	R	From:		60-642	2				NA		NA		1998
643	0.03	1200	K	To:		SCL Black	shurg		$\neg$		INA		INA		1990
				From:		60-72									
644)	0.10	550	R			00-72.	<i></i>		_		NA		NA		1998
<u> </u>				To:		60-77	6								
644)	0.23	370	R	From:		00-77	0		_		NA		NA		1998
				To		0.22 ME 6	0.776								
644	0.32	110	R	From:		0.23 ME 6	0-776				NA		NA		01/10/200
644)				To		60-69	0								
644)	0.30	70	R	From:		00-09	9				NA		NA		01/10/200
•••				To:		60-143	0								
				From:		Dead E	nd								
645)	0.18	45	R						_		NA		NA		01/08/200
				To:		60-66	6								
	0.50			From:		60-60	3								10/10/00
647	0.50	130	R	To:		Dead E	m.d		_		NA		NA		12/12/200
				From:					1						
648)	2.11	1200	R			ECL Black	sburg		_		NA		NA		1998
040)		.200		To:		Dead E	nd								
				From:		US 46	0								
649)	0.32	960	R								NA		NA		1998
				To: From:		60-81	0		7						
649)	1.25	250	R	Piolii.					_		NA		NA		1998
649 649				To:		60-62	4								
				From:		60-625 W	EST								
652	3.85	1500	R								NA		NA		1998
				From:		60-65			]					_	
652 McCoy Rd	0.44	1900	F	96%	1%	2%	0%	1%	0%	F	200	F	1900	F	2001
				To: From:		60-735 V			]						
652	3.02	2300	F	96%	1%	2%	0%	1%	0%	С	250	F	2400	F	2001
				To:		60-68									
	0.06	200	Б	From:	I	Floyd Coun	ty Line				NIA		NΙΛ		1000
653	0.26	290	R	To:		60-63	7		_		NA		NA		1998
						00-03	/								

Route	Length	AADT	QA	4Tire	Bus					QC	Design	ΩK	AAWDT	OW	Year
	Longui	7,751	Q,A	41110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	Q. (	700001	QII	roui
Montgomery County				From:		60-685	5								
(654)	1.50	420	R						_		NA		NA		1998
				To:		60-655									
655	2.12	260	F	96%	2%	60-652 2%	0%	0%	0%	F	40	F	270	F	2001
655)			·	To:		60-781			٦	•		•			
(655) Long Shop Rd/Mt. Zi	3.64	850	F	96%	1%	2%	0%	0%	0%	С	90	F	860	F	2001
				To:		WCL Black	sburg								
$\bigcirc$	0.40		_	From:		60-625	5								4000
656	0.13	50	R	To:		Cul-de-S	lac		1		NA		NA		1998
				From:	1	NCL Christia									
(657)	1.15	2700	R	<u> </u>		VCL CIIIISTR	msourg				NA		NA		1998
				To: From:		60-808	3		<b>T</b>						
(657)	3.60	1600	R	PIOIII.							NA		NA		1998
				To: From:		60-685 W									
657)	1.10	420	R			60-685 E	101		_		NA		NA		1998
				To:		Dead E	nd								
$\bigcirc$				From:		SR 177; 60				_		_		_	
658)	0.27	3000	F	96%	1%	2%	0%	1%	0%	F	310	F	3100	F	2001
	0.05	2400	F	From:	10/	60-627		10/	0%		220		2100	F	2001
658)	0.85	3100	Г	96%	1%	2%	0%	1%	0%	F	320	F	3100	Г	2001
	2.04	2900	F	From: 96%	1%	60-677 2%	0%	1%	0%	F	320	F	2900	F	2001
658	2.04	2000		To:	170	60-693		170	7	•	020	•	2000		2001
658)	0.41	2900	F	96%	1%	2%	0%	1%	0%	С	320	F	2900	F	2001
				To:		SR 8									
$\sim$				From:		SR 114 W	EST								
659	1.98	720	R	To:		SR 114 E.	A CT		7		NA		NA		1998
				From:		60-719									
(660)	1.70	120	R	<u> </u>		00-71	,				NA		NA		01/08/2002
				To:	I	WCL Christia	ansburg								
$\bigcirc$	0.00		_	From:	]	NCL Christia	ınsburg				NIA		NIA		4000
(661)	0.98	350	R						_		NA		NA		1998
	0.10	130	R	From:		60-662	2				NA		NA		01/08/2002
(661)	0.10	130		To:		0.10.3.01.6	0.662		7		IVA		IVA		01/00/2002
661)	0.95	90	R	From:		0.10 MN 6	0-662				NA		NA		01/08/2002
				To:		WCL Christia									
(CCA)	0.60	620	R	From:	Dea	ad End; Gap	Terminus				NA		NA		1998
661)	0.00	020		To:		SR 114	4		_		1471		14/ (		1000
				From:	1	WCL Christia	ansburg								
662	0.70	310	R						_		NA		NA		1998
				From:		US 11 EA									
(662)	0.50	150	R						_		NA		NA		1998
				To:		60-66	l e								
	0.00	4000	-	From:	00/	US 11		00/	00/		220		2000	_	0004
663	0.88	1900	F	98%	0%	2%	0%	0%	0%	С	230	F	2000	F	2001
(663)	3.64	720	F	From: 98%	0%	60-720 <b>2</b> %	0%	0%	0%	F	90	F	720	F	2001
663)	J.U <del>4</del>	120	•	To:	0 /0	SR 114; 60		J /0	7	'	50		120	'	2001
									_						

				ſ	Vlontgor	nery Mair									
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Montgomery County						2Axle	3+Axle	1 I rail	2Trail		Hour				
				From:		Dead E	End								
(664)	0.40	NA							_		NA		NA		
	1.10	180	R	From:	-	0.40 ME De	ead End				NA		NA		1998
664)	1.10	100	K	To:		60 707 N	TOT		7		INA		IVA		1990
664)	1.15	910	R	From:		60-787 W	/ES1				NA		NA		1998
007				To:		SR 17	17								
				From:		Dead E	End								
665)	0.95	80	R						_		NA		NA		01/08/200
	0.44	270	R	From:		60-78	7				NA		NA		1998
665	0.44	370	ĸ	To:		FR-58 W	EST		7		INA		INA		1990
				From:		FR-58 E									
665)	0.41	320	R	To:		D 11	. 1		7		NA		NA		1998
				From:		Dead E			1						
666	0.36	1200	F	96%	0%	3%	0%	1%	0%	F	110	F	1200	F	2001
				To:		FR-5			٦						
666	1.48	1000	F	96%	0%	3%	0%	1%	0%	F	90	F	1000	F	2001
				To: From:		60-72	4								
666	3.12	1600	F	96%	0%	3%	0%	1%	0%	С	160	F	1700	F	2001
				To:		WCL Christ									
607	0.93	100	R	From:		Dead F	End				NA		NA		01/08/200
667)	0.55	100	IX.	To:		0.02.145.D	15.1		7		IVA		IVA		01/00/200
667	0.06	100	R	From:		0.93 ME De	ead End				NA		NA		01/08/200
00.)				To:		60-60	0								
				From:		60-60	0								
668	0.70	30	R	To:		60-66	.0		7		NA		NA		12/17/200
				From:		60-69									
669) Fairview Church Rd	3.60	820	F	93%	2%	4%	1%	1%	0%	F	80	F	830	F	2001
				To		60-67	0		<b>—</b>						
669) Fairview Church Rd	1.10	680	F	93%	2%	4%	1%	1%	0%	F	80	F	690	F	2001
				To: From:		SR 8	3								
669 Union Valley Rd	0.04	1600	F	93%	2%	4%	1%	1%	0%	F	160	F	1600	F	2001
				To: From:		60-67									
669 Union Valley Rd	4.20	850	F	93% To:	2%	4%	1%	1%	0%	С	90	F	860	F	2001
				From:		60-61									
670	1.20	400	R			60-66	19				NA		NA		1998
010				To:		SR 8	3								
				From:		SR 8	3								
671	0.46	160	R								NA		NA		1998
	0.40	440		From:		60-66	9				NIA		NIA		4000
671)	0.10	140	R	_					_		NA		NA		1998
	1.20	110	R	To: From:		60-70	14				NA		NA		12/05/200
671)	1.20	110	ĸ	To:		Dead F	End				INA		INA		12/03/200
				From:		Dead I									
672)	0.35	6	R						_		NA		NA		12/17/200
				To: From:		60-69	2		]						
672	0.70	110	R						_		NA		NA		12/17/200
				To:		60-67	3								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAV	VDT	QW	Year
Montgomery County						ZIIGII		rioui				
(672)	2.20	200	R	From:	60-673			NA	N	Α		12/17/2001
(672)	2.20		• • • • • • • • • • • • • • • • • • • •	To:	60-600			101				12/11/2001
				From:	60-672							
(673)	2.50	230	R			_		NA	N	A		1998
				To:	SR 8							
	2.35	130	R	From:	Dead End			NA	N	٨		12/05/2001
674)	2.55	130	K			_		INA	IN	^		12/03/2001
(674)	2.40	210	R	From:	60-675 NORTH			NA	N	Α		1995
674)			• • • • • • • • • • • • • • • • • • • •	To	2.40 MNL (0. (75	_						
674)	0.80	280	R	From:	2.40 MN 60-675			NA	N	A		1998
074)				To	60-676							
674)	0.70	400	R	From:	00-070			NA	N	Α		1998
				To:	60-615							
				From:	SR 8							
675	3.20	420	R			_		NA	N	A		1998
				To: From:	60-615 SOUTH 60-615 NORTH	+						
675)	4.40	40	R		00 013 NORTH			NA	N	Α		12/05/2001
				To:	60-674 SOUTH							
	1.20	10	R	From:	60-674 NORTH			NA	N	Δ		12/05/2001
675)	1.20	10	K	To:	Dead End; Gap Terminus	7		INA	IN	^		12/03/2001
$\sim$				From:	Dead End; Gap Terminus							
675	0.70	40	R	To:	(0.620	_		NA	N	A		12/03/2001
				From:	60-639							
(676)	0.90	80	R	Pioni.	Dead End	_		NA	N	Α		12/05/2001
676				To:	60-674	1						
				From:	Dead End							
677	0.50	20	R			_		NA	N	Α		01/08/2001
				To:	60-658							
	0.80	20	_	From:	SR 8			NA	N	٨		12/05/2001
678)	0.00	30	R	To:	60-616	7		INA	IN	А		12/03/2001
_				From:	60-669	1						
(679)	1.80	300	R	<u> </u>	00 002			NA	N	Α		1998
				To:	60-615							
$\sim$				From:	ECL Blacksburg							
681)	1.60	720	R	To:	(0.12(0	_		NA	N	A		1998
				From:	60-1260	1						
692)	0.45	200	R	110111	60-753	_		NA	N	Α		12/12/2001
682				To:	Dead End	1						
