

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 30th 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
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Secondary Route

Special Routes

- Bus
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 ALT - Alternate Route
Wye - Wye Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
8	5.99	6900	F	93%	0%	3%	1%	3%	0%	F	620	F	7000	F	2001
				From: Floyd County Line											
8	3.26	9100	F	93%	0%	3%	1%	3%	0%	F	880	F	9200	F	2001
				From: 60-658 North of Riner											
				To: SCL Christiansburg near I-81											
Town of Christiansburg															
8	0.22	14000	F	95%	0%	3%	1%	1%	0%	F	1400	F	15000	F	2001
				From: SCL Christiansburg Near I-81											
8	0.77	14000	F	95%	0%	3%	1%	1%	0%	C	1400	F	14000	F	2001
				From: Old SCL Christiansburg											
				To: Radford St											
Montgomery County															
11	0.15	29000	F	97%	0%	1%	1%	1%	0%	F	2600	F	30000	F	2001
				From: Pulaski County Line											
11	0.13	29000	F	97%	0%	1%	1%	1%	0%	F	2600	F	30000	F	2001
				From: WCL Radford											
				To: State Maintenance Boundary											
City of Radford															
11	0.08	29000	F	97%	0%	1%	1%	1%	0%	F	2600	F	30000	F	2001
				From: State Maintenance Boundary											
11	0.26	22000	F	97%	1%	1%	1%	1%	0%	F	2200	F	23000	F	2001
				From: SR 232, First St											
11	0.77	14000	F	97%	1%	1%	1%	1%	0%	C	1200	F	14000	F	2001
				From: Grove Ave											
11	0.93	13000	F	97%	1%	1%	1%	1%	0%	F	1200	F	14000	F	2001
				From: SR 177 Tyler Ave											
11	1.46	6700	F	97%	0%	2%	0%	0%	0%	C	660	F	7000	F	2001
				From: Whitehall St											
				To: ECL Radford											
Montgomery County															
11	1.47	10000	F	98%	0%	1%	1%	1%	0%	F	1100	F	10000	F	2001
				From: ECL Radford											
11	2.32	8900	F	98%	0%	1%	1%	1%	0%	C	930	F	9000	F	2001
				From: 60-663											
11	0.65	9500	F	98%	0%	1%	1%	1%	0%	F	960	F	9600	F	2001
				From: 60-662											
				To: WCL Christiansburg											
Town of Christiansburg															
11	1.40	11000	F	97%	0%	2%	0%	1%	0%	C	1200	F	12000	F	2001
				From: WCL Christiansburg											
11	0.30	9900	F	97%	0%	2%	0%	1%	0%	F	1000	F	10000	F	2001
				From: SR 8 W Main St											
				To: SR 8, Radford St											
11	0.12	8500	F	97%	0%	2%	0%	1%	0%	F	840	F	8900	F	2001
				From: Bus US 460 S Franklin St											
				To: Roanoke St											
11	0.11	13000	F	97%	0%	2%	0%	1%	0%	F	1300	F	13000	F	2001
				From: E Main St											
				To: Craig St											
11	0.98	13000	F	97%	0%	2%	0%	1%	0%	F	1300	F	13000	F	2001
				From: Roanoke St											
				To: SR 111 Depot St											
11	0.90	16000	F	95%	0%	2%	1%	1%	0%	C	1100	F	17000	F	2001
				From: Roanoke St											
				To: US 460											
11	0.91	18000	F	93%	0%	2%	1%	3%	0%	C	1600	F	19000	F	2001
				From: Roanoke St											
				To: .20 Mile North I-81 at Ramp											

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Montgomery Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of Christiansburg																
11	Roanoke St	0.29	8700	N	93%	0%	2%	1%	3%	0%	N	850	N	9100	N	2001
				From:	.20 Mile North I-81 at Ramp											
11	Roanoke St	2.01	8700	F	93%	0%	2%	1%	3%	0%	F	850	F	9100	F	2001
				From:	Tower Rd, Hampton Rd											
				To:	ECL Christiansburg											
Montgomery County																
11		5.11	8000	F	95%	0%	2%	1%	1%	0%	F	720	F	8100	F	2001
				From:	ECL Christiansburg											
11		3.21	8100	F	95%	0%	2%	1%	1%	0%	F	800	F	8200	F	2001
				From:	60-753											
11		2.43	8500	F	95%	0%	2%	1%	1%	0%	C	880	F	8600	F	2001
				From:	60-631											
				To:	Roanoke County Line											
North 81		0.49	19000	G	66%	1%	2%	1%	28%	2%	F	1500	G	20000	G	2001
				From:	Pulaski County Line											
				To:	SR 232											
North 81		3.81	16000	F	66%	1%	2%	1%	28%	2%	F	1200	F	16000	F	2001
				From:	SR 232											
				To:	SR 177											
North 81		5.12	19000	A	66%	1%	2%	1%	28%	2%	A	1900	A	19000	A	2001
				From:	SR 177											
				To:	SR 8											
North 81		0.08	20000	F	66%	1%	2%	1%	28%	2%	F	1400	F	20000	F	2001
				From:	SR 8											
				To:	SCL Christiansburg											
Town of Christiansburg																
North 81		3.90	20000	F	66%	1%	2%	1%	28%	2%	F	1400	F	20000	F	2001
				From:	SCL Christiansburg											
				To:	US 11 US 460											
North 81		0.77	23000	F	66%	1%	2%	1%	28%	2%	F	1600	F	23000	F	2001
				From:	US 11 US 460											
				To:	NCL Christiansburg											
Montgomery County																
North 81		9.22	23000	F	66%	1%	2%	1%	28%	2%	F	1600	F	23000	F	2001
				From:	NCL Christiansburg											
				To:	60-603 Ironto											
North 81		2.22	22000	G	66%	1%	2%	1%	28%	2%	F	1800	G	23000	G	2001
				From:	60-603 Ironto											
				To:	Roanoke County Line											
South 81		0.61	16000	G	67%	1%	2%	1%	27%	2%	F	NA		16000	G	2001
				From:	Pulaski County Line											
				To:	SR 232											
South 81		4.01	17000	F	67%	1%	2%	1%	27%	2%	F	1400	F	17000	F	2001
				From:	SR 232											
				To:	SR 177											
South 81		4.78	18000	B	67%	1%	2%	1%	27%	2%	C	1900	B	18000	B	2001
				From:	SR 177											
				To:	SR 8											

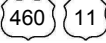





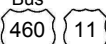








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2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Montgomery Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
South 81	0.03	2000	F	67%	1%	2%	1%	27%	2%	F	1500	F	20000	F	2001
Combined Traffic:		40000	F	67%	1%	2%	1%	28%	2%	F	2900	F	40000	F	2001
						From: SR 8									
						To: SCL Christiansburg									
Town of Christiansburg															
South 81	4.32	2000	F	67%	1%	2%	1%	27%	2%	F	1500	F	20000	F	2001
Combined Traffic:		40000	F	67%	1%	2%	1%	28%	2%	F	2900	F	40000	F	2001
						From: SCL Christiansburg									
						To: US 11 US 460									
South 81	0.29	21000	F	67%	1%	2%	1%	27%	2%	F	1600	F	21000	F	2001
Combined Traffic:		44000	F	67%	1%	2%	1%	28%	2%	F	3100	F	44000	F	2001
						From: US 11 US 460									
						To: NCL Christiansburg									
Montgomery County															
South 81	9.39	21000	F	67%	1%	2%	1%	27%	2%	F	1600	F	21000	F	2001
Combined Traffic:		44000	F	67%	1%	2%	1%	28%	2%	F	3100	F	44000	F	2001
						From: NCL Christiansburg									
						To: 60-603 Ironto									
South 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
						From: 60-603 Ironto									
						To: Roanoke County Line									
Town of Christiansburg															
111 Cambria Street	0.79	5900	F	95%	0%	2%	1%	1%	0%	C	610	F	6200	F	2001
111 Cambria Street	0.39	6900	F	96%	1%	3%	0%	1%	0%	C	740	F	7200	F	2001
111 Depot Street	0.97	4400	F	96%	0%	2%	1%	1%	0%	F	460	F	4600	F	2001
111 Depot Street	0.11	6100	F	96%	0%	2%	1%	1%	0%	C	680	F	6300	F	2001
						From: US 460									
						To: Ellett Rd									
						From: Depot St									
						To: Cambria St									
						From: Park St									
						To: US 11									
Montgomery County															
114	1.02	18000	F	96%	0%	2%	1%	1%	0%	C	1600	F	18000	F	2001
114	3.62	16000	F	96%	0%	2%	1%	1%	0%	F	1600	F	17000	F	2001
114	1.34	12000	F	96%	0%	2%	1%	1%	0%	F	1100	F	12000	F	2001
						From: Pulaski County Line									
						To: 60-812									
						From: E 60-659									
						To: WCL Christiansburg									
Town of Christiansburg															
114 Peppers Ferry Road	1.44	13000	F	96%	0%	2%	1%	1%	0%	F	1300	F	14000	F	2001
						From: WCL Christiansburg									
						To: US 460									
Montgomery County															
177	2.33	10000	F	96%	0%	2%	0%	1%	0%	C	830	F	10000	F	2001
						From: S 60-600									
						To: SCL Radford: Rock Rd									
City of Radford															
177 Tyler Ave	0.86	7600	F	96%	0%	2%	0%	1%	0%	F	770	F	7900	F	2001
177 Tyler Ave	0.78	11000	F	97%	0%	2%	0%	1%	0%	C	1100	F	12000	F	2001
177 Tyler Ave	0.44	11000	F	96%	0%	2%	0%	1%	0%	F	1100	F	12000	F	2001
						From: SCL Radford: Rock Rd									
						To: Auburn Ave									
						From: Adams St									
						To: US 11 Norwood St									

