2001

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

Jurisdiction Report 80

Roanoke County City of Roanoke City of Salem Town of Vinton

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

| North 81 | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|-------------|---------------------|--|
| 29 | US Route | |
| 7 | Virginia State Rout | te |
| 600 | Secondary Route | |
| | | |

Special Routes

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

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

| Davita | Country Standard Country Cou | | | | | | | | | | | | | | |
|---|--|-------|----|--------------|------|------------|------------|--------|-------------|----|------|----|-------|-----|------|
| Route | Length | AADI | ŲA | 4 i ire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Hour | QK | AAWDI | QVV | Year |
| Roanoke County | | | | From: | Mo | ntaomory C | ounty Lina | | 1 | | | | | | |
| (11) West Main St | 1.86 | 10000 | G | | | | | 1% | - 0% | F | 980 | G | 10000 | G | 2001 |
| | | | | To: | | | Iollow P.d | | | | | | | | |
| (11) West Main St | 2.93 | 11000 | G | | | | | 1% | - 0% | F | 1100 | G | 12000 | G | 2001 |
| | | | | To: | | | 2 | | | | | | | | |
| (11) West Main St | 0.39 | 15000 | G | 95% | 0% | | | 1% | - 0% | F | 1500 | G | 16000 | G | 2001 |
| | | | | To: | | | | | ٦ | | | | | | |
| (11) West Main St | 0.64 | 19000 | G | | 0% | | | 1% | 0% | F | 1700 | G | 19000 | G | 200 |
| | | | | | | | | | 7 | | | | | | |
| City of Salem | | | | | | | | | | | | | | | |
| ~~ | | | | | | | | | J | _ | | | | | |
| 11 West Main St | 1.12 | 20000 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 1800 | G | 21000 | G | 2001 |
| ~ ~ | | | | | | | | | | | | | | | |
| 11 West Main St | 1.31 | 25000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 2300 | G | 28000 | G | 2001 |
| ~ | | | | To: From: | A | ALT US 460 | , 4th St | |] | | | | | | |
| 11) West Main St | 0.60 | 30000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 2700 | G | 33000 | G | 200 |
| <u> </u> | | | | To: From: | | Academy | y St | | | | | | | | |
| 11 West Main St | 0.35 | 15000 | G | | 0% | 2% | 0% | 0% | 0% | F | 1500 | G | 17000 | G | 200 |
| <u> </u> | | | | | | | | | | | | | | | |
| College Ave | 0.26 | 2700 | G | | n% | | | 0% | | F | 310 | G | 3000 | G | 200 |
| 11 College Ave | 0.20 | 2700 | J | | | | | | ٦ ٠٠٠ | • | 310 | 0 | 3000 | J | 200 |
| ~~~ | | | | | | | | | | | | | | | |
| 11) College Ave | 0.48 | 5700 | G | | 0% | | | 0% | 0% | F | 570 | G | 6300 | G | 200 |
| <u> </u> | | | | | | | | | | | | | | | |
| 11 Colorado St | 0.51 | 17000 | G | | 0% | | | 0% | - 0% | F | 1800 | G | 19000 | G | 200 |
| | | | | _ | | | | | 7 | | | | | | |
| ~~ . - | | | | | | | | | | | | | | | |
| 11) Apperson Dr | 0.98 | 20000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 1900 | G | 22000 | G | 200 |
| ~~ | | | | | | | | | | | | | | | |
| 11 Apperson Dr | 1.04 | 14000 | G | | 0% | | | 0% | 0% | F | 1400 | G | 16000 | G | 200 |
| ~ | | | | To: | | WCL Roa | noke | | | | | | | | |
| City of Roanoke | | | | From: | | ECL Col | lama | | | | | | | | |
| 11 Brandon Ave | 1.35 | 23000 | G | | 0% | | | 0% | 0% | F | 2300 | G | 25000 | G | 200 |
| 11) Sianaani iio | | | • | То: | | | | | ¬ ~ ~ | • | | | | | _00 |
| Rrandon Ave | 1.03 | 12000 | G | | | | | | 0% | F | 1200 | G | 13000 | G | 200 |
| 11) Brandon Ave | 1.00 | 12000 | J | | 070 | | | 0 70 | ٦ ٠٠٠ | • | 1200 | Ü | 10000 | O | 200 |
| | | | | From: | | | | | | | | | | | |
| 11) Grandin Rd | 0.70 | 8500 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 850 | G | 9400 | G | 200 |
| ~ | | | | | | | | | | | | | | | |
| Memorial Avenue | N 84 | 12000 | ٨ | | 0% | | | 0% | | Δ | 1400 | Δ | 14000 | Δ | 200 |
| 11 Wellional Avenue | 0.04 | 12000 | ^ | | 0 70 | | | 0 70 | 7 ~~ | | 1400 | ^ | 14000 | А | 200 |
| | | | | From: | | | | | | | | | | | |
| 11 Campbell Ave | 0.53 | 4700 | G | | 0% | 2% | 0% | 0% | 0% | F | 580 | G | 5200 | G | 200 |
| Combin | ed Traffic: | 12000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 1300 | G | 13000 | G | 200 |
| | | | | To: From: | | 7th St | t | | | | | | | | |
| The component of the | | 7800 | G | 200 | | | | | | | | | | | |
| | ed Traffic: | 11000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 1200 | G | 12000 | G | 200 |
| | | | | To: | | 3rd S | t | | | | | | | | |
| 11 Campbell Ave | 0.28 | 6900 | G | | 0% | | | 0% | 0% | F | 760 | G | 7600 | G | 200 |
|) | | | | | | | | | | | | | 14000 | G | 200 |
| | | | - | | | | | | – | | | - | | • | |

| | | | | | Roano | ke Maint | enance A | | | | | | | | |
|--|--------------|---------------------|-----|--------------|-------|----------------|---------------|------|----------------|----|----------------|----|-------|----|-------|
| Route | Lenç | gth AADT | QA | 4Tire | Bus | 2Axle | Trι 3+Axle | | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| ity of Roanoke | | | | From: | | | | | | | | | | | |
| Campbell Av | re 0.0 | 5 7600 | М | riom. | | US 2 | 21 | | | | NA | | NA | | 2001 |
| 11 Campbell Av | Combined Tra | | M | | | | | | | | NA | | NA | | 2001 |
| | Combined 118 | iiiic. 12000 | 141 | To: | | Williams | on Rd | | 1 | | INA | | INA | | 2001 |
| | | | | From: | | Campbe | | | | | | | | | |
| 11 Williamson F | Rd 0.2 | 2 21000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 2200 | G | 23000 | G | 2001 |
| \sim | | | | To | | Shenando | ah Ave | | | | | | | | |
| 11 Williamson F | Rd 0.1 | 5 19000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 1900 | G | 21000 | G | 2001 |
| | | | • | | | | | | _ | | | | | | |
| Williamson F | 0.5 | 0 42000 | | From: | 00/ | I-58 1% | 0% | 0% | | F | 1000 | | 12000 | | 2001 |
| 11) Williamson F | Rd 0.5 | 0 13000 | G | 98% | 0% | 170 | 0% | 0% | 0% | Г | 1000 | G | 13000 | G | 2001 |
| | | | | From: | | JS 460 Ora | inge Ave | | | | | | | | |
| 11 Williamson F | Rd 0.9 | 2 16000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 1200 | G | 16000 | G | 2001 |
| ~ | | | | To: From: | | Liberty | Rd | | 1 | | | | | | |
| 11 Williamson F | Rd 0.5 | 1 17000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 1400 | G | 17000 | G | 2001 |
| ÷) | | | | To: | | 10th | C+ | | 1 | | | | | | |
| 11 Williamson F | Rd 1.2 | 7 18000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 1500 | G | 18000 | G | 2001 |
| 11 Williamson F | 1.2 | . 10000 | J | | | | | J /0 | | • | 1000 | 5 | 10000 | 5 | 2001 |
| ~ | 74 0.1 | 4 2422 | _ | From: | | 101 Hersh | | 00/ | | | 4000 | | 04000 | | 000 |
| 11) Williamson F | Rd 0.1 | 1 21000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 1900 | G | 21000 | G | 2001 |
| | | | | To: From: | | SR 118 Aiı | rport Rd | | | | | | | | |
| 11 Williamson F | Rd 0.3 | 9 18000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 1600 | G | 18000 | G | 2001 |
| ~ | | | | To: | | NCL Ro | anoke | | | | | | | | |
| oanoke County | | | | | | | | | | | | | | | |
| ~~ <u></u> | | | | From: | | NCL Ro | | | | | | | | | |
| ₁₁ Lee Hwy | 3.1 | 9 14000 | Α | 98% | 0% | 1% | 0% | 0% | 0% | Α | 1500 | Α | 14000 | Α | 2001 |
| ~ | | | | To: | В | otetourt Co | ounty Line | | | | | | | | |
| ity of Roanoke | | | | | | | | | | | | | | | |
| ~~ 4011 01 | | | _ | From: | 00/ | Campbel | | 00/ | | _ | 400 | _ | 4500 | 0 | 0004 |
| 11 13th St | 0.2 | | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 480 | G | 4500 | G | 2001 |
| | Combined Tra | offic: 12000 | М | _ | | | | | _ | | NA | | NA | | 2001 |
| | | | | To: From: | | Salem 13th | | | | | | | | | |
| 11 Salem Ave | 0.3 | 4 7000 | G | 97% | 0% | 2% | 0% | 0% | 」 0% | F | 680 | G | 7400 | G | 2001 |
| Salem Ave | Combined Tra | | G | | | | | | | F | | | | | |
| | Combined ma | iiic. 12000 | G | 97% | 0% | 2% | 0% | 0% | 0% | Г | 1300 | G | 13000 | G | 2001 |
| ~~~ | | _ | | From: | | 9th S | | | J | | | | | | |
| Salem Ave | 0.4 | | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 430 | G | 4500 | G | 2001 |
| | Combined Tra | ffic: 9000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 1000 | G | 9700 | G | 2001 |
| | | | | To | | 5th S | St | | T | | | | | | |
| Salem Ave | 0.3 | 0 7100 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 730 | G | 7400 | G | 2001 |
| P) | Combined Tra | | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 1500 | G | 15000 | G | 2001 |
| | | | | To: | | | | | | | | | | | |
| 11 Salem Ave | 0.2 | 2 6300 | G | From: 97% | 0% | 2nd : | 0% | 0% | 0% | F | 790 | G | 6600 | G | 2001 |
| 11 Salem Ave | | | | | | | | | | | | | | | |
| | Combined Tra | iiiiC. 13000 | G | 97% To: | 0% | 2% Jefferso | 0% | 0% | 0% | F | 1500 | G | 14000 | G | 2001 |
| | | | | | | JUHUS | лі Эі | | 1 | | | | | | |
| Lity of Salem ALT ALT | | | | From: | | W Mai | n St | | 1 | | | | | | |
| 11 \(\(\frac{460}{460}\)\(\frac{4th}{5t}\) | 0.4 | 0 18000 | G | 94% | 0% | 3% | 1% | 1% | 0% | F | 1700 | G | 19000 | G | 2001 |
| 11) (460) 411 31 | 0.4 | | - | J = 70 | J /0 | | | 1 /0 | | • | . 7 00 | 5 | .0000 | J | 2001 |
| ALT ALT | | | | From: | | Elm | St | | | | | | | | |
| 11) (460) 4th St | 0.3 | 7 20000 | G | 94% | 0% | 3% | 1% | 1% | 0% | С | 1800 | G | 21000 | G | 2001 |
| \sim | | | | To: | | Union | St | | | | | | | | |
| ALT ALT | | | | From: | | | | | | | | | | | |
| 11) (460)4th St | 0.2 | 9 18000 | G | 94% | 0% | 3% | 1% | 1% | 0% | F | 1600 | G | 19000 | G | 2001 |
| ~ ~ ~ · | | | | To: From: | | Colorac | lo St | | 1 | | | | | | |
| ALT ALT | 0.2 | g 0000 | _ | 95% | 0% | 2% | 1% | 1% | | F | 880 | G | 9800 | G | 2001 |
| 11) (460) 4th St | 0.2 | 8 9300 | G | 95% To: | U 70 | | | 1 70 | 0% | Г | 000 | G | 3000 | G | 200 l |
| | | | | 10. | | Roanoke | Blvd | | 1 | | | | | | |

| | | | | | Roano | ke Mainte | enance A | rea | | | | | | | |
|--|-------------|--------|-----|--------------|-------|-------------------|---------------|--------|---------------|----|--------|-----|---------|----------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru | ıck | | QC | Design | ОК | AAWDT | OW | Year |
| | Longin | 7701 | Q,A | 71110 | Duo | 2Axle | 3+Axle | 1Trail | 2Trail | QU | Hour | QIV | 7010001 | QVV | rear |
| City of Salem ALT ALT | | | | From: | | Roanoke | Blvd | | | | | | | | |
| 11 (460) Texas St | 0.31 | 10000 | G | 95% | 0% | 2% | 1% | 1% | 0% | С | 1000 | G | 11000 | G | 2001 |
| \bigcirc | | | | To: | | Idaho | St | | | | | | | | |
| ALT ALT (11) (460) Texas St | 0.61 | 6200 | G | 93% | 0% | 2% | 2% | 2% | 0% | С | 620 | G | 6600 | G | 2001 |
| (11) (460) Texas St | 0.01 | 0200 | J | To: | 0 70 | | | 2 /0 | 7 | O | 020 | J | 0000 | J | 2001 |
| ALT ALT | | | _ | From: | | Lynchburg | • | | | | | _ | | _ | |
| 11 460 Texas St | 0.24 | 2100 | G | 93% To: | 0% | 2% | 2% | 2% | 0% | F | 220 | G | 2300 | G | 2001 |
| ALT ALT | | | | From: | | Electric Texas | | | | | | | | | |
| 11 460 Electric Rd | 0.53 | 20000 | G | 93% | 0% | 2% | 2% | 2% | 0% | F | 1800 | G | 21000 | G | 2001 |
| | | | | To: From: | | E Main | | | | | | | | | |
| ALT (11) (460) E Main St | 0.44 | 18000 | G | 94% | 1% | SR 419 Elec 2% | tric Rd 1% | 2% | 0% | F | 1600 | G | 19000 | G | 2001 |
| (11) (460) E Main St | 0.44 | 10000 | G | To: | 1 70 | WCL Roa | | 2 /0 | 7 70 | ' | 1000 | J | 13000 | J | 2001 |
| City of Roanoke | | | | <u></u> | | | | | • | | | | | | |
| ALT | | | | From: | | ECL Sa | | | | | | | | | |
| (11) (460) Melrose Ave | 0.65 | 18000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 1700 | G | 19000 | G | 2001 |
| ALT | | | | To: From: | SR | 117 Peters | Creek Rd | | | | | | | | |
| 11 460 Melrose Ave | 1.75 | 13000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 1200 | G | 14000 | G | 2001 |
| | | | | To | . , , | 24th 5 | | | | | | | | | |
| ALT | | | _ | From: | | | | | | _ | | | | _ | |
| 11 460 Melrose Ave | 0.41 | 12000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 1200 | G | 13000 | G | 2001 |
| ALT | | | | To: From: | | Salem Tu | mpike | |] | | | | | | |
| 11 460 Orange Ave | 1.00 | 14000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 1300 | G | 15000 | G | 2001 |
| | | | | To: | 10 | TH ST, Gai | nshoro Rd | | | | | | | | |
| ALT 11 460 Orange Ave | 0.90 | 17000 | Α | 94% | 1% | 2% | 1% | 2% | 0% | Α | 1600 | Α | 18000 | Α | 2001 |
| 11 460 Orange Ave | 0.90 | 17000 | А | 94 70 | | | | | 0% | A | 1000 | A | 10000 | А | 2001 |
| ALT | | | | From: | I-58 | 1, US 220, A | ALT SR 220 | 0 | | | | | | | |
| 11 (460) Orange Ave | 0.24 | 17000 | N | 94% | 1% | 2% | 1% | 2% | 0% | Ν | 1600 | Ν | 18000 | Ν | 2001 |
| <u> </u> | | | | To: | U | S 11 Willia | mson Rd | | | | | | | | |
| | | | | From: | | Elm A | | | J | | | | | | |
| 24 Jamison Ave | 0.42 | 12000 | N | 96% | 0% | 2% | 1% | 1% | 0% | N | 1200 | N | 13000 | N | 2001 |
| | | | | From: | | 6th S | | | <u> </u> | | | | | | |
| 24 Jamison Ave | 0.68 | 12000 | G | 96% | 0% | 2% | 1% | 1% | 0% | С | 1200 | G | 13000 | G | 2001 |
| Combine | ed Traffic: | 24000 | G | 96% | 0% | 2% | 1% | 1% | 0% | С | 2400 | G | 26000 | G | 2001 |
| | | | | From: | | 13th 5 | | |] | | | | | | |
| 24 Jamison Ave | 0.19 | 28000 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 2700 | G | 29000 | G | 2001 |
| | | | | From: | | Dale A Jamison | | | + | | | | | | |
| 24 Dale Ave | 0.69 | 26000 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 2600 | G | 28000 | G | 2001 |
| $\overline{}$ | | | | To: | | ECL Roa | noke | | | | | | | | |
| Town of Vinton | | | | | | | | | | | | | | | |
| Virginia Ava | 0.27 | 26000 | _ | From: | 00/ | WCL Vi | | 10/ | 00/ | _ | 2600 | _ | 27000 | <u> </u> | 2004 |
| (24) Virginia Ave | 0.37 | 26000 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 2600 | G | 27000 | G | 2001 |
| \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ | 0.04 | 20000 | | From: | 00/ | Pollard | | 40/ | | | 1000 | | 24000 | | 2004 |
| 24 Virginia Ave | 0.94 | 20000 | G | 96% | 0% | 2% Clearvie | 1% | 1% | 0% | С | 1900 | G | 21000 | G | 2001 |
| | | | | From: | | Hardy A | | | | | | | | | |
| 24 By Pass Rd | 0.39 | 15000 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 1500 | G | 15000 | G | 2001 |
| | | | | To: From: | | Washingto | | | 1 | | | | | | |
| (24) Washington Ave | 0.53 | 24000 | G | 96% | 0% | Bypass 2% | 1% | 1% | 0% | F | 2600 | G | 26000 | G | 2001 |
| Washington Ave | 0.00 | Z-7000 | 3 | To: | J /0 | ECL Vii | | 1 /0 | 7 | • | 2000 | 5 | 20000 | 5 | 2001 |
| Roanoke County | | | | | | | | | | | | | | | |
| | | | | From: | | ECL Vi | | | | | | | | | |
| (24) Washington Ave | 1.25 | 19000 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 2200 | G | 20000 | G | 2001 |
| | | | | To: | I | Bedford Cou | inty Line | | | | | | | | |

| <u></u> | | | | | Roano | ke Mainte | enance A | rea | | | | | | | |
|---------------------|---------------------------|---------|------------|--------------|----------|--------------|-------------|------------|----------------|--------|--------|----|--------|---------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru | | | QC | Design | QK | AAWDT | QW | Year |
| | _0g.11 | | ~ · | • | _ ~~ | 2Axle | 3+Axle | 1Trail | 2Trail | | Hour | ٠ | | | |
| City of Roanoke | | | | From: | | 6th S | t | | | | | | | | |
| 24 Bullitt Ave | 0.68 | 12000 | G | 95% | 0% | 2% | 1% | 1% | 0% | С | 1200 | G | 13000 | G | 2001 |
| | Combined Traffic: | 24000 | G | 96% | 0% | 2% | 1% | 1% | 0% | С | 2400 | G | 26000 | G | 2001 |
| | | | | To: | | Jamison | Ave | | | | | | | | |
| Roanoke County | | | | From: | Мо | ontgomery C | overty Lino | | | | | | | | |
| North 81 | 2.06 | 22000 | G | 66% | 1% | 2% | 1% | 28% | - 2% | F | 1800 | G | 23000 | G | 2001 |
| (81) | Combined Traffic: | 45000 | G | 67% | 1% | 2% | 1% | 28% | 2% | F | 4100 | G | 45000 | G | 2001 |
| | | | | To: | | -647 Dow H | | | ¬ | | | | | | |
| North | 4.07 | 0.4000 | _ | From: | | | | 000/ | | _ | 4700 | 0 | 0.4000 | 0 | 0004 |
| 81 | 4.37 Combined Traffic: | 24000 | G | 66% 67% | 1% 1% | 2% 2% | 1% 1% | 28% 28% | 2% 2% | F F | 1700 | G | 24000 | G | 2001 |
| | Combined Trailic. | 47000 | G | O/ 70 To: | 1 70 | SCL Sa | | 20% | 7 2% | Г | 3900 | G | 47000 | G | 2001 |
| C' CC I | | | | | | BCL Bu | iciii | | | | | | | | |
| City of Salem North | | | | From: | | SCL Sa | lem | | | | | | | | |
| (81) | 0.20 | 24000 | G | 66% | 1% | 2% | 1% | 28% | 2% | F | 1700 | G | 24000 | G | 2001 |
| | Combined Traffic: | 47000 | G | 67% | 1% | 2% | 1% | 28% | 2% | F | 3900 | G | 47000 | G | 2001 |
| North | | | | To: From: | S | R 112 Wild | wood Rd | | | | | | | | |
| North 81 | 0.22 | 29000 | G | 66% | 1% | 2% | 1% | 28% | 2% | F | 2200 | G | 29000 | G | 2001 |
| (31) | Combined Traffic: | 59000 | G | 67% | 1% | 2% | 1% | 28% | 2% | F | 5600 | G | 59000 | G | 2001 |
| | | | | To: | . , , | NCL Sa | | | | | | | | | |
| Roanoke County | | | | | | | | | | | | | | | |
| North | | | | From: | | NCL Sa | | | | | | | | | |
| (81) | 2.71 | 29000 | G | 66% | 1% | 2% | 1% | 28% | 2% | F | 2200 | G | 29000 | G | 2001 |
| | Combined Traffic: | 59000 | G | 67% | 1% | 2% | 1% | 28% | 2% | F | 5600 | G | 59000 | G | 2001 |
| North | | | | From: | SR 31 | 1 Thompson | Memorial | Dr |] | | | | | | |
| 81) | 1.64 | 28000 | G | 66% | 1% | 2% | 1% | 28% | 2% | F | 2200 | G | 28000 | G | 2001 |
| | Combined Traffic: | 58000 | G | 67% | 1% | 2% | 1% | 28% | 2% | F | 5600 | G | 58000 | G | 2001 |
| | | | | To: From: | | SR 419 Elec | etric Rd | | ¬—— | | | | | | |
| North | 2.48 | 33000 | G | 66% | 1% | 2% | 1% | 28% | - 2% | F | 2800 | G | 33000 | G | 2001 |
| 81 | Combined Traffic: | 66000 | G | 67% | 1% | 2% | 1% | 28% | 2% | F | 6700 | G | 66000 | G | 2001 |
| | Combined Traine. | 00000 | G | To: | 1 /0 | | | 2070 | 7 | ' | 0700 | J | 00000 | J | 2001 |
| North | | | | From: | | I-581 | | | _ | | | | | | |
| (81) | 2.34 | 27000 | Α | 75% | 1% | 2% | 1% | 21% | 2% | Α | 2800 | Α | 27000 | Α | 2001 |
| | Combined Traffic: | 54000 | Α | 76% | 1% | 2% | 1% | 19% | 2% | Α | 5600 | Α | 54000 | Α | 2001 |
| North | | | | From: | S | R 115 Plant | ation Rd | | | | | | | | |
| 81) | 0.84 | 26000 | G | 75% | 1% | 2% | 1% | 21% | 2% | F | 2300 | G | 26000 | G | 2001 |
| | Combined Traffic: | 53000 | G | 76% | 1% | 2% | 1% | 19% | 2% | F | 5400 | G | 53000 | G | 2001 |
| | | | | To: | В | otetourt Cou | unty Line | | | | | | | | |
| South | | | | From: | | ntgomery C | | | | | | | | | |
| (81) | 2.03 | 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 |
| South | | | | From: | 80 | -647 Dow H | Hollow Rd | |] | | | | | | |
| 81) | 4.40 | 24000 | G | 67% | 1% | 2% | 1% | 27% | 2% | F | 2200 | G | 23000 | G | 2001 |
| | Combined Traffic: | | G | 67% | 1% | 2% | 1% | 28% | 2% | F | 3900 | G | 47000 | G | 2001 |
| | | | | To: | | SCL Sa | lem | | | | | | | | |
| City of Salem | | | | | | | | | | | | | | | |
| South | 0.00 | 04000 | _ | From: | 40/ | SCL Sa | | 070/ | 20/ | | 2202 | | 22000 | | 2004 |
| 81 | 0.28 | 24000 | G | 67% | 1% | 2% | 1% | 27% | 2% | F | 2200 | G | 23000 | G | 2001 |
| | Combined Traffic: | 4/000 | G | 67% | 1% | 2% | 1% | 28% | 2% | F | 3900 | G | 47000 | G | 2001 |
| South | | | | From: | S | R 112 Wild | wood Rd | | | | | | | | |
| 81) | 0.14 | 30000 | G | 67% | 1% | 2% | 1% | 27% | 2% | F | 3300 | G | 30000 | G | 2001 |
| | Combined Traffic: | 59000 | G | 67% | 1% | 2% | 1% | 28% | 2% | F | 5600 | G | 59000 | G | 2001 |
| | | | | | | | | | | | | | | | |