				From:	Dead End							
683	0.64	20	R			_		NA	N	A		12/12/2001
				To: From:	0.64 ME Dead End 0.65 ME Dead End							
(683)	0.66	80	R	<u> </u>	0.05 ML Dead Elid			NA	N	Α		12/12/2001
				To:	60-622							
				From:	Dead End							
(684)	0.60	120	R	т		_		NA	N	A		12/10/2001
				To:	60-655	<u> </u>						
685) Prices Fork Rd	2.04	8800	_	98%	SR 114; 60-663 0% 1% 0% 0%	<b>」</b> 0%	F	860	F 89	00	F	2001
INXALL HOGO LOLK INU	∠.∪4	OOUU	F	3070	U/U I/O U70 U70	U /0	1	300	1 09	JU	1	200 I

Davita	l amenth	AADT						uck		. 00	Design	OK	4 AVA/DT	014/	Vasa
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Montgomery County				From:		60-70	15								
685 Prices Fork Rd	1.20	8900	F	98%	0%	1%	0%	0%	0%	F	870	F	9000	F	2001
685)	0.10	8400	F	98%	0%	60-65 1%	0%	0%	0%	F	880	F	8500	F	2001
(685) Prices Fork Rd	0.30	11000	F	From: 98%	0%	60-73 1%	0%	0%	0%	F	1100	F	11000	F	2001
(665) 1 11003 1 01K 1 Kd	0.00	11000	•	To:	0 70	60-65		0 70	¬	•	1100		11000		2001
685 Prices Fork Rd	1.38	12000	F	98% To:	0%	1%	0%	0%	0%	С	1300	F	12000	F	2001
				From:		WCL Blac			1						
686)	0.35	20	R	Troin.		60-622 E	ASI		_		NA		NA		12/12/2001
000				To:		60-622 W	/EST								
				From:		60-63	7								
687	0.05	60	R								NA		NA		12/03/2001
	4.05		_	From:		0.05 ME 6	60-637				NIA		NIA		40/00/0004
687)	1.25	60	R	To:		Dead E	and		1		NA		NA		12/03/2001
				From:		US 1									
688	0.94	4500	F	96%	0%	1%	0%	2%	0%	С	470	F	4600	F	2001
				To:		ECL Rac									
				From:		Dead E	End								
689	0.11	50	R						_		NA		NA		12/12/2001
				To:		60-62									
$\bigcirc$	4.00		_	From:		Dead F	End				NIA		NIA		4000
690	1.00	300	R	To:		60-63	7		_		NA		NA		1998
				From:		60-67									
691)	0.87	50	R			00-07					NA		NA		12/17/2001
001)				To:		Dead E	End								
				From:		60-67	2								
692	0.80	40	R								NA		NA		12/17/2001
				To:		60-69	15								
	0.40		_	From:	00/	60-613 W		40/		_	00	_	700	_	0004
693	0.19	780	F	97%	0%	2%	0%	1%	0%	F	80	F	790	F	2001
	2.20	2400		From:	00/	60-613 E		10/		г	220		2100		2001
693	3.20	2100	F	97%	0%	2%	0%	1%	0%	F	220	F	2100	F	2001
	0.14	2000		From:	00/	60-600 W		10/	00/	г	200		2000		2001
693)	0.14	2800	F	97%	0%	2%	0%	1%	0%	F	290	F	2800	F	2001
	3.65	1400	F	From:	0%	60-600 E	0%	1%	0%	С	140	F	1400	F	2001
693)	3.00	1400	г	97% To:	070	2% SR 8		1 70	7 070	C	140	Г	1400	Г	2001
				From:		ECL Black									
694)	0.06	740	R			ECL Diaci	ksourg				NA		NA		1998
004)				To		60-123	35								
694)	0.66	540	R	From:		00-12.	55				NA		NA		1998
				To:		Dead F	End								
				From:		Dead E	End								
695)	3.00	70	R						_		NA		NA		12/17/2001
				To:		60-67			<u> </u>						
	4.00	400		From:		60-65	2				NIA		NIA		1000
696)	1.00	190	R						_		NA		NA		1998
	0.50	N/A		From:		1.00 MN 6	60-652				NIA.		N1A		
696)	0.50	NA		To:		Dead E	and		7		NA		NA		
				1		Dead E	iiu								

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT	QW	Year
Montgomery County	9				2Axle 3+Axle 1Trail	2Trail		Hour	•		
	2.22		_	From:	60-603						1000
(697)	0.20	70	R	To:	Dead End	7		NA	NA		1998
				From:	Dead End						
(699)	0.30	20	R			_		NA	NA	01/	10/2002
				To:	60-644						
	0.25	NA		From:	Dead End/			NA	NA		
701)	0.23	NA		To:	60-00657(B)/			INA	INA		
				From:	60-723						
703)	0.30	30	R			_		NA	NA		1998
				To:	60-723	1					
701	0.10	180	R	From:	SR 8			NA	NA		1998
704)	0.10	100	11	To:	60-671			14/ (	10.1		1000
				From:	SR 114						
705)	1.59	110	R			<u> </u>		NA	NA	01/	08/2002
				To: From:	60-619						
705)	0.10	110	R					NA	NA		1998
				To: From:	0.10 MN 60-619						
705)	0.26	80	R	To:	60.695	_		NA	NA	01/	08/2002
				From:	60-685 Dead End						
706)	0.30	30	R		Dead End			NA	NA	12/	03/2001
(100)				To	0.30 MN Dead End						
706)	1.00	100	R	From:	0.50 MIN Dead End	_1		NA	NA	12/	03/2001
				To:	US 11; US 460						
$\bigcirc$				From:	Dead End						
707	1.00	80	R	To:	SR 8	<b>-</b>		NA	NA	12/	17/2001
				From:	60-625						
708)	1.14	50	R	<u> </u>	00-023			NA	NA	12/	10/2001
				To	1.14 MW 60-625						
(708)	2.26	120	R	From:	1.1111111111111111111111111111111111111			NA	NA		1998
				To: From:	60-781						
(708)	1.30	30	R			_		NA	NA	12/	10/2001
				To:	Dead End						
500	0.10	70	R	From:	60-808			NA	NA		1998
709)	0.10	70	K	To:	Dead End	<b>T</b>		INA	INA		1990
				From:	Dead End						
710	1.50	70	R					NA	NA	12/	17/2001
				To:	60-620						
	0.40	00	_	From:	60-669			NIA	NIA		4000
711)	0.40	30	R	To:	Cul-de-Sac			NA	NA		1998
				From:	60-723	i					
712	2.10	60	R			_		NA	NA	01/	10/2002
				To:	Dead End						
$\bigcirc$	0.00	000	_	From:	60-622			h./ ^		46.	40/000
713)	0.90	600	R	To:	60-603	7		NA	NA	12/	12/2001
				From:	60-622	1					
714)	0.20	10	R		00-022	_		NA	NA	12/	12/2001
				To:	Dead End						

					Montgor	mery Mai	ntenance								
Route	Length	AADT	QA	4Tire	Bus		Tru		OT:	- QC	Design	QK	AAWDT	QW	Year
Montgomery County						ZAXIE	3+Axle	TTTall	ZTraii		Hour				
			_	From:		ECL Blac	ksburg								
(715)	0.06	250	R								NA		NA		1998
	0.40	70		To: From:		60-11	11		_		NIA		NIA		4000
(715)	0.16	70	R	To:		Cul-de	-Sac		7		NA		NA		1998
				From:		Dead 1									
716	1.63	70	R	<u> </u>		Dead	Liid		_		NA		NA		12/17/2001
				To:		SR	8								
716	0.02	80	R	From:		510	<u> </u>				NA		NA		12/17/2001
				To: From:		END L	OOP		1						
716	0.40	30	R	Ploiii.							NA		NA		12/17/2001
				To:		Dead	End								
$\bigcirc$				From:		60-6	10								
(717)	1.00	70	R	To:		D 11	C 1		_		NA		NA		12/05/2001
				From:		Dead									
(710)	1.90	800	R	Pioni.		60-6	52				NA		NA		1998
718	1.00	000	• • • • • • • • • • • • • • • • • • • •	To:		60-6	55		1						1000
				From:		60-72	20								
(719)	1.83	650	R						_		NA		NA		1998
				To:		60-6	59								
$\bigcirc$				From:		60-6	63								
720	0.65	750	R								NA		NA		1998
	0.00			To: From:		60-7	19		]						0.4/0.0/0.00
720	2.29	46	R						_		NA		NA		01/08/2002
	0.00	400		From:		2.29 ME	60-719				NIA		NIA		4000
720	0.26	130	R						_		NA		NA		1998
	0.45	00		From:		US 11 V	VEST				NA		NIA		1000
720	0.45	80	R	To:		US 11 F	SAST		7		INA		NA		1998
				From:		Dead									
(721)	0.38	80	R			Beda			_		NA		NA		1995
				To		0.38 MS D	ead End		<b></b>						
721)	0.04	80	R	From:		0.50 1115 15	oud Did				NA		NA		1995
				To:		60-6	55								
				From:		Dead 1	End								
(722)	0.90	20	R	To:		60.6	20		_		NA		NA		12/03/2001
				From:		60-6			_						
(723) Ellett Rd	0.19	2300	F	95%	0%	NCL Christ 3%	nansburg 1%	0%	0%	F	300	F	2400	F	2001
(723) Ellett Rd	0.10	2000	•	To:	0 70				7	•	000	•	2100		2001
(723) Ellett Rd	3.49	1500	F	From: 95%	0%	60-64 3%	1%	0%	0%	С	240	F	1600	F	2001
123				To				- / •	¬						
(723) Ellett Rd	0.10	3700	F	From: 95%	0%	60-603 S	1%	0%	0%	F	480	F	3800	F	2001
120				To:		60-603 N									
(723) Lusters Gate Rd	0.88	2000	F	95%	0%	3%	1%	0%	0%	F	210	F	2000	F	2001
				To:		60-7			1						
(723) Lusters Gate Rd	0.51	1700	F	95%	0%	3%	1%	0%	0%	F	180	F	1700	F	2001
				To		60-12	50		1						
(723) Lusters Gate Rd	1.52	1800	F	95%	0%	3%	1%	0%	0%	F	200	F	1800	F	2001
				To: From:		60-1260 N	IORTH		1—						
(723) Lusters Gate Rd	0.98	1700	F	95%	0%	3%	1%	0%	0%	F	190	F	1700	F	2001
				To:		60-7	35	_	]						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Montgomery County				From:	60-666	1				
724	1.60	60	R		00-000	_		NA	NA	01/08/2002
				To:	60-604					
				From:	60-655					
725	1.20	45	R	To:	D1 F-1	_		NA	NA	12/10/2001
				From:	Dead End	+				
726)	1.90	40	R		60-615	_		NA	NA	12/05/2001
120				To:	60-612	1				
				From:	Dead End					
727	0.17	40	R	To:	60.600	7		NA	NA	1998
				From:	60-603					
(720)	0.70	45	R	Piolii.	Dead End	_		NA	NA	12/05/2001
728	00	.0		To:	60-615					00 00 .