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Montgomery Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(232)	0.58	6600	F	95%	0%	2%	1%	3%	0%	F	560	F	6700	F	2001	
				From:	I-81											
				To:	SCL Radford											
City of Radford																
(232) First St	2.71	6300	F	95%	0%	2%	1%	3%	0%	C	630	F	6600	F	2001	
				From:	SCL Radford											
				To:	Bolling Street											
(232) First St	0.63	11000	F	95%	0%	2%	1%	3%	0%	F	1000	F	11000	F	2001	
				From:	SCL Radford											
				To:	Wadsworth St											
(232) First St	0.31	12000	F	95%	0%	2%	1%	3%	0%	F	1200	F	13000	F	2001	
				From:	SCL Radford											
				To:	Arlington Ave											
(232) First St	0.20	15000	F	95%	0%	2%	1%	3%	0%	F	1400	F	16000	F	2001	
				From:	SCL Radford											
				To:	US 11											
Town of Blacksburg																
(412) Prices Fork Rd	1.07	26000	F	98%	0%	1%	0%	1%	0%	F	2500	F	27000	F	2001	
				From:	US 460											
				To:	Toms Creek Rd											
(412) Prices Fork Rd	0.28	18000	F	98%	0%	1%	0%	1%	0%	C	1600	F	19000	F	2001	
				From:	US 460											
				To:	Main St											
Montgomery County																
(460)	3.46	12000	F	89%	0%	2%	1%	7%	1%	F	1100	F	12000	F	2001	
				From:	Giles County Line											
				To:	NCL Blacksburg											
Town of Blacksburg																
(460)	3.70	11000	F	89%	0%	2%	1%	7%	1%	F	1100	F	12000	F	2001	
				From:	NCL Blacksburg											
				To:	SR 412 Prices Fork Rd											
(460)	3.43	12000	F	91%	0%	3%	0%	5%	1%	C	1200	F	12000	F	2001	
				From:	SR 412 Prices Fork Rd											
				To:	US 460 Bus SCL Blacksburg											
Montgomery County																
(460)	1.05	40000	F	89%	0%	2%	1%	7%	1%	F	3300	F	40000	F	2001	
				From:	US 460 Bus SCL Blacksburg											
				To:	NCL Christiansburg											
Town of Christiansburg																
(460) N Franklin St	0.97	40000	N	89%	0%	2%	1%	7%	1%	N	3300	N	40000	N	2001	
				From:	NCL Christiansburg											
				To:	SR 114 Peppers Ferry Rd											
(460) N Franklin St	0.66	49000	F	89%	0%	2%	1%	7%	1%	F	4100	F	50000	F	2001	
				From:	SR 114 Peppers Ferry Rd											
				To:	US 460 Bus											
(460)	0.24	19000	F	89%	0%	2%	1%	7%	1%	F	1500	F	19000	F	2001	
				From:	US 460 Bus Franklin St											
				To:	ECL Christiansburg											
Montgomery County																
(460)	2.08	19000	F	89%	0%	2%	1%	7%	1%	F	1500	F	19000	F	2001	
				From:	ECL Christiansburg											
				To:	ECL Christiansburg											
Town of Christiansburg																
(460)	0.54	19000	F	89%	0%	2%	1%	7%	1%	F	1500	F	19000	F	2001	
				From:	ECL Christiansburg											
				To:	US 11, US 460 Bus											
(460) (11) Roanoke St	0.91	18000	F	93%	0%	2%	1%	3%	0%	C	1600	F	19000	F	2001	
				From:	US 11, BUS US 460											
				To:	.20 Mile North I-81 at Ramp											
(460) (11) Roanoke St	0.29	8700	N	93%	0%	2%	1%	3%	0%	N	850	N	9100	N	2001	
				From:	.20 Mile North I-81 at Ramp											
				To:	Tower Rd, Hampton Rd											
(460) (11) Roanoke St	2.01	8700	F	93%	0%	2%	1%	3%	0%	F	850	F	9100	F	2001	
				From:	Tower Rd, Hampton Rd											
				To:	ECL Christiansburg											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
From: ECL Christiansburg															
 5.11	8000	F	95%	0%	2%	1%	1%	0%	F	720	F	8100	F	2001	
To: 60-753															
From: 60-631															
 3.21	8100	F	95%	0%	2%	1%	1%	0%	F	800	F	8200	F	2001	
To: Roanoke County Line															
From: US 460															
 0.18	33000	F	96%	0%	2%	1%	1%	0%	F	3100	F	34000	F	2001	
To: WCL Christiansburg															
From: SR 111 Cambria															
 N Franklin St	0.11	33000	F	96%	0%	2%	1%	1%	F	3100	F	34000	F	2001	
To: SR 111 Cambria St															
From: Depot St															
 N Franklin St	0.28	12000	F	96%	0%	2%	1%	1%	F	1100	F	12000	F	2001	
To: US 11 Main St															
From: Roanoke St															
 E Main St	0.12	8500	F	97%	0%	2%	0%	1%	F	840	F	8900	F	2001	
To: E Main St															
From: Craig St															
 Roanoke St	0.98	13000	F	97%	0%	2%	0%	1%	F	1300	F	13000	F	2001	
To: SR 111 Depot St															
From: US 460															
 Roanoke St	0.90	16000	F	95%	0%	2%	1%	1%	C	1100	F	17000	F	2001	
Town of Blacksburg															
From: US 460															
 Main St	2.32	7000	F	97%	1%	1%	0%	0%	C	710	F	7300	F	2001	
To: Bruce Dr															
From: Progress St															
 Main St	0.26	16000	F	97%	1%	1%	0%	0%	F	1500	F	17000	F	2001	
To: Prices Fork Rd															
From: Roanoke St															
 Main St	0.17	18000	F	97%	1%	1%	0%	0%	F	1600	F	19000	F	2001	
To: Roanoke St															
From: Clay St															
 Main St	0.53	20000	F	97%	1%	1%	0%	0%	F	1700	F	21000	F	2001	
To: Roanoke St															
From: Upland Rd															
 Main St	0.19	17000	F	96%	0%	2%	1%	1%	F	1300	F	17000	F	2001	
To: Clay St															
From: Upland Rd															
 Main St	1.00	18000	F	96%	0%	2%	1%	1%	F	1600	F	19000	F	2001	
To: Ellet Rd															
From: US 460, ECL Blacksburg															
 0.04	NA									NA		NA			
To: SR 8 FLANAGAN DR															

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(618) FR	0.09	NA									NA		NA		
						From: CL Blacksburg									
						To: US 460 HOLIDAY LANE									
(600)	0.15	110	F	95%	0%	4%	1%	2%	0%	F	20	F	120	F	2001
						From: Floyd County Line; 60-787									
(600)	2.26	130	F	95%	0%	3%	1%	2%	0%	F	20	F	130	F	2001
						From: 0.15 MN OF CL									
(600)	2.49	360	F	94%	0%	3%	1%	1%	0%	F	40	F	360	F	2001
						From: 60-672									
(600)	0.69	560	F	94%	0%	3%	1%	1%	0%	F	60	F	570	F	2001
						From: 60-669									
(600)	2.48	1800	F	95%	0%	3%	0%	1%	0%	C	190	F	1800	F	2001
						From: 60-693 SOUTH									
(600)	0.20	6200	F	95%	0%	3%	0%	1%	0%	F	560	F	6300	F	2001
						From: SR 177 S; 60-658									
(600)	0.60	2000	F	95%	0%	3%	0%	1%	0%	F	170	F	2000	F	2001
						From: SR 177 NORTH									
(600)	2.40	480	R								NA		NA		1998
						From: 60-666									
						To: US 11									
(601)	1.10	20	R								NA		NA		12/05/2001
						From: 60-602									
(601)	0.20	190	R								NA		NA		1998
						From: 60-616 West									
(601)	2.60	70	R								NA		NA		12/05/2001
						From: 60-616 East									
(601)	0.10	110	R								NA		NA		1998
						From: 2.60 ME 60-616									
						To: 60-617									
(602)	1.50	370	R								NA		NA		1998
						From: 60-617									
						To: SR 8									
(603)	1.48	2100	F	96%	0%	3%	0%	1%	0%	F	290	F	2100	F	2001
						From: ECL Blacksburg									
(603)	0.32	3200	F	96%	0%	3%	0%	1%	0%	F	380	F	3200	F	2001
						From: 60-642									
(603)	0.93	2500	F	96%	0%	3%	0%	1%	0%	F	290	F	2500	F	2001
						From: 60-723 South									
						From: 60-723 North									
(603)	3.24	1600	F	96%	0%	3%	0%	1%	0%	F	180	F	1600	F	2001
						From: 60-641									
(603)	4.04	1600	F	96%	0%	3%	0%	1%	0%	C	230	F	1600	F	2001
						From: 60-821									
(603)	1.50	2800	F	96%	1%	2%	0%	1%	0%	C	300	F	2900	F	2001
						From: 60-629									
(603)	0.15	1700	F	96%	1%	2%	0%	1%	0%	F	170	F	1800	F	2001
						From: I-81									
(603)	2.16	1100	F	96%	1%	2%	0%	1%	0%	F	110	F	1100	F	2001
						From: 60-635									
						From: US 11 & 460 South									
(603)	1.62	440	R								NA		NA		1998
						From: US 11 & 460 North									
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
604	1.85	270	R			From: US 11 WEST To: US 11 EAST					NA		NA		1998
605	0.90	2300	R			From: Pulaski County Line To: SCL Radford					NA		NA		1998
606	2.00	80	R			From: 60-673 To: 60-669					NA		NA		12/17/2001
607	0.05	50	R			From: 60-637 To: 0.05 MN 60-637					NA		NA		12/03/2001
607	0.95	40	R			From: 60-637 To: Dead End					NA		NA		12/03/2001
608	0.09	20	R			From: 60-637 To: Dead End					NA		NA		12/03/2001
609	1.79	90	R			From: Floyd County Line To: 1.79 MN OF CL					NA		NA		12/05/2001
609	2.90	20	R			From: 4.69 MN OF CL To: 6.00 MN OF CL					NA		NA		12/03/2001
609	1.31	60	R			From: 6.00 MN OF CL To: 6.13 MN OF CL					NA		NA		12/03/2001
609	0.13	100	R			From: 6.13 MN OF CL To: 60-637 SOUTH					NA		NA		12/03/2001
609	0.08	100	R			From: 60-637 NORTH To: Dead End; Gap Terminus					NA		NA		12/03/2001
609	2.10	160	R			From: Dead End; Gap Terminus To: 60-634					NA		NA		12/03/2001
609	1.20	20	R			From: 60-634 To: US 11; US 460					NA		NA		12/03/2001
609	2.21	70	R			From: 60-753 To: 60-612					NA		NA		12/03/2001
609	0.09	610	R			From: 60-612 To: Floyd County Line					NA		NA		1998
610	3.20	240	R			From: 60-615 To: 60-729					NA		NA		1998
612	0.70	2100	F	96%	0%	2%	1%	1%	0%	C	210	F	2100	F	2001
612	0.80	1800	F	96%	0%	2%	1%	1%	0%	F	190	F	1800	F	2001
612	1.40	1300	F	96%	0%	2%	1%	1%	0%	F	140	F	1300	F	2001
612						From: Floyd County Line To: Dead End									
613	0.60	20	R			From: Dead End To: 60-620					NA		NA		12/17/2001
613	0.90	140	R			From: 60-620 To: 60-693 EAST					NA		NA		12/17/2001
613	0.94	450	F	96%	2%	2%	0%	1%	0%	C	40	F	460	F	2001
613						From: 60-693 WEST To: Pulaski County Line									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
614	0.40	40	R			From: Floyd County Line To: 60-612					NA		NA		12/05/2001
615	2.40	990	F	96%	0%	2%	1%	1%	0%	F	100	F	1000	F	2001
615	1.75	3500	F	96%	0%	2%	1%	1%	0%	C	350	F	3500	F	2001
615	2.22	3000	F	95%	1%	2%	1%	1%	0%	F	310	F	3100	F	2001
615	2.25	3200	F	95%	1%	2%	1%	1%	0%	C	370	F	3200	F	2001
616	2.80	40	R			From: 60-673 To: SR 8 NORTH SR 8 SOUTH					NA		NA		12/17/2001
616	2.60	480	R			From: 60-601 WEST To: 60-601 EAST					NA		NA		1998
616	2.50	45	R			From: Floyd County Line; 60-617 To: Floyd County Line					NA		NA		12/05/2001
617	2.26	190	R			From: Floyd County Line; 60-616 To: Floyd County Line; 60-617					NA		NA		1998
617	0.20	120	R			From: 2.56 MN 31-617 To: 60-601					NA		NA		12/05/2001
617	0.05	160	R			From: 0.05 ME 60-601 To: 60-615					NA		NA		1998
617	0.85	180	R			From: 60-705 To: Dead End					NA		NA		12/05/2001
619	1.80	48	R			From: Pulaski County Line To: 60-710					NA		NA		01/08/2002
620	0.10	110	R			From: 60-613 To: US 460					NA		NA		1998
620	1.50	90	R			From: 3.93 MN US 460 To: Craig County Line					NA		NA		12/17/2001
621	3.93	200	R			From: 60-603 To: 60-713					NA		NA		12/12/2001
621	7.54	100	R			From: 60-629 To: Roanoke County Line					NA		NA		12/12/2001
622	2.74	280	R								NA		NA		12/12/2001
622	2.90	120	R								NA		NA		12/12/2001
622	2.05	350	R								NA		NA		12/12/2001