| | | | | | | Roano | ke Mainte | enance A | rea | | | | | | | |
|--|----------|----------|-------|------|--------------|-------|-------------|------------|-------------|----------|----|--------|----|--------|----|-------|
| Route | L | enath | AADT | QA | 4Tire | Bus | | | | | QC | Design | QK | AAWDT | QW | Year |
| | _ | J | · • | | - | | 2Axle | 3+Axle | 1Trail | 2Trail | | Hour | | | | |
| South | | | | | From: | | NCL Sa | | | | | | | | | |
| (81) | | 2.85 | 30000 | G | 67% | 1% | 2% | 1% | 27% | 2% | F | 3300 | G | 30000 | G | 2001 |
| | Combined | Traffic: | 59000 | G | 67% | 1% | 2% | 1% | 28% | 2% | F | 5600 | G | 59000 | G | 2001 |
| South | | | | | From: | SR 31 | 1 Thompsor | n Memorial | Dr |] | | | | | | |
| | | 1.37 | 30000 | G | 67% | 1% | 2% | 1% | 27% | 2% | F | 3400 | G | 30000 | G | 2001 |
| OI) | Combined | Traffic: | 58000 | G | 67% | 1% | 2% | 1% | 28% | 2% | F | 5600 | G | 58000 | G | 2001 |
| - | | | | | To | | SR 419 Elec | etric Rd | | ٦ | | | | | | |
| | | 2.24 | 22000 | | | | | | 270/ | 20/ | _ | 2000 | 0 | 22000 | 0 | 2001 |
| (81) | | | | | | | | | | | | | | | | |
| | Combined | manic. | 00000 | G | 7.0 | 1 /0 | | | 20 /0 | 7 2 70 | ' | 0700 | U | 00000 | U | 2001 |
| South | | | | | | | | | | | | | | | | |
| (81) | | | 27000 | Α | | | | | | | Α | 2800 | Α | 27000 | Α | 2001 |
| | Combined | Traffic: | 54000 | Α | 76% | 1% | 2% | 1% | 19% | 2% | Α | 5600 | Α | 54000 | Α | 2001 |
| South | | | | | To: From: | S | R 115 Plant | tation Rd | | | | | | | | |
| | | 0.39 | 27000 | G | 77% | 0% | 2% | 1% | 18% | 2% | F | 3100 | G | 27000 | G | 2001 |
| | Combined | Traffic: | 53000 | G | 76% | 1% | 2% | 1% | 19% | 2% | F | 5400 | G | 53000 | G | 2001 |
| | | | | | To: | В | otetourt Co | unty Line | | | | | | | | |
| City of Roanoke | | | | | | | | | | | | | | | | |
| | D4 | 4.04 | 44000 | | | | | | 00/ | | _ | 1000 | _ | 44000 | 0 | 2004 |
| 101 Hersnberger | Ru | 1.34 | 11000 | G | 98% | 0% | 1% | 0% | 0% | <u> </u> | C | 1000 | G | 11000 | G | 2001 |
| | 5.1 | 0.50 | | | From: | 00/ | | | 40/ | | | 0.100 | | 0.4000 | | 0004 |
| 101 Hersnberger | Ra | 0.58 | 28000 | G | 97% | 0% | 1% | 0% | 1% | <u> </u> | F | 3100 | G | 31000 | G | 2001 |
| <u></u> | 5. | | | | From: | 201 | | | 101 | | | | | | | 2221 |
| 101 Hershburger | Rd | 1.25 | 38000 | G | | | | | 1% | ¬ 0% | F | 3900 | G | 42000 | G | 2001 |
| | | | | | | U | S II Willia | mson Ku | | | | | | | | |
| City of Salem | | | | | From: | US | S 11. US 46 | 0 Main St | | 1 | | | | | | |
| Reamble County South Sou | | | | 2001 | | | | | | | | | | | | |
| \bigcirc | | | | | To: | | NCL Sa | ılem | | | | | | | | |
| Roanoke County | | | | | _ | | | | | | | | | | | |
| Wildwood Bo | 1 | 0.17 | 47000 | | | 00/ | | | 00/ | | _ | 1700 | C | 19000 | C | 2001 |
| 112) Wildwood Ro | | | | | | | | | | | | | | | | |
| | Combined | Hallic. | 44000 | G | 00 % | 070 | | | 1170 | 1 70 | Г | 4900 | G | 43000 | G | 2001 |
| Wildwood Do | ı | 0.04 | 2000 | | | 00/ | | | 00/ | 00/ | | 260 | | 2700 | | 2001 |
| 112 Wildwood Ro | 1 | 0.04 | 2600 | G | | | | | 0% | 7 | Г | 200 | G | 2700 | G | 2001 |
| C'4 CD I | | | | | <u> </u> | 0 | 0-019 WIIU | wood Ru | | | | | | | | |
| | | | | | From: | | Orange | Ave | | | | | | | | |
| (115) Hollins Road | | 1.02 | 7400 | G | 92% | 1% | 3% | 1% | 2% | 0% | С | 750 | G | 7800 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| I iberty Road | | 0.30 | 5200 | | | 1% | | | 2% | | F | 600 | G | 5500 | G | 2001 |
| 115 Liberty Road | | 0.30 | 3200 | G | | 1 /0 | | | ∠ /0 | 7 0 /0 | | 300 | G | 5500 | G | 200 I |
| | | | | | From: | | Liberty | Rd | | | | | | | | |
| (115)Plantation Ro | oad | 0.88 | 10000 | G | 94% | 1% | 2% | 1% | 2% | 0% | С | 1000 | G | 11000 | G | 2001 |
| $\stackrel{\smile}{=}$ | | | | | To: From: | | | Rd | | | | | | | | |
| (115) Plantation Ro | oad | 0.66 | 18000 | G | | 1% | 2% | 1% | 2% | 0% | С | 1800 | G | 19000 | G | 2001 |
| | | | | | To: | | NCL Roa | noke | | | | | | | | |
| Roanoke County | | | | | From: | | NOT B | | | | | | | | | |
| Plantation P | nad | 0 27 | 16000 | G | | 1% | | | 2% | | F | 1700 | G | 17000 | G | 2001 |
| 115 | <i>-</i> | J.21 | 10000 | 3 | T | | | | - /0 | 7 | • | 1700 | 5 | 17300 | J | 2001 |
| Plantation B | nad | 0.17 | 11000 | C | | | | | 20/ | 00/ | | 1200 | C | 12000 | G | 2004 |
| 115 Plantation Ro | Jau | U. 17 | 11000 | G | 95% | 170 | | | ۷% | U% — | C | 1∠00 | G | 12000 | G | 200 T |
| Diantotion D | and | 1 16 | 0000 | | | 10/ | | | 20/ | 00/ | F | 090 | C | 0500 | G | 2001 |
| 115 Plantation Ro | Jau | 1.10 | 9000 | G | 95% To: | 1% | 80-83 | | ۷% | U% | г | 980 | G | 9500 | G | 2001 |
| | | | | | 1 | | 00-63 | 7 | | | | | | | | |

| | | | | | Roano | ike Mainte | mance P | NI Ed | | | | | | | |
|-------------------------|-------------|-------|----|---------------|-------------|--------------------------------|----------------|---------------|--------------|----|----------------|----|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Δvle | Tru 3+4v1e | uck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | _ | | | | TITAL | ZIIGII | | rioui | | | | |
| 115 Plantation Road | 0.59 | 9600 | G | 95% | 1% | 80-834 2 % | 1% | 2% | 0% | F | 1100 | G | 10000 | G | 2001 |
| 115 Plantation Road | 0.15 | 15000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 1600 | G | 17000 | G | 2001 |
| (115)Plantation Road | 0.80 | 12000 | G | From: 97% | 0% | 80-180 1% | 0% | 1% | 0% | F | 1400 | G | 14000 | G | 2001 |
| | | | | To: | | I-81 | | | | | | | | | |
| 116 Jae Valley Rd | 2.11 | 5400 | G | 95% | 0% | Franklin Cour 2% | 1% | 2% | 0% | F | 680 | G | 5500 | G | 2001 |
| 116 Jae Valley Rd | 1.17 | 5900 | G | 95% To: | 0% | 80-663 Sterl 2% SCL Roar | 1% | 2% | 0% | F | 750 | G | 6200 | G | 2001 |
| City of Roanoke | | | | | | SCE Roui | ioke | | | | | | | | |
| 116 Mt Pleasant Blvd | 0.70 | 7500 | G | 93% To: | 1% | SCL Roar | 3% | 1% | 0% | F | 910 | G | 7900 | G | 2001 |
| | | | | From: | | Riverland MT Pleas | | | | | | | | | |
| 116 Riverland Rd | 0.62 | 8800 | G | 93% | 1% | 3% 9Th S | 3% | 1% | 0% | С | 830 | G | 9200 | G | 2001 |
| 116 Riverland Rd | 0.73 | 7700 | G | 93% To: | 1% | 3% Piedmon | 3% | 1% | 0% | F | 900 | G | 8100 | G | 2001 |
| 116 Piedmont St | 0.07 | 4700 | G | 96% | 0% | Riverland 2% | 1% | 0% | 0% | F | 580 | G | 5000 | G | 2001 |
| 116) Walnut Ave | 0.26 | 5200 | G | To: From: 96% | 0% | Walnut A Piedmon 2% | | 0% | 0% | С | 550 | G | 5400 | G | 2001 |
| 110 | | | | To: | | Jefferson | St | | | | | | | | |
| 116 Jefferson St | 0.42 | 11000 | G | 96% To: | 0% | Walnut A | 1% | 0% | □ 0% □ | F | 960 | G | 11000 | G | 2001 |
| 116)(221) Jefferson St | 0.18 | 9300 | G | 97% | US 221; 1 | 1US 221-P; 1 1% | | Gap T 0% | 0% | F | 860 | G | 9700 | G | 2001 |
| 116) (11) Campbell Ave | 0.05 | 7600 | М | From: | | US 11 | | | | | NA | | NA | | 2001 |
| | ed Traffic: | 12000 | M | | | | | | _ | | NA | | NA | | 2001 |
| | | | | From: | | Williamso Campbell | | | | | | | | | |
| 116 (11) Williamson Rd | 0.22 | 21000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 2200 | G | 23000 | G | 2001 |
| 116 (11) Williamson Rd | 0.15 | 19000 | G | From: 97% | 0% | Shenandoal 2% | h Ave 0% | 0% | 0% | F | 1900 | G | 21000 | G | 2001 |
| 116) (11) Williamson Rd | 0.50 | 13000 | G | From: 98% | 0% | I-581 1% | 0% | 0% | 0% | F | 1000 | G | 13000 | G | 2001 |
| 116 (11) Williamson Rd | 0.50 | 13000 | • | To: | 0 70 | US 11 | | 0 70 | | ' | 1000 | | 13000 | 0 | 2001 |
| 116 460 Orange Ave | 0.24 | 17000 | N | 94% | 1% | US 46 2% | 1% | 2% | 0% | N | 1600 | N | 18000 | N | 2001 |
| 116 460 Orange Ave | 0.90 | 17000 | Α | From: 94% | I-581 1% | 1, US 220, A 2% | LT SR 22 1% | 2% | 0% | Α | 1600 | Α | 18000 | Α | 2001 |
| 116 (460) Orange Ave | 1.00 | 14000 | G | From: 94% | 1% | 0th St, Gains 2% | boro Rd 1% | 2% | 0% | F | 1300 | G | 15000 | G | 2001 |
| 116 (460) Melrose Ave | 0.41 | 12000 | G | From: 94% | 1% | Salem Turi 2% | npike 1% | 2% | 0% | F | 1200 | G | 13000 | G | 2001 |
| | | | | From: | | Melrose A | | | | | | | | | |
| 116 Lafayette Blvd | 0.73 | 7300 | G | 96% To: | 1% | 2% Cove R | | 0% | 0% | С | 700 | G | 7600 | G | 2001 |
| (116)Cove Rd | 0.72 | 14000 | G | 96% | 1% | Lafayette | Blvd 1% | 0% | 0% | F | 1400 | G | 15000 | G | 2001 |
| | | | | To: | | R 101 Hershb | | | | | | | | | |

| | | | | | | Roanc | oke Mairile | enance A | rea | | | | | | | |
|------------------|----------|------------|-------|----|------------------|----------|---|----------------|---------------|----------------------|--------|----------------|------|-------|----|------|
| Route | I | Length | AADT | QA | 4Tire | Bus | 2Axle | Tr 3+Axle | uck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| City of Roanoke | | | | | From: | | LIC 1 | 1 | | 1 | | | | | | |
| 117 | | 2.34 | 15000 | G | 97% To: | 0% | US 1 1% Aerial W | 0% | 1% | □ 0% □ | F | 1600 | G | 17000 | G | 2001 |
| Peters Creek | Rd | 0.46 | 24000 | G | 97% | 0% | Melrose 1% | 0% | 1% | 0% | F | 2400 | G | 26000 | G | 2001 |
| Peters Creek | Rd | 0.87 | 18000 | G | From: 97% | 0% | Hershburg 1% | ger Rd 0% | 1% | 0% | F | 1800 | G | 20000 | G | 2001 |
| 117 Peters Creek | Rd | 1.37 | 18000 | G | From: 97% | 0% | 1% | 0% | 1% | 0% | F | 1900 | G | 20000 | G | 2001 |
| Peters Creek | Rd | 0.82 | 22000 | Α | 97% To: | 0% | 1-58: | 0% | 1% | 0% | Α | 2400 | Α | 24000 | Α | 2001 |
| Roanoke County | | | | | | | NCL Roa | поке | | | | | | | | |
| 117 Peters Creek | Rd | 1.35 | 19000 | G | 97% To: | 0% US | NCL Roa 1% S 11 North o | 0% | 1% | 0% | F | 2000 | G | 21000 | G | 2001 |
| City of Roanoke | | | | | | | | | | | | | | | | |
| 118 Airport Rd | | 0.63 | 8800 | G | 99% | 0% | JS 11 Willia 1% | 0% | 0% | □ 0% | F | 1000 | G | 9300 | G | 2001 |
| 118 Airport Rd | | 1.01 | 12000 | Α | From: 99% To: | 0% | Municipa 1% NCL Roa | 0% | 0% | 0% | Α | 1300 | Α | 12000 | Α | 2001 |
| Roanoke County | | | | | ı | | IVEL RO | more | | | | | | | | |
| 118 Airport Rd | | 0.20 | 13000 | G | 99% To: | 0% SF | NCL Roa 1% R 117 Peters | 0% | 0% | □ 0% | F | 1300 | G | 13000 | G | 2001 |
| | | | | | From: | | Franklin Cou | | | | | | | | | |
| (220) | | 6.07 | 23000 | G | 83% | 1% | 2% Blue Ridge | 1% Parkway | 13% | 1% | F | 1900 | G | 23000 | G | 2001 |
| 220 | | 0.39 | 26000 | G | 83% To: | 1% | 2% SCL Roa | 1% | 13% | 1% | F | 2100 | G | 26000 | G | 2001 |
| City of Roanoke | | | | | | | | | | _ | | | | | | |
| 220 Franklin Rd | | 1.46 | 34000 | G | 83% | 1% | SCL Roa 2% | noke 1% | 13% | 1% | F | 3000 | G | 34000 | G | 2001 |
| 220 Roy Webber | Expwy | 1.84 | 46000 | G | From: 83% | 1% | JS 220; SR 4 2% | 19 Electric | 2 Rd 13% | 1% | F | 4100 | G | 46000 | G | 2001 |
| (220) Roy Webber | Expwy | 1.71 | 61000 | G | From: 83% | 1% | Wonju 2% | St 1% | 13% | 1% | F | 5500 | G | 61000 | G | 2001 |
| | | 0.66 | | | From: | | R 24 Elm A | | l troffic v | | timata | s for this s | oamo | nt . | | |
| 220 581 | Combined | | 71000 | G | 92% | 0% | 2% | 1% | 5% | 0% | F | 7000 | G | 73000 | G | 2001 |
| 220 (581) | | 0.31 | | | From: | | JS 11 Willia 581 for di | | I traffic vo | olume es | timate | s for this s | egme | nt. | | |
| | Combined | l Traffic: | 78000 | G | 92% | 0% | 2% | 1% | 5% | 0% | F | 7000 | G | 81000 | G | 2001 |
| (220)(581) | | 2.79 | | | From: | | <u>US 460 Ora</u> 581 for d i | | traffic vo | olume es | timate | s for this s | egme | nt. | | |
| | Combined | I Traffic: | 62000 | В | 92% | 0% | 2% R 101 Hersh | 1% | 5% | 0% | Α | 6900 | В | 66000 | В | 2001 |
| (220)(581) | | 1.75 | | | From: | | | | traffic vo | olume es | timate | s for this s | egme | nt. | | |
| | Combined | l Traffic: | 57000 | G | 92% To: | 0% SF | 2% R 117 Peters | 1% Creek Rd | 5% | 0% | F | 5900 | G | 60000 | G | 2001 |
| Roanoke County | | | | | From: | ~~ | 117 D : | C. 1. P. | | 1 | | | | | | |
| (220)(581) | | 1.13 | | | rion. | | R 117 Peters 581 for di | | traffic vo | _ olume es | timate | s for this s | egme | nt. | | |
| | Combined | I Traffic: | 50000 | G | 92% To: | 0% | 2% I-81 | 1% | 5% | 0% | F | 5800 | Ğ | 52000 | G | 2001 |
| | | | | | | | | | | | | | | | | |

| | | | | | Roanol | ke Mainte | enance A | rea | | | | | | | |
|-------------------------|------------------|-------|----|--------------|--------------|----------------------------|-------------------|---------------|----------------|---------|----------------|-------|-------|----|-------|
| Route | Length | AADT | QA | 4Tire | Bus | | Trι 3+∆vle | ıck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | From: | | | O - 7 IXIC | - TTTGIII | 1 | | 11001 | | | | |
| (200) | 2.34 | | | Piolii. | See I- | I-581 81 for dir | ectional | traffic vol | Ilme es | timates | for this s | eamen | ıt | | |
| (220) (81) C | ombined Traffic: | 54000 | Α | 76% | 1% | 2% | 1% | 19% | 2% | A | 5600 | A | 54000 | Α | 2001 |
| | | | | To | SI | R 115 Plant | ation Rd | | 1 | | | | | | |
| (220) (81) | 0.84 | | | From: | | | | traffic vol | ume es | timates | for this s | egmen | ıt. | | |
| | ombined Traffic: | 53000 | G | 76% | 1% | 2% | 1% | 19% | 2% | F | 5400 | G | 53000 | G | 2001 |
| | | | | To: | Во | otetourt Cou | ınty Line | | | | | | | | |
| City of Roanoke | | | | | | | | | T | | | | | | |
| Bus 220 Franklin Rd | 0.27 | 24000 | G | 97% | US 220 0% | SR 419 Sou 1% | uth of Roar 0% | 1% | 」 ○% | F | 2200 | G | 25000 | G | 2001 |
| 220 Franklin Ru | 0.27 | 24000 | G | 9170 | 0 % | | | 1 70 | U 70 | Г | 2200 | G | 25000 | G | 2001 |
| Bus | | | | From: | | Penarth F | Road | | | | | | | | |
| 220 Franklin Rd | 1.92 | 15000 | G | 97% | 0% | 1% | 0% | 0% | 0% | F | 1600 | G | 16000 | G | 2001 |
| | | | | To | US | 220 Roy W | ebber Exp | | 1 | | | | | | |
| Bus 220 Franklin St | 0.13 | 15000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 1700 | G | 16000 | G | 2001 |
| 220)1 Tarikiii Tot | 0.10 | 13000 | • | To: | 0 70 | 28-801 | | 170 | 7 | ' | 1700 | J | 10000 | J | 2001 |
| ALT | | | | From: | I 591 | , US 220, A | | n | 1 | | | | | | |
| (220) (460) Orange A | ve 0.24 | 17000 | N | 94% | 1% | 2% | 1% | 2% | 」 0% | N | 1600 | N | 18000 | N | 2001 |
| 220 400 5 5 5 5 | | | •• | To: | | | | | 7 | | | | | | |
| ALT | | | | From: | | S 11 Willia | | | | | | | | | |
| (220)(460) Orange A | ve 0.49 | 40000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 3500 | G | 43000 | G | 2001 |
| ALT | | | | To: From: | 9 | SR 115 Hol | lins Rd | |] | | | | | | |
| (220) (460) Orange A | ve 1.14 | 42000 | G | 91% | 0% | 2% | 1% | 6% | 0% | F | 4000 | G | 43000 | G | 2001 |
| 220 400 5 5 5 5 | | | | To: | | | | | 7 | | | | | | |
| ALT | | | | From: | | 24th S | St | | | | | | | | |
| (220)(460) Orange A | ve 1.37 | 30000 | G | 91% | 0% | 2% | 1% | 6% | 0% | F | 2400 | G | 31000 | G | 2001 |
| ALT. | | | | To: From: | | 128-8055 k | King St | |] | | | | | | |
| ALT (220) 460 Orange A | ve 0.18 | 36000 | G | 91% | 0% | 2% | 1% | 6% | 0% | F | 3600 | G | 38000 | G | 2001 |
| 220 460 Orange A | | | | To: | | oanoke Cou | | 0,0 | 7 | • | 0000 | | 00000 | • | |
| Roanoke County | | | | | | | | | | | | | | | |
| ALT | | | | From: | | ECL Roa | | | | | | | | | |
| (220) (460) Challenge | er Ave 1.63 | 29000 | Α | 91% | 0% | 2% | 1% | 6% | 0% | Α | 2800 | Α | 30000 | Α | 2001 |
| <u></u> | | | | To | I | JS 460 BO | NSACK | | 1 | | | | | | |
| ALT (220) Cloverdale Rd | 0.50 | 18000 | G | 85% | 1% | 2% | 1% | 10% | 0% | F | 2000 | G | 19000 | G | 2001 |
| 220) Gloverdale 14d | 0.50 | 10000 | • | To: | | otetourt Cou | | 10 /0 | 7 | ' | 2000 | 0 | 13000 | J | 2001 |
| | | | | From: | | Floyd Coun | | | 1 | | | | | | |
| 221 Bent Mountain F | Rd 2.40 | 3300 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 350 | G | 3300 | G | 2001 |
| (221) Bont Modificant | 2.10 | 0000 | • | . T | | | | . , , | 7 | • | 000 | Ū | 0000 | Ü | 2001 |
| Sent Mountain F | Rd 1.46 | 3600 | G | From: 96% | 0% | 0-708 Ivy R 2% | idge Rd 1% | 1% | 0% | F | 380 | G | 3700 | G | 2001 |
| 221 Bent Mountain F | Nu 1.40 | 3000 | G | 90 /6 | 0 76 | | | 1 /0 | 0 /0 | | 300 | G | 3700 | G | 2001 |
| Post Mountain I | 24 0.00 | | | From: | 00/ | 80-711 Ai | | 40/ | 00/ | | 000 | | 0700 | | 0004 |
| 221 Bent Mountain F | Rd 8.39 | 6600 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 620 | G | 6700 | G | 2001 |
| ~~~ | | | | To: From: | | 897 Crystal | | |] | | | | | | |
| (221) Brambleton Rd | 0.22 | 13000 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 1400 | G | 13000 | G | 2001 |
| | | | | To: From: | 90 | 80-168 -1683 Arlin | | | | | | | | | |
| 221 Brambleton Rd | 1.36 | 23000 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 2400 | G | 24000 | G | 2001 |
| 221)=132.310 110 | | | • | To: | | | | | 7.7 | • | | • | 000 | - | |
| Prambleton Ave | 1.14 | 15000 | G | From: 98% | 0% | SR 419 Elec 1% | otric Rd 0% | 0% | 0% | F | 1500 | G | 16000 | G | 2001 |
| 221 Brambleton Ave | , 1.14 | 15000 | G | 90% To: | U /0 | WCL Roa | | J /0 | 7 | ı | 1300 | G | 10000 | G | 200 I |
| C'4 CP ' | | | | | | 11 CL RUG | iioke | | 1 | | | | | | |
| City of Roanoke | | | | From: | | WCL Roa | ınoke | | | | | | | | |
| 221 Brambleton Ave | 1.39 | 13000 | G | 97% | 0% | 1% | 1% | 0% | 0% | С | 1400 | G | 14000 | G | 2001 |
| <u></u> | | | | To: | | Overland | | | | | | | | | |
| 221 Brambleton Ave | 9 0.52 | 9100 | G | From: 97% | 0% | 1% | 1% | 0% | 0% | F | 1100 | G | 9600 | G | 2001 |
| (221) Stambleton Ave | 0.02 | 0.00 | _ | To: | 3 /0 | Brandon | | 0 /0 | 7 | • | | 9 | 5500 | 9 | 2001 |
| | | | | | | Liuituoli | | | 1 | | | | | | |

| | | | | | Roano | ke Mainte | | | | | | | | | |
|--|------------------|-------|----|--------------|-------------|--------------------|---------------|--------|------------|----|----------------|----|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2 A vlo | Tru | | 2Troil | QC | Design Hour | QK | AAWDT | QW | Year |
| City of Roanoke | | | | | | ZAXIE | STAXIE | 1Trail | ZIIdii | | Houi | | | | |
| | | | | From: | | Brandon | | | J | | | | | | |
| 221 Main St | 1.19 | 10000 | G | 97% | 0% | 1% | 1% | 0% | 0% | F | 1200 | G | 11000 | G | 2001 |
| Class Acces | 0.40 | 0000 | | From: | 00/ | 8th St | | 00/ | | | 000 | | 0000 | | 2004 |
| Elm Ave | 0.46 | 9900 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 830 | G | 9900 | G | 2001 |
| 221 Elm Ave | 0.30 | 11000 | G | From: 98% | 0% | US 220 Fran 1% | klin Rd 0% | 0% | 0% | F | 930 | G | 11000 | G | 2001 |
| | ined Traffic: | 21000 | G | 96% 97% | 0% | 1% | 1% | 0% | 0% | F | 2100 | G | 22000 | G | 2001 |
| Comb | illeu Italiic. | 21000 | G | To: | 0 /0 | SR 24 SR | | 0 76 | 7 0 /% | | 2100 | G | 22000 | G | 2001 |
| ~~~ | | | | From: | | R 116 US 22 | 21 Bus P | | | | | | | _ | |
| 221 Jefferson St | 0.18 | 9300 | G | 97% | 0% | 1% | 1% | 0% | 0% | F | 860 | G | 9700 | G | 2001 |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | | | | To: From: | | US 11 Sales | m Ave | |] | | | | | | |
| (221) (11) Campbell Ave | | 7600 | M | | | | | | | | NA | | NA | | 2001 |
| Comb | ined Traffic: | 12000 | M | To: | | Williamso | n Dd | | _ | | NA | | NA | | 2001 |
| | | | | From: | | SALEM A | | | + | | | | | | |
| (221) (11) Williamson Ro | 0.22 | 21000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 2200 | G | 23000 | G | 2001 |
| | | | | To: From: | | Shenandoa | h Ave | | — | | | | | | |
| (221) (11) Williamson Ro | d 0.15 | 19000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 1900 | G | 21000 | G | 2001 |
| | | | | To: From: | | I-581 | | | 7 — | | | | | | |
| (221) (11) Williamson Ro | d 0.50 | 13000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 1000 | G | 13000 | G | 2001 |
| | | | | To: From: | | RT 460 | S | | 7 | | | | | | |
| 221 460 Orange Ave | 0.49 | 40000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 3500 | G | 43000 | G | 2001 |
| | | | | To: From: | | SR 115 Holl | lins Rd | | 1 | | | | | | |
| 221 460 Orange Ave | 1.14 | 42000 | G | 91% | 0% | 2% | 1% | 6% | 0% | F | 4000 | G | 43000 | G | 2001 |
| | | | | To | | 24th S | it | | | | | | | | |
| 221 460 Orange Ave | 1.37 | 30000 | G | 91% | 0% | 2% | 1% | 6% | 0% | F | 2400 | G | 31000 | G | 2001 |
| | | | | To | | 128-8055 K | ing St | | — | | | | | | |
| 221 460 Orange Ave | 0.18 | 36000 | G | 91% | 0% | 2% | 1% | 6% | 0% | F | 3600 | G | 38000 | G | 2001 |
| | | | | To: | | ECL ROAN | NOKE | | | | | | | | |
| Roanoke County | | | | | | | | | _ | | | | | | |
| Challanger A | . 162 | 20000 | | From: | 00/ | ECL ROAN | | 60/ | | ^ | 2000 | ^ | 20000 | ۸ | 2004 |
| Challenger Av | re 1.63 | 29000 | Α | 91% | 0% | 2% | 1% | 6% | 0% | Α | 2800 | Α | 30000 | Α | 2001 |
| Challanaa A | . 0.24 | 20000 | | From: | | US 220 Clo | | | | | 2500 | | 20000 | | 2004 |
| (221) (460) Challenger Av | e 0.34 | 28000 | G | 91% To: | 0% | 2% otetourt Cou | 1% | 6% | 0% | F | 2500 | G | 30000 | G | 2001 |
| Ct. CD. | | | | | ь | otetourt Cot | mty Line | | | | | | | | |
| City of Roanoke | | | | From: | | US 221 Elr | n Ave | | | | | | | | |
| (221) Franklin Rd | 0.40 | 9800 | G | 97% | 0% | 1% | 1% | 0% | 0% | F | 1200 | G | 10000 | G | 2001 |
| Comb | ined Traffic: | 21000 | G | 97% | 0% | 1% | 1% | 0% | 0% | F | 2100 | G | 22000 | G | 2001 |
| | | | | To: | US 2 | 221 SR 116 | Jefferson S | t | | | | | | | |
| City of Salem | | | | From: | | 0.11 | | | 1 | | | | | | |
| (311) Thompson Memoria | ıl 0.17 | 7700 | G | 96% | 0% | College A | 1% | 1% | 0% | F | 840 | G | 8100 | G | 2001 |
| (311) Mompoon Momono | 0.17 | 1100 | · | T | 070 | | | . , , | ¬ ~~ | • | 0.10 | Ū | 0.00 | Ū | 2001 |
| (311)Thompson Memoria | ıl 0.94 | 12000 | G | From: 96% | 0% | Main S 2% | 1% | 1% | 0% | С | 1400 | G | 12000 | G | 2001 |
| 311) Monipson Memoria | U.J . | 12000 | 3 | JU /0 | U /0 | | | 1 /0 | 7 | J | 1700 | J | 12000 | 5 | 2001 |
| (311) Thompson Memoria | ıl 0.55 | 11000 | G | 96% | 0% | Hawthorn 2% | e Rd 1% | 1% | 0% | F | 1300 | G | 11000 | G | 2001 |
| 311) Monipson Memoria | ıı 0.00 | 11000 | 3 | 90 70 To: | U /0 | NCL Sal | | 1 /0 | 7 0 /% | | 1300 | G | 11000 | 3 | 2001 |
| Roanoke County | | | | | | | | | | | | | | | |
| | | | | From: | | NCL Sal | | | | | | | | | |
| (311) Thompson Memoria | l 1.27 | 5700 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 580 | G | 5900 | G | 2001 |
| $\overline{}$ | | | | To: From: | | SR 419 Elec | tric Rd | |]— | | | | | | |
| (311) Catawba Valley Dr | 6.70 | 10000 | G | 94% | 0% | 2% | 3% | 1% | 0% | F | 1100 | G | 11000 | G | 2001 |
| \smile | | | | To: | 80- | 779 Catawba | Creek Rd | | 1 | | | | | | |