				From:	60-612					
729	0.50	160	R	'				NA	NA	1998
				To: From:	0.50 MN 60-612					
729	0.50	120	R					NA	NA	12/05/2001
				To: From:	Dead End					
(720)	0.25	120	R	From:	60-624			NA	NA	1998
730	0.20	120		To:	Dead End	7		1471	101	1000
				From:	NCL Christiansburg					
(731)	0.08	120	R					NA	NA	1998
				To:	NCL Christiansburg					
	0.07	70	В	From:	60-631			NA	NA	1998
732	0.07	70	R	To:	60-754	1		INA	NA.	1990
				From:	Dead End	Ì				
733	0.60	200	R		_ <del>, , , , , , , , , , , , , , , , , , ,</del>			NA	NA	1998
				To:	60-657					
$\bigcirc$	0.00		_	From:	60-785					4000
734)	0.20	20	R	To:	Dead End	7		NA	NA	1998
				From:	60-652					
(735)	0.38	50	R		00-032	_		NA	NA	1998
				To:	60-652					
				From:	60-652					
736)	0.14	2000	R	To:	60-685	7		NA	NA	1998
				From:		1				
737)       737)       737)	0.15	60	R	<u> </u>	Dead End	_		NA	NA	1998
				To: From:	0.15 MN Dead End	<b>—</b>				
(737)	0.23	380	R	From:	V.15 III ( B vaa Bla			NA	NA	1998
				To: From:	60-1279	1				
(737)	0.88	1800	R			_		NA	NA	1998
				To:	60-685	1				
<del></del>	0.23	400	R	From:	60-763	_		NA	NA	1998
738)       738)	0.23	400	ĸ	To	60.720	7		IN/A	INA	1330
739	0.05	810	R	From:	60-739			NA	NA	1998
(130)				To:	US 11				11/7	
				From:	Dead End					
739	0.20	400	R			_		NA	NA	1998
				To:	60-738					

_					Montgomery Maintenance Area			Design				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		()()	Hour	QK	AAWDT	QW	Year
Montgomery County				From:	(0.(2)	1						
(740)	0.27	80	R	T KAMI.	60-626			NA		NA		12/12/2001
(140)				To:	60-626							
				From:	60-631							
(741)	0.90	100	R			_		NA		NA		12/03/2001
				To: From:	Dead End							
742)	0.20	60	R	rioni.	Dead End			NA		NA		12/03/2001
742)	0.20			To:	0.20 ME Dead End							
(742)       (742)	0.40	48	R	From:	0.20 ME Dead Elid			NA		NA		12/03/2001
				To	0.60 ME Dead End							
(742)	0.02	48	R	From:	V.OV III Doug Blu			NA		NA		12/03/2001
				To:	60-639							
				From:	Dead End							
743)	0.20	10	R					NA		NA		12/03/2001
				From:	0.20 MN Dead End							
743)	0.01	10	R	To:	(0.(20	_		NA		NA		12/03/2001
				From:	60-639							
744)	0.70	80	R		60-655			NA		NA		12/10/2001
<del>(11)</del>				To:	Dead End							
				From:	US 11 & 460 SOUTH							
745)	0.50	1000	R					NA		NA		12/12/2001
				To: From:	60-748	_						
(745)	0.04	260	R					NA		NA		12/12/2001
				To:	US 11 & 460 NORTH	4						
<del></del>	0.11	100	R	From:	Dead End			NA		NA		1998
746)	0.11	100	IX	To:	60-737	$\neg$		INA		INA		1990
				From:	Dead End	i						
(747)	0.25	20	R					NA		NA		01/10/2002
				To:	60-785							
$\bigcirc$	2.05			From:	60-745							40/40/0004
748)	0.05	240	R	To:	Dead End	_		NA		NA		12/12/2001
				From:	60-785							
(749)	0.15	30	R	<u> </u>	00-785			NA		NA		01/10/2002
				To:	Cul-de-Sac							
				From:	SR 114							
750	0.25	70	R	т		<del></del> i		NA		NA		1998
				To: From:	Dead End							
751	0.07	120	R	From:	60-738			NA		NA		1998
751)	0.07	0		To:	60-739					101		1000
				From:	Dead End							
752)	0.25	90	R					NA		NA		01/10/2002
				To:	60-603							
$\bigcirc$	0.01	E00	_	From:	US 11 & 460 SOUTH	00/		60		E20	_	2004
(753)	0.81	520	F	94%	1% 4% 0% 0%	0%	F	60	F	530	F	2001
	0.75	460		From:	60-637 1% 4% 0% 0%	00/		60	F	460		2001
(753)	0.75	460	F	95% To:	1% 4% 0% 0% US 11 & 460 NORTH	¬ <sup>0%</sup>	С	60	F	460	F	2001
				From:	US 11							
754)	0.50	420	R					NA		NA		1998
				To:	60-631							

Route	Length	AADT	QA	4Tire	Bus 2Axle	Truck 3+Axle 1Trail	2Trail	QC	Design Hour	QK AA	WDT	QW	Year
Montgomery County				From:	Dead E	ind							
755)	0.10	20	R						NA		NA		12/03/200
				To:	60-63								
	0.15	70	R	From:	60-62	6			NA		NA		12/12/200
756	0.15	70	ĸ	To:	Dead E	end .			NA		INA		12/12/200
				From:	60-63								
757)	0.58	90	R			-			NA		NA		12/03/200
				To:	Dead E	nd							
$\bigcirc$	0.05			From:	NCL Christi	ansburg			NIA				40/47/000
758	0.25	30	R	To:	Dead E	ind			NA		NA		12/17/200
				From:	60-66								
760	0.31	440	R		00-00	1			NA		NA		1998
				To:	SR 11	4							
$\bigcirc$			_	From:	60-61	3							
761)	0.27	40	R	To:	Dead E	ind	_		NA		NA		1998
				From:	60-60								
762	0.09	440	R	<u> </u>	00-00	<u>0</u>			NA		NA		1998
1.02				To	60-76	3	<b></b>						
762)	0.17	130	R	From:	00 70	<u></u>			NA		NA		1998
				To:	Cul-de-	Sac							
$\bigcirc$				From:	60-76	2							
763	0.16	140	R						NA		NA		1998
	0.05	040		To: From:	60-76	4			NIA		NIA		4000
763	0.25	240	R	To:	60-73	8	$\overline{}$		NA		NA		1998
				From:	Cul-de-S								
764)	0.04	20	R						NA		NA		1998
				To:	60-76	3							
$\bigcirc$	0.00			From:	Dead E	nd			NIA				4000
765)	0.39	80	R	To:	60-66	.5	_		NA		NA		1998
				From:	Dead E								
766)	0.17	450	R	<u></u>	Dead E	and .			NA		NA		1998
				To: From:	60-121	17							
766	0.33	800	R	Piolii.					NA		NA		1998
				To:	WCL Black								
	0.15	400	_	From:	60-80	8			NIA		NIA		1000
767)	0.15	100	R	To:	Dead E	end .			NA		NA		1998
				From:	60-62								
768)	0.43	60	R		00 02	<u> </u>			NA		NA		12/10/200
				To:	Dead E	nd							
$\bigcirc$	0.05	45	_	From:	60-82	5			N1.0		NIA.		40/40/000
769	0.25	10	R	To:	Dead E	ènd	$\neg$		NA		NA		12/10/200
				From:	60-65		1						
770	0.45	70	R		50-03	<u>'</u>			NA		NA		1998
				To:	Dead E	ind							
$\bigcirc$			_	From:	60-63	7							
771)	0.20	20	R	To:	(0.62	7			NA		NA		12/03/200
					60-63	1							

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Montgomery County				From:											
772	0.30	40	R	Tioni.		Dead Er	id .				NA		NA		12/03/2001
				To:		60-639									
	0.00		_	From:		60-626									10/10/0001
773	0.06	300	R	To:		Dead Er	.d		7		NA		NA		12/12/2001
				From:		Dead Er			1						
774) Price Station Rd	1.25	270	F	97%	0%	3%	0%	0%	0%	С	80	F	270	F	2001
				To:		60-652									
$\bigcirc$				From:		Dead Er	nd								
775	0.21	400	R	To:		US 460	`		7		NA		NA		1998
				From:		60-644			1						
776	0.20	180	R			00-044	•		_1		NA		NA		1998
(10)				To:		Dead Er	nd								
				From:		US 460; 60	-778								
777	1.58	100	R						_		NA		NA		1998
				To:		NCL Black									
	0.23	60	R	From:		Dead Er	nd				NA		NA		1998
778)	0.23	60	K	To:		US 460; 60	-777		1		INA		INA		1990
				From:		Dead En			ì						
779	0.40	NA					**				NA		NA		
				To:		60-006520	B)/								