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
623	0.98	240	R			From: Dead End					NA	NA		1998	
623	0.17	20	R			From: 60-652 WEST					NA	NA		1998	
						To: 60-652 EAST									
624	1.83	1800	R			From: ECL Blacksburg					NA	NA		1998	
624	8.45	650	R			From: 60-1109					NA	NA		1998	
						To: Roanoke County Line									
625	1.93	520	R			From: 60-652 EAST					NA	NA		1998	
625	1.65	470	R			From: 60-652 WEST					NA	NA		1998	
						To: Giles County Line									
626	0.20	360	R			From: Dead End					NA	NA		12/12/2001	
626	1.05	530	R			From: 60-740 WEST					NA	NA		12/12/2001	
						To: US 11; US 460									
627	0.40	40	R			From: 60-600					NA	NA		01/08/2002	
						To: 60-658									
628	1.70	30	R			From: 60-785					NA	NA		01/10/2002	
628	1.20	40	R			From: 1.70 MN 60-785					NA	NA		01/10/2002	
						To: 60-624									
629	1.95	600	R			From: 60-603					NA	NA		12/12/2001	
						To: 60-622									
630	1.60	40	R			From: 60-785					NA	NA		01/10/2002	
						To: 60-624									
631	2.23	830	R			From: Dead End					NA	NA		1998	
631	0.13	940	R			From: 60-732					NA	NA		1998	
						To: US 11									
632	0.50	48	R			From: Dead End					NA	NA		12/03/2001	
						To: 60-633									
633	1.20	100	R			From: Dead End					NA	NA		1998	
633	0.70	1000	R			From: 60-632					NA	NA		1998	
						To: US 11									
634	0.25	20	R			From: Dead End					NA	NA		12/03/2001	
						To: 60-609									
635	0.85	100	R			From: Dead End					NA	NA		12/12/2001	
						To: 60-603									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
636	1.19	240	R			From: US 11 & 460 SOUTH					NA		NA		12/17/2001
636	1.89	120	R			From: 60-820					NA		NA		12/12/2001
636	2.70	200	R			From: 60-821					NA		NA		12/12/2001
636	0.45	360	R			From: 2.70 ME 60-821					NA		NA		12/12/2001

637	0.12	360	F	95%	1%	2%	1%	1%	0%	F	60	F	370	F	2001
637	0.14	3100	F	95%	1%	2%	1%	1%	0%	F	320	F	3100	F	2001
637	1.82	2400	F	95%	1%	2%	1%	1%	0%	C	250	F	2400	F	2001
637	2.00	2000	F	95%	1%	2%	1%	1%	0%	F	200	F	2100	F	2001
637	1.24	1300	F	95%	1%	2%	1%	1%	0%	F	140	F	1400	F	2001
637	0.74	920	F	95%	1%	2%	1%	1%	0%	F	90	F	930	F	2001
637	2.09	510	R			From: 60-687					NA		NA		1998
637	0.17	70	R			From: 60-607					NA		NA		1998
637	0.83	60	R			From: 0.17 ME 60-607					NA		NA		12/03/2001
637	0.90	60	R			From: Dead End; Gap Terminus					NA		NA		1995

638	3.50	100	R			From: 60-639					NA		NA		12/03/2001

639	1.20	470	R			From: 60-772					NA		NA		1998
639	0.07	90	R			From: 60-742					NA		NA		1998
639	1.33	80	R			From: 0.07 MN 60-742					NA		NA		12/03/2001
639	2.20	120	R			From: 60-675					NA		NA		12/03/2001

640	0.70	1000	R			From: SCL Christiansburg					NA		NA		1998
640	1.40	50	R			From: 60-1415					NA		NA		12/17/2001
640	1.01	45	R			From: 1.40 MS 60-1415					NA		NA		12/17/2001