| | | | | | Roand | oke Maint | enance <i>F</i> | Area | | | | | | | |
|---|--------|--------|----|--------------|--------|------------------|-----------------|---|------------|----|----------------|----|--------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Trı 3+Axle | | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | | | | | | | | | | | | |
| Catawha Vallay Dr | 0.50 | E200 | _ | From: | | 779 Catawl | a Creek Rd | | | _ | EEO | 0 | E400 | 0 | 2004 |
| 311 Catawba Valley Dr | 0.52 | 5300 | G | 94% | 0% | 3% | 170 | 1% | 0% | F | 550 | G | 5400 | G | 2001 |
| Catawha Vallay Dr | 0.54 | 4000 | | From: | | 0-785 Black | | 40/ | | | 500 | | 4000 | | 2004 |
| 311 Catawba Valley Dr | 2.54 | 4800 | G | 94% To: | 0% | 3% | 1% | 1% | 0% | F | 500 | G | 4900 | G | 2001 |
| | | | | | | Craig Cou | | | | | | | | | |
| Catawha Haanital Da | 4 75 | 470 | _ | From: | | 779 Catawl | | | | _ | 00 | 0 | 400 | _ | 2004 |
| 320 Catawba Hospital Dr | 1.75 | 470 | G | 99% To: | 0% | 1% 80-698 Ke | 0% | 0% | 0% | F | 60 | G | 480 | G | 2001 |
| | | | | | | 60-096 K | ilei Ku | | | | | | | | |
| City of Roanoke | | | | From: | 115 22 | 0; Bus US 2 | 20 Franklin | Pd | 1 | | | | | | |
| 419)Electric Rd | 0.07 | 50000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 4400 | G | 50000 | G | 2001 |
| 419 | 0.0. | 00000 | | To: | | Roanoke Co | | • | ¬ ~~ | • | | | 00000 | • | |
| Daniela Carreta | | | | | | | | | · · | | | | | | |
| Roanoke County | | | | From: | | WCL Ro | anoke | | | | | | | | |
| 419)Electric Rd | 0.77 | 50000 | N | 98% | 0% | 1% | 0% | 0% | 0% | Ν | 4400 | Ν | 50000 | N | 2001 |
| | | | | To: | | 80-904 Sta | rkov Pd | | | | | | | | |
| 419)Electric Rd | 1.44 | 27000 | F | From: 98% | 0% | 1% | 0% | 0% | 0% | С | 3000 | F | 27000 | F | 2001 |
| 713 | | _, 000 | • | T | | | | | 7 | J | 3000 | • | 500 | • | _501 |
| Electric Dd | 2.40 | 25000 | | From: | | S 221 Bram 1% | | 0% | 00/ | | 2200 | | 25000 | | 2001 |
| 419 Electric Rd | 3.16 | 35000 | G | 98% To: | 0% | | 0% | 0% | 0% | F | 3200 | G | 35000 | G | 2001 |
| | | | | 10. | | SCL S | ilem | | | | | | | | |
| City of Salem | | | | From: | | CCI C | 1 | | 1 | | | | | | |
| 419)Electric Rd | 0.69 | 32000 | G | 98% | 0% | SCL Sa 1% | 0% | 0% | 0% | F | 2700 | G | 32000 | G | 2001 |
| 419 Liectric Na | 0.03 | 32000 | • | 30 70 | | | | 0 70 | | ' | 2700 | O | 32000 | G | 2001 |
| | | | | To: From: | | US 11 App | | | J | | | | | _ | |
| 419 Electric Rd | 0.58 | 28000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 2600 | G | 28000 | G | 2001 |
| | | | | To: From: | | Roanoke B | oulevard | | | | | | | | |
| 419 Electric Rd | 0.89 | 19000 | G | 94% | 0% | 2% | 1% | 2% | 0% | С | 1600 | G | 19000 | G | 2001 |
| \smile | | | | To | | ALT US 460 | Texas St | | | | | | | | |
| ALT | 0.50 | | _ | From: | | | | 00/ | - 00/ | _ | 4000 | _ | 04000 | _ | 0004 |
| 419 460 Electric Rd | 0.53 | 20000 | G | 93% | 0% | 2% | 2% | 2% | 0% | F | 1800 | G | 21000 | G | 2001 |
| | | | | From: | 1 | US 460 Eas | t Main St | | | | | | | | |
| 419 Electric Rd | 0.88 | 13000 | G | 94% | 0% | 2% | 1% | 3% | 0% | F | 1300 | G | 14000 | G | 2001 |
| | | | | To: | | NCL S | alem | | | | | | | | |
| Roanoke County | | | | | | | | | | | | | | | |
| | | | | From: | | NCL S | | | 」 | | | | | | |
| 419 Electric Rd | 0.96 | 14000 | Α | 94% | 0% | 2% | 1% | 3% | 0% | Α | 1500 | Α | 15000 | Α | 2001 |
| | | | | To: From: | | I-8 | Į | | | | | | | | |
| 419 Electric Rd | 0.57 | 9700 | G | 94% | 0% | 2% | 1% | 3% | 0% | F | 1100 | G | 10000 | G | 2001 |
| | | | | To: | SR | 311 Catawl | valley D | r | | | | | | | |
| | | | | From: | Mo | ontgomery (| County Line | : | | | | | | | |
| 460 11 West Main St | 1.86 | 10000 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 980 | G | 10000 | G | 2001 |
| | | | | To | 9(| 0-647 Dow | Hollow P.d. | | | | | | | | |
| 460 11 West Main St | 2.93 | 11000 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 1100 | G | 12000 | G | 2001 |
| 460 11 West Main St | 2.00 | 11000 | J | 0070 | 0 70 | | | 170 | 7 | • | 1100 | O | 12000 | Ü | 2001 |
| ~~~ ~~ West Main Ct | 0.00 | 45000 | | From: | 00/ | 80-6 | | 40/ | | | 4500 | | 10000 | | 2004 |
| 460 (11) West Main St | 0.39 | 15000 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 1500 | G | 16000 | G | 2001 |
| ~~~ | | | | To: From: | | 80-6 | | | | | | | | | |
| 460 11 West Main St | 0.64 | 19000 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 1700 | G | 19000 | G | 2001 |
| ~ ~ | | | | To: | | WCL S | alem | | | | | | | | |
| City of Salem | | | | | | | | | | | | | | | |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | | | _ | From: | 201 | WCL S | | 401 | _ ا | _ | 400- | _ | 0.10== | _ | |
| 460 (11) West Main St | 1.12 | 20000 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 1800 | G | 21000 | G | 2001 |
| ~ ~ | | | | To: From: | | SR 1 | 12 | |] | | | | | | |
| 460 11 West Main St | 1.31 | 25000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 2300 | G | 28000 | G | 2001 |
| | | | | To: | | ALT US 46 | 0 4th St | | | | | | | | |
| 460 11 West Main St | 0.60 | 30000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 2700 | G | 33000 | G | 2001 |
| | 3.00 | | - | To: | 0 /0 | Acaden | | -,0 | 7 ~~ | • | 00 | _ | | - | |
| | | | | | | 1 scaucil | ., ., | | | | | | | | |

| | | | | | Roano | ke Mainte | enance A | rea | | | | | | | |
|--|--------|-------|----|--------------|----------|-------------------|----------------|-------------|---------------------------------------|----|--------|----|-------|----|-------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru | ıck | | QC | Design | QK | AAWDT | QW | Year |
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | Hour | | | | |
| City of Salem | | | | From: | | Academ | ny St | | | | | | | | |
| (460) (11) West Main St | 0.35 | 15000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 1500 | G | 17000 | G | 2001 |
| ~~~ | | | | To: From: | | US 11 Colle | | | | | | | | | |
| (460) Main St | 0.11 | 22000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 980 | G | NA | | 2001 |
| ~~ | | | | To: From: | | 1 Thompson | | | | | | | | | |
| 460 E Main St | 0.29 | 14000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 1300 | G | 15000 | G | 2001 |
| (460 E Main St | 0.93 | 42000 | G | From: 94% | 1% | Lynchburg 7 | Turnpike 1% | 2% | 0% | F | 1200 | G | 14000 | G | 2001 |
| 460 L Wall St | 0.93 | 13000 | G | 94 /0 | 1 /0 | | | 2 /0 | 7 | · | 1200 | G | 14000 | G | 2001 |
| 460 E Main St | 0.24 | 17000 | G | From: 94% | 1% | Kessler M | 1ill Rd 1% | 2% | 0% | F | 1600 | G | 19000 | G | 2001 |
| (460) 2 Main St | 0.21 | 17000 | | To: | | SR 419 Ele | | | ¬ | • | 1000 | | 10000 | | |
| 460 E Main St | 0.44 | 18000 | G | From: 94% | 1% | 2% | 1% | 2% | 0% | F | 1600 | G | 19000 | G | 2001 |
| 400 | | | | To: | | WCL Ro | | | | | | | | | |
| City of Roanoke | | | | | | | | | | | | | | | |
| Melrose Ave | 0.65 | 10000 | _ | 94% | 1% | ECL Sa 2% | ılem 1% | 2% | 0% | F | 1700 | G | 19000 | G | 2001 |
| 460 INICIIUSE AVE | 0.05 | 18000 | G | 34 % | | | | 2 70 | U% — | Г | 1700 | G | 19000 | G | 200 I |
| (460 Melrose Ave | 1.75 | 13000 | G | From: 94% | SR 1% | 2% 2% | Creek Rd 1% | 2% | 0% | F | 1200 | G | 14000 | G | 2001 |
| (460) Wich 636 7 (VC | 1.70 | 10000 | Ŭ | To: | 170 | | | 270 | ¬ | • | 1200 | Ü | 14000 | J | 2001 |
| (460) Melrose Ave | 0.41 | 12000 | G | From: 94% | 1% | 24th : | 1% | 2% | 0% | F | 1200 | G | 13000 | G | 2001 |
| 400 | | | | To: | | Salem Tu | | | ¬ــــــــــــــــــــــــــــــــــــ | | | | | | |
| 07460 Orange Ave | 1.00 | 14000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 1300 | G | 15000 | G | 2001 |
| 400 | | | | To: | | 0th St, Gain | ishoro Rd | | | | | | | | |
| (460) Orange Ave | 0.90 | 17000 | Α | 94% | 1% | 2% | 1% | 2% | 0% | Α | 1600 | Α | 18000 | Α | 2001 |
| | | | | To: | I-58 | 1, US 220, A | ALT SR 22 | 0 | | | | | | | |
| (460) Orange Ave | 0.24 | 17000 | N | 94% | 1% | 2% | 1% | 2% | 0% | Ν | 1600 | Ν | 18000 | Ν | 2001 |
| <u> </u> | | | | To: From: | U | JS 11 Willia | ımson Rd | | | | | | | | |
| (460) Orange Ave | 0.49 | 40000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 3500 | G | 43000 | G | 2001 |
| ~ | | | | To: From: | | SR 115 Ho | | | | | | | | | |
| (460) Orange Ave | 1.14 | 42000 | G | 91% | 0% | 2% | 1% | 6% | 0% | F | 4000 | G | 43000 | G | 2001 |
| ~~~· | | | | From: | | 24th 5 | | | J | | | | | | |
| Orange Ave | 1.37 | 30000 | G | 91% | 0% | 2% | 1% | 6% | 0% | F | 2400 | G | 31000 | G | 2001 |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | 0.40 | | | From: | 00/ | 128-8055 1 | | 00/ | | | 0000 | | 00000 | | 0004 |
| Orange Ave | 0.18 | 36000 | G | 91% To: | 0% | 2% Roanoke Cor | 1% | 6% | 0% | F | 3600 | G | 38000 | G | 2001 |
| Doonalia County | | | | | | toanoke co | unty Line | | ı | | | | | | |
| Roanoke County | | | | From: | | ECL Roa | | | | | | | | | |
| (460) Challenger Ave | 1.63 | 29000 | Α | 91% | 0% | 2% | 1% | 6% | 0% | Α | 2800 | Α | 30000 | Α | 2001 |
| ~ | | | | To: From: | | US 220 Cl | | | | | | | | | |
| Challenger Ave | 0.34 | 28000 | G | 91% To: | 0% | 2% | 1% | 6% | 0% | F | 2500 | G | 30000 | G | 2001 |
| ~ | | | | 10. | В | Sotetourt Co | unty Line | | | | | | | | |
| City of Salem ALT | | | | From: | | W Mai | n St | | | | | | | | |
| (460)4th St | 0.40 | 18000 | G | 94% | 0% | 3% | 1% | 1% | 0% | F | 1700 | G | 19000 | G | 2001 |
| ALT | | | | From: | | Elm S | St | |]— | | | | | | |
| 460 4th St | 0.37 | 20000 | G | 94% | 0% | 3% | 1% | 1% | 0% | С | 1800 | G | 21000 | G | 2001 |
| $\stackrel{\smile}{\smile}$ | | | | To | | Union | | | ¬ | | | | | | |
| ALT | 0.20 | 12000 | G | 94% | 0% | 3% | 1% | 1% | 0% | F | 1600 | G | 19000 | G | 2001 |
| 460 4th St | 0.29 | 18000 | G | . — | U % | | | 1 70 | U% - | Г | 1600 | G | 19000 | G | ∠00 I |
| ALT | | | | From: | | Colorad | | | | | | _ | | _ | |
| 460 4th St | 0.28 | 9300 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 880 | G | 9800 | G | 2001 |
| | | | | To: | | Roanoke | Blvd | | | | | | | | |

| | | | | | Roano | ke Mainte | enance A | rea | | | | | | | |
|----------------------|-------------------|-----------|----|--------------|-------|-------------------|----------|-------------|-------------|-----|--------|-----|--------|-------|-------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru | ıck | | QC | Design | OK | AAWDT | OW/ | Year |
| | Length | ו לאא | ďΛ | 71116 | Dus | 2Axle | 3+Axle | 1Trail | 2Trail | QU. | Hour | Q۱۱ | AUNDI | Q V V | i Gai |
| City of Salem ALT | | | | From: | | Roanoke | Blvd | | 1 | | | | | | |
| 460 Texas St | 0.31 | 10000 | G | 95% | 0% | 2% | 1% | 1% | - 0% | С | 1000 | G | 11000 | G | 2001 |
| \bigcirc | | | | To: | | Idaho | St | | ¬ | | | | | | |
| ALT Toyon St | 0.61 | 6200 | G | 93% | 0% | 2% | 2% | 2% | 0% | С | 620 | G | 6600 | G | 2001 |
| Texas St | 0.61 | 0200 | G | 93% | 070 | | | 270 | U% - | C | 020 | G | 0000 | G | 2001 |
| ALT | | | | From: | | Lynchburg | | | | | | | | | |
| (460) Texas St | 0.24 | 2100 | G | 93% | 0% | 2% | 2% | 2% | 0% | F | 220 | G | 2300 | G | 2001 |
| ALT | | | | To: From: | | Electric Texas | | | | | | | | | |
| 460 Electric Rd | 0.53 | 20000 | G | 93% | 0% | 2% | 2% | 2% | 0% | F | 1800 | G | 21000 | G | 2001 |
| | | | | To: | | E Mair | ı St | | | | | | | | |
| City of Roanoke | | | | | | | | | | | | | | | |
| North | 2.22 | | | | | n Ave; US 2 | | | | _ | 0.500 | 0 | 00000 | • | 0004 |
| 581 | 0.66 | 39000 | G | 92% | 0% | 1% | 1% | 5% | 0% | F | 3500 | G | 39000 | G | 2001 |
| | Combined Traffic: | 71000 | G | 92% | 0% | 2% | 1% | 5% | 0% | F | 7000 | G | 73000 | G | 2001 |
| North | | | | To: From: | U | S 11 Willia | mson Rd | | | | | | | | |
| 581) | 0.31 | 43000 | G | 92% | 0% | 1% | 1% | 5% | 0% | F | 3700 | G | 43000 | G | 2001 |
| | Combined Traffic: | 78000 | G | 92% | 0% | 2% | 1% | 5% | 0% | F | 7000 | G | 81000 | G | 2001 |
| N I a mathe | | | | To: From: | ı | US 460 Ora | nge Ave | | <u> </u> | | | | | | |
| North (581) | 2.79 | 31000 | В | 92% | 0% | 1% | 1% | 5% | 0% | Α | 3400 | В | 33000 | В | 2001 |
| 361) | Combined Traffic: | 62000 | В | 92% | 0% | 2% | 1% | 5% | 0% | Α | 6900 | В | 66000 | В | 2001 |
| | | 02000 | _ | To: | | | | | ¬ ~ | | | _ | | _ | |
| North | | | | From: | | R 101 Hersh | | | | _ | | | | _ | |
| 581 | 1.75 | 29000 | G | 92% | 0% | 1% | 1% | 5% | 0% | F | 2700 | G | 29000 | G | 2001 |
| | Combined Traffic: | 57000 | G | 92% To: | 0% | 2% | 1% | 5% | 0% | F | 5900 | G | 60000 | G | 2001 |
| | | | | | SK | 117 Peters | Cleek Ku | | | | | | | | |
| Roanoke County North | | | | From: | SR | 117 Peters | Creek Rd | | | | | | | | |
| 581) | 1.13 | 24000 | G | 92% | 0% | 1% | 1% | 5% | 0% | F | 2600 | G | 24000 | G | 2001 |
| | Combined Traffic: | 50000 | G | 92% | 0% | 2% | 1% | 5% | 0% | F | 5800 | G | 52000 | G | 2001 |
| | | | | To: | | I-81 | | | | | | | | | |
| City of Roanoke | | | | | | | | | | | | | | | |
| South | 0.77 | | _ | | | n Ave; US 2 | | | | _ | 0.400 | _ | 0.4000 | _ | 0004 |
| 581 | 0.77 | 32000 | G | 92% | 0% | 2% | 1% | 5% | 0% | F | 3400 | G | 34000 | G | 2001 |
| | Combined Traffic: | 71000 | G | 92% | 0% | 2% | 1% | 5% | 0% | F | 7000 | G | 73000 | G | 2001 |
| South | | | | From: | U | S 11 Willia | mson Rd | | _ | | | | | | |
| (581) | 0.45 | 35000 | G | 92% | 0% | 2% | 1% | 5% | 0% | F | 3300 | G | 38000 | G | 2001 |
| | Combined Traffic: | 78000 | G | 92% | 0% | 2% | 1% | 5% | 0% | F | 7000 | G | 81000 | G | 2001 |
| Courth | | | | To: From: | 1 | US 460 Ora | nge Ave | | | | | | | | |
| South (581) | 2.90 | 31000 | Α | 92% | 0% | 2% | 1% | 5% | 0% | Α | 3400 | Α | 33000 | Α | 2001 |
| 301 | Combined Traffic: | | В | 92% | 0% | 2% | 1% | 5% | 0% | A | 6900 | В | 66000 | В | 2001 |
| | | | | To: | | | | J /0 | ¬ | | | | | | |
| South | | | | From: | | R 101 Hersh | | | | _ | | _ | | _ | |
| 581 | 1.33 | 29000 | G | 92% | 0% | 2% | 1% | 5% | 0% | F | 3100 | G | 31000 | G | 2001 |
| \sim | Combined Traffic: | 57000 | G | 92% To: | 0% | 2% | 1% | 5% | 0% | F | 5900 | G | 60000 | G | 2001 |
| | | | | | | NCL Roa | паке | | | | | | | | |
| Roanoke County South | | | | From: | | NCL Roa | noke | | | | | | | | |
| 581 | 0.14 | 29000 | G | 92% | 0% | 2% | 1% | 5% | 0% | F | 3100 | G | 31000 | G | 2001 |
| 331) | Combined Traffic: | | G | 92% | 0% | 2% | 1% | 5% | 0% | F | 5900 | G | 60000 | G | 2001 |
| | | | | To: | | 117 Peters | | | ¬ | | | | | | |
| South | | • • • • • | | From: | | | | 5 0' | | _ | 000- | | 00000 | _ | |
| 581 | 0.98 | 26000 | G | 92% | 0% | 2% | 1% | 5% | 0% | F | 3300 | G | 28000 | G | 2001 |
| | Combined Traffic: | 50000 | G | 92% To: | 0% | 2% | 1% | 5% | 0% | F | 5800 | G | 52000 | G | 2001 |
| | | | | 10. | | I-81 | | | | | | | | | |