$\bigcirc$				From:		Dead Er	nd								
780	0.10	20	R	To:		60-637	,		7		NA		NA		12/03/2001
				From:		60-655			1						
781)	2.04	360	R			00-033			_1		NA		NA		1998
(10)				To:		60-708									
				From:		60-757	1								
(782)	0.60	20	R						_		NA		NA		12/03/2001
				To: From:		Dead Er									
(783)	0.20	210	R	rioii.		Dead Er	ıd				NA		NA		01/08/2002
(763)	0.20	2.0	.,	To:		US 11									01/00/2002
				From:		Dead Er									
(784)	0.42	60	R								NA		NA		12/10/2001
				To:		60-625									
	1.01	2200	F	97%	0%	ECL Blacks	burg 0%	0%	<b>」</b> 0%	С	260	F	2300	F	2001
785	1.01	2200	-	91 /0	0 /0			0 /0	7	C	200		2300		2001
705	1.39	1700	F	From: 97%	0%	60-815 <b>2</b> %	0%	0%	0%	F	180	F	1700	F	2001
(785)       (785)       (785)	1.00	1700	•	To:	0 70			0 70	7	•	100	•	1700	•	2001
785	4.07	520	F	From: 97%	0%	60-723 <b>2</b> %	0%	0%	0%	F	60	F	520	F	2001
(703)				To:		60-628									
(785)	4.00	260	F	97%	0%	2%	0%	0%	0%	F	30	F	260	F	2001
				To:		oanoke Cou									
$\overline{}$				From:		Dead Er	nd								
786	0.64	60	R	To:		<i>(0.6</i> ==			_		NA		NA		1998
					Y-1	60-652									
797	4.89	950	F	96%	Floy 0%	d County Lin 2%	ne; 60-600 1%	1%	<b>⅃</b> 0%	С	100	F	960	F	2001
787)	T.03		_ •	To:	J /0			1 /0	J/0	_		'		_ '	2001
			_	From:		60-693					NI A		NA		1998
787	4.81	780	R								NA		INA		1998

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Montgomery County				r							
(797)	1.70	210	R	From:	60-664 WEST			NA	NA		1998
787	0			To:	SCL Radford	1					
				From:	Cul-de-Sac						
788	0.07	20	R			<u> </u>		NA	NA		1998
				To: From:	60-789	]					
788)	0.08	60	R	_		_		NA	NA		1998
				To:	60-693						
	0.15	20	R	From:	60-788			NA	NA		1998
789	0.15	20	K	To:	Cul-de-Sac	7		INA	INA		1990
				From:	Floyd County Line						
790	0.30	40	R		1 loyd County Ellic	_		NA	NA		12/03/2001
				To:	60-637						
				From:	Dead End						
792	0.20	200	R			_		NA	NA		1998
				To:	US 11	<u> </u>					
	0.05	00	_	From:	Dead End			NIA	NIA		10/05/0004
793)	0.25	20	R	To:	60-610	7		NA	NA		12/05/2001
				From:		1					
704)	0.20	120	R		Dead End	_		NA	NA		1998
794)	0.20		••	To:	US 11						
				From:	Dead End; .07 MW US 11						
795)	0.07	80	R		,	_		NA	NA		12/17/2001
				To:	US 11						
795)	0.08	5	R	From:				NA	NA		12/17/2001
				To:	Dead End; .08ME US 11						
				From:	Dead End						
796	0.09	40	R	_		_		NA	NA		1998
				To:	60-723						
	0.40	400	_	From:	Dead End			NIA	NIA		1000
798)	0.40	100	R	To:	US 11	7		NA	NA		1998
				From:							
700	0.03	20	R		Dead End	_		NA	NA		1998
799	0.00		••	To	60.000	_					
700	0.06	110	R	From:	60-800			NA	NA		1998
799	0.00	1.0		To:	SR 114	7			10.		1000
				From:	60-799	Ī					
800)	0.20	46	R		00 133			NA	NA		1998
				To:	SR 114	1					
				From:	Cul-de-Sac						
802	0.35	40	R			_		NA	NA		1998
				To:	60-810						
	0.07			From:	Cul-de-Sac						1000
803	0.07	20	R	To:	60-810	7		NA	NA		1998
				From:		1					
804)	0.20	20	R		60-785	_		NA	NA		01/10/2002
004)	0.20		••	To:	Dead End	٦				,	
				From:	Cul-de-Sac	Ī					
805	0.83	120	R	<u> </u>		-		NA	NA		1998
				To	60-810	<b>—</b>					
805)	0.16	290	R	From:	00 0.0	_1		NA	NA		1998
()				To:	60-806	7					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC Design Hour	QK AAWDT Q	W Year
Montgomery County				From:	60-624	1			
806	1.20	260	R	<u> </u>	00-02-4		NA	NA	1998
	0.38	240	R	To: From:	60-805		NA	NA	1998
806	0.36	240	ĸ	To:	60.007	_	INA	INA	1990
806)	0.40	200	R	From:	60-807		NA	NA	1998
				To:	60-818				
$\bigcirc$	0.40		_	From:	Cul-de-Sac		NIA	NIA	4000
807)	0.19	20	R	To:	60-806	$\neg$	NA	NA	1998
				From:	60-657				
808	0.85	1400	R			_	NA	NA	1998
				To:	WCL Blacksburg				
200	0.20	490	R	From:	NCL Blacksburg		NA	NA	1998
809	0.20	430	IX.	To:	Dead End	$\neg$	14/3	INA	1000
				From:	60-649				
810	0.70	600	R			<u>—</u>	NA	NA	1998
				To: From:	60-803	]			
810	0.76	480	R	To:	60.005	_	NA	NA	1998
				From:	60-805	<u> </u>			
811)	0.36	500	R	rioin.	ECL Christiansburg		NA	NA	01/08/200
811)				To:	Dead End				
				From:	SR 114				
812	0.20	70	R	To:		_	NA	NA	1998
				From:	Dead End	1			
813	0.14	350	R	T tom.	US 11; US 460		NA	NA	12/03/200
019				To:	Roanoke County Line				
				From:	Dead End				
814)	0.20	20	R	To:	(0.625	_	NA	NA	12/10/200
				From:	60-625				
815)	1.60	400	R		ECL Blacksburg		NA	NA	1998
				To:	60-785				
$\sim$				From:	Dead End				
816	0.30	120	R	To:	(0.627	_	NA	NA	12/03/200
				From:	60-637	+			
817)	0.35	150	R		60-637		NA	NA	1998
011)				To:	Dead End				
				From:	60-649				
818)	1.11	NA		To:	60-829	_	NA	NA	
				From:	Cul-de-Sac				
818)	0.70	60	R			<del></del>	NA	NA	1998
				To: From:	60-830				
818	0.28	140	R	To:	60.907	_	NA	NA	1998
				From:	60-806	1			
819	0.21	NA		<u> </u>	60-641	_	NA	NA	
		-		To:	Dead End				
				From:	Dead End				
820	0.23	20	R	Te	(0.626	_	NA	NA	12/12/200
				To:	60-636				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Montgomery County				From:	60-636	1				
(821)	1.75	250	R	<u> </u>	00 050	_		NA	NA	12/12/200
				To:	60-603					
$\bigcirc$	0.07	F0		From:	60-753			NIA	NIA	40/40/000
822	0.97	50	R	To:	Dead End	7		NA	NA	12/12/200
				From:	US 11; US 460	1				
823)	0.30	50	R	<u> </u>	0311, 03400			NA	NA	12/03/200
				То:	Dead End					
$\widehat{}$				From:	Dead End					
824)	2.11	210	R	To:	(0.657	7		NA	NA	1998
				From:	60-657					
825	0.02	20	R	Troni.	Dead End	_		NA	NA	12/10/200
023)				To	60-769					
825)	0.20	45	R	From:	00-709			NA	NA	12/10/200
020				To:	60-625					
				From:	Dead End					
826	0.15	40	R	т		¬		NA	NA	01/10/200
				To: From:	60-723					
(027)	0.40	45	R	From:	60-655	_		NA	NA	12/10/200
827)	0.40			To:	Dead End	7		1471	10.1	12/10/200
				From:	60-1315					
828	0.55	190	R			_		NA	NA	1998
				To:	60-663					
	0.06	40	_	From:	60-818	╛		NIA	NA	04/45/200
829	0.06	10	R	То:	Dead End	7		NA	NA	01/15/200
				From:	Cul-de-Sac					
830	0.82	80	R		Cui de Suc	_		NA	NA	1998
				To:	60-818					
$\bigcirc$				From:	60-818					
831)	0.07	6	R	To:	D 15 1	7		NA	NA	01/15/200
				From:	Dead End	1				
832	0.08	20	R	110.111	60-818	_		NA	NA	01/15/200
(632)	0.00		.`	To:	Dead End	1				0 11 10/200
				From:	US 11					
833	0.40	40	R			_		NA	NA	1998
				To:	Dead End					
	0.25	NA		From:	US-00011(B)/60-00626(L)/			NA	NA	
834)	0.23	NA		To:	Dead End/	7		INA	NA.	