641	0.21	80	R			From: Dead End					NA		NA		12/17/2001

641						From: NCL Christiansburg; Gap Terminus									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(641)	1.34	340	R			From: ECL Christiansburg; Gap Terminus					NA		NA		1998
						To: US 460, US 11									
(641)	4.17	920	R			From: US 11 & 460 SOUTH					NA		NA		12/17/2001
						To: 60-603									
(642)	0.43	1000	R			From: US 460 NORTH					NA		NA		1998
						To: US 460 SOUTH									
(642)	0.99	2300	F	78%	0%	5%	14%	2%	0%	C	210	F	2400	F	2001
						To: 60-643									
(642)	1.50	1600	F	78%	1%	5%	14%	2%	0%	F	170	F	1600	F	2001
						To: 60-603									
(643)	0.95	210	R			From: NCL Christiansburg					NA		NA		01/08/2002
						To: 0.95 MN OF NCL									
(643)	2.79	140	R			From: 0.95 MN OF NCL					NA		NA		01/08/2002
						To: 60-642									
(643)	0.65	1200	R			From: 60-642					NA		NA		1998
						To: SCL Blacksburg									
(644)	0.10	550	R			From: 60-723					NA		NA		1998
						To: 60-776									
(644)	0.23	370	R			From: 60-776					NA		NA		1998
						To: 0.23 ME 60-776									
(644)	0.32	110	R			From: 0.23 ME 60-776					NA		NA		01/10/2002
						To: 60-699									
(644)	0.30	70	R			From: 60-699					NA		NA		01/10/2002
						To: 60-1430									
(645)	0.18	45	R			From: Dead End					NA		NA		01/08/2002
						To: 60-666									
(647)	0.50	130	R			From: 60-603					NA		NA		12/12/2001
						To: Dead End									
(648)	2.11	1200	R			From: ECL Blacksburg					NA		NA		1998
						To: Dead End									
(649)	0.32	960	R			From: US 460					NA		NA		1998
						To: 60-810									
(649)	1.25	250	R			From: 60-810					NA		NA		1998
						To: 60-624									
(652)	3.85	1500	R			From: 60-625 WEST					NA		NA		1998
						To: 60-655									
(652) McCoy Rd	0.44	1900	F	96%	1%	2%	0%	1%	0%	F	200	F	1900	F	2001
						To: 60-735 West									
(652)	3.02	2300	F	96%	1%	2%	0%	1%	0%	C	250	F	2400	F	2001
						To: 60-685									
(653)	0.26	290	R			From: Floyd County Line					NA		NA		1998
						To: 60-637									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(654)	1.50	420	R			From: 60-685 To: 60-655					NA		NA		1998
(655)	2.12	260	F	96%	2%	2%	0%	0%	0%	F	40	F	270	F	2001
(655)	Long Shop Rd/Mt. Zi	3.64	850	F	96%	1%	2%	0%	0%	C	90	F	860	F	2001
						From: 60-781 To: WCL Blacksburg									
(656)	0.13	50	R			From: 60-625 To: Cul-de-Sac					NA		NA		1998
(657)	1.15	2700	R			From: NCL Christiansburg To: 60-808					NA		NA		1998
(657)	3.60	1600	R			From: 60-808 To: 60-685 WEST 60-685 EAST					NA		NA		1998
(657)	1.10	420	R			From: 60-685 EAST To: Dead End					NA		NA		1998
(658)	0.27	3000	F	96%	1%	2%	0%	1%	0%	F	310	F	3100	F	2001
						From: SR 177: 60-600 To: 60-627									
(658)	0.85	3100	F	96%	1%	2%	0%	1%	0%	F	320	F	3100	F	2001
						From: 60-627 To: 60-677									
(658)	2.04	2900	F	96%	1%	2%	0%	1%	0%	F	320	F	2900	F	2001
						From: 60-677 To: 60-693									
(658)	0.41	2900	F	96%	1%	2%	0%	1%	0%	C	320	F	2900	F	2001
						From: 60-693 To: SR 8									
(659)	1.98	720	R			From: SR 114 WEST To: SR 114 EAST					NA		NA		1998
(660)	1.70	120	R			From: 60-719 To: WCL Christiansburg					NA		NA		01/08/2002
(661)	0.98	350	R			From: NCL Christiansburg To: 60-662					NA		NA		1998
(661)	0.10	130	R			From: 60-662 To: 0.10 MN 60-662					NA		NA		01/08/2002
(661)	0.95	90	R			From: 0.10 MN 60-662 To: WCL Christiansburg					NA		NA		01/08/2002
(661)	0.60	620	R			From: WCL Christiansburg To: Dead End; Gap Terminus					NA		NA		1998
						From: Dead End; Gap Terminus To: SR 114									
(662)	0.70	310	R			From: SR 114 To: WCL Christiansburg					NA		NA		1998
						From: WCL Christiansburg To: US 11 EAST US 11 WEST									
(662)	0.50	150	R			From: US 11 EAST US 11 WEST To: 60-661					NA		NA		1998
(663)	0.88	1900	F	98%	0%	2%	0%	0%	0%	C	230	F	2000	F	2001
						From: US 11 To: 60-720									
(663)	3.64	720	F	98%	0%	2%	0%	0%	0%	F	90	F	720	F	2001
						From: 60-720 To: SR 114: 60-685									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(664)	0.40	NA				From: Dead End					NA		NA			
(664)	1.10	180	R			From: 0.40 ME Dead End					NA		NA		1998	
(664)	1.15	910	R			From: 60-787 WEST					NA		NA		1998	
						To: SR 177										
(665)	0.95	80	R			From: Dead End					NA		NA		01/08/2002	
(665)	0.44	370	R			From: 60-787					NA		NA		1998	
(665)	0.41	320	R			From: FR-58 WEST					NA		NA		1998	
						To: FR-58 EAST										
						To: Dead End										
(666)	0.36	1200	F	96%	0%	3%	0%	1%	0%	F	110	F	1200	F	2001	
(666)	1.48	1000	F	96%	0%	3%	0%	1%	0%	F	90	F	1000	F	2001	
(666)	3.12	1600	F	96%	0%	3%	0%	1%	0%	C	160	F	1700	F	2001	
						To: WCL Christiansburg										
(667)	0.93	100	R			From: Dead End					NA		NA		01/08/2002	
(667)	0.06	100	R			From: 0.93 ME Dead End					NA		NA		01/08/2002	
						To: 60-600										
(668)	0.70	30	R			From: 60-600					NA		NA		12/17/2001	
						To: 60-669										
(669)	Fairview Church Rd	3.60	820	F	93%	2%	4%	1%	1%	0%	F	80	F	830	F	2001
(669)	Fairview Church Rd	1.10	680	F	93%	2%	4%	1%	1%	0%	F	80	F	690	F	2001
(669)	Union Valley Rd	0.04	1600	F	93%	2%	4%	1%	1%	0%	F	160	F	1600	F	2001
(669)	Union Valley Rd	4.20	850	F	93%	2%	4%	1%	1%	0%	C	90	F	860	F	2001
						To: 60-615										
(670)		1.20	400	R		From: 60-669					NA		NA		1998	
						To: SR 8										
(671)		0.46	160	R		From: SR 8					NA		NA		1998	
(671)		0.10	140	R		From: 60-669					NA		NA		1998	
(671)		1.20	110	R		From: 60-704					NA		NA		12/05/2001	
						To: Dead End										
(672)		0.35	6	R		From: Dead End					NA		NA		12/17/2001	
(672)		0.70	110	R		From: 60-692					NA		NA		12/17/2001	
						To: 60-673										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(672)	2.20	200	R			From: 60-673 To: 60-600					NA		NA		12/17/2001
(673)	2.50	230	R			From: 60-672 To: SR 8					NA		NA		1998
(674)	2.35	130	R			From: Dead End To: 60-675 NORTH					NA		NA		12/05/2001
(674)	2.40	210	R			From: 60-675 NORTH To: 2.40 MN 60-675					NA		NA		1995
(674)	0.80	280	R			From: 2.40 MN 60-675 To: 60-676					NA		NA		1998
(674)	0.70	400	R			From: 60-676 To: 60-615					NA		NA		1998
(675)	3.20	420	R			From: SR 8 To: 60-615 SOUTH					NA		NA		1998
(675)	4.40	40	R			From: 60-615 NORTH To: 60-674 SOUTH					NA		NA		12/05/2001
(675)	1.20	10	R			From: 60-674 NORTH To: Dead End; Gap Terminus					NA		NA		12/05/2001
(675)	0.70	40	R			From: Dead End; Gap Terminus To: 60-639					NA		NA		12/03/2001
(676)	0.90	80	R			From: Dead End To: 60-674					NA		NA		12/05/2001
(677)	0.50	20	R			From: Dead End To: 60-658					NA		NA		01/08/2001
(678)	0.80	30	R			From: SR 8 To: 60-616					NA		NA		12/05/2001
(679)	1.80	300	R			From: 60-669 To: 60-615					NA		NA		1998
(681)	1.60	720	R			From: ECL Blacksburg To: 60-1260					NA		NA		1998
(682)	0.45	200	R			From: 60-753 To: Dead End					NA		NA		12/12/2001
(683)	0.64	20	R			From: Dead End To: 0.64 ME Dead End					NA		NA		12/12/2001
(683)	0.66	80	R			From: 0.65 ME Dead End To: 60-622					NA		NA		12/12/2001
(684)	0.60	120	R			From: Dead End To: 60-655					NA		NA		12/10/2001
(685) Prices Fork Rd	2.04	8800	F	98%	0%	1%	0%	0%	0%	F	860	F	8900	F	2001
						From: SR 114; 60-663 To: 60-705									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(685) Prices Fork Rd	1.20	8900	F	98%	0%	1%	0%	0%	0%	F	870	F	9000	F	2001	
				From:	60-705											
				To:	60-652											
(685) Prices Fork Rd	0.30	11000	F	98%	0%	1%	0%	0%	0%	F	1100	F	11000	F	2001	
				From:	60-736											
				To:	60-654											
(685) Prices Fork Rd	1.38	12000	F	98%	0%	1%	0%	0%	0%	C	1300	F	12000	F	2001	
				From:	WCL Blacksburg											
				To:	60-622 EAST											
(686)	0.35	20	R								NA		NA		12/12/2001	
				From:	60-622 WEST											
				To:	60-637											
(687)	0.05	60	R								NA		NA		12/03/2001	
				From:	0.05 ME 60-637											
				To:	Dead End											
(687)	1.25	60	R								NA		NA		12/03/2001	
				From:	US 11											
				To:	ECL Radford											
(688)	0.94	4500	F	96%	0%	1%	0%	2%	0%	C	470	F	4600	F	2001	
				From:	Dead End											
				To:	60-622											
(689)	0.11	50	R								NA		NA		12/12/2001	
				From:	Dead End											
				To:	60-637											
(690)	1.00	300	R								NA		NA		1998	
				From:	60-672											
				To:	Dead End											
(691)	0.87	50	R								NA		NA		12/17/2001	
				From:	60-672											
				To:	60-695											
(692)	0.80	40	R								NA		NA		12/17/2001	
				From:	60-613 WEST											
				To:	60-613 EAST											
(693)	0.19	780	F	97%	0%	2%	0%	1%	0%	F	80	F	790	F	2001	
				From:	60-600 WEST											
				To:	60-600 EAST											
(693)	3.20	2100	F	97%	0%	2%	0%	1%	0%	F	220	F	2100	F	2001	
				From:	60-600 WEST											
				To:	60-600 EAST											
(693)	0.14	2800	F	97%	0%	2%	0%	1%	0%	F	290	F	2800	F	2001	
				From:	60-600 EAST											
				To:	SR 8											
(693)	3.65	1400	F	97%	0%	2%	0%	1%	0%	C	140	F	1400	F	2001	
				From:	ECL Blacksburg											
				To:	60-1235											
(694)	0.06	740	R								NA		NA		1998	
				From:	60-1235											
				To:	Dead End											
(694)	0.66	540	R								NA		NA		1998	
				From:	Dead End											
				To:	60-672											
(695)	3.00	70	R								NA		NA		12/17/2001	
				From:	60-652											
				To:	1.00 MN 60-652											
(696)	1.00	190	R								NA		NA		1998	
				From:	60-652											
				To:	1.00 MN 60-652											
(696)	0.50	NA									NA		NA			
				From:	Dead End											
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
697	0.20	70	R			From: 60-603					NA		NA		1998
						To: Dead End									
699	0.30	20	R			From: Dead End					NA		NA		01/10/2002
						To: 60-644									
701	0.25	NA				From: Dead End/					NA		NA		
						To: 60-00657(B)/									
703	0.30	30	R			From: 60-723					NA		NA		1998
						To: 60-723									
704	0.10	180	R			From: SR 8					NA		NA		1998
						To: 60-671									
705	1.59	110	R			From: SR 114					NA		NA		01/08/2002
						To: 60-619									
705	0.10	110	R			From: 0.10 MN 60-619					NA		NA		1998
						To: 60-685									
705	0.26	80	R			From: Dead End					NA		NA		01/08/2002
						To: 0.30 MN Dead End									
706	0.30	30	R			From: 0.30 MN Dead End					NA		NA		12/03/2001
						To: US 11; US 460									
706	1.00	100	R			From: Dead End					NA		NA		12/03/2001
						To: SR 8									
707	1.00	80	R			From: Dead End					NA		NA		12/17/2001
						To: 60-625									
708	1.14	50	R			From: 1.14 MW 60-625					NA		NA		12/10/2001
						To: 60-781									
708	2.26	120	R			From: Dead End					NA		NA		1998
						To: 60-625									
708	1.30	30	R			From: 60-781					NA		NA		12/10/2001
						To: Dead End									
709	0.10	70	R			From: 60-808					NA		NA		1998
						To: Dead End									
710	1.50	70	R			From: Dead End					NA		NA		12/17/2001
						To: 60-620									
711	0.40	30	R			From: 60-669					NA		NA		1998
						To: Cul-de-Sac									
712	2.10	60	R			From: 60-723					NA		NA		01/10/2002
						To: Dead End									
713	0.90	600	R			From: 60-622					NA		NA		12/12/2001
						To: 60-603									
714	0.20	10	R			From: 60-622					NA		NA		12/12/2001
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(715)	0.06	250	R			From: ECL Blacksburg					NA		NA		1998
(715)	0.16	70	R			From: 60-1111					NA		NA		1998
(716)	1.63	70	R			From: Cul-de-Sac					NA		NA		12/17/2001
(716)	0.02	80	R			From: Dead End					NA		NA		12/17/2001
(716)	0.40	30	R			From: SR 8					NA		NA		12/17/2001
(716)	0.40	30	R			From: END LOOP					NA		NA		12/17/2001
(717)	1.00	70	R			From: Dead End					NA		NA		12/05/2001
(718)	1.90	800	R			From: 60-610					NA		NA		12/05/2001
(718)	1.90	800	R			From: 60-652					NA		NA		1998
(719)	1.83	650	R			From: 60-655					NA		NA		1998
(719)	1.83	650	R			From: 60-720					NA		NA		1998
(720)	0.65	750	R			From: 60-659					NA		NA		1998
(720)	0.65	750	R			From: 60-663					NA		NA		1998
(720)	2.29	46	R			From: 60-719					NA		NA		01/08/2002
(720)	0.26	130	R			From: 2.29 ME 60-719					NA		NA		1998
(720)	0.45	80	R			From: US 11 WEST					NA		NA		1998
(720)	0.45	80	R			From: US 11 EAST					NA		NA		1998
(721)	0.38	80	R			From: Dead End					NA		NA		1995
(721)	0.04	80	R			From: 0.38 MS Dead End					NA		NA		1995
(721)	0.04	80	R			From: 60-655					NA		NA		1995
(722)	0.90	20	R			From: Dead End					NA		NA		12/03/2001
(722)	0.90	20	R			From: 60-639					NA		NA		12/03/2001
(723) Ellett Rd	0.19	2300	F	95%	0%	From: NCL Christiansburg				F	300	F	2400	F	2001
(723) Ellett Rd	3.49	1500	F	95%	0%	From: 60-644				C	240	F	1600	F	2001
(723) Ellett Rd	0.10	3700	F	95%	0%	From: 60-603 SOUTH				F	480	F	3800	F	2001
(723) Lusters Gate Rd	0.88	2000	F	95%	0%	From: 60-603 NORTH				F	210	F	2000	F	2001
(723) Lusters Gate Rd	0.51	1700	F	95%	0%	From: 60-712				F	180	F	1700	F	2001
(723) Lusters Gate Rd	1.52	1800	F	95%	0%	From: 60-1250				F	200	F	1800	F	2001
(723) Lusters Gate Rd	0.98	1700	F	95%	0%	From: 60-1260 NORTH				F	190	F	1700	F	2001
(723) Lusters Gate Rd	0.98	1700	F	95%	0%	From: 60-785				F	190	F	1700	F	2001