| Pouto | Longth | AADT | | 4Tire | Roanoke Maint | Tru | | | QC | Design | OK | Λ Λ\Λ/D.Τ | O\4/ | Voor |
|-----------------------|--------|------|----|--------------|----------------------|---------------|--------|----------|----|--------|----|-----------|------|------------|
| Route Roanoke County | Length | AADT | QA | 4Tire | Bus 2Axle | 3+Axle | 1Trail | 2Trail | QU | Hour | ŲК | AAWDT | QVV | Year |
| | | | | From: | CL Sal | iem | | | | | | | | |
| (70) FR | 0.60 | NA | | To: | 80-75 | 55 | | 1 | | NA | | NA | | |
| | | | | From: | | | 1 | | | | | | | |
| (600) Moses Family Rd | 1.20 | 320 | R | | 80-779 Catawb | a Creek Ro | 1 | | | NA | | NA | | 08/14/2000 |
| , | | | | To: | Botetourt Co | unty Line | | | | | | | | |
| _ | | | | From: | NCL Roanok | e; SR 115 | | | | | | | | |
| (601) Hollins Rd | 1.24 | 8300 | G | 96% | 0% 2% | 1% | 2% | 0% | F | 960 | G | 8700 | G | 2001 |
| <u> </u> | | | | To: From: | 80-621 Beau | | |] | _ | | _ | | _ | |
| 601) Hollins Rd | 0.95 | 6400 | G | 96% | 0% 2% | 1% | 2% | 0% | С | 750 | G | 6800 | G | 2001 |
| Chadwall Dr | 0.00 | 5000 | | From: | 80-627 Shad | | 20/ | | | 500 | | F200 | | 2004 |
| 601) Shadwell Dr | 0.69 | 5000 | G | 96% | 0% 2% Botetourt Co | 1% | 2% | 0% | F | 500 | G | 5300 | G | 2001 |
| Botetourt County | | | | | Dottourt Co | unty Ellic | | | | | | | | |
| Societouri County | | | | From: | Roanoke Co | | | | | | | | | |
| (601) Shadwell Dr | 0.02 | 5000 | N | 96% | 0% 2% | 1% | 2% | 0% | N | 500 | N | 5300 | N | 2001 |
| | | | | To: | US 11 Willia | ımson Rd | | | | | | | | |
| Roanoke County | | | | From: | US 221 Bent M | Jountain R | 1 | 1 | | | | | | |
| (602) Clover Hill Rd | 0.28 | 400 | R | | OS 221 Bolk W | Touritain Tee | | | | NA | | NA | | 09/11/2000 |
| | | | | To: | Franklin Cou | unty Line | | | | | | | | |
| | | | | From: | US 460 S | South | | | | | | | | |
| (603) Bonsack Rd | 0.28 | 910 | R | | | | | | | NA | | NA | | 10/18/2000 |
| <u> </u> | | | | To: From: | 80-10 | 96 | |] | | | | | | |
| (603) Bonsack Rd | 0.25 | 700 | R | | | | | | | NA | | NA | | 10/18/2000 |
| <u> </u> | | | | To: From: | 80-60 |)6 | | | | | | | | |
| 603 Bonsack Rd | 0.12 | 700 | R | | | | | | | NA | | NA | | 10/18/2000 |
| | 0.00 | | | From: | 80-63 | 31 | |] | | | | | | 40/40/0000 |
| 603 Bonsack Rd | 0.06 | 670 | R | | | | | _ | | NA | | NA | | 10/18/2000 |
| Panagak Dd | 0.22 | FF0 | _ | To: From: | 80-636 Glade | Creek Rd | | _ | | NA | | NΙΔ | | 10/18/2000 |
| 603 Bonsack Rd | 0.23 | 550 | R | To: | US 460 N; | 80-609 | | 7 | | INA | | NA | | 10/16/2000 |
| | | | | From: | NCL Roa | | | | | | | | | |
| 605) Old Mountain Rd | 1.07 | 2900 | G | 97% | 1% 1% | 0% | 1% | 0% | С | 350 | G | 3000 | G | 2001 |
| | | | | To: | 80-621 Beau | ımont Rd | | _ | | | | | | |
| (605) Old Mountain Rd | 1.10 | 2200 | G | 97% | 1% 1% | 0% | 1% | 0% | F | 260 | G | 2300 | G | 2001 |
| | | | | To: From: | 80-627; Sano | | | | | | | | | |
| 605) Sanderson Dr | 0.20 | 5300 | G | 92% | 80-627 Shao 0% 1% | 6% | 2% | 0% | С | 570 | G | NA | | 2001 |
| 003) | | | | To: | Botetourt County | | | <u> </u> | | | | | | |
| | | | | From: | 80-603 Bon | sack Rd | | | | | | | | |
| (606) Layman Rd | 0.53 | 150 | R | | | | | _ | | NA | | NA | | 10/18/2000 |
| | | | | To: | Dead I | | | | | | | | | |
| Dottors Ossals Dd | 4.00 | 40 | _ | From: | 80-669 Patte | erson Dr | | | | NIA | | NIA | | 00/44/0000 |
| 607 Bottom Creek Rd | 1.63 | 40 | R | | | | | _ | | NA | | NA | | 09/11/2000 |
| Pottom Crack Dd | 0.20 | 70 | | From: | 80-744 Ro | cky Rd | | | | NIA | | NΙΔ | | 00/11/2000 |
| 607 Bottom Creek Rd | 0.20 | 70 | R | | | | | _ | | NA | | NA | | 09/11/2000 |
| 607 Bottom Creek Rd | 2.40 | 210 | R | From: | 80-637 Bottom | Creek Lane | e | | | NA | | NA | | 09/11/2000 |
| 607 Bottom Creek Rd | 2.40 | 210 | ĸ | To: | 80-711 Tins | ley Lane | | 1 | | INA | | INA | | 03/11/2000 |
| | | | | From: | SR 220 ALT; C | | Rd | 1 | | | | | | |
| 608) Kingsman Rd | 0.30 | 60 | R | | 51. 220 AB1, C | -5. cradic N | | _ | | NA | | NA | | 10/16/2000 |
| - | | | | To: | Botetourt Co | unty Line | | | | | | | | |
| $\overline{}$ | | | | From: | 80-61 | 0 | | | | | | | | |
| 609) Ruritan Rd | 0.19 | 250 | R | т | | | | _ | | NA | | NA | | 10/16/2000 |
| | | | | To: | 80-10 | 49 | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | ıck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------------|--------|------|----|--------------|-------------|-----------------------|----------------|---------------|--------------|----|----------------|----|-------|----|------------|
| Roanoke County | | | | From: | | 80-1049 | 9 | | | | | | | | |
| 609) East Ruritan Rd | 1.14 | 1200 | R | | | 00 10 1 | , | | | | NA | | NA | | 10/16/2000 |
| | | | | To: | | US 460 |) | | | | | | | | |
| | 0.35 | 100 | R | From: | | Cul-de-S | ac | | | | NA | | NA | | 10/16/2000 |
| 610) | 0.55 | 100 | K | To: | | 00.105 | 1 | | _ | | INA | | INA | | 10/10/2000 |
| 610 | 0.22 | 220 | R | From: | | 80-105 | <u>l</u> | | | | NA | | NA | | 10/16/2000 |
| 0.0 | | | | To: From: | | 80-609 |) | | | | | | | | |
| 610 | 0.07 | 570 | R | From: | | | | | _ | | NA | | NA | | 10/16/2000 |
| | | | | To: From: | | 80-1050 | 0 | | | | | | | | |
| 610 | 0.24 | 920 | R | | | | | | | | NA | | NA | | 10/16/2000 |
| | 2.00 | | | From: | | 80-1054 | 4 | | | | | | | | 40/40/000 |
| 610 | 0.38 | 1200 | R | | | | | | _ | | NA | | NA | | 10/16/2000 |
| 640 | 0.09 | 2200 | R | From: | | 80-121 | 1 | | | | NA | | NA | | 10/16/2000 |
| 610 | 0.00 | 2200 | | To: | | 00 107 | , | | | | 14/ (| | 147. | | 10/10/2000 |
| (610) | 0.18 | 2500 | R | From: | | 80-1072 | 2 | | | | NA | | NA | | 10/16/2000 |
| | | | | To | | 80-1022 | 2 | | 7 | | | | | | |
| (610) | 0.10 | 2700 | R | From: | | | | | | | NA | | NA | | 10/16/2000 |
| | | | | From: | | 80-102 | 1 | |]— | | | | | | |
| 610 West Ruritan Rd | 0.18 | 2800 | R | т | | **** | | | _ | | NA | | NA | | 10/16/2000 |
| | | | | From: | 00.60 | US 460 | | | + | | | | | | |
| (611) Read Mountain Rd | 0.50 | 220 | R | rioiii. | 80-60 | 05 Old Mou | untain Rd | | _ | | NA | | NA | | 08/23/2000 |
| 011) | | | | To: | | Dead Er | nd | | 1 | | | | | | |
| | | | | From: | | US 11 | | | | | | | | | |
| 612) Poor Mountain Rd | 0.16 | 1700 | G | 92% | 1% | 3% | 1% | 3% | 0% | С | 170 | G | 1700 | G | 2001 |
| O Da sa Massataia Dd | 0.05 | 4000 | | From: | 40/ | 80-646 | | 00/ | | | 400 | | 4400 | | 0004 |
| 612) Poor Mountain Rd | 0.95 | 1000 | G | 92% To: | 1% 80-63 | 3% 9 NORTH | 1% : 80-857 | 3% | □ 0% | F | 120 | G | 1100 | G | 2001 |
| \bigcirc | | | | From: | | 39 NORTH | | | | | | | | | |
| 612) Poor Mountain Rd | 0.05 | 1200 | R | | | | | | | | NA | | NA | | 09/05/2000 |
| Poor Mountain Pd | 0.07 | 690 | | From: | 0.05 | M FRM 8 | 0-639 N | | _ | | NΙΔ | | NΙΔ | | 09/05/2000 |
| 612) Poor Mountain Rd | 0.97 | 680 | R | | | | | | _ | | NA | | NA | | 09/05/2000 |
| 612) Poor Mountain Rd | 2.00 | 250 | R | From: | 8 | 80-639 SOI | UTH | | | | NA | | NA | | 09/05/2000 |
| 612) I ser meantain rea | 2.00 | 200 | | To: | 2 | 00 MS 80- | 620 S | | | | | | | | 00/00/2000 |
| 612) Poor Mountain Rd | 3.45 | NA | | From: | 2. | 00 MS 80- | 039 3 | | | | NA | | NA | | |
| | | | | To: From: | 80-9 | 16 Forest I | Fire Trail | | _ | | | | | | |
| (612) Poor Mountain Rd | 1.04 | 70 | R | rioiii. | | | | | _ | | NA | | NA | | 09/11/2000 |
| | | | | To: From: | 1 | .04 MS 80 | -916 | | | | | | | | |
| (612) Poor Mountain Rd | 0.21 | 70 | R | т | 00.50 | | 711 1 | | _ | | NA | | NA | | 09/11/2000 |
| | | | | To: From: | | 36 NW; W 36 NW; W | | | + | | | | | | |
| 612) Poor Mountain Rd | 2.00 | 140 | R | | | | | | | | NA | | NA | | 09/11/2000 |
| | | | | To: From: | 80-78 | 86 SE; Wi | llett Lane | |] | | | | | | |
| 612) Poor Mountain Rd | 0.60 | 320 | R | To | | 0 711 270 | DTU | | _ | | NA | | NA | | 09/11/2000 |
| | | | | From: | | 0-711 NO 30-711 SO | | | + | | | | | | |
| 612) Poor Mountain Rd | 0.13 | 370 | R | | | | | | | | NA | | NA | | 09/11/2000 |
| | | | | To: From: | US 22 | 1 Bent Mo | untain Rd | |] | | | | | | |
| 612) Slings Gap Rd | 0.35 | 280 | R | To: | | 100 C : | p- 1 | | _ | | NA | | NA | | 09/13/2000 |
| | | | | To: | 80-7 | 88 Greenh | ouse Rd | | | | | | | | |

| | | | | | Roanoke Main | | | | | | | | | |
|---------------------------|--------|------|----|--------------|---|-------------|---------------|--|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle | 3+Axle | ıck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | From: | 80-788 Gree | nhousa Pd | | 1 | | | | | | |
| 612) Slings Gap Rd | 0.63 | 180 | R | | | | | _ | | NA | | NA | | 09/13/2000 |
| 612) Slings Gap Rd | 0.59 | 80 | R | From: | 80-690 N | IORTH | | | | NA | | NA | | 09/13/2000 |
| 612) Slings Gap Rd | 0.62 | 140 | R | From: | 80-690 S | OUTH | | | | NA | | NA | | 09/13/2000 |
| (612) Slings Gap Rd | 0.50 | 40 | R | From: | Blue Ridge | | |] - | | NA | | NA | | 09/13/2000 |
| 612) Slings Gap Rd; Marie | 0.20 | 40 | R | From: | Franklin Co Dead End; Ga 80-690 Sugar C | ap Terminus | Or |] | | NA | | NA | | 09/13/2000 |
| (613) Merriman Rd | 1.05 | 1500 | G | From: 96% | Franklin Co | | 1% | 0% | F | 210 | G | 1500 | G | 2001 |
| (613) Merriman Rd | 0.80 | 2300 | G | From: 96% | 80-6 0% 2% | 1% | 1% | 0% | С | 300 | G | 2300 | G | 2001 |
| | | | | To: From: | Blue Ridge | Parkway | |]—— | | | | | | |
| 613) Merriman Rd | 0.08 | 2300 | G | 96% | 0% 2% 80-6 | 1% | 1% | 0%] | F | 320 | G | 2500 | G | 2001 |
| 613 Merriman Rd | 0.51 | 2800 | G | 95% | 1% 2% 80-904 Sta | 1% | 1% | 0% | F | 400 | G | 2900 | G | 2001 |
| 613) Merriman Rd | 0.94 | 5800 | G | 95% To: | 1% 2% | 1% | 1% | 0% | С | 760 | G | 6100 | G | 2001 |
| 613) Merriman Rd | 0.53 | 5700 | G | 95% | 1% 2% | 1% | 1% | 0% | F | 660 | G | 6000 | G | 2001 |
| 613 Merriman Rd | 0.72 | 1500 | G | 95% To: | 80-9 1% 2% 80-687 Col | 1% | 1% | 0% | F | 200 | G | 1600 | G | 2001 |
| | | | | From: | Franklin Co | | | 1 | | | | | | |
| 614) Boones Chapel Rd | 0.70 | 40 | R | To: | | | n.i | <u>-</u> | | NA | | NA | | 09/26/2000 |
| 614) Boones Chapel Rd | 0.30 | 170 | R | From: | 80-677 South; Wi | | | | | NA | | NA | | 09/26/2000 |
| 614) Boones Chapel Rd | 0.63 | 150 | R | From: | 80-677 North Wi 80-615 Star | | Rd | | | NA | | NA | | 09/26/2000 |
| (615) Webb Rd | 0.64 | 30 | R | From: | Franklin Co | ounty Line | | <u> </u> | | NA | | NA | | 10/02/2000 |
| (615) Webb Rd | 0.36 | 80 | R | From: | 0.65 MW C 0.65 MW OF US 220 S | County Line | ; | | | NA | | NA | | 10/02/2000 |
| 615) Starlight Lane | 1.60 | 140 | R | From: | US 220 N | NORTH | | | | NA | | NA | | 09/26/2000 |
| 615) Starlight Lane | 0.18 | 100 | R | From: | 80-676 Back | | | _ | | NA | | NA | | 09/26/2000 |
| 615) Starlight Lane | 2.81 | 250 | R | From: | 80-614 Boone | | | _ | | NA | | NA | | 09/26/2000 |
| 615) Starlight Lane | 0.23 | 250 | R | From: | 2.81 MN 80-613 Mer | | | _ ¬ | | NA | | NA | | 09/26/2000 |
| (616) Carlos Dr | 0.62 | 340 | R | From: | 80-601 Ho | | | | | NA | | NA | | 08/23/2000 |
| | | | | To: From: | 80-605 Old N 80-866 Ell | | | | | | | | | |
| 617) Pitzer Rd | 0.05 | 1100 | R | To: | 80-8 | | | _] | | NA | | NA | | 10/10/2000 |
| | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | | Tru | uck | OT=:: | QC | Design | QK | AAWDT | QW | Year |
|--------------------|--------|------|----|------------|----------------------|--|-----------------|----------|----------------|----|--------|----|-------|----|------------|
| Roanoke County | _ | | | r - | | | | 1Trail | 2Trail | | Hour | | | | |
| 617) Pitzer Rd | 0.22 | 1000 | R | From: | | 80-81 | | | _ | | NA | | NA | | 10/10/2000 |
| 617) Pitzer Rd | 0.28 | 760 | R | From: | - | 80-659 Ran | | | _ | | NA | | NA | | 10/10/2000 |
| 617) Pitzer Rd | 0.07 | 760 | R | From: | | 0.28 ME 8 | | | | | NA | | NA | | 10/10/2000 |
| 617) Pitzer Rd | 0.80 | 600 | R | From: | | 80-71 | | | | | NA | | NA | | 10/10/2000 |
| 617) Pitzer Rd | 0.89 | 400 | R | From: | | 80-719 Sau | | | _ | | NA | | NA | | 10/10/2000 |
| 617) Pitzer Rd | 0.10 | 270 | R | From: | | 66 Horse Sh | | | _ | | NA | | NA | | 10/10/2000 |
| 617) Pitzer Rd | 1.35 | 100 | R | From: | | 0 West; Br | | | | | NA | | NA | | 10/10/2000 |
| 617) Pitzer Rd | 1.00 | 80 | R | From: | | 0 East; Bro | | Rd | _ | | NA | | NA | | 10/10/2000 |
| 618) Highland Rd | 0.54 | 290 | G | From: 96% | 80-808 2 % | ; 128-8048 1% | Riverdale 0% | Rd 1% | 0% | С | 40 | G | 310 | G | 2001 |
| 618) Highland Rd | 0.54 | 90 | G | 97% | 1% | 80-748 Bal 1% | 0% | 1% | 0% | F | 10 | G | 90 | G | 2001 |
| 618) Highland Rd | 0.69 | 230 | G | From: 96% | 2% | 30-749 East 1% | land Rd 0% | 1% | 0% | F | 30 | G | 240 | G | 2001 |
| 618) Highland Rd | 1.51 | 240 | G | From: 95% | 2% | Blue Ridge I 2% | 0% | 0% | 0% | С | 40 | G | 250 | G | 2001 |
| 618) | 0.92 | 40 | G | 95% To: | 3% | 80-70 3% Dead F | 0% | 0% | 0% | F | 9 | G | 40 | G | 2001 |
| (619) Wildwood Rd | 1.12 | 800 | G | 97% | SI 0% | R 112 Wild 2% | wood Rd 0% | 0% | 0% | F | 100 | G | 840 | G | 2001 |
| 619 Wildwood Rd | 1.60 | 600 | G | 97% | 0% | 80-114 2% | 0% | 0% | 0% | С | 70 | G | 630 | G | 2001 |
| 619) Wildwood Rd | 0.61 | 1000 | G | 97% To: | 80- 0% | 733 Richlar 2% NCL Sa | 0% | 0% | 0% | F | 120 | G | 1100 | G | 2001 |
| 620 Miller Cove Rd | 0.78 | 150 | R | From: | 8 | 0-624 New | port Rd | | | | NA | | NA | | 08/14/2000 |
| 620 Miller Cove Rd | 2.24 | 50 | R | From: | | 701 Bendir | | |] 7 | | NA | | NA | | 08/14/2000 |
| 621) | 0.16 | 670 | R | From: | | 80-60 | | | <u> </u> | | NA | | NA | | 08/23/2000 |
| 621) | 0.29 | 430 | R | From: | | 80-192 | | |] ¬ | | NA | | NA | | 08/23/2000 |
| 622) Bradshaw Rd | 1.23 | 230 | R | From: | Mor | ntgomery C | | ; | J | | NA | | NA | | 08/16/2000 |
| 622) Bradshaw Rd | 8.32 | 400 | R | From: | | -727 Berry | | | <u>-</u> | | NA | | NA | | 08/16/2000 |
| 622) Bradshaw Rd | 1.62 | 1100 | G | From: 95% | 1% | -873 Green 2% 1-699 Bende | 1% | 1% |] | С | 130 | G | 1200 | G | 2001 |
| | | | | | 30 | J., Dende | 114 | | | | | | | | |

| | | | | | Roanoke M | laintenance i | Area | | | | | | | |
|------------------------|--------|-------|-----|--------------|-----------|-----------------------------|--------------|---------|------|--------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tr | | OT! | - QC | Design | QK | AAWDT | QW | Year |
| Roanoke County | | | | | 21 | Axle 3+Axle | TTrail | 2Trail | | Hour | | | | |
| | 0.78 | 1900 | G | 95% | | Bendemeer Rd | 1% | 0% | F | 220 | G | 1900 | G | 2001 |
| 622) Bradshaw Rd | 0.76 | 1300 | 0 | To: | | Old Catawba Rd | | | ' | 220 | 0 | 1900 | J | 2001 |
| | | | | From: | | 80-625 | | | | | | | | |
| 623 | 0.70 | 3500 | R | | | | | | | NA | | NA | | 08/23/2000 |
| <u></u> | 0.24 | 4200 | R | From: | | 80-1867 | | _ | | NA | | NA | | 08/23/2000 |
| 623) | 0.24 | 4200 | IX. | To: | US | 11 SOUTH | | | | INA | | INA | | 00/23/2000 |
| 600 | 0.29 | 5500 | R | From: | US | 11 NORTH | | | | NA | | NA | | 08/23/2000 |
| 623 | 0.20 | | | To: | | 80-836 | | | | 107 | | 107 | | 00/20/2000 |
| 623) | 0.03 | 4900 | R | From: | | 80-850 | | | | NA | | NA | | 08/23/2000 |
| | | | | To: From: | | 80-822 | | _ | | | | | | |
| 623) | 0.55 | 5800 | R | To: | | DO 1110WD | | _ | | NA | | NA | | 08/23/2000 |
| | | | | From: | | ROANOKE nery County Line | | | | | | | | |
| 624) | 0.40 | 250 | R | <u> </u> | Montgon | nery County Line | . | | | NA | | NA | | 08/16/2000 |
| | | | | To: From: | | 80-650 | | | | | | | | |
| 624) | 2.90 | 400 | R | | | | | _ | | NA | | NA | | 08/16/2000 |
| | | | | From: | | 80-697 Sandy Ridge Rd | | | | | | | | |
| 624) 80-624 Newport Rd | 2.20 | 550 | G | 94% | | 3% 1% | 1% | 0% | F | 60 | G | 560 | G | 2001 |
| <u> </u> | | | | To: From: | | Miller Cove Rd | | | | | | | _ | |
| 624) Newport Rd | 2.27 | 850 | G | 94% To: | | 3% 1% atawba Valley I | 1% | 0% | С | 90 | G | 860 | G | 2001 |
| | | | | From: | | 23; 128-8022 | ,1 | | | | | | | |
| (625) | 0.27 | 10000 | G | 96% | | 2% 1% | 1% | 0% | С | 1000 | G | 11000 | G | 2001 |
| | | | | To: From: | | 80-743 | | | | | | | | |
| 625) | 0.33 | 9400 | G | 96% To: | | 2% 1% SR 115 | 1% | 0% | F | 910 | G | 9900 | G | 2001 |
| | | | | From: | | Peters Creek Rd | | | | | | | | |
| (626) Thirlane Rd | 0.50 | 2000 | R | <u> </u> | DICTI | r eters creek ru | | _ | | NA | | NA | | 01/24/2001 |
| | | | | To: From: | | 80-1490 | | _ | | | | | | |
| 626 Thirlane Rd | 0.29 | 680 | R | | | | | | | NA | | NA | | 08/21/2000 |
| 626) Thirlane Rd | 0.01 | 630 | R | From: | | 80-1514 | | | | NA | | NA | | 08/21/2000 |
| 626) Thirlane Rd | 0.01 | 630 | K | To: | 90.639 | Woodhaven Rd | | _ | | INA | | INA | | 00/21/2000 |
| (626) Thirlane Rd | 0.25 | 20 | R | From: | 80-028 | w oodnaven Ku | | | | NA | | NA | | 08/21/2000 |
| | | | | To: | Ι | Dead End | | | | | | | | |
| 627 Shadwell Dr | 0.03 | 7000 | | From: | 80-60 | 1 Hollins Rd | | | | 1100 | G | 8300 | G | 2001 |
| 627 Shadwell Dr | 0.03 | 7900 | G | To: | 80-605 | Sanderson Dr | | 7 | | 1100 | G | 6300 | G | 2001 |
| | | | | From: | | '80 Cove Rd | | | | | | | | |
| 628) Green Ridge Rd | 0.78 | 2000 | G | 95% | | 2% 2% | 1% | 0% | F | 260 | G | 2100 | G | 2001 |
| | 1.10 | | | From: | | Green Ridge Rd | 40/ | | | 0.10 | | 0.100 | | 2224 |
| (628) Woodhaven Rd | 1.13 | 2300 | G | 95% | | 2% 2% | 1% | 0% | С | 310 | G | 2400 | G | 2001 |
| (628) Woodhaven Rd | 1.03 | 2100 | G | From: 95% | | 80-626 2% 2% | 1% | 0% | F | 260 | G | 2200 | G | 2001 |
| 020 | | | | To: | | 80-1438 | | | | | | | | |
| (628) Woodhaven Rd | 0.41 | 3500 | G | 95% | | 2% 2% | 1% | 0% | F | 400 | G | 3700 | G | 2001 |
| | | | | To: | | SR 117 | | | | | | | | |
| (629) Green Ridge Rd | 0.55 | 2000 | G | 98% | | L Roanoke | 0% | 0% | С | 250 | G | 2100 | G | 2001 |
| 629) Green Riuge Ru | 0.00 | 2000 | G | 90% To: | | 9 Pine Oak Dr | U /0 | 7 0 /0 | C | 200 | G | Z 100 | G | 2001 |
| | | | | | | | | | | | | | | |

| | | | | | Roanoke Mainte | nance A | rea | | | | | | | |
|-----------------------|--------|------|----|--------------|---------------------------|------------------|----------|------------|----|--------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru | | OT==: | QC | Design | QK | AAWDT | QW | Year |
| Roanoke County | | | | | 2Axie | 3+Axle | 1 i raii | 2Trail | | Hour | | | | |
| | 0.00 | 4200 | | From: | 80-1729 Pine | | 00/ | 00/ | _ | 100 | | 1200 | _ | 2004 |
| 629 Green Ridge Rd | 0.38 | 1200 | G | 98% To: | 0% 1% 80-628 Woodh | 0% naven Dr | 0% | □ 0% | F | 160 | G | 1300 | G | 2001 |
| | | | | From: | NCL Sale | | | 1 | | | | | | |
| 630 Kessler Mill Rd | 0.55 | 1500 | G | 92% | 0% 4% | 1% | 2% | 0% | С | 180 | G | 1600 | G | 2001 |
| | | | | To: | SR 311 Thompson | Memorial | Dr | | | | | | | |
| \bigcirc | | | | From: | 80-603 | 3 | | | | | | | | |
| 631) | 0.12 | 40 | R | To: | Dead Er | ad | | - 1 | | NA | | NA | | 10/18/2000 |
| | | | | From: | 80-904 SO | | | | | | | | | |
| 632 | 0.77 | 270 | R | | 00 701 50 | 0111 | | | | NA | | NA | | 09/20/2000 |
| | | | | To: From: | 80-716 | 5 | | 7 | | | | | | |
| 632) | 0.10 | 530 | R | From: | | | | | | NA | | NA | | 09/20/2000 |
| | | | | To: | 80-904 NO | RTH | | | | | | | | |
| \bigcirc | | | | From: | Dead E | nd | | | | | | | | 00/00/000 |
| 633 | 0.35 | 790 | R | To: | 80-904 | 1 | | 7 | | NA | | NA | | 09/26/2000 |
| | | | | From: | ECL Vin | | | 1 | | | | | | |
| 634) | 0.96 | 9000 | G | 98% | 0% 1% | 0% | 1% | 0% | С | 1000 | G | 9500 | G | 2001 |
| | | | | To: | Bedford Cour | nty Line | | | | | | | | |
| | | | | From: | NCL SAL | | | | | | | | | |
| (635) | 0.60 | 760 | G | 97% To: | 0% 2% | 0% | 1% | 0% | С | 90 | G | 800 | G | 2001 |
| | | | | | 80-619 | | | | | | | | | |
| 626 | 0.16 | 290 | R | From: | 80-603 | 3 | | | | NA | | NA | | 10/18/2000 |
| 636) | 0.10 | 200 | | To: | 80-703 | , | | 7 | | 1471 | | 14/ (| | 10/10/2000 |
| (636) | 0.35 | 280 | R | From: | 80-703 |) | | | | NA | | NA | | 10/18/2000 |
| 030 | | | | To: | Botetourt Cou | nty Line | | | | | | | | |
| Botetourt County | | | | | | | | | | | | | | |
| 600 | 0.25 | 190 | R | From: | Botetourt Cou | nty Line | | | | NA | | NA | | 10/18/2000 |
| (636) | 0.25 | 190 | K | т | | n or | | = | | INA | | INA | | 10/10/2000 |
| 626 | 0.31 | 70 | R | From: | 0.25 ME O | F CL | | | | NA | | NA | | 10/18/2000 |
| (636) | 0.0. | . • | | To | 0.16 ME 80 | 1005 | | | | | | | | |
| 636) | 0.36 | 48 | R | From: | 0.16 ME 80 | -1093 | | | | NA | | NA | | 10/18/2000 |
| | | | | To: | Dead Er | nd | | | | | | | | |
| Montgomery County | | | | | | | | | | | | | | |
| Bottom Creek Lane | 0.10 | 50 | R | From: | 60-637; 80 | -669 | | | | NA | | NA | | 09/11/2000 |
| 637 Bottom Creek Lane | 0.10 | 50 | K | To: | Roanoke Cour | nty Line | | 7 | | INA | | INA | | 09/11/2000 |
| Roanoke County | | | | - | | | | - | | | | | | |
| | | | | From: | Montgomery Co | ounty Line | | | | | | | | |
| 637 Bottom Creek Lane | 1.82 | 50 | R | To: | 80-607 Bottom | Crook Dd | | 7 | | NA | | NA | | 09/11/2000 |
| | | | | From: | 80-639 SO | | | | | | | | | |
| (638) | 0.35 | 430 | R | <u> </u> | 80-039 30 | 0111 | | | | NA | | NA | | 09/05/2000 |
| | | | | To | 80-639 NO | RTH | | | | | | | | |
| | | | | From: | US 11 Ma | | | | | | | | | |
| (639) West River Rd | 0.63 | 590 | G | 96% | 1% 2% | 1% | 1% | 0% | F | 70 | G | 620 | G | 2001 |
| O W | 4.00 | | | From: | 80-649 Dry Ho | | 00/ |] | | 22 | | 606 | | |
| 639 West River Rd | 1.60 | 210 | G | 96% | 1% 2% | 0% | 0% | 0% | С | 30 | G | 220 | G | 2001 |
| (a) West Diver Dd | 0.50 | 400 | | From: | 80-734 Bohon F | | 10/ | 00/ | | 40 | | E00 | | 2004 |
| (639) West River Rd | 0.53 | 480 | G | 96% To: | 1% 2% 80-612 NORTH Poo | 1% r Mountair | 1% Rd | □ 0% | F | 49 | G | 500 | G | 2001 |
| $\widehat{}$ | | | | From: | 80-612 SOUTH Poo | | | _ | | | | | | |
| (639) Harborwood Rd | 2.05 | 180 | R | To: | 00 505 01 1 | 1 70 1 | | 7 | | NA | | NA | | 09/05/2000 |
| | | | | To: | 80-737 Glade | den Rd | | | | | | | | |