				From:	Dead End					
840	0.11	30	R	<u> </u>				NA	NA	1998
				To	SCL BLACKSBURG					
$\bigcirc$			_	From:	US 11; US 460					
1001)	0.04	130	R					NA	NA	08/09/200
	• • •			To: From:	60-1002	]				
(1001)	0.02	230	R	To:	60-753	7		NA	NA	12/12/200
				From:						
1002	0.10	280	R		60-1001	_		NA	NA	12/12/200
(1002)	3	_55		To:	60-637	-1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Montgomery County				From:	US 11; US 460	1				
(1003)	0.08	40	R	<u> </u>		_		NA	NA	12/12/200
				To:	60-753					
	0.09	90	В	From:	US 11; US 460	]		NA	NA	12/12/200
1004	0.09	80	R	To:	60-753	7		INA	NA	12/12/200
				From:	US 11; US 460	i				
1005	0.10	310	R			<b>_</b>		NA	NA	12/12/200
				To:	60-753					
$\bigcirc$	0.09	440		From:	US 11; US 460			NIA	NA	1009
(1006)	0.09	110	R	. —		_		NA	NA	1998
	0.07	50	R	From:	60-1007			NA	NA	1998
1006	0.07	30		To:	60-1008	٦		14/1	10.1	1000
				From:	60-1006					
1007)	0.07	30	R			_		NA	NA	1998
				To:	Cul-de-Sac					
	0.05	20	R	From:	60-1006			NA	NA	1998
1008	0.05	20	ĸ	To:	Cul-de-Sac	7		INA	NA	1990
				From:	60-753	1				
1009	0.12	40	R		33.22			NA	NA	12/12/200
				To:	Cul-de-Sac					
$\bigcirc$	0.40			From:	60-753					40/40/000
(1010)	0.10	50	R	To:	Dead End	7		NA	NA	12/12/200
				From:	Dead End	1				
(1015)	0.30	60	R		Boat End	_1		NA	NA	1998
				To:	60-648					
$\overline{}$				From:	Cul-de-Sac					
(1016)	0.23	80	R	To:	60-648	¬		NA	NA	1998
				From:	Cul-de-Sac					
1030	0.25	48	R	<u> </u>	Cui-uc-sac	_		NA	NA	12/17/200
				То:	FR-60					
				From:	60-1034					
(1033)	0.51	10	R	To:	Cal da Car	7		NA	NA	01/10/200
				From:	Cul-de-Sac	1				
1034	0.25	40	R		60-785	_1		NA	NA	01/10/200
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1035)	1.22	170	R	To:	60.505	٦		NA	NA	1998
				From:	60-785	1				
(1036)	0.21	NA			60-00785(B)/			NA	NA	
				To	Cul-de-Sac/					
				From:	60-637					
(1040)	0.30	50	R	т	9.11.5	_		NA	NA	1998
				To: From:	Cul-de-Sac	<u> </u>				
4045	0.13	100	R	r rom:	60-1047	J		NA	NA	1998
1045	J. 10			To:	60 1046	_				
(1045)	0.08	150	R	From:	60-1046			NA	NA	1998
LIUTUI										

Route	Length	AADT	QA		Truck		QC	Design	QK AAWDT	OW Y	ear
	Lengin	AADI	QA	41116	2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDI	QVV 1	eai
Montgomery County				From:	60-1045						
(1046)	0.04	70	R	_		_		NA	NA	1	998
				To:	Cul-de-Sac						
	0.25	80	R	From:	60-1045			NA	NA	1	998
1047	0.20	00	IX.	To:	Cul-de-Sac			IVA	IVA		330
				From:	ECL Christiansburg						
1050	0.32	50	R					NA	NA	12/1	7/2001
<u> </u>				To:	Dead End						
$\bigcirc$	4.40			From:	60-603			NIA	NA	40/4	0/000
1052	1.10	70	R	To:	Dead End	7		NA	NA	12/1	2/200
				From:	Dead End						
1053	0.34	110	R		Dead End			NA	NA	12/0	3/200
10339				To:	US 11						
				From:	60-1056						
1055	0.34	30	R			_		NA	NA	01/1	0/200
				To:	60-806						
$\bigcirc$	0.00			From:	60-810					04/4	0.1000
1056	0.60	70	R	To:	60-1055			NA	NA	01/1	0/200
				From:							
1060)	0.56	90	R		Cul-de-Sac			NA	NA	12/1	0/200
1000)				To:	60-718						
				From:	Cul-de-Sac						
1061	0.26	20	R					NA	NA	12/1	0/200
				To:	60-718						
$\bigcirc$	0.40			From:	60-603					10/1	0/000
1070	0.12	210	R	To:	Cul-de-Sac			NA	NA	12/1	2/200
				From:							
1080	0.47	80	R		Cul-de-Sac			NA	NA	1	998
1000	• • • • • • • • • • • • • • • • • • • •			To:	60-669						
				From:	Cul-de-Sac						
1081)	0.18	20	R			_		NA	NA	1	998
				To:	60-1080						-
$\bigcirc$	0.40			From:	60-693					0.4.10	0,000
1090)	0.40	70	R	To:	Cul-de-Sac			NA	NA	01/0	8/200
				From:							
1095)	0.29	70	R	rion.	SR 8			NA	NA	1	998
1093)	0.20	. •	•••	To:	Cul-de-Sac	1				•	
				From:	SR 8						
1097)	0.73	210	R					NA	NA	12/0	5/200
				To:	Cul-de-Sac						
	0.40		_	From:	60-1103					_	000
1101)	0.10	260	R					NA	NA	1	998
$\overline{}$	0.40	440		To: From:	60-1102			NIA	<b>N</b> 1.0		000
1101	0.16	410	R	To:	60-648			NA	NA	1	998
				From:	60-1101	<u> </u>					
1102	0.40	70	R		00-1101	_		NA	NA	1	998
1102)				To:	Cul-de-Sac						
				From:	Cul-de-Sac						
1103	0.12	10	R			<u>-</u>		NA	NA	1	998
				To:	60-1105						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Montgomery County				From:	60-1105					
1103)	1.41	120	R					NA	NA	1998
<u> </u>	0.00	400		To: From:	60-1101			NIA	NA.	4000
1103	0.26	120	R			_		NA	NA	1998
1103	0.29	60	R	From:	60-1104			NA	NA	1998
				To:	Dead End					
$\bigcirc$	0.19	40	-	From:	Cul-de-Sac			NA	NA	1998
1104)	0.19	40	R	To:	60-1103	1		INA	INA	1990
_				From:	60-1103					
1105	0.07	20	R	To:	C-1 1- C	7		NA	NA	1998
				From:	Cul-de-Sac Cul-de-Sac					
1106	0.13	NA			Cui-uc-bac	_		NA	NA	
				To:	60-624					
	0.41	130	R	From:	60-648			NA	NA	1998
1107	0.41	130		To:	60-648			IVA	14/4	1330
				From:	Cul-de-Sac					
1108	0.04	20	R	To:	60 1107	_		NA	NA	1998
				From:	60-1107 Cul-de-Sac					
1109	0.14	40	R		Cui-uc-Buc			NA	NA	1998
				To:	60-624					
	0.32	20	R	From:	Dead End			NA	NA	01/10/20
1110	0.02	20		To:	60-648			IVA	14/4	01/10/20
				From:	60-715					
1111	0.07	140	R			_		NA	NA	1998
	0.12	120	R	To: From:	60-1113			NA	NA	1998
1111	0.12	120	K	To:	60-1112			INA	IVA	1990
				From:	ECL Blacksburg					
1112	0.07	200	R	To:	(0.1111	_		NA	NA	1998
				From:	60-1111 Cul-de-Sac					
1113)	0.07	20	R	<u> </u>	Cui-uc-sac	_		NA	NA	1998
_				To: From:	60-1114	]				
1113	0.08	80	R	To:	(0.1111	_		NA	NA	1998
				From:	60-1111					
1114)	0.07	30	R		00-1113			NA	NA	1998
				To:	Cul-de-Sac					
$\bigcirc$	0.12	NIA		From:	Cul-de-Sac			NIA	NA	
1140	0.13	NA		To:	(0.1141			NA	NA	
1140)	0.12	60	R	From:	60-1141			NA	NA	1998
				To:	60-685					
$\bigcirc$			_	From:	60-1140					1000
1141)	0.05	20	R	To:	Cul-de-Sac	1		NA	NA	1998
				From:	60-1140					
1142	0.11	NA				_		NA	NA	
				To:	Cul-de-Sac					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Montgomery County				From:	60-666					
1201)	0.26	480	R	l .	00 000	_		NA	NA	1998
				To:	60-1202	]				
1201	0.08	350	R					NA	NA	1998
_				To: From:	60-1203	]				
1201)	0.10	320	R	To:	NCI Christian house	7		NA	NA	1998
				From:	NCL Christiansburg	<u> </u>				
1202	0.18	80	R		Cul-de-Sac	_		NA	NA	1998
				To:	60-1201					
				From:	Cul-de-Sac					
1203	0.16	70	R	. —		7		NA	NA	1998
				To:	60-1201					
	0.34	100	R	From:	60-760 SOUTH	_		NA	NA	1998
(211)	0.04	100	IX	To:	60-760 NORTH	7		IVA	IVA	1550
				From:	Cul-de-Sac					
1212	0.20	60	R			_		NA	NA	1998
				To:	60-719					
	0.47	00		From:	SR 114	J		NIA	NIA	1000
1213	0.17	90	R	To:	Cul-de-Sac	7		NA	NA	1998
				From:	Cul-de-Sac	<del> </del>				
1217)	0.10	410	R	<u> </u>	Cui-de-Sac			NA	NA	1998
				To	60-766					
				From:	60-808					
1218	0.25	20	R	To:	GGV PL 1 1	7		NA	NA	12/10/20
				From:	SCL Blacksburg	1				
1210	0.22	70	R	rioni.	Cul-de-Sac	J		NA	NA	01/08/20