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(724)	1.60	60	R			From: 60-666					NA	NA			01/08/2002
						To: 60-604									
(725)	1.20	45	R			From: 60-655					NA	NA			12/10/2001
						To: Dead End									
(726)	1.90	40	R			From: 60-615					NA	NA			12/05/2001
						To: 60-612									
(727)	0.17	40	R			From: Dead End					NA	NA			1998
						To: 60-603									
(728)	0.70	45	R			From: Dead End					NA	NA			12/05/2001
						To: 60-615									
(729)	0.50	160	R			From: 60-612					NA	NA			1998
						To: 0.50 MN 60-612									
(729)	0.50	120	R			From: Dead End					NA	NA			12/05/2001
						To: Dead End									
(730)	0.25	120	R			From: 60-624					NA	NA			1998
						To: Dead End									
(731)	0.08	120	R			From: NCL Christiansburg					NA	NA			1998
						To: NCL Christiansburg									
(732)	0.07	70	R			From: 60-631					NA	NA			1998
						To: 60-754									
(733)	0.60	200	R			From: Dead End					NA	NA			1998
						To: 60-657									
(734)	0.20	20	R			From: 60-785					NA	NA			1998
						To: Dead End									
(735)	0.38	50	R			From: 60-652					NA	NA			1998
						To: 60-652									
(736)	0.14	2000	R			From: 60-652					NA	NA			1998
						To: 60-685									
(737)	0.15	60	R			From: Dead End					NA	NA			1998
						To: 0.15 MN Dead End									
(737)	0.23	380	R			From: 60-1279					NA	NA			1998
						To: 60-1279									
(737)	0.88	1800	R			From: 60-685					NA	NA			1998
						To: 60-685									
(738)	0.23	400	R			From: 60-763					NA	NA			1998
						To: 60-739									
(738)	0.05	810	R			From: US 11					NA	NA			1998
						To: US 11									
(739)	0.20	400	R			From: Dead End					NA	NA			1998
						To: 60-738									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(740)	0.27	80	R			From: 60-626 To: 60-626					NA		NA		12/12/2001
(741)	0.90	100	R			From: 60-631 To: Dead End					NA		NA		12/03/2001
(742)	0.20	60	R			From: Dead End To: 0.20 ME Dead End					NA		NA		12/03/2001
(742)	0.40	48	R			From: 0.20 ME Dead End To: 0.60 ME Dead End					NA		NA		12/03/2001
(742)	0.02	48	R			From: 0.60 ME Dead End To: 60-639					NA		NA		12/03/2001
(743)	0.20	10	R			From: Dead End To: 0.20 MN Dead End					NA		NA		12/03/2001
(743)	0.01	10	R			From: 0.20 MN Dead End To: 60-639					NA		NA		12/03/2001
(744)	0.70	80	R			From: 60-655 To: Dead End					NA		NA		12/10/2001
(745)	0.50	1000	R			From: US 11 & 460 SOUTH To: 60-748					NA		NA		12/12/2001
(745)	0.04	260	R			From: 60-748 To: US 11 & 460 NORTH					NA		NA		12/12/2001
(746)	0.11	100	R			From: Dead End To: 60-737					NA		NA		1998
(747)	0.25	20	R			From: Dead End To: 60-785					NA		NA		01/10/2002
(748)	0.05	240	R			From: 60-745 To: Dead End					NA		NA		12/12/2001
(749)	0.15	30	R			From: 60-785 To: Cul-de-Sac					NA		NA		01/10/2002
(750)	0.25	70	R			From: SR 114 To: Dead End					NA		NA		1998
(751)	0.07	120	R			From: 60-738 To: 60-739					NA		NA		1998
(752)	0.25	90	R			From: Dead End To: 60-603					NA		NA		01/10/2002
(753)	0.81	520	F	94%	1%	4%	0%	0%	0%	F	60	F	530	F	2001
(753)	0.75	460	F	95%	1%	4%	0%	0%	0%	C	60	F	460	F	2001
(754)	0.50	420	R			From: US 11 To: 60-631					NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(755)	0.10	20	R			From: Dead End					NA	NA			12/03/2001
						To: 60-637									
(756)	0.15	70	R			From: 60-626					NA	NA			12/12/2001
						To: Dead End									
(757)	0.58	90	R			From: 60-637					NA	NA			12/03/2001
						To: Dead End									
(758)	0.25	30	R			From: NCL Christiansburg					NA	NA			12/17/2001
						To: Dead End									
(760)	0.31	440	R			From: 60-661					NA	NA			1998
						To: SR 114									
(761)	0.27	40	R			From: 60-613					NA	NA			1998
						To: Dead End									
(762)	0.09	440	R			From: 60-600					NA	NA			1998
						To: 60-763									
(762)	0.17	130	R			From: 60-763					NA	NA			1998
						To: Cul-de-Sac									
(763)	0.16	140	R			From: 60-762					NA	NA			1998
						To: 60-764									
(763)	0.25	240	R			From: 60-764					NA	NA			1998
						To: 60-738									
(764)	0.04	20	R			From: Cul-de-Sac					NA	NA			1998
						To: 60-763									
(765)	0.39	80	R			From: Dead End					NA	NA			1998
						To: 60-665									
(766)	0.17	450	R			From: Dead End					NA	NA			1998
						To: 60-1217									
(766)	0.33	800	R			From: 60-1217					NA	NA			1998
						To: WCL Blacksburg									
(767)	0.15	100	R			From: 60-808					NA	NA			1998
						To: Dead End									
(768)	0.43	60	R			From: 60-625					NA	NA			12/10/2001
						To: Dead End									
(769)	0.25	10	R			From: 60-825					NA	NA			12/10/2001
						To: Dead End									
(770)	0.45	70	R			From: 60-657					NA	NA			1998
						To: Dead End									
(771)	0.20	20	R			From: 60-637					NA	NA			12/03/2001
						To: 60-637									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(772)	0.30	40	R			From: Dead End To: 60-639					NA		NA		12/03/2001
(773)	0.06	300	R			From: 60-626 To: Dead End					NA		NA		12/12/2001
(774) Price Station Rd	1.25	270	F	97%	0%	3%	0%	0%	0%	C	80	F	270	F	2001
(775)	0.21	400	R			From: Dead End To: US 460					NA		NA		1998
(776)	0.20	180	R			From: 60-644 To: Dead End					NA		NA		1998
(777)	1.58	100	R			From: US 460; 60-778 To: NCL Blacksburg					NA		NA		1998
(778)	0.23	60	R			From: Dead End To: US 460; 60-777					NA		NA		1998
(779)	0.40	NA				From: Dead End/ To: 60-00652(B)/					NA		NA		
(780)	0.10	20	R			From: Dead End To: 60-637					NA		NA		12/03/2001
(781)	2.04	360	R			From: 60-655 To: 60-708					NA		NA		1998
(782)	0.60	20	R			From: 60-757 To: Dead End					NA		NA		12/03/2001
(783)	0.20	210	R			From: Dead End To: US 11					NA		NA		01/08/2002
(784)	0.42	60	R			From: Dead End To: 60-625					NA		NA		12/10/2001
(785)	1.01	2200	F	97%	0%	2%	0%	0%	0%	C	260	F	2300	F	2001
(785)	1.39	1700	F	97%	0%	2%	0%	0%	0%	F	180	F	1700	F	2001
(785)	4.07	520	F	97%	0%	2%	0%	0%	0%	F	60	F	520	F	2001
(785)	4.00	260	F	97%	0%	2%	0%	0%	0%	F	30	F	260	F	2001
(786)	0.64	60	R			From: Dead End To: 60-652					NA		NA		1998
(787)	4.89	950	F	96%	0%	2%	1%	1%	0%	C	100	F	960	F	2001
(787)	4.81	780	R			From: Floyd County Line; 60-600 To: 60-693					NA		NA		1998
(787)						From: To: 60-664 EAST									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(787)	1.70	210	R	From: 60-664 WEST						NA		NA			1998
				To: SCL Radford											
(788)	0.07	20	R	From: Cul-de-Sac						NA		NA			1998
(788)	0.08	60	R	From: 60-789						NA		NA			1998
				To: 60-693											
(789)	0.15	20	R	From: 60-788						NA		NA			1998
				To: Cul-de-Sac											
(790)	0.30	40	R	From: Floyd County Line						NA		NA			12/03/2001
				To: 60-637											
(792)	0.20	200	R	From: Dead End						NA		NA			1998
				To: US 11											
(793)	0.25	20	R	From: Dead End						NA		NA			12/05/2001
				To: 60-610											
(794)	0.20	120	R	From: Dead End						NA		NA			1998
				To: US 11											
(795)	0.07	80	R	From: Dead End; .07 MW US 11						NA		NA			12/17/2001
				To: US 11											
(795)	0.08	5	R	From: Dead End; .08ME US 11						NA		NA			12/17/2001
				To: Dead End; .08ME US 11											
(796)	0.09	40	R	From: Dead End						NA		NA			1998
				To: 60-723											
(798)	0.40	100	R	From: Dead End						NA		NA			1998
				To: US 11											
(799)	0.03	20	R	From: Dead End						NA		NA			1998
(799)	0.06	110	R	From: 60-800						NA		NA			1998
				To: SR 114											
(800)	0.20	46	R	From: 60-799						NA		NA			1998
				To: SR 114											
(802)	0.35	40	R	From: Cul-de-Sac						NA		NA			1998
				To: 60-810											
(803)	0.07	20	R	From: Cul-de-Sac						NA		NA			1998
				To: 60-810											
(804)	0.20	20	R	From: 60-785						NA		NA			01/10/2002
				To: Dead End											
(805)	0.83	120	R	From: Cul-de-Sac						NA		NA			1998
(805)	0.16	290	R	From: 60-810						NA		NA			1998
				To: 60-806											