| | | | | | 1 100110 | no mante | , i a i i o o i | | | | | | | | |
|-------------------------|--------|------|----|--------------|----------|------------------|-----------------|-----|----------|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | | | QC | Design Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | From: | | 80-737 Glad | den Rd | | 1 | | | | | | |
| (639) Harborwood Rd | 1.63 | 580 | R | <u> </u> | | 50 757 Gida | den red | | _ | | NA | | NA | | 09/05/200 |
| | | | | To: From: | | 80-882 | 2 | | _ | | | | | | |
| (639) Harborwood Rd | 0.15 | 840 | R | | | | | | | | NA | | NA | | 09/05/200 |
| <u> </u> | | | | To: From: | | 0.15 MN 8 | 0-882 | |]— | | | | | | |
| (639) Harborwood Rd | 0.37 | 840 | R | To: | 80 | -638 SOUTI | I Lilly Dr | | _ | | NA | | NA | | 09/05/200 |
| | | | | From: | 00- | 80-638 Lil | | | | | | | | | |
| (639) Harborwood Rd | 0.27 | 1100 | R | | | | | | | | NA | | NA | | 09/05/200 |
| West Diverside Dr | 0.00 | 2200 | | From: | | 0-760 Diugu | | 10/ | | | 420 | | 2200 | | 2001 |
| (639) West Riverside Dr | 0.98 | 3200 | G | 96% To: | 1% | 2% WCL Sa | 1% lem | 1% | 0% | F | 420 | G | 3300 | G | 2001 |
| | | | | From: | | 80-642 | | | | | | | | | |
| (640) | 0.61 | 180 | R | | | | | | | | NA | | NA | | 08/28/200 |
| | | | | To: From: | | 80-869 | 9 | |]— | | | | | | |
| 640 | 1.02 | 900 | R | To: | | NOT GAT | T) (| | _ | | NA | | NA | | 08/28/200 |
| | | | | From: | | NCL SAI | | | <u> </u> | | | | | | |
| (641) | 1.40 | 2800 | R | | | 80-640 | 0 | | | | NA | | NA | | 08/28/200 |
| 041) | | | | To: | | NCL SAI | EM | | | | | | | | |
| \bigcirc | | | _ | From: | | US 11 | | | | | | | | | |
| 642 | 1.10 | 980 | R | To: | | 80-640 | n | | 7 | | NA | | NA | | 08/28/200 |
| | | | | From: | | US 11 | | | | | | | | | |
| (643) | 0.34 | 2900 | R | | | 0511 | | | | | NA | | NA | | 08/28/2000 |
| | | | | To: From: | | 80-828 | 8 | | | | | | | | |
| (643) | 0.87 | 600 | R | | | | | | _ | | NA | | NA | | 08/28/2000 |
| | | | | To: From: | | Dead E | | | | | | | | | |
| 644) County Line Rd | 0.60 | 60 | R | From: | | Floyd Count | ty Line | | | | NA | | NA | | 09/11/200 |
| 044) 000) = | | | | To: | 8 | 30-669 Patte | rson Dr | | | | | | | | |
| | | | | From: | | US 11 | | | | | | | | | |
| (645) | 0.27 | 70 | R | To: | | D J.F. | 1 | | _ | | NA | | NA | | 08/30/200 |
| | | | | From: | | Dead E 80-612 | | | | | | | | | |
| 646) | 0.01 | 660 | R | | | 80-012 | | | _ | | NA | | NA | | 09/05/200 |
| | | | | To: | | 80-115 | 54 | | — | | | | | | |
| 646 | 0.15 | 650 | R | rioin. | | | | | | | NA | | NA | | 09/05/200 |
| | | | | To: From: | | 80-852 | 2 | |]— | | | | | | |
| 646 | 0.73 | 40 | R | To: | | Cul-de-S | 7 | | _ | | NA | | NA | | 09/05/2000 |
| | | | | From: | | US 11 | | | | | | | | | |
| 647) | 0.27 | 4900 | G | 92% | 1% | 3% | 2% | 3% | 0% | С | 530 | G | 5200 | G | 2001 |
| | | | | To: From: | | RT 78 | | | | | | | | | |
| (647) | 0.13 | 100 | R | From: | | FR-67; 80 | 1-788 | | | | NA | | NA | | 08/28/200 |
| 041) | | | | To | | Dead E | nd | | | | | | | | |
| | | | | From: | В | otetourt Cou | ınty Line | | | | | | | | |
| 648 | 0.18 | 1200 | R | To: | | 110 11 | 1 | | _ | | NA | | NA | | 08/21/2000 |
| | | | | From: | | US 11 Dead E | | | 1 | | | | | | |
| 649) Dry Hollow Rd | 2.10 | 280 | R | | | Dead E | IIQ. | | _ | | NA | | NA | | 08/30/2000 |
| | | | | To: | 80 |)-639 West l | River Rd | | | | | | | | |
| \bigcirc | | | | From: | | 80-78 | 5 | | | | | | | | 00115:55 |
| 650 | 1.24 | 50 | R | To: | | 80-624 | 1 | | _ | | NA | | NA | | 08/12/2000 |
| | | | | | | 80-024 | + | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | | | | | QC | Design | QK | AAWDT | QW | Year |
|------------------------------|--------|------|----|--------------|----------|---------------------|----------|-------------|----------|----|--------|----|-------|----|------------|
| Roanoke County | 3 | | - | | | 2Axle | 3+Axle | 1Trail | 2Trail | | Hour | | | | |
| (651) | 0.03 | 1800 | R | From: | | ECL VIN | ΓΟN | | | | NA | | NA | | 10/12/2000 |
| - | | | | To: | | 80-109 | 0 | | | | | | | | |
| 651) | 0.06 | 1500 | R | | | | | | _ | | NA | | NA | | 10/12/2000 |
| 651) | 0.59 | 1400 | R | From: | | 80-109 | 1 | | | | NA | | NA | | 10/12/2000 |
| | | | _ | To: From: | | 80-104 | 7 | | | | | | | | |
| 651) | 0.62 | 800 | R | To: | | 00.107 | 15 | | _ | | NA | | NA | | 10/12/2000 |
| 651) | 0.25 | 1600 | R | From: | | 80-107 | 3 | | | | NA | | NA | | 10/12/2000 |
| | 0.33 | 1600 | R | From: | | 80-88 | 4 | |] | | NA | | NA | | 10/12/2000 |
| 651) | 0.33 | 1600 | ĸ | To: | | 80-88 | 1 | | | | INA | | INA | | 10/12/2000 |
| (651) | 0.10 | 1800 | R | From: | | 00 00 | • | | | | NA | | NA | | 10/12/2000 |
| (651) | 0.09 | 1900 | R | From: | | 80-88 |) | |] | | NA | | NA | | 10/12/2000 |
| (051) | | 1000 | | To: | В | edford Cou | nty Line | | | | | | | | 10/12/2000 |
| Bedford County | | | | From: | B | edford Cou | nty Line | | | | | | | | |
| (651) | 0.09 | 1900 | R | _ | | | | | <u>-</u> | | NA | | NA | | 10/12/2000 |
| Roanoke County | | | | To: | | SR 24; 80- | 1033 | | | | | | | | |
| | 0.21 | 40 | _ | From: | | 80-67 | 5 | | | | NIA | | NIA | | 00/26/2000 |
| (652) | 0.21 | 40 | R | To: | | Dead E | nd | | 1 | | NA | | NA | | 09/26/2000 |
| | | | | From: | | Dead E | nd | | | | | | | | |
| 653 | 0.13 | 130 | R | To: | | 80-68 | 3 | | 7 | | NA | | NA | | 09/20/2000 |
| | | | | From: | | 80-63 | | | | | | | | | |
| 654) | 0.56 | 2800 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 340 | G | 3000 | G | 2001 |
| 654) | 0.58 | 3700 | G | From: 95% | 1% | 80-102 2% | 1% | 1% | 0% | С | 440 | G | 3900 | G | 2001 |
| | | | | To: | | SR 24 | ļ | | | | | | | | |
| | 0.20 | 70 | Р | From: | | Dead E | nd | | | | NA | | NA | | 08/16/2000 |
| 655) | 0.20 | 70 | R | To: | | SR 31 | 1 | | | | INA | | INA | | 00/10/2000 |
| \sim | | | | From: | | 80-87 | 3 | | | | | | | | |
| (656) | 0.30 | 80 | R | To: | | Dead E | nd | | 1 | | NA | | NA | | 08/16/2000 |
| | | | | From: | | Dead E | | | | | | | | | |
| (657) Winter Dr | 0.22 | 50 | R | <u> </u> | | | | | | | NA | | NA | | 09/26/2000 |
| (657) Crowell Gap Rd | 0.50 | 350 | R | From: | | US 22 | 0 | |] | | NA | | NA | | 10/02/2000 |
| (657) G.G.I.G.I. G.G.P. I.G. | | | | To: | | 80-666 Ban | dv Rd | | | | | | | | |
| 657) Crowell Gap Rd | 0.75 | 150 | R | From: | | | | | | | NA | | NA | | 10/02/2000 |
| 657) Crowell Gap Rd | 0.75 | 30 | R | To: From: | | 0.75 ME 8 | 0-666 | |]—— | | NA | | NA | | 10/02/2000 |
| 657 Crowell Gap Rd | 0.73 | J0 | ., | To: | F | ranklin Cou | nty Line | | | | 14/7 | | 11/7 | | 10/02/2000 |
| | | | | From: | | ECL ROAN | | | | | | | | | |
| 658) | 1.34 | 930 | G | 96% | 1% | 2% | 1% | 0% | 0% | С | 100 | G | 970 | G | 2001 |
| | 0.84 | 520 | G | From: 92% | 0% | LUE RIDGE 3% | 3% | 0% | 0% | С | 60 | G | 520 | G | 2001 |
| 658) | 3.04 | 020 | • | To: | <u> </u> | 80-61 | | 5 /0 | 7 | 9 | | J | 020 | 0 | 2001 |

| Route | Length | AADT | QA | 4Tire | Bus | Tru | ck | | QC | Design | QK | AAWDT | QW | Year |
|--------------------|--------|------|----|--------------|------------------------|---------------|--------|----------------|----|--------|----|-------|----|---------------|
| Roanoke County | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | Hour | | | | |
| (659) Mayfield Dr | 0.55 | 1400 | R | From: | 80-666 Ba | ndy Rd | | | | NA | | NA | | 10/04/2000 |
| (039) | | | | To: From: | 80-8 | 11 | | 1 | | | | | | |
| (659) Mayfield Dr | 0.11 | 1400 | R | | | | | <u>-</u> | | NA | | NA | | 10/04/2000 |
| | | | | To: From: | SR 1 SR 116 Jae V | | | | | | | | | |
| 659 Mayfield Dr | 0.10 | 770 | R | | | | | _ | | NA | | NA | | 10/10/2000 |
| 650 | 0.14 | 110 | R | From: | 80-866 Elli | ngton St | |] | | NA | | NA | | 10/10/2000 |
| (659) | 0.14 | 110 | IX | To: | 80-866 Ellington S | | inus |] | | INA | | INA | | 10/10/2000 |
| (659) Randal Dr | 0.82 | 250 | R | From: | 80-617; Gap | Terminus | | J | | NA | | NA | | 10/10/2000 |
| 000 | | | | To: | 80-65 | 58 | | | | | | | | |
| | | | | From: | 80-6 | 17 | | | | | | | | |
| 660 | 1.48 | 120 | R | To: | 00.6 | 17 | | 7 | | NA | | NA | | 10/10/2000 |
| | | | | From: | 80-6 | | | | | | | | | |
| 661) | 0.53 | 80 | R | | FR-6 |)/ | | | | NA | | NA | | 08/28/2000 |
| 001) | | | | To: | Dead l | End | | | | | | | | |
| | | | | From: | 80-63 | 58 | | | | | | | | |
| 662 | 0.30 | 40 | R | To: | | - I | | 7 | | NA | | NA | | 10/10/2000 |
| | | | | From: | Dead I | | | 1 | | | | | | |
| 663) Rakes Rd | 0.15 | 270 | R | rioiii. | 80-666 Ba | ndy Rd | | J | | NA | | NA | | 10/02/2000 |
| 003) - tantos - ta | 00 | | | To: | 90.6 | 6.1 | | | | | | | | . 0, 02, 2000 |
| 663) Sterling Rd | 1.10 | 460 | R | From: | 80-60 |)4 | | | | NA | | NA | | 10/02/2000 |
| | | | | From: | 80-12 | :60 | | | | | | | | |
| 663 Sterling Rd | 0.10 | 600 | R | | | | | | | NA | | NA | | 10/02/2000 |
| O 01 11 D.I | 0.07 | | | To: From: | SR 116 Jae ' | Valley Rd | |] | | | | | | 10/01/0000 |
| 663 Sterling Rd | 0.27 | 48 | R | To: | Dead 1 | End | | 7 | | NA | | NA | | 10/04/2000 |
| | | | | From: | 80-666 Ba | | | 1 | | | | | | |
| (664) Sterling Rd | 0.15 | 240 | R | | 80-000 Ba | nuy Ku | | _ | | NA | | NA | | 10/02/2000 |
| | | | | To: | 80-663 Ra | ıkes Rd | | | | | | | | |
| | | | | From: | 80-666 Ba | ndy Rd | | | | | | | | |
| 665 Edenshire Rd | 0.30 | 70 | R | To: | D 11 | F 1 | | 7 | | NA | | NA | | 10/02/2000 |
| | | | | From: | Dead 1 | | | 1 | | | | | | |
| (666) Bandy Rd | 1.37 | 150 | R | 110m. | 80-657 Crow | ell Gap Rd | | | | NA | | NA | | 10/02/2000 |
| 000) = | | | | To: | 80-667 May | uland Dd | | | | | | | | |
| (666) Bandy Rd | 0.62 | 240 | R | From: | 80-007 May | ylaliu Ku | | | | NA | | NA | | 10/02/2000 |
| | | | | To: From: | 80-667 Old Virgin | nia Springs F | Rd | 1— | | | | | | |
| 666 Bandy Rd | 1.22 | 220 | G | 97% | 1% 1% | 0% | 0% | 0% | С | 30 | G | 220 | G | 2001 |
| Pandy Pd | 0.44 | 600 | G | From: | 80-664 Ste 2% 1% | | 0% | 0% | F | 90 | G | 690 | G | 2001 |
| 666 Bandy Rd | 0.44 | 680 | G | 97% | 2% 1% 80-731 Rockin | 0% | 0% | 0% 7 | Г | 90 | G | 690 | G | 2001 |
| (666) Bandy Rd | 0.64 | 740 | G | 95% | 1% 2% | 0% | 1% | 0% | F | 100 | G | 780 | G | 2001 |
| | | | | To: | 80-94 | | | 1 | | | | | | |
| 666) Bandy Rd | 0.67 | 1100 | G | 95% | 1% 2% | 0% | 1% | 0% | С | 130 | G | 1100 | G | 2001 |
| | | | | To: From: | 80-659 May | | |] | | | | | | |
| 666 Bandy Rd | 0.40 | 1100 | G | 95% | 1% 2% | 0% | 1% | 0% | F | 130 | G | 1100 | G | 2001 |
| | | | | To: From: | ECL Ros | | | <u> </u> | | | | | | |
| (667) | 0.43 | 130 | R | 1 IOIII. | 80-60 | 38 | | _ | | NA | | NA | | 10/02/2000 |
| 667 | | | | To: | 80-666 V | WEST | | L | | | | | | |
| | | _ | | | | | | | | - | | _ | | |

| Route | Length | AADT | QA | 4Tire | Bus | | | | | QC | Design | Oĸ | AAWDT | O\\\ | Year |
|--------------------|--------|-------|----|--------------|------|--------------|------------|--------|--------------|-----|--------|----|-------|------|------------|
| | Lengui | ארט ו | ΨA | 71110 | Dus | 2Axle | 3+Axle | 1Trail | 2Trail | Q.O | Hour | QΙ | | QVV | i Gai |
| Roanoke County | | | | From: | | 80-666 E | AST | | | | | | | | |
| (667) | 0.84 | 80 | R | To: | | Dead E | nd | | 7 | | NA | | NA | | 10/02/2000 |
| | | | | From: | | US 22 | | | | | | | | | |
| 668 | 2.24 | 970 | G | 96% | 1% | 1% | 2% | 0% | 0% | F | 120 | G | 980 | G | 2001 |
| | | | _ | From: | | 80-922 | | |] | _ | | _ | | _ | |
| 668 | 0.24 | 1200 | G | 96% | 1% | 1% | 2% | 0% | 0% | С | 160 | G | 1300 | G | 2001 |
| 668 | 0.33 | 1600 | G | From: 96% | 1% | 80-731 1% | 2% | 0% | 0% | F | 190 | G | 1700 | G | 2001 |
| 000) | | | | To: | | 60-747 | | |] | | | | | | |
| (668) | 0.19 | 2300 | G | 96% | 1% | 80-743 1% | 2% | 0% | 0% | F | 300 | G | 2400 | G | 2001 |
| | | | | To: | | SCL Roar | | | 1 | | | | | | |
| Montgomery County | | | | From: | | (0.62 | 7 | | | | | | | | |
| 669) Patterson Dr | 0.50 | 40 | R | | | 60-637 | / | | _ | | NA | | NA | | 09/11/2000 |
| | | | | To: | R | toanoke Cou | nty Line | | | | | | | | |
| Roanoke County | | | | From: | Mo | ontgomery Co | unty Lina | | 1 | | | | | | |
| (669) Patterson Dr | 0.75 | 46 | R | | IVIO | intgomery Co | Junty Line | | | | NA | | NA | | 09/11/2000 |
| | | | | To: From: | 80-8 | 865 Kings B | rothers Rd | | <u> </u> | | | | | | |
| (669) Patterson Dr | 0.60 | 80 | R | | | | | | | | NA | | NA | | 09/11/2000 |
| <u> </u> | | | | To: From: | 80- | -607 Bottom | Creek Rd | |] | | | | | | |
| 669 Patterson Dr | 0.92 | 90 | R | To: | 80 | 0-644 County | Line Rd | | 1 | | NA | | NA | | 09/11/2000 |
| | | | | From: | | 0.52 MS 80 | | | | | | | | | |
| (670) | 0.52 | 50 | R | | | | | | | | NA | | NA | | 09/13/2000 |
| | | | | To: From: | | 80-694 | 1 | |] | | | | | | |
| 670 | 0.46 | 110 | R | To: | | DJ.F. | | | _ | | NA | | NA | | 09/13/2000 |
| | | | | From: | | Dead E | | | <u> </u> | | | | | | |
| (671) | 1.12 | 250 | R | | | 0311 | | | | | NA | | NA | | 08/30/2000 |
| | | | | To: | | Dead E | nd | | | | | | | | |
| | 0.07 | 20 | R | From: | | Dead E | nd | | | | NA | | NA | | 10/10/2000 |
| 672 | 0.07 | 20 | K | To: | | 80-866 | 5 | | | | INA | | INA | | 10/10/2000 |
| | | | | From: | | Dead E | nd | | | | | | | | |
| (673) | 0.41 | 1200 | R | | | | | | | | NA | | NA | | 01/24/2001 |
| | 0.24 | 470 | | From: | | SR 24 | | |] | | NA | | NA | | 10/12/2000 |
| 673 | 0.24 | 470 | R | To: | | 80-724 | 1 | | 1 | | NA | | INA | | 10/12/2000 |
| | | | | From: | | US 220 SO | | | | | | | | | |
| 674) | 0.28 | 140 | R | | | | | | | | NA | | NA | | 10/02/2000 |
| | 0.40 | | | To: From: | | 80-827 | 7 | |] | | | | | | 40/00/0000 |
| 674) | 0.40 | 350 | R | To: | | US 220 NO | ORTH | | 7 | | NA | | NA | | 10/02/2000 |
| | | | | From: | | 80-652 | | | Ì | | | | | | |
| (675) | 0.78 | 950 | R | т | | | | | _ | | NA | | NA | | 09/26/2000 |
| | | | | To: From: | | US 22 | | | 1 | | | | | | |
| (676) | 2.15 | 80 | R | | | 80-615 |) | | | | NA | | NA | | 09/26/2000 |
| | | | | To: From: | | 80-845 | 5 | | 1 | | | | | | |
| (676) | 1.00 | 490 | R | | | | | | - | | NA | | NA | | 09/26/2000 |
| | | | | To: | | US 22 | 0 | | | | | | | | |

| | | | | | Roand | oke Maint | enance A | rea | | | | | | | |
|------------------------|--------|-------|----|--------------|----------|---------------------------|------------------|------|---------------|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | From: | | Dead I | | | 1 | | | | | | |
| (677) Willow Branch Rd | 1.30 | 80 | R | To | 00 | | | | _ _ | | NA | | NA | | 09/26/2000 |
| (677) Willow Branch Rd | 0.90 | 240 | R | From: | 80- | 614 Boones | | | | | NA | | NA | | 09/26/2000 |
| (677) Willow Branch Rd | 0.20 | 20 | R | From: | | US 22 | | | | | NA | | NA | | 09/26/2000 |
| | | | | From: | | Dead I | | | | | | | | | |
| 678) | 0.52 | 170 | R | To: | | Dead I | | | _ ¬ | | NA | | NA | | 09/26/2000 |
| | | | | From: | | 80-904 Star | | | 1 | | | | | | |
| 679 Buck Mountain Rd | 0.07 | 5900 | G | 94% | 1% | 1% | 2% | 2% | 0% | F | 740 | G | 6200 | G | 2001 |
| 679 Buck Mountain Rd | 0.26 | 5100 | G | 94% | 1% | 80-19 1% | 2% | 2% | 0% | F | 660 | G | 5400 | G | 2001 |
| 679 Buck Mountain Rd | 0.85 | 4700 | G | From: 94% | 1% | 80-91 1% | 2% | 2% | 0% | С | 610 | G | 4900 | G | 2001 |
| 679 Buck Mountain Rd | 1.04 | 4600 | G | 94% | 1% | Blue Ridge 1% US 22 | 2% | 2% | 0% | F | 580 | G | 4700 | G | 2001 |
| | | | | From: | | 80-77 | | | | | | | | | |
| (680) | 0.24 | 90 | R | <u> </u> | | 30-77 | , , | | _ | | NA | | NA | | 08/28/2000 |
| | | | | To: | | Dead I | End | | | | | | | | |
| O 0 1 P1 | 0.40 | | | From: | | 80-720 Colo | | 40/ | | _ | 0.40 | | 0000 | _ | 0004 |
| 681) Ogden Rd | 0.19 | 8700 | G | 98% To: | 0% | 1% WCL Ro | 1% | 1% | 0% | F | 940 | G | 9200 | G | 2001 |
| | | | | From: | | 80-720 Cold | | | | | | | | | |
| 682 | 0.56 | 2200 | R | To: | | | | | 」 ¬ | | NA | | NA | | 09/07/2000 |
| (682) | 0.09 | 1100 | R | From: | | 80-1602 | EASI | | | | NA | | NA | | 09/07/2000 |
| 002) | | | | To: | | US 221 N | | | | | | | | | |
| (682) Garst Mill Rd | 0.24 | 12000 | G | 98% | <u>U</u> | JS 221 S; 80 1% | 0-1602 W 1% | 1% | 0% | F | 1300 | G | 12000 | G | 2001 |
| 682 Garst Mill Rd | 0.24 | 12000 | G | 90 70 To: | 070 | 80-16 | | 1 70 | 7 0% | Г | 1300 | G | 12000 | G | 2001 |
| | | | | From: | | 30-1658 Cre | st Hill Dr | | | | | | | | |
| 682 Garst Mill Rd | 0.43 | 8300 | G | 98% | 0% | 1% | 1% | 1% | 0% | С | 880 | G | 8700 | G | 2001 |
| | | | | From: | 20/ | 80-13 | | 10/ | <u> </u> | | | | | | 2224 |
| 682 Garst Mill Rd | 0.77 | 6800 | G | 98% To: | 0% | 1% SCL Roa | 1% | 1% | 0% | F | 750 | G | 7200 | G | 2001 |
| | | | | From: | | Dead I | | | 1 | | | | | | |
| (683) | 0.12 | 10 | R | <u> </u> | | Deau I | 2HQ | | | | NA | | NA | | 09/20/2000 |
| | | | | To: | | 80-61 | 13 | | | | | | | | |
| | | | | From: | 8 | 80-613 Meri | riman Rd | | | | | | | | |
| 684) Token Rd | 0.27 | NA | | . — | | | | | _ | | NA | | NA | | |
| | | | | To: | | Dead I | | | | | | | | | |
| 685 Keagy Rd | 0.19 | 4200 | G | 98% | 0% | 1% | lectric Rd 0% | 0% | 0% | F | 580 | G | 4500 | G | 2001 |
| (685) Keagy Rd | 0.40 | 2000 | R | From: | 80 | -692 Sugarlo | oaf Mtn Rd | | | | NA | | NA | | 09/07/2000 |
| | | | | To | | 80-13 | 86 | | | | | | | | |
| (685) Keagy Rd | 1.33 | 4000 | R | From: | | | - | | _ | | NA | | NA | | 09/07/2000 |
| | | | | To: | S | SR 419 N; E | lectric Rd | | | | | | | | |
| <u> </u> | | | | From: | | Dead I | End | | | | | | | | |
| 686 Grandin Rd Ext | 0.97 | 420 | R | Ter | | 07.145.05 | D 1E 1 | | 7 | | NA | | NA | | 09/07/2000 |
| | | | | 10. | 0. | .97 ME OF | Dead End | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|-------|----|--------------|------|------------------------------|---------------|----|--------------|----|----------------|----|-------|----|------------|
| Roanoke County | | | | From: | 0.0 | 7 ME OF I | | | . | | | | | | |
| 686 Grandin Rd Ext | 0.18 | 420 | R | | 0.5 | 77 ME OF I | Dead End | | | | NA | | NA | | 09/07/2000 |
| (686) Grandin Rd Ext | 0.23 | 710 | R | To: From: | | 80-135 | 50 | | | | NA | | NA | | 09/07/2000 |
| (686) Grandin Rd Ext | 0.55 | 1700 | G | From: 98% | 0% | 80-692 1% | 0% | 0% | 0% | С | 200 | G | 1800 | G | 2001 |
| | | | | To: From: | 5 | SR 419 Elec | | | | | | | | | |
| 687 Colonial Ave | 0.34 | 11000 | G | 98% To: | 0% | US 22 1% 720; Penn F | 0% | 0% | □ 0% □ | F | 1200 | G | 11000 | G | 2001 |
| (687) Penn Forest Blvd | 0.63 | 5200 | G | 98% | | 0-720 Color 1% | | 0% | 0% | С | 620 | G | 5400 | G | 2001 |
| (687) Penn Forest Blvd | 0.62 | 5200 | G | 98% To: | 0% | 80-153 1% | 0% | 0% | 0% | F | 600 | G | 5500 | G | 2001 |
| | | | | From: | | 80-904 Star | | | 1 | | | | | | |
| 688) Cotton Hill Rd | 2.07 | 810 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 90 | G | 820 | G | 2001 |
| 688 Cotton Hill Rd | 0.13 | 1000 | G | 97% | 0% | 934 Shingle 1% | 0% | 1% | 0% | F | 100 | G | 1000 | G | 2001 |
| (688) Cotton Hill Rd | 0.50 | 2300 | G | 97% To: | 0% | 80-88 1% US 22 | 0% | 1% | 0% | С | 240 | G | 2400 | G | 2001 |
| | | | | From: | | 80-692 | | | | | | | | | |
| 689 | 0.85 | 1100 | G | 96% | 1% | 2% 80-153 | 1% | 1% | 0% | F | 160 | G | 1200 | G | 2001 |
| 689 | 0.87 | 1900 | G | 96% | 1% | 2% 80-164 | 1% | 1% | 0% | С | 230 | G | 2000 | G | 2001 |
| 689 | 0.59 | 1300 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 160 | G | 1300 | G | 2001 |
| 689 | 0.12 | 3400 | G | 96% To: | 1% | 80-179 2% US 22 | 1% | 1% | 0% | F | 410 | G | 3600 | G | 2001 |
| 690 Fortune Ridge Rd | 1.00 | 210 | R | From: | | US 221 W | EST | | | | NA | | NA | | 09/11/2000 |
| (690) Fortune Ridge Rd | 0.24 | 120 | R | From: | | 80-70 | 8 | | | | NA | | NA | | 09/13/2000 |
| (690) Sugar Camp Creek R | 0.20 | 40 | R | From: | 80 | 0-612 Slings | Gap Rd | | | | NA | | NA | | 09/18/2000 |
| (690) Sugar Camp Creek R | 2.80 | 40 | R | From: | (| 0.20 MS 80 | -612 N | | | | NA | | NA | | 09/18/2000 |
| (690) Poage Valley Rd | 1.50 | 190 | R | From: | | 80-612 Ma | rie Dr | |]— | | NA | | NA | | 09/18/2000 |
| (690) Poage Valley Rd | 0.70 | 480 | R | From: | 80 | -691 Dawn | wood Rd | |]—— | | NA | | NA | | 09/18/2000 |
| (690) Poage Valley Rd | 0.40 | 450 | R | To: From: | US 2 | 221 Bent M | ountain Rd | | | | NA | | NA | | 09/13/2000 |
| (690) Poage Valley Rd | 0.60 | 400 | R | From: | | 80-92 | 3 | |] | | NA | | NA | | 09/13/2000 |
| (690) Rose Lawn Rd | 1.14 | 180 | R | To: From: | 8 | 0-745 Ran l | Lynn Dr | |] | | NA | | NA | | 09/13/2000 |
| <u> </u> | | | | To: From: | 80 | -689 Rose I 80-689 | | | | | | | | | 00/40/225 |
| (690) | 0.35 | 240 | R | To: | | 80-179 | 9 | | ٦ | | NA | | NA | | 09/13/2000 |
| | | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|-----|--------------|-----|------------------|---------------|--------|--|----|----------------|----|-------|----|------------|
| Roanoke County | | | | From: | | 80-179 | 99 | | 1 | | | | | | |
| (690) | 0.33 | 50 | R | | | 00 177 | | | _ | | NA | | NA | | 09/13/200 |
| <u> </u> | | | | To: | | Dead E | | | <u> </u> | | | | | | • |
| | 0.58 | 170 | R | From: | | Dead E | nd | | _ | | NA | | NA | | 09/18/200 |
| 691) | 0.50 | 170 | IX. | To: | | 0.50 MM D. | J.TJ | | | | IVA | | IVA | | 03/10/2000 |
| 691) | 0.56 | 170 | R | From: | | 0.58 MN De | eau Enu | | | | NA | | NA | | 09/18/200 |
| | | | | To: From: | | 80-73 | 2 | | 7 | | | | | | |
| (691) | 0.27 | 210 | R | | | | | | = | | NA | | NA | | 09/18/200 |
| | | | | To: | | 80-69 | | | | | | | | | |
| | 1.67 | 380 | R | From: | | US 22 | .1 | | _ | | NA | | NA | | 09/13/200 |
| 692) | 1.07 | 300 | IX. | To: | | 90.70 | 2 | | | | IVA | | IVA | | 03/13/2000 |
| 692 | 2.13 | 200 | R | From: | | 80-76 | <u>Z</u> | | | | NA | | NA | | 09/13/200 |
| <u></u> | | | | To: | | 80-689 | 9 | | 7 | | | | | | |
| 692 | 1.50 | 1200 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 180 | G | 1200 | G | 2001 |
| | | | | To: From: | | 80-132 | 29 | |] | | | | | | |
| 692 | 0.46 | 2800 | G | 98% To: | 0% | 1% | 0% | 0% | 0% | F | 370 | G | 2900 | G | 2001 |
| | | | | From: | | 80-68 | | | | | | | | | |
| (693) | 0.64 | 170 | R | rioin. | | Dead E | nd | | | | NA | | NA | | 11/08/200 |
| (093) | | | | To: | | SCL SAI | LEM | | 1 | | | | | | |
| | | | | From: | | 221 Bent M | | | | | | | | | |
| (694) Twelve Oclock Knob | 0.65 | 1100 | G | 95% | 2% | 2% | 1% | 0% | 0% | F | 130 | G | 1100 | G | 2001 |
| Tural va Oala ala Kaala | 0.07 | 700 | | From: | 00/ | 80-178 | | 00/ | | | 400 | | 700 | | 0004 |
| (694) Twelve Oclock Knob | 0.37 | 780 | G | 95% | 2% | 2% | 1% | 0% | 0% | F | 100 | G | 790 | G | 2001 |
| (694) Twelve Oclock Knob | 0.85 | 570 | G | From: 95% | 2% | 80-670 Can | yon Rd 1% | 0% | 0% | F | 80 | G | 580 | G | 2001 |
| 694) TWOIVE COICER TRIES | 0.00 | 010 | | To: | | 80-695 Ridg | | 070 | ٠ | | | | 000 | | 2001 |
| (694) Twelve Oclock Knob | 0.57 | 360 | G | 95% | 2% | 2% | 1% | 0% | 0% | С | 50 | G | 370 | G | 2001 |
| | | | | To: From: | | 80-199 | 90 | | _ | | | | | | |
| (694) Twelve Oclock Knob | 0.90 | 330 | G | 95% | 2% | 2% | 1% | 0% | 0% | F | 50 | G | 330 | G | 2001 |
| <u> </u> | | | | To: From: | | 80-746 Wa | | | | | | | | | |
| 694 Twelve Oclock Knob | 4.03 | 260 | G | 95% | 2% | 2% | 1% | 0% | 0% | F | 40 | G | 260 | G | 2001 |
| Turalisa Oalaaki Kaab | 0.00 | 440 | | From: | 40/ | 80-736 Mov | | 00/ | | | | | 400 | | 2004 |
| (694) Twelve Oclock Knob | 0.23 | 410 | G | 95% | 1% | 2% | 1% | 0% | 0% | F | 60 | G | 420 | G | 2001 |
| (694) Twelve Oclock Knob | 0.12 | 680 | G | From: 95% | 2% | 80-820 Pow 2% | vell Dr 1% | 0% | 0% | F | 80 | G | 680 | G | 2001 |
| 694) TWOIVE COICER TRIES | 0.12 | | | To: | 270 | SCL Sal | | 070 | <u> </u> | | | | 000 | | 2001 |
| | | | | From: | | Dead E | nd | | | | | | | | |
| (695) | 1.02 | 140 | R | | | | | | _ | | NA | | NA | | 09/13/2000 |
| | | | | To: From: | | 80-69 | | | 1 | | | | | | |
| 696 | 2.15 | 350 | R | Piolii. | | Dead E | nd | | _ | | NA | | NA | | 09/18/2000 |
| 696 | | | | To: | | 80-179 | 90 | | 7 | | | | | | |
| 696) | 0.15 | 840 | R | From: | | 30-1/5 | | | _1 | | NA | | NA | | 09/18/2000 |
| | | | | To: From: | | US 221 E | | | 1 | | | | | | |
| 696) | 0.80 | 360 | R | | | US 221 W | ESI | | _ | | NA | | NA | | 09/18/2000 |
| | | | | To: | | Dead E | nd | | | | | | | | |
| _ | | | | From: | | 0-785 Blacks | | | | | | | | · | |
| (697) 80-697 Sandy Ridge | 1.58 | 70 | G | 87% | 0% | 4% | 3% | 4% | 0% | С | 9 | G | 70 | G | 2001 |