1219	0.22	. •		To:	60-604	]			101	01/00/20
				From:	60-661					
1223)	0.41	140	R			_ _		NA	NA	1998
				To:	60-1224					
	0.04	20	_	From:	60-1223			NIA	NIA	1000
1224)	0.04	20	R	To:	60-1225	7		NA	NA	1998
				From:	Cul-de-Sac					
1225	0.05	20	R	<u> </u>	Cur-uc-sac	_		NA	NA	1998
				To:	60-1224					
$\overline{}$				From:	ECL Blacksburg					
1226	0.19	40	R	To:	D 15 1	7		NA	NA	1986
				From:	Dead End	1				
1227	0.14	NA		rion.	60-01226(L)/			NA	NA	
1221)				To:	60-01228(L)/					
				From:	60-01227(L)/	]				
1228	0.08	NA				_		NA	NA	
				To:	Cul-de-Sac/	1				
	0.05	30	R	From:	60-1238	J		NA	NA	1998
1234	0.00	30	ĸ	To:	Cul-de-Sac	7		INA	INA	1990
				From:	Cul-de-Sac	<del>i -</del>				
1235	0.40	280	R	<u> </u>		<b>-</b>		NA	NA	1998
				To:	60-1236	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW	Year
Montgomery County				From:	60-1236	1					
1235	0.07	400	R		00-1250	_		NA	NA		1998
				To:	60-694	1					
				From:	60-1235						
1236	0.05	20	R	т		_		NA	NA		1998
				To: From:	Cul-de-Sac						
1227	0.04	400	R	rioni.	60-1238			NA	NA	(	01/10/20
1237	0.04	400		To:	60-694	7		1471	101	`	71710720
				From:	60-1239	Ī					
1238	0.47	30	R					NA	NA		1998
				To: From:	60-1234	]					
1238	0.02	90	R			_		NA	NA	(	01/10/20
				To:	Dead End						
	0.00		_	From:	60-1235			NIA	NIA	,	24/40/20
1239	80.0	50	R			_		NA	NA	(	01/10/20
$\overline{}$	0.12	20		From:	60-1238			NΙΔ	NA		24/40/20
1239	0.13	30	R	To:	Cul-de-Sac	7		NA	NA	(	01/10/20
				From:	60-666	1					
1240	0.09	90	R		00-000	_		NA	NA		1998
				To:	60-1241	1					
				From:	60-1240						
1241)	0.14	80	R			_		NA	NA		1998
				To	Cul-de-Sac						
	0.45	70	R	From:	60-666			NA	NA	(	01/08/20
1242	0.43	70	ĸ	To:	Cul-de-Sac	7		INA	INA	,	11/06/20
				From:	60-1242	1					
1243)	0.28	40	R		00-12-12	_		NA	NA	(	01/08/20
				To:	60-666	]					
<u> </u>				From:	60-1242						
1244)	0.10	30	R			_		NA	NA	(	01/08/20
				To:	Cul-de-Sac						
	0.08	240	ь	From:	60-666 WEST	_		NA	NA		1998
1245)	0.00	240	R			_		INA	IVA		1990
	0.14	100	R	From:	60-1247			NA	NA		1998
1245)	5.17	100	11	To:	p: g 10:	7		14/5	IVA		1000
1245	0.29	150	R	From:	Pipefloyd St			NA	NA		1998
1245)				To:	Dial C+						
1245	0.03	160	R	From:	Dial St			NA	NA		1998
				To	60-1246			<u> </u>			
1245)	0.08	240	R	From:	00-12 <del>1</del> 0			NA	NA		1998
		-		To:	60-666 EAST						
				From:	Cul-de-Sac						
1246)	0.13	110	R			_		NA	NA		1998
				To:	60-1245						
$\cap$	0.00		_	From:	60-1245				<b></b>		4000
1247	80.0	60	R	To:	Cul-de-Sac	7		NA	NA		1998
				From:	Cul-de-Sac	<del> </del>					
1248	0.07	20	R	<u> </u>	Cui-uc-Sac	_		NA	NA	(	01/10/20
· <del>-</del> /		-		To:	60-1239	_				-	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Yea	ar
Montgomery County				From:	60-723						
1250)	0.04	670	R		** '			NA	NA	199	98
				To: From:	60-1253 WEST	]——					
1250	0.07	590	R					NA	NA	199	98
(1250)	0.27	560	R	From:	60-1253 EAST			NA	NA	199	98
(1250)				To:	60-1251						
$\bigcirc$				From:	60-1250						
1251	0.55	300	R	To:	60-1259	7		NA	NA	199	98
				From:	Cul-de-Sac						
1252	0.17	90	R					NA	NA	199	98
				To:	60-1251						_
1252	0.65	90	R	From:	60-1250 WEST			NA	NA	199	98
1253	0.00			To:	60-1250 EAST						
				From:	60-723						
1254	0.44	110	R	To:	Cul de Con			NA	NA	01/10/	200
				From:	Cul-de-Sac 60-681						_
1255	0.40	280	R		00-081			NA	NA	199	98
				To: From:	60-1258	1					
1255	0.25	450	R	1011.		_		NA	NA	199	98
				To: From:	60-1256	]					
1255	0.84	220	R	To:	60-723			NA	NA	199	98
				From:	Cul-de-Sac						
1256	0.19	30	R		Cui-ue-sac			NA	NA	199	98
				To: From:	60-1257	1					
1256	0.48	160	R			_		NA	NA	199	98
				To: From:	60-1255						
1257	0.34	50	R	From:	60-1256			NA	NA	199	98
1237)				To:	Cul-de-Sac						
$\overline{}$				From:	60-1255						
1258	0.18	20	R	To:	Cul-de-Sac	_		NA	NA	199	98
				From:	Dead End						_
1259	0.14	NA			Dead Flid	_		NA	NA		
				To: From:	60-1251						
1259	0.35	80	R			_		NA	NA	01/10/2	200
				To:	Cul-de-Sac						
1260)	0.28	190	R	From:	60-723			NA	NA	199	98
1200				To	60-1263						
1260	0.82	60	R	From:	00-1203			NA	NA	199	98
_				To: From:	60-1262						
1260	0.50	80	R					NA	NA	199	98
				To: From:	60-1261	]					
1260	0.10	140	R	To:	60.722	7		NA	NA	199	98
				From:	60-723 Cul-de-Sac	+					
1261	0.27	30	R	<u> </u>	Cui-uc-sac	_		NA	NA	199	98
				To:	60-1260						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Montgomery County				From:						
(1262)	0.08	20	R		60-1260			NA	NA	1998
				To:	Cul-de-Sac					
				From:	60-1260					
(1263)	0.30	20	R	To:	Cul de Con	7		NA	NA	1998
				From:	Cul-de-Sac					
(1264)	0.25	30	R		60-1260			NA	NA	1998
1254)				To:	Cul-de-Sac					
				From:	60-00681(B)/					
(1265)	0.19	NA		To:	0.11.0./	7		NA	NA	
				From:	Cul-de-Sac/					
1275	0.35	50	R	r toin.	60-1276 WEST			NA	NA	1998
1275)	0.00			To	60 1276 EAST					
(1275)	0.06	80	R	From:	60-1276 EAST			NA	NA	1998
				To:	60-1279 NORTH	7				
(1275)	0.09	50	R	From:	00 12/7 NORTH			NA	NA	1998
$\bigcup$				To: From:	60-1279 SOUTH	7				
(1275)	0.06	40	R			<del>-</del>		NA	NA	1998
				To:	Cul-de-Sac					
$\bigcirc$	0.00	=00		From:	60-737			NIA	NIA	4000
(1276)	0.06	780	R			_		NA	NA	1998
	0.12	540	R	From:	60-1277			NA	NA	1998
(1276)	0.12	540	K			_		INA	NA.	1990
(1276) (1276)	0.04	350	R	From:	60-1275 WEST			NA	NA	1998
1270)	0.0.			To	60 1275 EAST	_				
(1276)	0.03	40	R	From:	60-1275 EAST			NA	NA	1998
				To:	Cul-de-Sac					
				From:	60-1276					
(1277)	0.10	100	R					NA	NA	1998
				To: From:	60-1278	]				4000
1277	0.07	20	R	To:	Cul do Sao	7		NA	NA	1998
				From:	Cul-de-Sac 60-1277					
(1278)	0.06	30	R		00-1277			NA	NA	1998
1.2.9				To:	Cul-de-Sac					
				From:	60-737					
(1279)	0.20	340	R					NA	NA	1998
	• • •			To: From:	60-1280	]				1005
1279	0.06	140	R			_		NA	NA	1998
	0.05	40		From:	60-1275 SOUTH	_		NIA	NIA	1000
1279	0.35	46	R	To:	60-1275 NORTH	7		NA	NA	1998
				From:	Cul-de-Sac	7				
1280	0.19	70	R	<u></u>		_		NA	NA	12/10/2001
$\overline{}$				To:	Cul-de-Sac					
	22:			From:	60-1238					24/40/222
(1283)	0.04	48	R	To:	60-1284			NA	NA	01/10/2002
				From:	Cul-de-Sac					
(1284)	0.25	6	R	<u> </u>	Cui-uc-Sac			NA	NA	01/10/2002
				To:	60-1283					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Montgomery County				From:	Cul-de-Sac	1				
(1285)	0.12	40	R		Cui-uc-Suc	_		NA	NA	01/10/2002
				To:	60-1284					
				From:	Cul-de-Sac					4000
1286	0.30	170	R			_		NA	NA	1998
	0.14	400		From:	60-1287			NIA	NA	1000
(1286)	0.14	400	R	To:	SR 114	7		NA	NA	1998
				From:	Dead End					
1287	0.21	120	R		D taa D.ia			NA	NA	1998
				To: From:	60-1288	<b>—</b>				
(1287)	0.08	150	R			_		NA	NA	1998
				To:	60-1286					
$\bigcirc$	0.00	00	_	From:	Cul-de-Sac			NIA	NIA	4000
1288	0.09	20	R	To:	60-1287	7		NA	NA	1998