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(806)	1.20	260	R			From: 60-624					NA	NA			1998
(806)	0.38	240	R			To: 60-805					NA	NA			1998
(806)	0.40	200	R			From: 60-807					NA	NA			1998
(806)						To: 60-818									
(807)	0.19	20	R			From: Cul-de-Sac					NA	NA			1998
(807)						To: 60-806									
(808)	0.85	1400	R			From: 60-657					NA	NA			1998
(808)						To: WCL Blacksburg									
(809)	0.20	490	R			From: NCL Blacksburg					NA	NA			1998
(809)						To: Dead End									
(810)	0.70	600	R			From: 60-649					NA	NA			1998
(810)						To: 60-803									
(810)	0.76	480	R			From: 60-805					NA	NA			1998
(810)						To: 60-805									
(811)	0.36	500	R			From: ECL Christiansburg					NA	NA			01/08/2002
(811)						To: Dead End									
(812)	0.20	70	R			From: SR 114					NA	NA			1998
(812)						To: Dead End									
(813)	0.14	350	R			From: US 11; US 460					NA	NA			12/03/2001
(813)						To: Roanoke County Line									
(814)	0.20	20	R			From: Dead End					NA	NA			12/10/2001
(814)						To: 60-625									
(815)	1.60	400	R			From: ECL Blacksburg					NA	NA			1998
(815)						To: 60-785									
(816)	0.30	120	R			From: Dead End					NA	NA			12/03/2001
(816)						To: 60-637									
(817)	0.35	150	R			From: 60-637					NA	NA			1998
(817)						To: Dead End									
(818)	1.11	NA				From: 60-649					NA	NA			
(818)						To: 60-829									
(818)	0.70	60	R			From: Cul-de-Sac					NA	NA			1998
(818)						To: 60-830									
(818)	0.28	140	R			From: 60-830					NA	NA			1998
(818)						To: 60-806									
(819)	0.21	NA				From: 60-641					NA	NA			
(819)						To: Dead End									
(820)	0.23	20	R			From: Dead End					NA	NA			12/12/2001
(820)						To: 60-636									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(821)	1.75	250	R			From: 60-636					NA	NA			12/12/2001
						To: 60-603									
(822)	0.97	50	R			From: 60-753					NA	NA			12/12/2001
						To: Dead End									
(823)	0.30	50	R			From: US 11; US 460					NA	NA			12/03/2001
						To: Dead End									
(824)	2.11	210	R			From: Dead End					NA	NA			1998
						To: 60-657									
(825)	0.02	20	R			From: Dead End					NA	NA			12/10/2001
(825)	0.20	45	R			From: 60-769					NA	NA			12/10/2001
						To: 60-625									
(826)	0.15	40	R			From: Dead End					NA	NA			01/10/2002
						To: 60-723									
(827)	0.40	45	R			From: 60-655					NA	NA			12/10/2001
						To: Dead End									
(828)	0.55	190	R			From: 60-1315					NA	NA			1998
						To: 60-663									
(829)	0.06	10	R			From: 60-818					NA	NA			01/15/2002
						To: Dead End									
(830)	0.82	80	R			From: Cul-de-Sac					NA	NA			1998
						To: 60-818									
(831)	0.07	6	R			From: 60-818					NA	NA			01/15/2002
						To: Dead End									
(832)	0.08	20	R			From: 60-818					NA	NA			01/15/2002
						To: Dead End									
(833)	0.40	40	R			From: US 11					NA	NA			1998
						To: Dead End									
(834)	0.25	NA				From: US-00011(B)/60-00626(L)/					NA	NA			
						To: Dead End/									
(840)	0.11	30	R			From: Dead End					NA	NA			1998
						To: SCL BLACKSBURG									
(1001)	0.04	130	R			From: US 11; US 460					NA	NA			08/09/2002
(1001)	0.02	230	R			From: 60-1002					NA	NA			12/12/2001
						To: 60-753									
(1002)	0.10	280	R			From: 60-1001					NA	NA			12/12/2001
						To: 60-637									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
1003	0.08	40	R			From: US 11; US 460 To: 60-753					NA		NA		12/12/2001
1004	0.09	80	R			From: US 11; US 460 To: 60-753					NA		NA		12/12/2001
1005	0.10	310	R			From: US 11; US 460 To: 60-753					NA		NA		12/12/2001
1006	0.09	110	R			From: US 11; US 460 To: 60-1007					NA		NA		1998
1006	0.07	50	R			From: 60-1007 To: 60-1008					NA		NA		1998
1007	0.07	30	R			From: 60-1006 To: Cul-de-Sac					NA		NA		1998
1008	0.05	20	R			From: 60-1006 To: Cul-de-Sac					NA		NA		1998
1009	0.12	40	R			From: 60-753 To: Cul-de-Sac					NA		NA		12/12/2001
1010	0.10	50	R			From: 60-753 To: Dead End					NA		NA		12/12/2001
1015	0.30	60	R			From: Dead End To: 60-648					NA		NA		1998
1016	0.23	80	R			From: Cul-de-Sac To: 60-648					NA		NA		1998
1030	0.25	48	R			From: Cul-de-Sac To: FR-60					NA		NA		12/17/2001
1033	0.51	10	R			From: 60-1034 To: Cul-de-Sac					NA		NA		01/10/2002
1034	0.25	40	R			From: 60-785 To: Cul-de-Sac					NA		NA		01/10/2002
1035	1.22	170	R			From: Cul-de-Sac To: 60-785					NA		NA		1998
1036	0.21	NA				From: 60-00785(B)/ To: Cul-de-Sac/					NA		NA		
1040	0.30	50	R			From: 60-637 To: Cul-de-Sac					NA		NA		1998
1045	0.13	100	R			From: 60-1047 To: 60-1046					NA		NA		1998
1045	0.08	150	R			From: 60-1046 To: 60-690					NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(1046)	0.04	70	R			From: 60-1045					NA	NA			1998
						To: Cul-de-Sac									
(1047)	0.25	80	R			From: 60-1045					NA	NA			1998
						To: Cul-de-Sac									
(1050)	0.32	50	R			From: ECL Christiansburg					NA	NA			12/17/2001
						To: Dead End									
(1052)	1.10	70	R			From: 60-603					NA	NA			12/12/2001
						To: Dead End									
(1053)	0.34	110	R			From: Dead End					NA	NA			12/03/2001
						To: US 11									
(1055)	0.34	30	R			From: 60-1056					NA	NA			01/10/2002
						To: 60-806									
(1056)	0.60	70	R			From: 60-810					NA	NA			01/10/2002
						To: 60-1055									
(1060)	0.56	90	R			From: Cul-de-Sac					NA	NA			12/10/2001
						To: 60-718									
(1061)	0.26	20	R			From: Cul-de-Sac					NA	NA			12/10/2001
						To: 60-718									
(1070)	0.12	210	R			From: 60-603					NA	NA			12/12/2001
						To: Cul-de-Sac									
(1080)	0.47	80	R			From: Cul-de-Sac					NA	NA			1998
						To: 60-669									
(1081)	0.18	20	R			From: Cul-de-Sac					NA	NA			1998
						To: 60-1080									
(1090)	0.40	70	R			From: 60-693					NA	NA			01/08/2002
						To: Cul-de-Sac									
(1095)	0.29	70	R			From: SR 8					NA	NA			1998
						To: Cul-de-Sac									
(1097)	0.73	210	R			From: SR 8					NA	NA			12/05/2001
						To: Cul-de-Sac									
(1101)	0.10	260	R			From: 60-1103					NA	NA			1998
						To: 60-1102									
(1101)	0.16	410	R			From: 60-648					NA	NA			1998
						To: 60-648									
(1102)	0.40	70	R			From: 60-1101					NA	NA			1998
						To: Cul-de-Sac									
(1103)	0.12	10	R			From: Cul-de-Sac					NA	NA			1998
						To: 60-1105									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(1103)	1.41	120	R			From: 60-1105					NA		NA		1998
(1103)	0.26	120	R			To: 60-1101					NA		NA		1998
(1103)	0.29	60	R			From: 60-1104					NA		NA		1998
						To: Dead End									
(1104)	0.19	40	R			From: Cul-de-Sac					NA		NA		1998
						To: 60-1103									
(1105)	0.07	20	R			From: 60-1103					NA		NA		1998
						To: Cul-de-Sac									
(1106)	0.13	NA				From: Cul-de-Sac					NA		NA		
						To: 60-624									
(1107)	0.41	130	R			From: 60-648					NA		NA		1998
						To: 60-648									
(1108)	0.04	20	R			From: Cul-de-Sac					NA		NA		1998
						To: 60-1107									
(1109)	0.14	40	R			From: Cul-de-Sac					NA		NA		1998
						To: 60-624									
(1110)	0.32	20	R			From: Dead End					NA		NA		01/10/2002
						To: 60-648									
(1111)	0.07	140	R			From: 60-715					NA		NA		1998
						To: 60-1113									
(1111)	0.12	120	R			From: 60-1113					NA		NA		1998
						To: 60-1112									
(1112)	0.07	200	R			From: ECL Blacksburg					NA		NA		1998
						To: 60-1111									
(1113)	0.07	20	R			From: Cul-de-Sac					NA		NA		1998
						To: 60-1114									
(1113)	0.08	80	R			From: 60-1114					NA		NA		1998
						To: 60-1111									
(1114)	0.07	30	R			From: 60-1113					NA		NA		1998
						To: Cul-de-Sac									
(1140)	0.13	NA				From: Cul-de-Sac					NA		NA		
						To: 60-1141									
(1140)	0.12	60	R			From: 60-1141					NA		NA		1998
						To: 60-685									
(1141)	0.05	20	R			From: 60-1140					NA		NA		1998
						To: Cul-de-Sac									
(1142)	0.11	NA				From: 60-1140					NA		NA		
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
1201	0.26	480	R			From: 60-666					NA		NA		1998
1201	0.08	350	R			To: 60-1202					NA		NA		1998
1201	0.10	320	R			From: 60-1203					NA		NA		1998
						To: NCL Christiansburg									
1202	0.18	80	R			From: Cul-de-Sac					NA		NA		1998
						To: 60-1201									
1203	0.16	70	R			From: Cul-de-Sac					NA		NA		1998
						To: 60-1201									
1211	0.34	100	R			From: 60-760 SOUTH					NA		NA		1998
						To: 60-760 NORTH									
1212	0.20	60	R			From: Cul-de-Sac					NA		NA		1998
						To: 60-719									
1213	0.17	90	R			From: SR 114					NA		NA		1998
						To: Cul-de-Sac									
1217	0.10	410	R			From: Cul-de-Sac					NA		NA		1998
						To: 60-766									
1218	0.25	20	R			From: 60-808					NA		NA		12/10/2001
						To: SCL Blacksburg									
1219	0.22	70	R			From: Cul-de-Sac					NA		NA		01/08/2002
						To: 60-604									
1223	0.41	140	R			From: 60-661					NA		NA		1998
						To: 60-1224									
1224	0.04	20	R			From: 60-1223					NA		NA		1998
						To: 60-1225									
1225	0.05	20	R			From: Cul-de-Sac					NA		NA		1998
						To: 60-1224									
1226	0.19	40	R			From: ECL Blacksburg					NA		NA		1986
						To: Dead End									
1227	0.14	NA				From: 60-01226(L)/					NA		NA		
						To: 60-01228(L)/									
1228	0.08	NA				From: 60-01227(L)/					NA		NA		
						To: Cul-de-Sac/									
1234	0.05	30	R			From: 60-1238					NA		NA		1998
						To: Cul-de-Sac									
1235	0.40	280	R			From: Cul-de-Sac					NA		NA		1998
						To: 60-1236									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(1235)	0.07	400	R			From: 60-1236					NA	NA			1998
						To: 60-694									
(1236)	0.05	20	R			From: 60-1235					NA	NA			1998
						To: Cul-de-Sac									
(1237)	0.04	400	R			From: 60-1238					NA	NA			01/10/2002
						To: 60-694									
(1238)	0.47	30	R			From: 60-1239					NA	NA			1998
						To: 60-1234									
(1238)	0.02	90	R			From: Dead End					NA	NA			01/10/2002
						To: 60-1235									
(1239)	0.08	50	R			From: 60-1235					NA	NA			01/10/2002
						To: 60-1238									
(1239)	0.13	30	R			From: 60-1238					NA	NA			01/10/2002
						To: Cul-de-Sac									
(1240)	0.09	90	R			From: 60-666					NA	NA			1998
						To: 60-1241									
(1241)	0.14	80	R			From: 60-1240					NA	NA			1998
						To: Cul-de-Sac									
(1242)	0.45	70	R			From: 60-666					NA	NA			01/08/2002
						To: Cul-de-Sac									
(1243)	0.28	40	R			From: 60-1242					NA	NA			01/08/2002
						To: 60-666									
(1244)	0.10	30	R			From: 60-1242					NA	NA			01/08/2002
						To: Cul-de-Sac									
(1245)	0.08	240	R			From: 60-666 WEST					NA	NA			1998
						To: 60-1247									
(1245)	0.14	100	R			From: Pipefloyd St					NA	NA			1998
						To: Dial St									
(1245)	0.29	150	R			From: Dial St					NA	NA			1998
						To: 60-1246									
(1245)	0.03	160	R			From: 60-1246					NA	NA			1998
						To: 60-666 EAST									
(1246)	0.13	110	R			From: Cul-de-Sac					NA	NA			1998
						To: 60-1245									
(1247)	0.08	60	R			From: 60-1245					NA	NA			1998
						To: Cul-de-Sac									
(1248)	0.07	20	R			From: Cul-de-Sac					NA	NA			01/10/2002
						To: 60-1239									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(1250)	0.04	670	R			From: 60-723					NA	NA			1998
(1250)	0.07	590	R			To: 60-1253 WEST					NA	NA			1998
(1250)	0.27	560	R			From: 60-1253 EAST					NA	NA			1998
(1250)						To: 60-1251									
(1251)	0.55	300	R			From: 60-1250					NA	NA			1998
(1251)						To: 60-1259									
(1252)	0.17	90	R			From: Cul-de-Sac					NA	NA			1998
(1252)						To: 60-1251									
(1253)	0.65	90	R			From: 60-1250 WEST					NA	NA			1998
(1253)						To: 60-1250 EAST									
(1254)	0.44	110	R			From: 60-723					NA	NA			01/10/2002
(1254)						To: Cul-de-Sac									
(1255)	0.40	280	R			From: 60-681					NA	NA			1998
(1255)	0.25	450	R			To: 60-1258					NA	NA			1998
(1255)	0.84	220	R			From: 60-1256					NA	NA			1998
(1255)						To: 60-723									
(1256)	0.19	30	R			From: Cul-de-Sac					NA	NA			1998
(1256)	0.48	160	R			To: 60-1257					NA	NA			1998
(1256)						To: 60-1255									
(1257)	0.34	50	R			From: 60-1256					NA	NA			1998
(1257)						To: Cul-de-Sac									
(1258)	0.18	20	R			From: 60-1255					NA	NA			1998
(1258)						To: Cul-de-Sac									
(1259)	0.14	NA				From: Dead End					NA	NA			
(1259)	0.35	80	R			To: 60-1251					NA	NA			01/10/2002
(1259)						To: Cul-de-Sac									
(1260)	0.28	190	R			From: 60-723					NA	NA			1998
(1260)	0.82	60	R			To: 60-1263					NA	NA			1998
(1260)	0.50	80	R			From: 60-1262					NA	NA			1998
(1260)	0.10	140	R			To: 60-1261					NA	NA			1998
(1260)						To: 60-723									
(1261)	0.27	30	R			From: Cul-de-Sac					NA	NA			1998
(1261)						To: 60-1260									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
1262	0.08	20	R			From: 60-1260					NA		NA		1998
						To: Cul-de-Sac									
1263	0.30	20	R			From: 60-1260					NA		NA		1998
						To: Cul-de-Sac									
1264	0.25	30	R			From: 60-1260					NA		NA		1998
						To: Cul-de-Sac									
1265	0.19	NA				From: 60-00681(B)/					NA		NA		
						To: Cul-de-Sac/									
1275	0.35	50	R			From: 60-1276 WEST					NA		NA		1998
						To: 60-1276 EAST									
1275	0.06	80	R			From: 60-1279 NORTH					NA		NA		1998
						To: 60-1279 SOUTH									
1275	0.09	50	R			From: 60-1279 SOUTH					NA		NA		1998
						To: 60-1279 NORTH									
1275	0.06	40	R			From: 60-1279 SOUTH					NA		NA		1998
						To: Cul-de-Sac									
1276	0.06	780	R			From: 60-737					NA		NA		1998
						To: 60-1277									
1276	0.12	540	R			From: 60-1275 WEST					NA		NA		1998
						To: 60-1275 EAST									
1276	0.04	350	R			From: 60-1275 WEST					NA		NA		1998
						To: 60-1275 EAST									
1276	0.03	40	R			From: 60-1275 EAST					NA		NA		1998
						To: Cul-de-Sac									
1277	0.10	100	R			From: 60-1276					NA		NA		1998
						To: 60-1278									
1277	0.07	20	R			From: 60-1278					NA		NA		1998
						To: Cul-de-Sac									
1278	0.06	30	R			From: 60-1277					NA		NA		1998
						To: Cul-de-Sac									
1279	0.20	340	R			From: 60-737					NA		NA		1998
						To: 60-1280									
1279	0.06	140	R			From: 60-1280					NA		NA		1998
						To: 60-1275 SOUTH									
1279	0.35	46	R			From: 60-1275 SOUTH					NA		NA		1998
						To: 60-1275 NORTH									
1280	0.19	70	R			From: Cul-de-Sac					NA		NA		12/10/2001
						To: Cul-de-Sac									
1283	0.04	48	R			From: 60-1238					NA		NA		01/10/2002
						To: 60-1284									
1284	0.25	6	R			From: Cul-de-Sac					NA		NA		01/10/2002
						To: 60-1283									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
1285	0.12	40	R			From: Cul-de-Sac					NA		NA		01/10/2002
						To: 60-1284									
1286	0.30	170	R			From: Cul-de-Sac					NA		NA		1998
						To: 60-1287									
1286	0.14	400	R			From: SR 114					NA		NA		1998
						To: Dead End									
1287	0.21	120	R			From: 60-1288					NA		NA		1998
						To: 60-1286									
1288	0.09	20	R			From: Cul-de-Sac					NA		NA		1998
						To: 60-1287									
1292	0.28	100	R			From: 60-1293					NA		NA		1998
						To: 60-659									
1293	0.10	40	R			From: Dead End					NA		NA		1998
						To: 60-1292									
1294	0.25	20	R			From: Cul-de-Sac					NA		NA		12/05/2001
						To: 60-1296; 60-1297									
1295	0.31	410	R			From: 60-1296					NA		NA		1998
						To: SR 8									
1296	0.10	60	R			From: 60-1297; 60-1294					NA		NA		1986
						To: 60-1295									
1296	0.07	60	R			From: Dead End					NA		NA		1998
						To: 60-1296; 60-1294									
1297	0.15	20	R			From: Cul-de-Sac					NA		NA		12/05/2001
						To: 60-1298									
1298	0.55	70	R			From: SR 8					NA		NA		1998
						To: Cul-de-Sac									
1299	0.10	30	R			From: Cul-de-Sac					NA		NA		12/17/2001
						To: 60-1298									
1310	0.14	10	R			From: Cul-de-Sac					NA		NA		1986
						To: 60-1311									
1310	0.05	50	R			From: 60-658					NA		NA		1986
						To: 60-1310									
1311	1.15	40	R			From: Cul-de-Sac					NA		NA		1986
						To: 60-1311									
1315	0.78	80	R			From: Cul-de-Sac					NA		NA		1998
						To: 60-828									
1316	0.07	20	R			From: 60-1317					NA		NA		01/08/2002
						To: 60-1315									