| Pouto | Longth | AADT | ΟΛ | 4Tiro | Truck | | QC | Design | | OW Your |
|-------------------------|--------|------|----|--------------|--|--------|----|--------|----------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Hour | QK AAWDT | QW Year |
| Roanoke County | | | | From: | SR 311 Catawba Valley Dr | | | | | |
| 698) Keffer Rd | 0.80 | 240 | R | | | | | NA | NA | 08/14/200 |
| O Doffer Dd | 0.60 | 500 | | To: From: | SR 320 Catawba Hospital Dr |] | | NIA | NA | 09/14/200 |
| 698) Deffer Rd | 0.60 | 520 | R | To: | 80-779 Catawba Creek Rd | 1 | | NA | NA | 08/14/2000 |
| | | | | From: | 80-622 | | | | | |
| 699) | 0.46 | 150 | R | _ | | | | NA | NA | 08/16/200 |
| | | | | To: From: | 80-864 | | | | | |
| (700) Forest Acre Trail | 0.75 | 260 | R | rioni. | Dead End | _ | | NA | NA | 08/16/200 |
| (100) | | | | To: | 80-864 Bradshaw Rd | | | | | |
| | | | | From: | Dead End | | | | | |
| 701) Bending Oak Dr | 1.00 | 49 | R | | | _ | | NA | NA | 08/14/2000 |
| Randing Oak Dr | 0.92 | 110 | R | From: | 80-704 Damewood Dr | _ | | NA | NA | 08/14/2000 |
| 701) Bending Oak Dr | 0.92 | 110 | ĸ | To: | 80-620 Miller Cove Rd | 1 | | INA | NA | 06/14/2000 |
| | | | | From: | Dead End | | | | | |
| 702 | 0.36 | 1600 | R | | | | | NA | NA | 09/07/2000 |
| | | | | To: From: | 80-1525 EAST |] | | | | |
| 702 | 0.06 | 2000 | R | | | _ | | NA | NA | 09/07/2000 |
| | 0.07 | 4900 | R | From: | 80-1687 | | | NA | NA | 00/07/200/ |
| 702) | 0.07 | 1800 | ĸ | To: | 20.452 | _ | | INA | NA | 09/07/2000 |
| | 0.23 | 1700 | R | From: | 80-1653 | | | NA | NA | 09/07/2000 |
| 702) | | | | To: | 80-1651 | | | | | |
| 702) | 0.13 | 1900 | R | From: | 00-1031 | | | NA | NA | 09/07/2000 |
| | | | | To: From: | 80-1652 | 1 | | | | |
| 702) | 0.29 | 2400 | R | | | | | NA | NA | 09/07/2000 |
| | | | | To: | 80-1662 | | | | | |
| (703) | 0.16 | 6 | R | From: | 80-636 | | | NA | NA | 01/24/200 |
| (703) | 00 | | | To: | Botetourt County Line | | | | | |
| | | | | From: | Dead End | | | | | |
| 704) Damewood Dr | 1.10 | 40 | R | To: | 00 701 P. 1. 0 1 P. | _ | | NA | NA | 08/14/2000 |
| | | | | From: | 80-701 Bending Oak Dr 80-1112 NCL SALEM | | | | | |
| 705) | 0.85 | 850 | R | | 60-1112 NCL SALLIVI | | | NA | NA | 08/28/2000 |
| | | | | To: From: | 80-1441 | 1 | | | | |
| 705 | 0.15 | 110 | R | | | | | NA | NA | 08/23/2000 |
| | | | | To: | Dead End | | | | | |
| 706) | 0.69 | 1100 | R | From: | Dead End | | | NA | NA | 09/07/2000 |
| (700) | | | | To: | SR 419 | | | | | |
| | | | | From: | US 221 | | | | | |
| 707) | 0.24 | 20 | R | To | US 221 | _ | | NA | NA | 09/18/2000 |
| | | | | From: | US 221 | 1 | | | | |
| (708) | 0.37 | 100 | R | | UG 221 | _ | | NA | NA | 09/11/2000 |
| | | | | To: From: | 0.38 ME US 221 | 1 | | | | |
| 708) | 0.73 | 30 | R | - 10111. | | | | NA | NA | 09/11/2000 |
| | | | | To: From: | 1.10 ME US 221 |] | | | | |
| 708) | 0.34 | 48 | R | - | 00.600 | -1 | | NA | NA | 09/11/2000 |
| | | | | To: | 80-690 | | | | | |

| Davita | l amenth | AADT | | 4Tine | | | | | | QC | Design | OK | 4 A \ A \ A \ D T | OW/ | V |
|----------------------|----------|-------|-----|--------------|------|------------------|--------|--------|--------|----|--------|----|-------------------|------------|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | From: | | Dead Er | nd | | | | | | | | |
| (709) | 0.25 | 20 | R | т | | 00.610 | | | _ | | NA | | NA | | 10/10/2000 |
| | | | | To: From: | | 80-618 | | | | | | | | | |
| (710) Yale Dr | 0.33 | 130 | R | 110iii. | | Cul-de-S | ac | | | | NA | | NA | | 08/30/2000 |
| (710) | | | | To: | | US 11 Mai | n St | | | | | | | | |
| | | | | From: | | US 221 SO | UTH | | | | | | | | |
| 711) | 0.48 | 300 | G | | | | | | | | 70 | G | 310 | G | 2001 |
| | 0.00 | 050 | | From: | 00/ | 80-607 | | 00/ | | | 40 | | NIA | | 2004 |
| 711) | 0.96 | 250 | G | 92% | 0% | 4% | 3% | 0% | 0% | С | 40 | G | NA | | 2001 |
| 711) | 0.21 | 380 | G | From: | | 80-612 NO | RTH | | | | 40 | G | 380 | G | 2001 |
| (11) | 0.21 | 300 | • | To: | | US 221 NO | RTH | | | | 40 | 0 | 000 | 0 | 2001 |
| | | | | From: | | 80-617 | , | | | | | | | | |
| 712 | 0.32 | 20 | R | | | | | | _ | | NA | | NA | | 10/10/2000 |
| | | | | To: | | Dead Er | | | | | | | | | |
| (742) | 0.08 | 350 | R | From: | | 80-131: | 5 | | | | NA | | NA | | 09/07/2000 |
| 713 | 0.00 | 330 | IX. | To: | | 90 121 | 7 | | _ | | IVA | | IVA | | 00/01/2000 |
| 713) | 0.05 | 500 | R | From: | | 80-131 | / | | | | NA | | NA | | 09/07/2000 |
| (10) | | | | To: | | SR 419 |) | | | | | | | | |
| $\widehat{}$ | | | | From: | | Dead Er | nd | | | | | | | | |
| 714) | 0.40 | 110 | R | To: | | 90.710 | | | _ | | NA | | NA | | 08/28/2000 |
| | | | | From: | | 80-619 US 220 | | | | | | | | | |
| (715) Pine Needle Dr | 1.56 | 70 | R | | | 03 220 |) | | _ | | NA | | NA | | 09/26/2000 |
| | | | | To: | | US 220 |) | | | | | | | | |
| | | | | From: | | 80-717 | | | | | | | | | |
| 716 | 0.31 | 100 | R | To: | | 00.622 | | | _ | | NA | | NA | | 09/20/2000 |
| | | | | From: | | 80-632 | | | _ | | | | | | |
| (717) | 0.25 | 130 | R | | | 80-632 | | | _ | | NA | | NA | | 09/20/2000 |
| | | | | To: | | 80-904 | | | | | | | | | |
| | | | | From: | | Cul-de-S | ac | | | | | | | | |
| 718 | 0.19 | 150 | R | To: | | 90 622 | | | 7 | | NA | | NA | | 09/20/2000 |
| | | | | From: | | 80-632 | | | | | | | | | |
| (719) Saul Lane | 0.25 | 30 | R | | | Dead Er | ıa | | _ | | NA | | NA | | 10/10/2000 |
| | | | | To: | | 80-617 Pitz | er Rd | | | | | | | | |
| | | | | From: | | 687 Penn Fo | | |] | _ | | _ | | _ | |
| (720) Colonial Ave | 0.53 | 7400 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 820 | G | 7800 | G | 2001 |
| Onlawial Assa | 0.00 | 0000 | | From: | | R 419 Elect | | 00/ | | | 4400 | | 40000 | | 0004 |
| 720 Colonial Ave | 0.92 | 9900 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 1100 | G | 10000 | G | 2001 |
| (720) Colonial Ave | 0.43 | 11000 | G | From: 98% | 0% | 80-681 1% | 0% | 0% | 0% | F | 1200 | G | 12000 | G | 2001 |
| (720) Colonial Ave | 0.43 | 11000 | G | To: | 0 76 | WCL Roat | | 0 70 | 7 | · | 1200 | G | 12000 | G | 2001 |
| | | | | From: | | 80-666 | | | | | | | | | |
| 721) | 0.70 | 190 | R | | | | | | _ | | NA | | NA | | 10/02/2000 |
| | | | | To: | | Dead Er | | | | | | | | | |
| | 0.14 | 10 | R | From: | | 80-711 | | | | | NA | | NIA | · <u>-</u> | 01/24/2001 |
| 722 | 0.14 | 10 | ĸ | To: | | Dead Er | nd | | 1 | | IVA | | NA | | 01/24/2001 |
| | | | | From: | | Dead Er | | | Ī | | | | | | |
| 723 | 0.20 | 40 | R | | | | | | _ | | NA | | NA | | 10/12/2000 |
| | | | | To: | | 80-618 | | | | | | | | | |

| | | | | | Roanoke Maintenance Area | | | | | |
|---------------------|--------|------|---|--------------|--------------------------|--------|----|----------------|----------|------------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT | QW Year |
| Roanoke County | | | | From: | | | | | | |
| 724) | 0.31 | 110 | R | rion. | 80-1010 | _ | | NA | NA | 10/12/2000 |
| <u></u> | 0.07 | 110 | R | To: From: | 80-918 | | | NA | NA | 10/12/2000 |
| 724 | 0.07 | 110 | ĸ | To: | 80-673 | | | INA | INA | 10/12/2000 |
| | | | | From: | US 221 | | | | | |
| 725) | 0.30 | 80 | R | | | _ | | NA | NA | 09/13/2000 |
| | | | | To: | Dead End | | | | | |
| 720 | 0.20 | 100 | R | From: | 80-930 | | | NA | NA | 10/02/2000 |
| (726) | 0.20 | | • | To: | Dead End | | | | | . 0, 0 = , = 000 |
| | | | | From: | 80-622 Bradshaw Rd | | | | | |
| (727) Berrybrook Dr | 1.70 | 30 | R | | | | | NA | NA | 08/16/2000 |
| | | | | To: | Dead End | | | | | |
| (700) | 0.46 | 70 | R | From: | 80-721 | | | NA | NA | 10/02/2000 |
| 728 | 0.10 | 70 | ., | To: | Cul-de-Sac | | | | | 10/02/2000 |
| | | | | From: | 80-668 | | | | | |
| (729) | 0.15 | 80 | R | | | _ | | NA | NA | 10/04/2000 |
| | | | | To: | Dead End | | | | | |
| | 0.20 | 90 | R | From: | Dead End | | | NA | NA | 10/04/2000 |
| 730 | 0.20 | 30 | IX. | To: | 80-747 | 7 | | INA | INA | 10/04/2000 |
| | | | | From: | 80-668 | | | | | |
| 731) | 0.20 | 380 | R | | | | | NA | NA | 10/04/2000 |
| | | | | To: From: | 80-943 |] | | | | |
| 731) | 0.08 | 340 | R | | | | | NA | NA | 10/04/2000 |
| | | | | To: From: | 80-776 | | | | | |
| 731 | 0.35 | 270 | R | To: | 90.666 | -1 | | NA | NA | 10/04/2000 |
| | | | | From: | 80-666 | | | | | |
| (732) | 0.15 | 20 | R | | 80-691 | | | NA | NA | 09/18/2000 |
| (102) | | | | To: | Dead End | | | | | |
| $\widehat{}$ | | | | From: | 80-619 | | | | | |
| 733 | 0.90 | 340 | R | To: | D 1F 1 | _ | | NA | NA | 08/28/2000 |
| | | | | From: | Dead End | | | | | |
| (734) | 0.06 | 150 | R | | 80-639 | | | NA | NA | 09/05/2000 |
| (704) | | | | To: | 80-871 | | | | | |
| 734) | 0.50 | 48 | R | From: | 00 0/1 | | | NA | NA | 09/05/2000 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | Dead End | | | | | 00/10/000 |
| 735) | 0.54 | 240 | R | To: | US 221 | _ | | NA | NA | 09/18/2000 |
| | | | | From: | Dead End | | | | | |
| 736 | 0.50 | 100 | R | | Dead End | | | NA | NA | 09/05/2000 |
| | | | | To: | 80-694 | | | | | |
| | | | _ | From: | Dead End | | | | | 2010-1 |
| 737) | 0.80 | 320 | R | To: | 80-639 | 7 | | NA | NA | 09/05/2000 |
| | | | | From: | Cul-de-Sac | 1 | | | | |
| 739 | 1.25 | 310 | R | | Cui-uc-sac | _ | | NA | NA | 09/18/2000 |
| | | | | To: | 80-689 | | | | | |
| \bigcirc | | | | From: | SR 311 | | | | | |
| 740 | 0.07 | 1200 | R | To: | 00.704 | _ | | NA | NA | 08/14/2000 |
| | | | | | 80-794 | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle | Truck- 3+Axle 1 ⁻ | | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------|--------|------|------|--------------|--------------------|---------------------------------|----|------------|----|----------------|----|-------|----|-------------|
| Roanoke County | | | | From: | 80-794 | | Γ | | | | | | | |
| 740 | 0.02 | 1200 | R | | 00 771 | | | | | NA | | NA | | 08/14/2000 |
| | 4.05 | 050 | | To: From: | 80-872 | | | | | NIA | | NIA | | 00/44/000/ |
| (740) | 1.25 | 950 | R | To: | 90 792, 90 | 012 | | | | NA | | NA | | 08/14/2000 |
| 740 | 0.37 | 520 | R | From: | 80-783; 80- | 912 | | | | NA | | NA | | 08/14/2000 |
| | | | | To: From: | 80-773 WE | EST | | | | | | | | |
| 740 | 0.38 | 360 | R | | | | | | | NA | | NA | | 08/14/2000 |
| (740) | 1.58 | 230 | R | From: | 80-773 EA | ST | | | | NA | | NA | | 08/14/2000 |
| | | | | To: | Botetourt Cour | ty Line | | | | | | | | |
| 740 | 0.34 | 950 | R | From: | 80-625 | | | | | NA | | NA | | 08/23/200 |
| 743) | 0.54 | 930 | K | To: | 80-1547 | , | | | | INA | | INA | | 00/23/2000 |
| 743 | 0.14 | 1000 | R | From: | 80-1347 | | | | | NA | | NA | | 08/23/2000 |
| | | | | To: | SR 115; 80-601; NO | | | | | | | | | |
| (744) Rocky Rd | 0.40 | 60 | R | From: | 80-607 Bottom (| Creek Rd | | | | NA | | NA | | 01/24/200 |
| | | | | To: From: | 0.40 MN 80 | -607 | | | | | | | | |
| (744) Rocky Rd | 0.60 | 60 | R | Piolii. | | | | | | NA | | NA | | 01/24/2001 |
| O Paralla a Dal | 4.00 | 400 | | To: From: | 1.00 MN 80 | -607 | - | | | NIA | | NIA. | | 00/44/000/ |
| 744) Rocky Rd | 1.08 | 100 | R | To: | US 221 | | | | | NA | | NA | | 09/11/2000 |
| | | | | From: | US 221 | | | | | | | | | |
| 745) | 0.30 | 760 | G | 97% | 0% 2% | 0% | 1% | 0% | С | 90 | G | 780 | G | 2001 |
| <u> </u> | 1.00 | 470 | R | From: | 80-690 | | | | | NA | | NA | | 09/13/2000 |
| 745 | 1.00 | -110 | | To: | Dead En | d | | | | 1471 | | 1471 | | 00/10/2000 |
| | | | | From: | Dead En | d | | | | | | | | |
| 746 | 0.37 | 100 | R | To: | 80-694 | | | | | NA | | NA | | 09/05/2000 |
| | | | | From: | 80-668 | | | | | | | | | |
| (747) | 0.20 | 950 | R | | | | | | | NA | | NA | | 10/04/2000 |
| | 0.27 | 750 | R | From: | 80-730 | | - | | | NA | | NA | | 10/04/2000 |
| 747) | 0.27 | 750 | ĸ | To: | 80-666 | |] | | | INA | | INA | | 10/04/2000 |
| | | | | From: | 80-749 | | | | | | | | | |
| 748) | 0.27 | 30 | R | To: | 80-618 | | | | | NA | | NA | | 10/12/2000 |
| | | | | From: | ECL ROAN | | | | | | | | | |
| 749 | 0.46 | 610 | R | - | | | | | | NA | | NA | | 10/12/2000 |
| | 0.40 | 0.40 | | From: | 80-928 | | - | | | N10 | | NIA | | 40/40/000 |
| (749) (749) | 0.18 | 340 | R | To: | 00.740 | | | | | NA | | NA | | 10/12/2000 |
| (749) | 0.55 | 280 | R | From: | 80-748 | | | | | NA | | NA | | 10/12/2000 |
| | | | | To: | 80-618 | | | | | | | | | |
| (751) | 0.14 | 48 | R | From: | 80-776 | | | | | NA | | NA | | 10/04/2000 |
| (31) | 0.14 | 70 | | To: | Dead En | d | | | | 14/-1 | | IN/A | | 10,04,2000 |
| | | | | From: | US 221 WE | | | | | | | | | |
| 752 | 0.44 | 230 | R | | | | | | | NA | | NA | | 09/18/2000 |
| (752) | 1.30 | 70 | R | From: | 80-759 | | | | | NA | | NA | | 09/18/2000 |
| | 1.00 | , , | - 11 | | | | | | | 1 47 1 | | 1 1/1 | | 55, 15,2000 |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|----------------|--------|------|----|--------------|-------------------------|----------------|----|----------------|----|-------|----|------------|
| Roanoke County | | | | From: | 80-764 | 1 | | | | | | |
| 752 | 0.90 | 400 | R | <u> </u> | 00 701 | _ | | NA | | NA | | 09/18/200 |
| | | | | To: | US 221 EAST | | | | | | | |
| \bigcirc | 0.00 | | | From: | Dead End | | | | | | | 00/00/000 |
| 753 | 0.29 | 1000 | R | To: | 80-904 | 7 | | NA | | NA | | 09/26/200 |
| | | | | From: | US 221 | 1 | | | | | | |
| (754) | 0.36 | 10 | R | <u> </u> | 05 221 | _ | | NA | | NA | | 09/11/200 |
| | | | | To: | Dead End | | | | | | | |
| \bigcirc | | | | From: | FR-70 | | | | | | | |
| 755) | 0.42 | 560 | R | | | | | NA | | NA | | 08/28/200 |
| | 0.24 | 070 | | From: | BEGIN LOOP | | | NIA | | NIA | | 00/00/000 |
| 755) | 0.24 | 270 | R | | | _ | | NA | | NA | | 08/28/200 |
| | 0.10 | 270 | R | From: | 80-1122 | | | NA | | NA | | 08/28/200 |
| 755) | 0.10 | 270 | K | To: | END LOOP | 7 | | INA | | INA | | 00/20/2000 |
| | | | | From: | US 460 | | | | | | | |
| 757 | 0.15 | NA | | | | - | | NA | | NA | | |
| $\overline{}$ | | | | To: | 80-829 | | | | | | | |
| \bigcirc | 0.07 | 4000 | - | From: | ECL ROANOKE | | | NIA | | NIA | | 40/40/000 |
| 758) | 0.27 | 1300 | R | | | _ | | NA | | NA | | 10/16/200 |
| | 0.07 | 1200 | R | From: | 80-990 | | | NA | | NA | | 10/16/200 |
| 758) | 0.07 | 1200 | ĸ | _ | | _ | | INA | | INA | | 10/16/2000 |
| | 0.12 | 950 | R | From: | 80-991 | | | NA | | NA | | 10/16/2000 |
| 758 | 0.12 | 330 | | To: | 00.004 | 7 | | 14/1 | | 14/1 | | 10/10/2000 |
| 758 | 0.66 | 880 | R | From: | 80-994 | _ | | NA | | NA | | 10/16/2000 |
| (730) | | | | To: | US 460 | | | | | | | |
| | | | | From: | 80-752 | | | | | | | |
| 759 | 0.20 | 20 | R | _ | | _ | | NA | | NA | | 09/18/200 |
| | | | | To: | Dead End | | | | | | | |
| | 0.19 | 4100 | G | 95% | 80-639 1% 2% 1% 1% | _ 0% | С | 480 | G | 4300 | G | 2001 |
| 760 | 0.15 | 4100 | • | To: | WCL SALEM | ٦ | O | 400 | J | 4300 | J | 2001 |
| | | | | From: | Dead End | | | | | | | |
| (761) | 0.30 | 140 | R | | | _ | | NA | | NA | | 10/10/200 |
| | | | | To: | 80-658 | | | | | | | |
| \bigcirc | 0.85 | 70 | - | From: | Dead End | | | NA | | NA | | 09/13/2000 |
| 762 | 0.65 | 70 | R | To: | 80-692 | 7 | | INA | | INA | | 09/13/2000 |
| | | | | From: | Dead End | | | | | | | |
| (763) | 0.35 | 50 | R | <u> </u> | Doug Dia | | | NA | | NA | | 09/20/2000 |
| | | | | To: | 80-688 | | | | | | | |
| \bigcirc | | | | From: | Dead End | | | | | | | |
| 764) | 0.30 | 30 | R | To: | 80-752 | 7 | | NA | | NA | | 09/18/2000 |
| | | | | From: | Dead End | 1 | | | | | | |
| 765) | 0.25 | 40 | R | | Dodd Ellid | _ | | NA | | NA | | 08/14/2000 |
| | | | | To: | SR 311 | | | | | | | |
| | | | | From: | US 220; 80-9356 | | | | | | | |
| 766 | 0.22 | 190 | R | | | | | NA | | NA | | 10/02/2000 |
| | | | | To: From: | 80-933 | | | | | | | 10105:55 |
| 766 | 0.23 | 120 | R | To: | LIC 220 | ¬ | | NA | | NA | | 10/02/2000 |
| | | | | | US 220 | 1 | | | | | | |