				From:	60-1293					
(1292)	0.28	100	R		00-1273	_		NA	NA	1998
				To:	60-659					
				From:	Dead End					
(1293)	0.10	40	R	т		_		NA	NA	1998
				To:	60-1292					
(1294)	0.25	20	R	From:	Cul-de-Sac			NA	NA	12/05/2001
(1294)	0.20	20	• • • • • • • • • • • • • • • • • • • •	To	60-1296; 60-1297	7		147	10.	12/00/200
				From:	60-1296					
(1295)	0.31	410	R					NA	NA	1998
				To:	SR 8					
	2.12		_	From:	60-1297; 60-1294					4000
1296	0.10	60	R			_		NA	NA	1986
$\overline{}$	0.07		R	To: From:	60-1295	_		NA	NA	1000
1296	0.07	60	ĸ	To:	Dead End	7		INA	NA	1998
				From:	60-1296; 60-1294					
(1297)	0.15	20	R		00 1250, 00 125 .			NA	NA	12/05/2001
				To:	Cul-de-Sac					
$\bigcirc$				From:	Cul-de-Sac					
1298	0.55	70	R	To:	cn o	_		NA	NA	1998
				From:	SR 8					
1299	0.10	30	R		60-1298	_		NA	NA	12/17/2001
(1255)				To:	Cul-de-Sac					
_				From:	Cul-de-Sac					
1310	0.14	10	R					NA	NA	1986
				To: From:	60-1311					
1310	0.05	50	R		(0.65)	7		NA	NA	1986
				To: From:	60-658					
(1311)	1.15	40	R		60-1310	_		NA	NA	1986
(1311)				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1315	0.78	80	R			_		NA	NA	1998
				To:	60-828	<u></u>				
$\bigcirc$	0.07		_	From:	60-1317	]		NIA.	<b>.</b>	04/00/0000
1316	0.07	20	R	To:	60-1315			NA	NA	01/08/2002
					00-1313	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Montgomery County				From:	60-1316	1				
(1317)	0.21	20	R			<u>-</u>		NA	NA	01/08/2002
				To:	Dead End					
	1.50	140	R	From:	Cul-de-Sac			NA	NA	1998
(1330)	1.50	140	IX	To:	60-675	1		IVA	IVA	1330
				From:	60-675					
(1331)	0.99	160	R			_		NA	NA	12/05/200
				To:	60-1332					
	0.21	20	R	From:	60-1331			NA	NA	12/05/200
1332	0.21	20	K	To:	Cul-de-Sac	1		INA	NA	12/03/200
				From:	60-1331	l				
(1333)	0.24	40	R		30 1331			NA	NA	12/05/200
				To:	Dead End					
$\bigcirc$			_	From:	60-669					1005
(1340)	0.23	70	R	To:	Cul-de-Sac	7		NA	NA	1998
				From:	Dead End					
(1341)	0.14	70	R		Dead End	_1		NA	NA	12/17/2001
				To:	60-1340					
				From:	60-615					
1410	0.09	130	R					NA	NA	1998
				To: From:	60-1411	]				
(1410)	0.11	40	R	To:		7		NA	NA	1998
				From:	Cul-de-Sac					
(1411)	0.15	60	R	riom.	Cul-de-Sac	_		NA	NA	1998
(1411)	00			To:	60-1410	1				
				From:	60-640					
1415)	0.19	250	R			_		NA	NA	1998
				To:	NCL Christiansburg					
$\bigcirc$	0.65	NA		From:	Cul-de-Sac			NΙΔ	NA	
1416	0.65	NA				_		NA	NA	
	0.08	110	R	From:	60-1417			NA	NA	1998
(1416)	0.00	110	K	To:	60-640	7		INA	IVA	1990
				From:	60-1416					
(1417)	0.25	40	R	<u> </u>				NA	NA	1998
				To:	Cul-de-Sac					
$\bigcirc$	0.05		_	From:	Dead End			N.A	<b></b>	40/47/000
1418)	0.35	80	R	To:	60-640	7		NA	NA	12/17/2001
				From:	60-644	1				
(1430)	0.27	48	R		00-044			NA	NA	1998
				To:	Cul-de-Sac	Ī				
				From:	60-644					
(1435)	0.30	80	R	Te	D. LE I	7		NA	NA	1998
				To:	Dead End	1				
9261	0.04	220	R	From:	60-753			NA	NA	1991
9201)	0.04	220	1	To:	Shawsville School	1		INA	IVA	1001
				From:	Cul-de-Sac	Ī				
9262)	0.20	NA				<del>-</del>		NA	NA	
				To:	60-647					

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Tra		CC	Design Hour	QK	AAWDT	QW	Year
Montgomery County						11 2110	all .	rioui				
	0.40	310	R	From:	Shawsville Elem Sch			NA		NA		1991
(9263)	0.40	310	IX.	To:	US 11			INA		INA		1331
				From:	SR 8	1						
9264)	0.12	750	R					NA		NA		1991
				To: From:	Auburn Rin HS SR 8							
9264	0.25	190	R		SK 0			NA		NA		1991
				To:	Auburn Rin HS							
$\sim$				From:	60-631							
9265	0.12	NA		To:	Elliston Sch	1		NA		NA		
				From:	60-685							
9547	0.08	190	R		00-083			NA		NA		1991
				To:	Prices Fork Elem Sch							
$\bigcirc$				From:	SR 114							
9548	0.11	230	R	To:	Dalaisas Elan Cal			NA		NA		1991
				From:	Belview Elem Sch							
9658	0.07	220	R		Bethel School			NA		NA		1991
0000				To:	SR 177; 60-664							
				From:	US 11							
9815	0.20	240	R					NA		NA		1991
				To: From:	0.20 MN US 11							
9815)	0.04	100	R	To:	Lafa Ellia Elam Cah	_		NA		NA		1991
				From:	Lafa Ellis Elem Sch 60-637; 80-669							
Bottom Creek Lane	0.10	50	R		00-037, 80-009			NA		NA		09/11/200
8.7				To:	Roanoke County Line							
				From:	60-637							
669 Patterson Dr	0.50	40	R	To:	Roanoke County Line			NA		NA		09/11/200
Ct. CD IC I				<u> </u>	Roanoke County Line	<u> </u>						
City of Radford				From:	First St							
4650 Forest Ave	1.23	790	F	95%	1% 3% 1% 1%	0%	C	80	F	830	F	2001
				To:	Rock Rd							
Seventh St	0.47	740	F	97%	Forest Ave 1% 1% 1% 0%	0%	С	80	F	770	F	2001
Seventh St	0.47	740	•	To:	Pendleton St			00	•	770	•	2001
				From:	SR 232 First St							
4652 126 Rock Rd	0.85	1500	F	97%	0% 1% 1% 1%	0%	F	190	F	1600	F	2001
				From:	Forest Ave							
4652 Rock Rd	0.53	2700	G	97%	0% 1% 1% 1%	0%	, F	270	G	2800	G	2001
<u> </u>				From:	Wadsworth St				_		_	
4652 Rock Rd	1.74	5400	F	97%	0% 1% 1% 1%	0%	C	560	F	5700	F	2001
	0.00			From:	SR 177 Tyler Ave			200		0700		0004
4652 Rock Rd	0.33	2600	F	97% To:	0% 1% 1% 1% Gypsy Camp Rd	0%	, F	300	F	2700	F	2001
				From:	First St	<u> </u>						
(4653) Pendleton St	0.53	980	F	98%	0% 1% 0% 1%	0%	C	110	F	1000	F	2001
(4653) Pendleton St				To:	Eighth St							
(4653) Eighth St	0.67	1600	F	98%	Pendleton St 0% 1% 1% 0%	 0%	С	200	F	1700	F	2001
Eighth St	0.07	1000	r	30 /0			, ,	200		1700	ı	2001
(4653) Eighth St	0.39	1200	F	From: 98%	Wadsworth St 0% 1% 1% 0%	0%	, F	160	F	1300	F	2001
(126)			-	To:	Walker St	$\neg$	•		•			

				IN.	viontgor	mery Maintenance								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
City of Radford														
4653 Walker St	0.53	4000	F	98%	1%	Eighth St 1% 1%	0%	 0%	F	480	F	4100	F	2001
(4653) Walker St	0.55	4000	Г	90 70 To:	1 70	First St	076	7 0%	Г	400	Г	4100	Г	2001
				From:		Second Ave		t						
Noblin St	0.25	1900	F	97%	1%	1% 0%	1%	<b>-</b> 0%	С	200	F	2000	F	2001
(4654) Noblin St	0.20		•	To:	. , ,	Hammett Ave	. , ,	¬ ~~			•		•	
				From:		Noblin St								
4654 Hammett Ave	0.16	1900	F	97%	1%	2% 0%	1%	0%	С	200	F	2000	F	2001
120				To:		SR 177 Tyler St								
				From:		Eighth St								
Preston St	0.52	1400	F	98%	0%	1% 0%	1%	0%	С	160	F	1400	F	2001
<u> </u>				To:		First St								
<u> </u>				From:		US 11 Norwood St								
4656 126 Grove Ave	0.76	3800	F	99%	0%	0% 0%	0%	0%	С	460	F	4000	F	2001
				To:		Tyler Ave		1						
O W- d '' 2'	0.00	=0.00	_	From:	001	Rock Rd	001		_	000	_	7500	_	000 1
4657 Wadsworth St	0.90	7200	F	98%	0%	1% 0%	0%	0%	С	820	F	7500	F	2001
				To: From:		Eighth St		]						
4657 Wadsworth St	0.53	5500	F	98%	0%	1% 0%	0%	0%	F	610	F	5700	F	2001
				To:		First St								
				From:		Rock Rd								
4659 Park Rd	1.40	950	F	99%	0%	1% 0%	0%	0%	С	120	F	990	F	2001
				To: From:		Scott St								