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						2Axle	3+Axle	1Trail	2Trail						
Montgomery County															
(1317)	0.21	20	R			From: 60-1316					NA	NA			01/08/2002
						To: Dead End									
(1330)	1.50	140	R			From: Cul-de-Sac					NA	NA			1998
						To: 60-675									
(1331)	0.99	160	R			From: 60-675					NA	NA			12/05/2001
						To: 60-1332									
(1332)	0.21	20	R			From: 60-1331					NA	NA			12/05/2001
						To: Cul-de-Sac									
(1333)	0.24	40	R			From: 60-1331					NA	NA			12/05/2001
						To: Dead End									
(1340)	0.23	70	R			From: 60-669					NA	NA			1998
						To: Cul-de-Sac									
(1341)	0.14	70	R			From: Dead End					NA	NA			12/17/2001
						To: 60-1340									
(1410)	0.09	130	R			From: 60-615					NA	NA			1998
						To: 60-1411									
(1410)	0.11	40	R			From: Cul-de-Sac					NA	NA			1998
						To: Cul-de-Sac									
(1411)	0.15	60	R			From: Cul-de-Sac					NA	NA			1998
						To: 60-1410									
(1415)	0.19	250	R			From: 60-640					NA	NA			1998
						To: NCL Christiansburg									
(1416)	0.65	NA				From: Cul-de-Sac					NA	NA			
						To: 60-1417									
(1416)	0.08	110	R			From: 60-1417					NA	NA			1998
						To: 60-640									
(1417)	0.25	40	R			From: 60-1416					NA	NA			1998
						To: Cul-de-Sac									
(1418)	0.35	80	R			From: Dead End					NA	NA			12/17/2001
						To: 60-640									
(1430)	0.27	48	R			From: 60-644					NA	NA			1998
						To: Cul-de-Sac									
(1435)	0.30	80	R			From: 60-644					NA	NA			1998
						To: Dead End									
(9261)	0.04	220	R			From: 60-753					NA	NA			1991
						To: Shawsville School									
(9262)	0.20	NA				From: Cul-de-Sac					NA	NA			
						To: 60-647									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
9263	0.40	310	R								NA		NA		1991	
9264	0.12	750	R								NA		NA		1991	
9264	0.25	190	R								NA		NA		1991	
9265	0.12	NA									NA		NA			
9547	0.08	190	R								NA		NA		1991	
9548	0.11	230	R								NA		NA		1991	
9658	0.07	220	R								NA		NA		1991	
9815	0.20	240	R								NA		NA		1991	
9815	0.04	100	R								NA		NA		1991	
637 80	Bottom Creek Lane	0.10	50	R							NA		NA		09/11/2000	
669 80	Patterson Dr	0.50	40	R							NA		NA		09/11/2000	
City of Radford																
4650 126	Forest Ave	1.23	790	F	95%	1%	3%	1%	1%	0%	C	80	F	830	F	2001
4651 126	Seventh St	0.47	740	F	97%	1%	1%	1%	0%	0%	C	80	F	770	F	2001
4652 126	Rock Rd	0.85	1500	F	97%	0%	1%	1%	1%	0%	F	190	F	1600	F	2001
4652 126	Rock Rd	0.53	2700	G	97%	0%	1%	1%	1%	0%	F	270	G	2800	G	2001
4652 126	Rock Rd	1.74	5400	F	97%	0%	1%	1%	1%	0%	C	560	F	5700	F	2001
4652 126	Rock Rd	0.33	2600	F	97%	0%	1%	1%	1%	0%	F	300	F	2700	F	2001
4653 126	Pendleton St	0.53	980	F	98%	0%	1%	0%	1%	0%	C	110	F	1000	F	2001
4653 126	Eighth St	0.67	1600	F	98%	0%	1%	1%	0%	0%	C	200	F	1700	F	2001
4653 126	Eighth St	0.39	1200	F	98%	0%	1%	1%	0%	0%	F	160	F	1300	F	2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
City of Radford															
4653 126 Walker St	0.53	4000	F	98%	1%	1%	1%	0%	0%	F	480	F	4100	F	2001
				From: Eighth St											
				To: First St											
4654 126 Noblin St	0.25	1900	F	97%	1%	1%	0%	1%	0%	C	200	F	2000	F	2001
				From: Second Ave											
				To: Hammett Ave											
4654 126 Hammett Ave	0.16	1900	F	97%	1%	2%	0%	1%	0%	C	200	F	2000	F	2001
				From: Noblin St											
				To: SR 177 Tyler St											
4655 126 Preston St	0.52	1400	F	98%	0%	1%	0%	1%	0%	C	160	F	1400	F	2001
				From: Eighth St											
				To: First St											
4656 126 Grove Ave	0.76	3800	F	99%	0%	0%	0%	0%	0%	C	460	F	4000	F	2001
				From: US 11 Norwood St											
				To: Tyler Ave											
4657 126 Wadsworth St	0.90	7200	F	98%	0%	1%	0%	0%	0%	C	820	F	7500	F	2001
				From: Rock Rd											
				To: Eighth St											
4657 126 Wadsworth St	0.53	5500	F	98%	0%	1%	0%	0%	0%	F	610	F	5700	F	2001
				From: Eighth St											
				To: First St											
4659 126 Park Rd	1.40	950	F	99%	0%	1%	0%	0%	0%	C	120	F	990	F	2001
				From: Rock Rd											
				To: Scott St											
4659 126 Seventh St	0.08	890	F	99%	0%	1%	0%	0%	0%	F	120	F	920	F	2001
				From: Scott St											
				To: Walker St											
4661 126 Second Ave	0.98	3800	F	98%	1%	1%	0%	0%	0%	C	550	F	4000	F	2001
				From: Sundell Park											
				To: Grove Ave											
Town of Blacksburg															
2 150 University City Blvd	1.11	8300	F	96%	3%	1%	0%	0%	0%	C	870	F	8700	F	2001
				From: Prices Fork Rd											
				To: Toms Creek Rd											
3150 150 Country Club Dr	0.63	4300	F	99%	0%	1%	0%	0%	0%	C	590	F	4500	F	2001
				From: Airport Rd											
				To: Main St											
3151 150 Ellett Rd	0.71	4200	F	98%	0%	1%	0%	0%	0%	C	570	F	4300	F	2001
				From: SCL Blacksburg											
				To: S Main St											
3152 150 Prices Fork Rd	0.75	12000	F	97%	0%	2%	1%	1%	0%	C	1400	F	13000	F	2001
				From: WCL Blacksburg											
				To: Hetherwood Blvd											
3152 150 Prices Fork Rd	0.36	17000	F	97%	0%	2%	1%	1%	0%	F	1700	F	18000	F	2001
				From: Heatherwood Blvd											
				To: Heather Dr											
3152 150 Prices Fork Rd	0.58	27000	F	97%	0%	2%	1%	1%	0%	F	2600	F	28000	F	2001
				From: Heather Dr											
				To: US 460											
3153 150 Airport Rd	0.37	1900	F	98%	0%	1%	0%	0%	0%	C	250	F	2000	F	2001
				From: Country Club Drive											
				To: Main Street											
3154 150 Glade Rd	1.55	1300	F	96%	1%	2%	0%	1%	0%	C	140	F	1300	F	2001
				From: WCL Blacksburg											
				To: Boxwood Dr											
3154 150 Glade Rd	0.46	1800	F	96%	0%	1%	1%	1%	0%	C	200	F	1900	F	2001
				From: Boxwood Dr											
				To: Oriole Dr											
3154 150 Glade Rd	0.33	5100	F	96%	0%	1%	1%	1%	0%	F	550	F	5300	F	2001
				From: Oriole Dr											
				To: University City Blvd											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Blacksburg																
3156 150 Roanoke St	0.49	6900	F	From: Main St To: Owen St	97%	1%	2%	0%	0%	0%	C	700	F	7200	F	2001
3156 150 Owen St	0.11	5600	F	From: Roanoke St To: Harding Ave	97%	0%	3%	0%	0%	0%	C	630	F	5800	F	2001
3156 150 Harding Ave	0.16	5800	F	From: Owen St To: Cork Dr	97%	0%	3%	0%	0%	0%	C	650	F	6000	F	2001
3156 150 Harding Ave	0.51	6400	F	From: Cork Dr To: ECL Blacksburg	97%	0%	3%	0%	0%	0%	F	730	F	6700	F	2001
3159 150 Tom's Creek Rd	0.96	13000	F	From: Prices Fork Rd To: US 460 Bypass	97%	0%	2%	0%	1%	0%	F	1200	F	14000	F	2001
3164 150 Mt Tabor Rd	0.92	3400	F	From: US 460 To: NCL Blacksburg	97%	0%	2%	0%	1%	0%	C	390	F	3600	F	2001
Town of Christiansburg																
3501 154 S Franklin St	1.21	4700	F	From: ECL Christiansburg To: Alleghany St	97%	0%	2%	1%	0%	0%	C	520	F	4900	F	2001
3501 154 S Franklin St	0.57	6200	F	From: Alleghany St To: US 460 Main St	97%	0%	2%	1%	1%	0%	F	670	F	6400	F	2001
3502 154 Phlegar St	0.08	6300	F	From: US 11 Main St To: First St	96%	0%	2%	0%	1%	0%	F	640	F	6600	F	2001
3502 154 First St	0.40	6200	F	From: Phlegar St To: US 460 Roanoke St	96%	0%	2%	0%	1%	0%	C	660	F	6500	F	2001
3503 154 Depot St	0.12	9600	F	From: SR 8 App. Loc. To: College St	97%	0%	2%	1%	1%	0%	F	970	F	10000	F	2001
3504 154 Park St	0.87	1700	F	From: E Main St To: SR 111	96%	0%	2%	0%	1%	0%	C	210	F	1800	F	2001
3505 154 E Main St	0.17	2300	F	From: Roanoke St To: Park St	96%	0%	2%	0%	1%	0%	F	300	F	2300	F	2001
3506 154 Ellett Rd	0.39	2700	F	From: SR 111 To: NCL Christiansburg	96%	1%	2%	1%	1%	0%	C	370	F	2800	F	2001
City of Radford																
Jefferson St	0.00	7300	F	From: Norwood St To: Tyler Ave								670	F	7600	F	2001
Ninth St	16.20	150	F	From: Robertson St To: Wadsworth St								20	F	160	F	2001
Scott St	0.00	2700	F	From: Seventh St To: Park Rd								300	F	2800	F	2001
Sundell Dr	16.20	1900	F	From: Wadsworth St To: Park Rd								300	F	2000	F	2001
Third Ave	16.20	1800	F	From: Grove Ave To: Norwood St								220	F	1900	F	2001