| | | | | | Roanok | ke Maintenan | | | | | | | | | |
|----------------|--------|------|-----|--------------|--------|---------------|-------|-----------|--------------|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+A | | - | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | | | | WIC I | i i i ali | ZIIali | | rioui | | | | |
| 707 | 0.50 | 120 | R | From: | | Cul-de-Sac | | | | | NA | | NA | | 09/20/2000 |
| (767) | 0.50 | 120 | | To: | | 80-688 | | | | | IVA | | IVA | | 03/20/2000 |
| | | | | From: | | Dead End | | | | | | | | | |
| 768 | 0.66 | 80 | R | | | | | | | | NA | | NA | | 08/21/2000 |
| | | | | To: From: | | 80-2060 | | | | | | | | | |
| 768) | 0.08 | 360 | R | To: | | 80-1832 | | | 1 | | NA | | NA | | 08/21/2000 |
| | | | | From: | | US 11 | | | <u> </u> | | | | | | |
| 769 | 0.45 | 40 | R | | | 0311 | | | _ | | NA | | NA | | 08/30/200 |
| | | | | To: | | Dead End | | | | | | | | | |
| \bigcirc | 0.05 | | | From: | | US 220 | | | | | | | | | 10/00/000 |
| 770 | 0.25 | 30 | R | To: | | Dead End | | | 1 | | NA | | NA | | 10/02/200 |
| | | | | From: | | ECL ROANOK | 7 | | | | | | | | |
| (771) | 0.16 | 40 | R | | | LCL KOZIVOK | | | | | NA | | NA | | 10/12/2000 |
| | | | | To: | | Dead End | | | | | | | | | |
| \bigcirc | | | | From: | | 80-641 | | | | | | | | | 00/00/000 |
| 772 | 0.20 | 40 | R | To: | | Dead End | | | 7 | | NA | | NA | | 08/28/2000 |
| | | | | From: | | 80-740 WEST | | | <u> </u> | | | | | | |
| 773) | 0.37 | 200 | R | | | 60-740 WEST | | | | | NA | | NA | | 08/14/2000 |
| | | | | To | | 80-960 | | | 1 | | | | | | |
| (773) | 0.45 | 100 | R | From: | | | | | | | NA | | NA | | 08/14/2000 |
| | | | | To | | 80-740 EAST | | | | | | | | | |
| \bigcirc | 0.00 | 400 | _ | From: | | Dead End | | | | | NIA | | NIA | | 00/05/200/ |
| 774 | 0.93 | 180 | R | | | | | | _ | | NA | | NA | | 09/05/2000 |
| | 0.02 | 290 | R | From: | | 80-1175 | | | | | NA | | NA | | 09/05/2000 |
| 774) | 0.02 | 290 | K | To: | | 80-638 | | | 1 | | INA | | INA | | 09/03/2000 |
| | | | | From: | | Dead End | | | | | | | | | |
| (775) | 0.30 | 180 | R | | | | | | | | NA | | NA | | 10/10/2000 |
| | | | | To: | | 80-658 | | | | | | | | | |
| | 0.30 | 460 | В | From: | | Dead End | | | | | NA | | NA | | 10/04/2000 |
| 776 | 0.30 | 160 | R | | | | | | _ | | INA | | INA | | 10/04/2000 |
| | 0.10 | 200 | R | From: | | 80-922 | | | | | NA | | NA | | 10/04/2000 |
| 776 | 0.10 | 200 | | To: | | 80-731 | | | 1 | | 1471 | | 1471 | | 10/04/2000 |
| | | | | From: | | US 11 | | | | | | | | | |
| 777 | 0.60 | 2300 | R | <u>-</u> | | | | | _ | | NA | | NA | | 08/28/2000 |
| 0 | | | | To: From: | | 80-680 | | |] | | | | | | |
| 777) | 0.40 | 230 | R | т | | | | | - | | NA | | NA | | 08/28/2000 |
| | | | | To: From: | | Dead End | | | | | | | | | |
| 778 | 0.20 | 30 | R | rioni. | | Dead End | | | | | NA | | NA | | 08/30/2000 |
| (116) | 0.20 | | .`` | To: | | 80-910 | | | 1 | | | | | | 00/00/200 |
| (778) | 0.82 | 430 | R | From: | | 80-910 | | | | | NA | | NA | | 08/30/2000 |
| 778) | | | | To: | | FR-67; 80-647 | | | | | | | | | |
| | | | | From: | | SR 311 | | | | | | | | | |
| 779 | 0.01 | 930 | R | | | | | | _ | | NA | | NA | | 08/14/2000 |
| | 074 | | | To: From: | | 80-698 | | |] | | NIA. | | N/A | | 00/44/0000 |
| 779 | 0.74 | 750 | R | | | | | | _ | | NA | | NA | | 08/14/2000 |
| | 4.50 | 600 | | To: From: | | SR 320 | | | | | NIA | | NIA | | 00/44/0000 |
| 779 | 1.56 | 600 | R | To: | | 80-600 | | | 1 | | NA | | NA | | 08/14/2000 |
| | | | | | | 50-000 | | | | | | | | | |

| | | | | | Noano | ke Mainte | | | | | De! | | | | |
|---------------------------|--------|------|----|--------------|-------|------------------------------|------------|---------------|--------|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | | ıck 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | | | | | TITUII | ZIIGII | | rioui | | | | |
| | 1.32 | 230 | R | From: | | 80-600 |) | | | | NA | | NA | | 08/14/2000 |
| (779) | 1.32 | 230 | K | To: | В | otetourt Cou | nty Line | | 1 | | INA | | INA | | 00/14/2000 |
| | | | | From: | | NCL ROAN | | | 1 | | | | | | |
| 780 | 1.16 | 2200 | G | 95% | 1% | 2% | 0% | 1% | 0% | С | 300 | G | 2300 | G | 2001 |
| 0 | | | | To | | 80-628 | 3 | | | | | | | | |
| 780 | 0.36 | 3900 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 450 | G | 4100 | G | 2001 |
| | | | | To: | | SR 419 | 9 | | | | | | | | |
| | | | | From: | | 80-127 | 1 | | | | | | | | |
| 781) | 0.08 | 50 | R | | | | | | _ | | NA | | NA | | 10/25/2000 |
| | | | | To: From: | |)-1220 Gap [)-1226 Gap [| | | + | | | | | | |
| 781) | 0.08 | 270 | R | <u> </u> | - 00 | 7 1220 Gup | Cilinias | | | | NA | | NA | | 10/16/2000 |
| | | | | To | | 80-108 | 4 | | ٦ | | | | | | |
| 781) | 0.12 | 730 | R | From: | | 00-100 | | | | | NA | | NA | | 10/16/2000 |
| | | | | To: | | 80-108 | 5 | | ٦ | | | | | | |
| (781) | 0.30 | 1400 | R | From: | | 80-108 | 3 | | _ | | NA | | NA | | 10/16/2000 |
| | | | | To: | | SR 220 A | LT | | | | | | | | |
| | | | | From: | | Cul-de-S | Sac | | | | | | | | |
| 782 | 0.06 | 30 | R | | | | | | _ | | NA | | NA | | 08/12/2000 |
| | | | | To: | | 80-185 | 8 | | | | | | | | |
| | | | | From: | | 80-740; 80 | -912 | | | | | | | | |
| 783 | 0.47 | 300 | R | To: | | D 15 | | | _ | | NA | | NA | | 08/14/2000 |
| | | | | | | Dead E | | | | | | | | | |
| | 0.06 | 220 | В | From: | | 80-797 | 7 | | | | NIA | | NΙΔ | | 00/24/2000 |
| (784) | 0.06 | 320 | R | To: | | 80-185 | 8 | | 7 | | NA | | NA | | 08/21/2000 |
| | | | | From: | Ma | | | | 1 | | | | | | |
| (785) 80-785 Blacksburg R | 2.18 | 310 | G | 92% | 2% | ntgomery Co | 0% | 2% | 0% | С | 40 | G | 320 | G | 2001 |
| (763) 55 755 2166161313 | | 0.0 | _ | To: | | -697 Sandyb | | | ٦ | _ | | | | _ | |
| O | | | | From: | 80 | 0-697 Sandy | ridge Rd | | | | | | | | |
| 785 Blacksburg Rd | 7.55 | 360 | R | To: | GD. | 211.0 . 1 | 77 II - D | | _ | | NA | | NA | | 08/16/2000 |
| | | | | | | 311 Catawba | | | | | | | | | |
| (786) Willett Lane | 1.72 | 70 | R | From: | 80- | 612 Poor Mo | ountain Rd | | | | NA | | NA | | 09/11/2000 |
| (786) Willett Lane | 1.72 | 70 | K | To: | 80- | 612 Poor Mo | untain Rd | | 7 | | INA | | INA | | 09/11/2000 |
| | | | | From: | - 00 | 80-640 | | | 1 | | | | | | |
| (787) | 0.50 | 70 | R | | | 80-040 |) | | _ | | NA | | NA | | 08/28/2000 |
| (101) | | | | To: | | Dead E | nd | | 7 | | | | | | |
| | | | | From: | | Dead E | nd | | | | | | | | |
| (788) | 0.40 | 60 | R | | | | | | _ | | NA | | NA | | 09/13/2000 |
| | | | | To: | | 80-612 | 2 | | | | | | | | |
| | | | | From: | | Dead E | nd | | | | | | | | |
| (789) | 0.19 | 1500 | R | _ | | | | | _ | | NA | | NA | | 10/02/2000 |
| | | | | To: | | SCL ROAN | | | | | | | | | |
| | 0.40 | | _ | From: | | 80-747 | 7 | | | | N1.0 | | NIA | | 40/04/0000 |
| 790 | 0.10 | 20 | R | To: | | Dead E | nd | | _ | | NA | | NA | | 10/04/2000 |
| | | | | From: | | | | | | | | | | | |
| (701) | 0.28 | 190 | R | | | 80-904 | + | | _ | | NA | | NA | | 09/26/2000 |
| 791) | 5.20 | | •• | To: | | 80-792 | 2 | | 7 | | | | | | |
| | | | | From: | | Dead E | | | ì | | | | | | |
| (792) | 0.09 | 50 | R | | | Doug D | | | | | NA | | NA | | 09/26/2000 |
| | | | | To | | 80-791 | 1 | | ¬ | | | | | | |
| 792 | 0.05 | 20 | R | From: | | 6U-79 | ı | | | | NA | | NA | | 09/26/2000 |
| 792) | | | | To: | | Dead E | nd | | | | | | | | |
| | | | | | | | | | _ | | | | | | |

| | | | | | Roanok | e Maint | enance A | Area | | | | | | | |
|--------------------|---------------------------------------|-------|---|--------------|--------|-----------|-------------|--------|------------|----|--------|----|-------|----|---------------------------------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2016 | Trı | | 2Trail | QC | Design | QK | AAWDT | QW | Year |
| Roanoke County | | | | | | ZAXIE | 3+Axle | TTTall | ZTraii | | Hour | | | | |
| | 0.06 | 40 | R | From: | | Dead I | End | | | | NA | | NA | | 08/28/2000 |
| (793) | 0.00 | 40 | K | To: | | 80-77 | 77 | | 7 | | INA | | INA | | 00/20/2000 |
| | | | | From: | | Dead I | | | | | | | | | |
| (794) | 0.11 | 10 | R | | | | | | _ | | NA | | NA | | 08/14/200 |
| | | | | To: | | 80-74 | | | _ | | | | | | |
| 705 | 0.12 | 2600 | R | From: | | 80-68 | 37 | | | | NA | | NA | | 09/07/2000 |
| 795 | 0.12 | 2000 | | To | | SR 41 | 10 | | | | | | 10. | | 00/01/200 |
| 795) | 0.47 | 3400 | R | From: | | SK 4. | 19 | | | | NA | | NA | | 09/07/200 |
| | | | | To: | | Dead I | ∃nd | | | | | | | | |
| \bigcirc | | | | From: | | US 11 SC | OUTH | | | | | | | | |
| 796) | 0.58 | 170 | R | | | | | | | | NA | | NA | | 08/30/2000 |
| | 0.05 | 400 | | From: | | 80-89 | 94 | | | | NΙΔ | | NIA | | 08/20/2000 |
| 796) | 0.05 | 490 | R | To: | | US 11 NO | ORTH | | 7 | | NA | | NA | | 08/30/2000 |
| | | | | From: | | 80-18 | | | | | | | | | |
| 797) | 0.30 | 850 | R | | | | | | <u>-</u> | | NA | | NA | | 08/21/2000 |
| | | | | To: | | Dead I | End | | | | | | | | |
| | 0.20 | 90 | | From: | | 80-78 | 33 | | | | NIA | | NIA | | 00/14/2000 |
| 798) | 0.20 | 80 | R | To: | | Dead I | ∃nd | | | | NA | | NA | | 08/14/2000 |
| | | | | From: | | Dead I | | | | | | | | | |
| (799) | 0.10 | 20 | R | | | | | | | | NA | | NA | | 09/07/2000 |
| | | | | To | | 80-70 |)6 | | | | | | | | |
| Chanamal Da | 0.00 | 2000 | _ | From: | 80 | -613 Meri | riman Rd | | | | NIA | | NIA | | 1007 |
| (800) Chaparral Dr | 0.06 | 3000 | R | _ | | | | | _ | | NA | | NA | | 1997 |
| Chanarral Dr | 0.06 | 3300 | R | From: | | 80-17 | 52 | | | | NA | | NA | | 1997 |
| (800) Chaparral Dr | 0.00 | 3300 | IX. | To: | | 00.17 | 52 | | _ | | INA | | INA | | 1991 |
| (800) Chaparral Dr | 0.09 | 3400 | R | From: | | 80-17 | 33 | | | | NA | | NA | | 1997 |
| | | | | To | | 80-15 | 67 | | | | | | | | |
| (800) Chaparral Dr | 0.04 | 3200 | R | From: | | 00 10 | <u> </u> | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 80-15 | 88 | | | | | | | | |
| (800) Chaparral Dr | 0.23 | 3300 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 80-15 | 87 | |] — | | | | | | |
| 800 Chaparral Dr | 0.28 | 4200 | R | | | | | | | | NA | | NA | | 1997 |
| 01 | 0.07 | 5000 | | From: | | 80-15 | 63 | | | | NIA | - | NIA | | 4007 |
| 800 Chaparral Dr | 0.07 | 5200 | R | _ | | | | | _ | | NA | | NA | | 1997 |
| (800) Chaparral Dr | 0.06 | 5600 | R | From: | | 80-15 | 62 | | | | NA | | NA | | 1997 |
| (800) Chaparral Dr | 0.00 | 0000 | • | To: | | 00.17 | 40 | | _ | | | | 10. | | 1001 |
| (800) Chaparral Dr | 0.09 | 6200 | R | From: | | 80-17 | 48 | | | | NA | | NA | | 1997 |
| | | | | To: | | 80-15 | 78 | | ٦ | | | | | | |
| (800) Chaparral Dr | 0.34 | 6500 | R | From: | | 00 10 | , , | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 80-15 | 40 | | | | | | | | |
| (800) Chaparral Dr | 0.21 | 8000 | R | - | | | | | - | | NA | | NA | | 1997 |
| | | | | To: From: | 80-6 | 87 Penn F | Forest Blvd | |]—— | | | | | | |
| 800 Chaparral Dr | 0.12 | 12000 | R | To: | ~ | D 410 E | -4i- D 1 | | _ | | NA | | NA | | 1997 |
| | | | | From: | S. | R 419 Ele | | | + | | | | | | |
| 801) | 0.09 | 48 | R | | | Dead I | ±na | | _ | | NA | | NA | | 08/28/2000 |
| 001) | | | | To: | | 80-61 | 19 | | 1 | | | | | | |
| · | · · · · · · · · · · · · · · · · · · · | · | | | | | | · | | | · | | | | · · · · · · · · · · · · · · · · · · · |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT | QW Year |
|----------------|--------|------|-------|--------------|-------------------------|-----------|----|----------------|----------|------------|
| Roanoke County | | | | From: | 80-1802 | | | | | |
| 802 | 0.32 | 950 | R | | 00 1002 | <u></u> ! | | NA | NA | 08/23/2000 |
| | | | | To: | US 11 | | | | | |
| \bigcirc | | | | From: | Dead End | | | | | |
| 803 | 0.40 | 48 | R | To: | CD 11/ | _ | | NA | NA | 10/02/2000 |
| | | | | From: | SR 116 | | | | | |
| (804) | 0.20 | 140 | R | 110111 | 80-678 | | | NA | NA | 09/26/2000 |
| (604) | 5.25 | | • • • | To: | 80-679 | | | | | 00/20/200 |
| | | | | From: | 80-628 | | | | | |
| 805) | 0.15 | 10 | R | | | _ | | NA | NA | 08/21/2000 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | | | | From: | 80-1832 | | | | | |
| 806 | 0.20 | 70 | R | To: | D1 F1 | _ | | NA | NA | 08/21/2000 |
| | | | | From: | Dead End | | | | | |
| (007) | 0.30 | 110 | R | FIOIII. | Dead End | _ | | NA | NA | 08/28/2000 |
| 807) | 0.00 | 110 | 1 | To: | 80-777 | 7 | | 14/1 | 10.1 | 00/20/2000 |
| | | | | From: | 80-618; 128-8048 | | | | | |
| 808) | 0.22 | 160 | R | <u> </u> | 22 223, 222 22 22 | | | NA | NA | 10/12/2000 |
| | | | | To | 80-825 | | | | | |
| 808) | 0.35 | 80 | R | From: | 00 020 | <u> </u> | | NA | NA | 10/12/2000 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | ECL ROANOKE | | | | | |
| 809 | 0.39 | 90 | R | | | | | NA | NA | 10/04/2000 |
| | | | | To: From: | SR 116 |] | | | | |
| 809 | 0.03 | 110 | R | . — | | _ | | NA | NA | 10/10/2000 |
| | | | | To: | 80-866 | | | | | |
| | 0.10 | 70 | ъ. | From: | 80-617 | | | NIA | NIA | 10/10/2000 |
| 810 | 0.10 | 70 | R | To: | Dead End | 7 | | NA | NA | 10/10/2000 |
| | | | | From: | Dead End | | | | | |
| 811) | 0.20 | 110 | R | | Dette Ene | | | NA | NA | 10/04/2000 |
| | | | | To: | 80-659 | | | | | |
| | | | | From: | Montgomery County Line | | | | | |
| 813 | 0.22 | 130 | R | | | _ | | NA | NA | 08/30/2000 |
| | | | | To: | Dead End | | | | | |
| | 0.70 | 400 | _ | From: | SR 115; I-81 RAMP | | | NIA | NIA | 00/04/0000 |
| 815 | 0.70 | 100 | R | To: | Roanoke County Line | - | | NA | NA | 08/21/2000 |
| | | | | From: | Dead End | | | | | |
| 816) | 0.14 | 48 | R | | Deau Enu | | | NA | NA | 08/28/2000 |
| 010 | | | | To: | 80-642 | | | | | |
| | | | | From: | Dead End | | | | | |
| 817) | 0.08 | 230 | R | | | | | NA | NA | 08/30/2000 |
| | | | | To: | US 11 | | | | | |
| \bigcirc | | 0.10 | _ | From: | 80-682 SOUTH | | | N1.0 | | 00/07/0000 |
| 818) | 0.41 | 640 | R | | | | | NA | NA | 09/07/2000 |
| | 0.44 | === | | From: | 80-1349 | | | N1.0 | | 00/07/0000 |
| 818) | 0.11 | 750 | R | To: | 90 692 NODTH | _ | | NA | NA | 09/07/2000 |
| | | | | From: | 80-682 NORTH | 1 | | | | |
| 819 | 0.10 | 20 | R | | Dead End | _ | | NA | NA | 10/04/2000 |
| 10 (2) | 0.10 | ~~ | | | | | | 1 47 1 | 1 1/7 | 10,07,2000 |

| | | | | | Roanoke Maintenance Area | | | | | |
|---------------------|--------|------|-----|--------------|----------------------------------|----------|----|----------------|----------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trai | | QC | Design Hour | QK AAWDT | QW Year |
| Roanoke County | | | | | | ı Zildii | | Houi | | |
| | 0.55 | 110 | R | From: | Dead End | | | NA | NA | 09/05/2000 |
| 820 | 0.55 | 110 | K | To: | 80-694 | | | INA | INA | 09/03/2000 |
| | | | | From: | Dead End | | | | | |
| 821) | 0.18 | 40 | R | | | | | NA | NA | 08/30/2000 |
| | | | | To: From: | US 11 | | | | | |
| 821) | 1.17 | 90 | R | To: | 90.720 | | | NA | NA | 08/30/2000 |
| | | | | From: | 80-639 80-623 | | | | | |
| 822) | 0.34 | 140 | R | | 80-023 | | | NA | NA | 08/23/2000 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | | | | From: | 80-1804 | | | | | |
| 823 | 0.14 | 90 | R | To: | Cul-de-Sac | _ | | NA | NA | 1997 |
| | | | | From: | 80-901 | <u> </u> | | | | |
| 824) | 0.20 | 100 | R | | 80-901 | | | NA | NA | 08/30/2000 |
| | | | | To: | 80-796 | | | | | |
| \bigcirc | | | | From: | ECL ROANOKE | | | | | |
| 825 | 0.30 | 60 | R | | | | | NA | NA | 10/12/2000 |
| | 0.10 | 20 | R | From: | 0.30 ME OF ECL | | | NΙΔ | NΙΔ | 10/12/2000 |
| 825 | 0.10 | 20 | ĸ | To: | 80-808 | _ | | NA | NA | 10/12/2000 |
| | | | | From: | 80-641 | l | | | | |
| 826 | 0.07 | 200 | R | | ***** | | | NA | NA | 08/28/2000 |
| | | | | To: From: | 80-1152 | | | | | |
| 826 | 0.08 | 80 | R | | | | | NA | NA | 08/28/2000 |
| | | | | To: | Dead End | | | | | |
| 607 | 0.25 | 80 | R | From: | 80-674 | | | NA | NA | 10/02/2000 |
| 827 | 0.25 | 00 | IX. | To: | Dead End | 1 | | INA | IVA | 10/02/2000 |
| | | | | From: | 80-777; 80-1121 | | | | | |
| 828 | 0.41 | 800 | R | | | | | NA | NA | 08/28/2000 |
| | | | | To: From: | 80-1119 | | | | | |
| 828 | 0.16 | 1900 | R | | | | | NA | NA | 08/28/2000 |
| | 0.40 | | | From: | 80-643 | | | | | 00/00/000 |
| 828 | 0.13 | 30 | R | To: | Dead End | 1 | | NA | NA | 08/28/2000 |
| | | | | From: | Cul-de-Sac | | | | | |
| 829 | 0.03 | NA | | | cui de bue | | | NA | NA | |
| | | | | To: | 80-757 | | | | | |
| \bigcirc | 0.00 | 222 | _ | From: | Dead End | | | NIA | NIA | 4007 |
| 830 | 0.38 | 900 | R | To: | US 11; FR-620 | _ | | NA | NA | 1997 |
| | | | | From: | 80-1361 Halevan Rd | | | | | |
| (831) Willowlawn St | 0.53 | 1700 | R | | | _ | | NA | NA | 10/25/2000 |
| | | | | To: | SCL Roanoke; 128-8014 Grandin Rd | | | | | |
| Overbreek Dr | 0.10 | 200 | _ | From: | Dead End | | | NIA | NIA | 10/25/2000 |
| 832 Overbrook Dr | 0.10 | 200 | R | _ | | | | NA | NA | 10/25/2000 |
| (832) Overbrook Dr | 0.23 | 200 | R | From: | 80-831 Willowlawn St | | | NA | NA | 10/25/2000 |
| (832) Overbrook Dr | 0.23 | 200 | ĸ | Te | 00.022.01.1 | _ | | INA | INA | 10/23/2000 |
| (832) Overbrook Dr | 0.12 | 80 | R | From: | 80-833 Chelsea St | | | NA | NA | 10/25/2000 |
| 002 | | | | To: | Dead End | | | · ·· · | | |
| | | | | | | | | | · | |