4659 Seventh St	0.08	890	F	99%	0%	1% 0%	0%	0%	F	120	F	920	F	2001
126				To:		Walker St								
				From:		Sundell Park								
4661 Second Ave	0.98	3800	F	98%	1%	1% 0%	0%	0%	С	550	F	4000	F	2001
(126)				To:		Grove Ave								
Town of Blacksburg														
O 11: " 0" B	4.44		_	From:	00/	Prices Fork Rd	00/		_	070	_	0700	_	0004
2 University City Blvd	1.11	8300	F	96%	3%	1% 0%	0%	<b>0</b> %	С	870	F	8700	F	2001
						Toms Creek Rd								
			_	From:	201	Airport Rd	201				_	.=	_	
3150 Country Club Dr	0.63	4300	F	99%	0%	1% 0%	0%	0%	С	590	F	4500	F	2001
				10.		Main St								
O 511 11 D 1	0.74		_	From:	00/	SCL Blacksburg	00/		_		_	4000	_	0004
3151 Ellett Rd	0.71	4200	F	98%	0%	1% 0%	0%	<b>0</b> %	С	570	F	4300	F	2001
				***		S Main St		1						
Oriosa Farls Dd	0.75	40000	_	From:	00/	WCL Blacksburg	40/		_	1400	_	10000	_	0004
3152 Prices Fork Rd	0.75	12000	F	97%	0%	2% 1%	1%	¬ 0%	С	1400	F	13000	F	2001
				From:		Hetherwood Blvd Heatherwood Blvd		+						
3152) Prices Fork Rd	0.36	17000	F	97%	0%	2% 1%	1%	0%	F	1700	F	18000	F	2001
(3152) Prices Fork Rd				To:										
3152) Prices Fork Rd	0.58	27000	F	From: 97%	0%	Heather Dr 2% 1%	1%	0%	F	2600	F	28000	F	2001
(3152) Prices Fork Rd	0.00	500	•	To:	J /0	US 460	. 70	7	•		•		•	_001
				From:		Country Club Drive		i						
3153) Airport Rd	0.37	1900	F	98%	0%	1% 0%	0%	0%	С	250	F	2000	F	2001
Airport Rd	5.01	.000	•	To:	U /U	Main Street	J /0	7 ~~		200	•	_000	•	2001
				From:		WCL Blacksburg		<del></del>						
3154) Glade Rd	1.55	1300	F	96%	1%	2% 0%	1%	0%	С	140	F	1300	F	2001
3154 Glade Rd	1.00	1300	r	JJ 70	1 /0		1 /0	70	0	1-10	'	1300	'	<u> 2</u> 00 l
O 01 + F:	0.10	4000		From:	001	Boxwood Dr	401			000		1000	_	000
3154 Glade Rd	0.46	1800	F	96%	0%	1% 1%	1%	0%	С	200	F	1900	F	2001
				To: From:		Oriole Dr								
3154) Glade Rd	0.33	5100	F	96%	0%	1% 1%	1%	0%	F	550	F	5300	F	2001
1300				To:	Ţ	University City Blvd		1						

						mery Maini	Tru				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle		1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Town of Blacksburg															
O	2.10			From:	101	Main S		201							2224
Roanoke St	0.49	6900	F	97%	1%	2%	0%	0%	0%	С	700	F	7200	F	2001
				From:		Owen S Roanoke									
3156) Owen St	0.11	5600	F	97%	0%	3%	0%	0%	0%	С	630	F	5800	F	2001
3156) Owen St				To:		Harding A	Ave								
O				From:		Owen S			J						
(3156) Harding Ave	0.16	5800	F	97%	0%	3%	0%	0%	0%	С	650	F	6000	F	2001
				To: From:		Cork D									
3156 Harding Ave	0.51	6400	F	97%	0%	3%	0%	0%	0%	F	730	F	6700	F	2001
1307				To:		ECL Blacks	sburg								
				From:		Prices Fork									
Tom's Creek Rd	0.96	13000	F	97%	0%	2%	0%	1%	0%	F	1200	F	14000	F	2001
				To:		US 460 By	pass								
<u> </u>				From:		US 460									
Mt Tabor Rd	0.92	3400	F	97%	0%	2%	0%	1%	0%	С	390	F	3600	F	2001
				To:		NCL Blacks	sburg								
own of Christiansburg				» I											
0.5	4.04	.=	_	From:		ECL Christia		00/	<b>ا</b> ري	^	500	_	4000	_	000
S Franklin St	1.21	4700	F	97% To:	0%	2%	1%	0%	0%	С	520	F	4900	F	200
				From:		Alleghany Allleghany			-						
S Franklin St	0.57	6200	F	97%	0%	2%	1%	1%	0%	F	670	F	6400	F	200
154	0.01	0200	•	To:	0 70	US 460 Ma		1 70	٦ ້ ً	•	0.0	•	0.100	•	200
				From:		US 11 Mai									
9502) Phlegar St	0.08	6300	F	96%	0%	2%	0%	1%	0%	F	640	F	6600	F	200
Phlegar St	0.00	0300	•	To:	0 70	First St		1 /0	٦ ٠/٥	'	040	'	0000	'	200
				From:		Phlegar									
3502 First St	0.40	6200	F	96%	0%	2%	0%	1%	0%	С	660	F	6500	F	200
154				To:		US 460 Roan	noke St								
				From:		SR 8 App.	Loc.								
3503 Depot St	0.12	9600	F	97%	0%	2%	1%	1%	0%	F	970	F	10000	F	200
154				To:		College	St								
				From:		E Main	St								
3504) Park St	0.87	1700	F	96%	0%	2%	0%	1%	0%	С	210	F	1800	F	200
93504) Park St				To:		SR 111									
				From:		Roanoke	St								
3505 E Main St	0.17	2300	F	96%	0%	2%	0%	1%	0%	F	300	F	2300	F	200
154			-	To:		Park St			7						
				From:		SR 111									
3506) Ellett Rd	0.39	2700	F	96%	1%	2%	1%	1%	0%	С	370	F	2800	F	2001
S <sub>3506</sub> Ellett Rd			-	To:		NCL Christia		.,,	٦	_		•		-	
lity of Dadford				•			U		•						
City of Radford				From:		Norwood	St								
efferson St	0.00	7300	F	-							670	F	7600	F	200
				To:		Tyler Av	ve								
				From:		Robertson	ı St								
linth St	16.20	150	F	_					_		20	F	160	F	200
				To: From:		Wadswort			-						
Scott St	0.00	2700	_	. 1011.		Seventh	δί		_		300	F	2800	F	200
ગના ગ	0.00	2100	F	To:		Park Ro	d		_		300	۲	2000	F	200
				From:		Wadswort									
Sundell Dr	16.20	1900	F			uus wort					300	F	2000	F	200
- =====			•	To:		Park Ro	d		7			•		•	_55
				From:		Grove A									
hird Ave	16.20	1800	F						-		220	F	1900	F	2001
				To:		Norwood	St								
					_			_							_

							Tru				Doctor				
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Town of Diaglahung						∠AXIE	3+Axle	ııraıı	2Trail		Hour				
Town of Blacksburg				From:		Mason I	Drive								
Apperson Drive	13.28	180	F								20	F	180	F	2001
				To:		Harding A	venue								
				From:		Country C	lub Dr								
Draper Rd	13.28	740	F								110	F	770	F	2001
				To:		Airport									
Hillcrest Dr	40.00	400	_	From:		Country C	lub Dr				40	_	400	_	000
	13.28	100	F	т			-		_		10	F	100	F	200
				From:		Sunrise Church									
Jackson St	0.00	5100	F			Church	1 51		_		570	F	5300	F	2001
Jackson St	0.00	3100	Г	To:		Penn	C+		_		370		3300		200
				From:		Giles R									
Lucas Drive	13.28	420	F			Ches R			_		50	F	420	F	2001
			•	To:		Turner S	treet					٠			
McBride Dr				From:		Kelsey									2001
	13.28	740	F						-		70	F	780	F	
				To:		Burrus	Dr								
Progress St				From:		Broce	Dr								
	13.28	4600	F								430	F	4800	F	200
				To:		Watson	Ave								
Town of Christiansburg															
				From:		Canaan	Rd								
Alleghany St	10.34	2500	F								270	F	2600	F	2001
				To:		Miller									
0			_	From:		Plum	St					_		_	
Church St	10.34	600	F	. —					_		50	F	630	F	2001
				From:		King									
Classian January Daires	10.34	2600	F	T TOMI.		Regan I	rive				250	F	2600	F	2001
Clearview Drive	10.54	2000	г	To:		Wimmer	Straat		_		250		2000	ı	200
				From:		Fisher									
Electric Way	10.34	540	F	<u> </u>		1 151101					60	F	560	F	2001
,		•	•	To:		Simmon	s Rd					•		-	
				From:		Depot S									
North Drive	10.34	260	F								30	F	260	F	2001
				To:		E. Main S	Street								
Republic Road				From:		Lester S									
	10.34	600	F								70	F	600	F	2001
				To:		Park St									
				From:		Overhil	l Rd					_		_	
Ridge Rd	10.34	110	F								10	F	120	F	2001
				To:		Dogwood '									
Summitridge Road	40.04	700	_	From:		Briarwood	Drive				00	_	700	_	0004
	10.34	780	F	To:		a p	G.		_		80	F	780	F	2001
				To:		S. Franklir	Street								