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						2Axle	3+Axle	1Trail	2Trail						
<u>Town of Blacksburg</u>															
Apperson Drive	13.28	180	F			From: Mason Drive					20	F	180	F	2001
						To: Harding Avenue									
Draper Rd	13.28	740	F			From: Country Club Dr					110	F	770	F	2001
						To: Airport Rd									
Hillcrest Dr	13.28	100	F			From: Country Club Dr					10	F	100	F	2001
						To: Sunrise Dr									
Jackson St	0.00	5100	F			From: Church St					570	F	5300	F	2001
						To: Penn St									
Lucas Drive	13.28	420	F			From: Giles Road					50	F	420	F	2001
						To: Turner Street									
McBride Dr	13.28	740	F			From: Kelsey Dr					70	F	780	F	2001
						To: Burrus Dr									
Progress St	13.28	4600	F			From: Broce Dr					430	F	4800	F	2001
						To: Watson Ave									
<u>Town of Christiansburg</u>															
Alleghany St	10.34	2500	F			From: Canaan Rd					270	F	2600	F	2001
						To: Miller St									
Church St	10.34	600	F			From: Plum St					50	F	630	F	2001
						To: King St									
Clearview Drive	10.34	2600	F			From: Regan Drive					250	F	2600	F	2001
						To: Wimmer Street									
Electric Way	10.34	540	F			From: Fisher St					60	F	560	F	2001
						To: Simmons Rd									
North Drive	10.34	260	F			From: Depot Street					30	F	260	F	2001
						To: E. Main Street									
Republic Road	10.34	600	F			From: Lester Street					70	F	600	F	2001
						To: Park Street									
Ridge Rd	10.34	110	F			From: Overhill Rd					10	F	120	F	2001
						To: Dogwood Terrace									
Summitridge Road	10.34	780	F			From: Briarwood Drive					80	F	780	F	2001
						To: S. Franklin Street									