| | | | | | Roanoke Maintenance Area | | | | | |
|------------------|--------|------|----|--------------|----------------------------------|---|----|----------------|----------|------------|
| Route | Length | AADT | QA | 4Tire | BusTruck 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
| Roanoke County | | | | From: | 80-832 Overbrook Dr | 1 | | | | |
| (833) Chelsea St | 0.10 | 70 | R | <u> </u> | 60-632 OVEIDIOOR DI | | | NA | NA | 10/25/200 |
| 000 | | | | To: | SCL Roanoke; 128-8014 Grandin Rd | | | | | |
| | | | | From: | Dead End | | | | | |
| (834) | 0.21 | 120 | R | | | _ | | NA | NA | 08/23/200 |
| | | | | To: | SR 115 | | | | | |
| 605 | 0.09 | 40 | R | From: | 80-834 | | | NA | NA | 08/23/200 |
| 835) | 0.00 | 40 | | To: | 80-834 | 7 | | IVA | IVA | 00/23/200 |
| | | | | From: | 80-623 | | | | | |
| 836 | 0.28 | 440 | R | | | | | NA | NA | 08/23/200 |
| | | | | To: | US 11 | | | | | |
| \bigcirc | | | _ | From: | Dead End | | | | | 00/00/000 |
| 837 | 0.08 | 70 | R | To: | 80-839 | _ | | NA | NA | 08/23/200 |
| | | | | From: | | 1 | | | | |
| 838 | 0.29 | 890 | R | | 80-840 | | | NA | NA | 08/23/200 |
| 838 | | | | To: | 80-1844 | | | | | |
| 838 | 0.29 | 810 | R | From: | 00-1044 | | | NA | NA | 08/23/200 |
| 000 | | | | To | 80-1849 | | | | | |
| 838 | 0.18 | 160 | R | From: | 00-1047 | _ | | NA | NA | 08/23/200 |
| | | | | To: | 80-1851 | | | | | |
| | | | | From: | 80-840 | | | | | |
| 839 | 0.27 | 970 | R | | | | | NA | NA | 08/23/200 |
| | | | | To: From: | 80-1844 | | | | | |
| 839 | 0.16 | 400 | R | To: | 22.10.15 | _ | | NA | NA | 08/23/200 |
| | | | | | 80-1847 | 1 | | | | |
| (a) | 0.06 | 900 | R | From: | 80-838 | | | NA | NA | 08/23/200 |
| 840 | 0.00 | 000 | | To: | 80-839 | ┑ | | 14/1 | 10.1 | 00/20/200 |
| | | | | From: | 80-842 | | | | | |
| (841) | 0.17 | 130 | R | | | | | NA | NA | 08/21/200 |
| | | | | To: | 80-843 | | | | | |
| | 2.27 | | | From: | SR 117 | | | | | 00/04/000 |
| 842 | 0.37 | 830 | R | To: | 80-843 NORTH | _ | | NA | NA | 08/21/200 |
| | | | | From: | 80-842 SOUTH | | | | | |
| 843) | 0.22 | 210 | R | <u> </u> | 80-842 SOUTH | | | NA | NA | 08/21/200 |
| 0.10 | | | | To: | 80-841 | | | | | |
| 843) | 0.06 | 45 | R | From: | 00 011 | | | NA | NA | 08/21/2000 |
| | | | | To: | 80-842 NORTH | | | | | |
| | | | | From: | Dead End | | | | | |
| 845) | 0.55 | 250 | R | | | | | NA | NA | 09/26/200 |
| | | | | To: From: | 80-676 | | | | | |
| (845) | 0.20 | 10 | R | To: | Deed Ford | _ | | NA | NA | 09/26/200 |
| | | | | From: | Dead End | 1 | | | | |
| (846) | 0.10 | 30 | R | | 80-854 | | | NA | NA | 09/20/200 |
| | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | Dead End | | | | | |
| 847) | 0.09 | 20 | R | | | _ | | NA | NA | 09/05/200 |
| | | | | To: | 80-857 | | | | | |
| <u></u> | 0.45 | 70 | _ | From: | ECL ROANOKE | | | NIA. | NIA | 40/40/000 |
| 848 | 0.15 | 70 | R | To: | Dead End | 7 | | NA | NA | 10/12/2000 |
| | | | | - I | Deau Eliu | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle | Truck 3+Axle 1Tra | il 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|---------------------|--------|------|-----|--------------|-------------------|----------------------|-------------|----|----------------|----|--------|----|--------------|
| Roanoke County | | | | From: | 80-1833 | , | I | | | | | | |
| 849 | 0.35 | 880 | R | | 00-103. | | | | NA | | NA | | 08/21/2000 |
| | | | | To: From: | 80-180 | 8 | | | | | | | |
| 849 | 0.08 | 80 | R | To: | 90 192 | <i>c</i> | | | NA | | NA | | 08/21/200 |
| | | | | From: | 80-1820 SP 113 | | | | | | | | |
| 850 | 0.40 | 1000 | R | | SR 117 | <u>'</u> | | | NA | | NA | | 08/21/200 |
| 000 | | | | To: | Dead Er | nd | | | | | | | |
| | | | | From: | Dead Er | nd | | | | | | | |
| 851 | 0.08 | 6 | R | | | | | | NA | | NA | | 08/16/200 |
| | | | | To: | 80-785 | | | | | | | | |
| 050 | 0.10 | 500 | R | From: | Dead Er | nd | | | NA | | NA | | 09/05/200 |
| 852 | 0.10 | 300 | IX. | To: | 80-646 | · 1 | | | INA | | IVA | | 03/03/200 |
| | | | | From: | 80-688 | | i | | | | | | |
| 853 | 0.32 | 80 | R | <u> </u> | | | | | NA | | NA | | 09/20/200 |
| | | | | To: | Dead Er | nd | | | | | | | |
| $\overline{}$ | | | | From: | Dead Er | nd | | | | | | | |
| 854 | 0.60 | 160 | R | To: | 90.799 | , | | | NA | | NA | | 09/20/200 |
| | | | | From: | 80-688 | | | | | | | | |
| (955) | 0.35 | 140 | R | | Dead Er | nd | | | NA | | NA | | 10/02/200 |
| 855 | 0.00 | | ••• | To: | SR 116 | j. | | | | | | | . 0, 02, 200 |
| | | | | From: | 80-601 | | | | | | | | |
| 856 | 0.25 | 220 | R | | | | | | NA | | NA | | 08/21/200 |
| | | | | To: | US 11 | | | | | | | | |
| | 0.04 | 40 | _ | From: | 80-612; 80 | -639 | | | NIA | | NIA | | 00/05/200 |
| 857 | 0.04 | 40 | R | | | | | | NA | | NA | | 09/05/200 |
| | 0.20 | 20 | | From: | 80-847 | ' | | | NΙΔ | | NΙΔ | | 00/05/200 |
| 857 | 0.20 | 20 | R | To: | Dead Er | nd | | | NA | | NA | | 09/05/200 |
| | | | | From: | Dead Er | | | | | | | | |
| 858 | 0.16 | 50 | R | <u> </u> | Doua D. | | | | NA | | NA | | 08/30/200 |
| | | | | To: | US 11 | | | | | | | | |
| $\overline{}$ | | | | From: | 80-601 | | | | | | | | |
| 859 | 0.22 | 180 | R | To: | 0.11.0 | | | | NA | | NA | | 08/21/200 |
| | | | | From: | Cul-de-S | | | | | | | | |
| 061 | 0.08 | 40 | R | Troni. | Cul-de-S | ac | | | NA | | NA | | 08/16/200 |
| 861) | 0.00 | | .` | To: | 80-864 | | | | | | | | 00/10/200 |
| | | | | From: | Dead Er | nd | | | | | | | |
| 862 | 0.11 | 1200 | R | | | | | | NA | | NA | | 01/24/200 |
| | | | | To: | US 220 VALI | | | | | | | | |
| | 0.00 | 600 | ь | From: | SR 419 |) | | | NIA | | NIA | | 00/44/200 |
| 863 | 0.08 | 680 | R | _ | | | | | NA | | NA | | 08/14/200 |
| (663) | 0.53 | 260 | R | From: | 80-140- | 4 | | | NA | | NA | | 08/14/200 |
| 863) | 0.55 | 200 | 1 | To: | SR 311 | <u> </u> | | | INA | | INA | | JUI 171200 |
| | | | | From: | SR 311 S; Catawb | | <u> </u> | | | | | | |
| 864) Bradshaw Rd | 1.66 | 3300 | G | 95% | 1% 2% | 0% 1% | 0% | С | 420 | G | 3300 | G | 2001 |
| | | | | To: From: | 80-622 Old Cat | | | | | | | | |
| 864) Old Catawba Rd | 0.33 | 570 | R | 110III. | 80-622 Bradsl | naw Kd | | | NA | | NA | | 08/16/200 |
| 0ld Catawba Rd | | | | To: | 00.00034 | tain Du | | | | | . 47 \ | | |
| 864) Old Catawba Rd | 0.59 | 320 | R | From: | 80-890 Moun | tain Dr | | | NA | | NA | | 08/16/200 |
| 004) | 0.50 | 5-0 | •• | To: | 80-699 Bender | neer Rd | | | 1 | | | | |
| | | | | | OU-UJJ DEHUEI | neer ivu | | | | | | | |

| | | | | | Rodiloke Maintenance Area | | | D! | | | | |
|---------------------|--------|-------|-------|--------------|-----------------------------|--------|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | From: | 90 600 Dandamaan Dd | | | | | | | |
| 864) Old Catawba Rd | 0.03 | 240 | R | | 80-699 Bendemeer Rd | | | NA | | NA | | 08/16/200 |
| Old Catawha Pd | 1 57 | 140 | | To: From: | 80-890 Carterbell Rd | _ | | NΙΔ | | NΙΔ | | 09/16/200 |
| 01d Catawba Rd | 1.57 | 140 | R | To: | SR 311 N; Catawba Valley Rd | | | NA | | NA | | 08/16/2000 |
| | | | | From: | Floyd County Line | | | | | | | |
| 865) | 0.59 | 50 | R | | Tioya County Eme | | | NA | | NA | | 01/24/200 |
| | | | | To: | 80-669 | | | | | | | |
| \bigcirc | | | | From: | Dead End | | | | | | | |
| 866 | 0.23 | 240 | R | | | | | NA | | NA | | 10/10/200 |
| | 0.40 | | | From: | 80-659 SOUTH | | | NIA | | NIA | | 40/40/000 |
| 866) | 0.18 | 600 | R | | | | | NA | | NA | | 10/10/200 |
| | 0.10 | 000 | R | From: | 80-672 | | | NA | | NA | | 10/10/200 |
| 866) | 0.10 | 930 | ĸ | | | | | INA | | INA | | 10/10/200 |
| | 0.23 | 1400 | R | From: | 80-617 | | | NA | | NA | | 10/10/200 |
| 866 | 0.20 | 1400 | IX. | т | 00.000 | _ | | IVA | | 11/5 | | 10/10/200 |
| 866 | 0.05 | 1400 | R | From: | 80-809 | | | NA | | NA | | 10/10/200 |
| 000 | 0.00 | | | To: | SR 116 | | | | | | | |
| | | | | From: | SR 419 | | | | | | | |
| 867) Winding Way Rd | 0.25 | 11000 | G | 99% | 0% 1% 0% 0% | 0% | С | 1200 | G | 11000 | G | 2001 |
| | | | | To: | SCL Roanoke | | | | | | | |
| | 0.25 | 20 | _ | From: | 80-628 | | | NIA | | NΙΔ | | 00/24/200 |
| 868 | 0.25 | 20 | R | To: | Dead End | _ | | NA | | NA | | 08/21/200 |
| | | | | From: | 80-640 | | | | | | | |
| 869 | 0.35 | 160 | R | | 00-0-10 | | | NA | | NA | | 08/28/200 |
| | | | | To: | Dead End | | | | | | | |
| | | | | From: | Dead End | | | | | | | |
| 870 | 0.33 | 20 | R | To: | 00.752 | | | NA | | NA | | 09/18/200 |
| | | | | From: | 80-752 | | | | | | | |
| 871) | 0.30 | 50 | R | rioni. | Dead End | | | NA | | NA | | 09/05/200 |
| 071) | 0.00 | | • • • | To: | 80-734 | | | | | | | 00/00/200 |
| | | | | From: | 80-740 | | | | | | | |
| 872) | 0.20 | 50 | R | | | | | NA | | NA | | 08/14/200 |
| | | | | To: | Dead End | | | | | | | |
| | 0.00 | 400 | _ | From: | 80-656 | | | NIA | | NIA | | 00/40/000 |
| 873 | 0.30 | 130 | R | To: | 80-622 | _ | | NA | | NA | | 08/16/200 |
| | | | | From: | 80-864 | | | | | | | |
| 874) | 0.19 | 60 | R | | 00 001 | | | NA | | NA | | 08/16/200 |
| | | | | To: | Dead End | | | | | | | |
| \sim | | | | From: | 80-904 | | | | | | | |
| 875) | 0.27 | 300 | R | To: | Dead End | | | NA | | NA | | 09/20/200 |
| | | | | From: | | | | | | | | |
| 879 | 0.45 | 150 | R | | 80-720 | | | NA | | NA | | 09/07/200 |
| | | | | To: | 80-720 | | | | | | | |
| | | | | From: | 80-651 | | | | | | | |
| 880 | 0.06 | 80 | R | | | _ | | NA | | NA | | 10/12/200 |
| | | | | To: | Bedford County Line | | | | | | | |
| | 0.10 | 20 | Б | From: | 80-651 | | | NA | | NA | | 10/12/200 |
| 881) | 0.10 | 30 | R | To: | Bedford County Line | \neg | | INA | | INA | | 10/12/2000 |
| | | | | | Dealera County Line | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT | QW Year |
|----------------|--------|------|---|--------------|-------------------------|--------|----|----------------|----------|------------|
| Roanoke County | | | | From: | Dead End | | | | | |
| (882) | 0.30 | 80 | R | | D VIII DIII | _ | | NA | NA | 09/05/2000 |
| | | | | To: | 80-639 | | | | | |
| \bigcirc | 0.05 | 400 | | From: | 80-914 | | | NIA | NIA | 00/40/0000 |
| 883 | 0.65 | 190 | R | To: | 80-622 | _ | | NA | NA | 08/16/2000 |
| | | | | From: | 80-651 | 1 | | | | |
| (884) | 0.04 | 220 | R | L | 80-031 | _ | | NA | NA | 10/12/2000 |
| 004) | | | | To: | 80-1035 | | | | | |
| 884) | 0.08 | 20 | R | From: | 80-1033 | _ | | NA | NA | 10/12/2000 |
| 004) | | | | To: | Dead End | | | | | |
| | | | | From: | Dead End | | | | | |
| 885 | 0.08 | 70 | R | | | _ | | NA | NA | 09/07/2000 |
| | | | | To: | SCL ROANOKE | | | | | |
| \bigcirc | | | | From: | Cul-de-Sac | | | | | 00//0/0000 |
| 886 | 0.32 | 50 | R | To: | 80-864 | _ | | NA | NA | 08/16/2000 |
| | | | | From: | | | | | | - |
| (000) | 0.44 | 140 | R | r toin. | Dead End | _ | | NA | NA | 09/16/2000 |
| 888 | 0.44 | 140 | • | To: | 80-688 | 7 | | 1471 | 147 | 00/10/2000 |
| | | | | From: | Dead End | | | | | |
| (889) | 0.85 | 40 | R | | | | | NA | NA | 09/11/2000 |
| \bigcup | | | | To: | 80-711 | | | | | |
| | | | | From: | 80-864 | | | | | |
| (890) | 0.65 | 90 | R | | | _ | | NA | NA | 08/16/2000 |
| | | | | To: | 80-864 | | | | | • |
| | 0.26 | 70 | ъ. | From: | Dead End | _ | | NA | NA | 08/30/2000 |
| 891) | 0.20 | 70 | R | To: | 80-639 | 7 | | INA | INA | 06/30/2000 |
| | | | | From: | 80-618 | | | | | |
| 892 | 0.10 | 50 | R | | 00-016 | _ | | NA | NA | 10/12/2000 |
| | | | | To: | Dead End | 1 | | | | |
| | | | | From: | 80-649 | | | | | |
| (893) | 0.57 | 20 | R | | | _ | | NA | NA | 08/30/2000 |
| | | | | To: | 80-734 | | | | | |
| | 0.45 | | _ | From: | 80-796 | | | | | 00/00/000 |
| 894) | 0.15 | 340 | R | To: | 80-895 | _ | | NA | NA | 08/30/2000 |
| | | | | From: | 80-896 | 1 | | | | |
| (905) | 0.25 | 110 | R | | 80-890 | _ | | NA | NA | 08/30/2000 |
| 895) | 0.20 | | •• | To: | 80-894 | | | | | 00/00/2000 |
| | | | | From: | 80-895 | | | | | |
| 896) | 0.25 | 140 | R | | | _ | | NA | NA | 08/30/2000 |
| | | | | To: | 80-894 | | | | | |
| | | | | From: | US 221; 80-1646 | | | | | |
| 897) | 0.60 | 500 | R | | | | | NA | NA | 09/20/2000 |
| | | | | To: From: | 80-1716 | | | | | |
| 897) | 0.37 | 370 | R | | | | | NA | NA | 09/20/2000 |
| <u> </u> | | | | To: From: | 80-1726 | | | | | |
| 897) | 0.72 | 630 | R | To | 20.642 | _ | | NA | NA | 09/20/2000 |
| | | | | To: | 80-613 | | | | | |
| 898) | 0.07 | 48 | B | From: | NCL ROANOKE | _ | | NA | NA | 08/23/2000 |
| (898) | 0.07 | 40 | R | To: | Dead End | 7 | | INA | INA | 00/23/2000 |
| | | | | _ | Doug Liid | _ | | | | |

| | | | | | | | enance A | | | | Б : | | | | |
|------------------------|--------|-------|----|--------------|------|----------------|---------------|--------|----------|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | Design Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | . 1 | | | | . maii | | | . ioui | | | | |
| 900) | 0.30 | 70 | R | From: | | US 22 | 20 | | | | NA | | NA | | 10/02/2000 |
| 900) | | | | To: | | Dead E | end | | 7 | | | | | | |
| $\overline{}$ | | | | From: | | Dead E | and | | | | | | | | |
| 901) | 0.11 | 40 | R | To: | | 80-82 | <i>A</i> | | 7 | | NA | | NA | | 08/30/2000 |
| | | | | From: | | 80-82 | | | | | | | | | |
| 902) | 0.12 | 40 | R | <u> </u> | | 00-74 | , | | _ | | NA | | NA | | 10/04/2000 |
| | | | | To: | | Dead E | nd | | | | | | | | |
| \bigcirc | 0.45 | | _ | From: | | 80-74 | 7 | | | | NIA | | NIA | | 40/04/2000 |
| 903 | 0.15 | 60 | R | To: | | Dead E | End | | 7 | | NA | | NA | | 10/04/2000 |
| | | | | From: | 80 |)-613 Merr | | | | | | | | | |
| 904) Starkey Rd | 0.45 | 5900 | G | 93% | 0% | 2% | 1% | 4% | 0% | F | 720 | G | 6200 | G | 2001 |
| | | | | To: From: | 80-6 | 79 Buck M | ountain Rd | | | | | | | | |
| 904) Starkey Rd | 1.05 | 6100 | G | 93% | 0% | 2% | 1% | 4% | 0% | F | 690 | G | 6500 | G | 2001 |
| | | | | To: From: | | 80-633 Ben | | |]— | | | | | | |
| 904) Starkey Rd | 0.48 | 11000 | G | 93% | 0% | 2% | 1% | 4% | 0% | С | 1100 | G | 11000 | G | 2001 |
| | | | | From: | S | SR 419 Elec | etric Rd | | | | | | | | |
| 904) | 0.14 | 7500 | R | | | | | | | | NA | | NA | | 09/07/2000 |
| | 0.17 | 7000 | R | From: | | 80-79 | 5 | | | | NA | | NA | | 09/07/2000 |
| 904) | 0.17 | 7000 | ĸ | To: | | 80-86 | 7 | | 1 | | INA | | INA | | 09/07/2000 |
| | | | | From: | | 80-90 | | | | | | | | | |
| 905 | 0.30 | 1000 | R | | | | | | _ | | NA | | NA | | 09/26/2000 |
| | | | | To: | | Dead E | End | | | | | | | | |
| | 0.45 | 40 | | From: | | Dead E | End | | | | NIA | | NIA | | 40/04/0000 |
| 906 | 0.15 | 40 | R | To: | | 80-66 | 8 | | 7 | | NA | | NA | | 10/04/2000 |
| | | | | From: | | 80-147 | | | | | | | | | |
| 907) | 0.11 | 230 | R | | | | | | _ | | NA | | NA | | 09/20/2000 |
| | | | | To: From: | | 80-61 | 3 | | — | | | | | | |
| 907) | 0.09 | 3100 | R | | | | | | | | NA | | NA | | 09/20/2000 |
| 0 | | | | From: | | 80-168 | 32 | | | | | | | | |
| 907) | 0.23 | 4700 | R | To: | | 110.22 | .1 | | _ | | NA | | NA | | 09/20/2000 |
| | | | | From: | | US 22 80-67 | | | | | | | | | |
| 908) | 0.20 | 30 | R | <u> </u> | | 80-07 | 3 | | | | NA | | NA | | 09/26/2000 |
| | | | | To: | | Cul-de- | Sac | | | | | | | | |
| | | | | From: | | Cul-de-S | Sac/ | | | | | | | | |
| 909 | 0.06 | NA | | To: | | 80-01641 | (D)/ | | _ | | NA | | NA | | |
| | | | | From: | | Dead E | | | | | | | | | |
| 910 | 0.14 | 30 | R | <u> </u> | | Deau E | and . | | _ | | NA | | NA | | 08/30/2000 |
| | | | | To: | | 80-92 | 0 | | ¬— | | | | | | |
| 910 | 0.51 | 150 | R | From: | | | | | | | NA | | NA | | 08/30/2000 |
| | | | | To: | | 80-77 | | | | | | | | | |
| Consumer of Circle | 0.00 | | | From: | SR 3 | 11 Catawb | a Valley Dr | | | | NIA. | | NIA | | 00/14/0000 |
| 911) Sagewood Circle | 0.20 | 50 | R | To: | | Dead E | End | | 7 | | NA | | NA | | 08/14/2000 |
| | | | | From: | | SR 31 | | | 1 | | | | | | |
| (912) Absalom Smith Rd | 0.90 | 260 | R | | | 5K J1 | - | | | | NA | | NA | | 08/14/2000 |
| | | | | To: | | 80-740; 80 | 0-783 | | | | | | | | |
| | | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
|----------------|--------|------|----|--------------|-------------------------|-------------------------|----|----------------|----------|-----------|
| Roanoke County | | | | From: | 80-641 | | | | | |
| 913) | 0.53 | 190 | R | | 00-041 | | | NA | NA | 08/28/200 |
| | | | | To: | Dead End | <u> </u> | | | | |
| \bigcirc | 0.00 | | | From: | 80-883 | | | | | 00/40/000 |
| 914) | 0.22 | 190 | R | To: | 80-622 | ¬ | | NA | NA | 08/16/200 |
| | | | | From: | | | | | | |
| 915) | 0.25 | 40 | R | | 80-668 | _ | | NA | NA | 10/04/200 |
| 9.09 | | | | To: | Dead End | | | | | |
| | | | | From: | Dead End | | | | | |
| 916) | 5.35 | 40 | R | To: | | _ | | NA | NA | 09/11/200 |
| | | | | From: | 80-612 Poor Mountain Rd | | | | | |
| 017 | 0.10 | 110 | R | From: | 80-679 | _ | | NA | NA | 09/26/200 |
| 917 | 0.10 | 110 | 1 | To: | Dead End | ٦ | | 1471 | 10/1 | 00/20/200 |
| | | | | From: | 80-919 | | | | | |
| 918) | 0.20 | 180 | R | | | _ | | NA | NA | 10/12/200 |
| \bigcirc | | | | To: | 80-724 | | | | | |
| \bigcirc | 0.44 | | | From: | 80-1010 |] | | | | 40/40/000 |
| 919 | 0.14 | 300 | R | To: | 80-673 | _ | | NA | NA | 10/12/200 |
| | | | | From: | Cul-de-Sac | | | | | |
| 920 | 0.14 | 60 | R | | Cui-ue-sac | _ | | NA | NA | 08/30/200 |
| | | | | To: | 80-910 | | | | | |
| | | | | From: | US 220 | | | | | |
| 921) | 0.12 | 40 | R | | | _ | | NA | NA | 10/02/200 |
| | | | | To: | Dead End | | | | | |
| | 0.15 | 90 | R | From: | 80-668 | _ | | NA | NA | 10/04/200 |
| 922 | 0.13 | 90 | K | To: | 80-776 | 7 | | INA | INA | 10/04/200 |
| | | | | From: | 80-690 | _ | | | | |
| 923 | 0.55 | 370 | R | | 00 070 | _ | | NA | NA | 09/13/200 |
| | | | | To: From: | 80-1728 | — — | | | | |
| 923 | 1.00 | 220 | R | From: | | _ | | NA | NA | 09/13/200 |
| \bigcirc | | | | To: | Dead End | <u> </u> | | | | |
| \bigcirc | | | | From: | 80-1366 | | | | | 4040=4000 |
| 924) | 0.14 | 190 | R | To: | SCL ROANOKE | ¬ | | NA | NA | 10/25/200 |
| | | | | From: | | | | | | |
| 926) | 0.24 | 48 | R | | SR 24 | _ | | NA | NA | 10/12/200 |
| 926 | | | | To: | Dead End | | | | | |
| | | | | From: | US 11 | | | | | |
| 927 | 0.03 | 480 | R | | | | | NA | NA | 08/28/200 |
| | | | | To: From: | 0.03 MI FRM US 11 |]—— | | | | |
| 927) | 1.16 | 480 | R | | | _ | | NA | NA | 08/28/200 |
| | | | | To: | Dead End | | | | | |
| 020 | 0.20 | 90 | R | From: | Dead End | _ | | NA | NA | 10/12/200 |
| 928) | 0.20 | 55 | 11 | To: | 80-749 | 7 | | 13/7 | INC | 10/12/200 |
| | | | | From: | Cul-de-Sac | $\overline{\mathbf{T}}$ | | | | |
| 929 | 0.31 | 1200 | R | | ***** | _ | | NA | NA | 08/30/200 |
| | | | | To: | US 11 | <u> </u> | | | | |
| \bigcirc | | | | From: | US 220 | | | | | |
| 930 | 0.48 | 170 | R | To: | 90.727 | - | | NA | NA | 10/02/200 |
| | | | | | 80-726 | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
|----------------|--------|------|----|----------|-------------------------|----------|----|----------------|----------|-----------|
| Roanoke County | | | | From: | Dead End | | | | | |
| 931) | 0.10 | 30 | R | | Dead End | _ | | NA | NA | 08/30/200 |
| | | | | To: | 80-796 | | | | | |
| \bigcirc | 2.22 | | | From: | Dead End | | | | | 10/01/000 |
| 932 | 0.20 | 260 | R | To: | 80-666 | 7 | | NA | NA | 10/04/200 |
| | | | | From: | 80-766 | 1 | | | | |
| 933 | 0.40 | 130 | R | | 80-700 | _ | | NA | NA | 10/02/200 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | | | | From: | Dead End | | | | | |
| 934) | 0.85 | 330 | R | To: | 80-688 | 7 | | NA | NA | 09/18/200 |
| | | | | From: | 80-617 | 1 | | | | |
| 936) | 0.30 | 40 | R | <u></u> | 80-01 / | _ | | NA | NA | 10/10/200 |
| 3309 | | | | To: | Dead End | 1 | | | | |
| | | | | From: | 80-696 | | | | | |
| 937 | 1.13 | 80 | R | _ | | _ | | NA | NA | 09/18/200 |
| | | | | To: | 80-752 | | | | | |
| | 0.32 | 20 | R | From: | 80-937 | | | NA | NA | 09/18/200 |
| 938 | 0.32 | 20 | K | To: | 80-937 | 1 | | INA | INA | 09/10/200 |
| | | | | From: | SR 116 | i | | | | |
| 939 | 0.40 | 120 | R | | 251 550 | - | | NA | NA | 10/04/200 |
| | | | | To: | Dead End | | | | | |
| $\overline{}$ | | | | From: | Dead End | | | | | |
| 940 | 0.18 | 10 | R | To: | US 11 | _ | | NA | NA | 08/30/200 |
| | | | | From: | | | | | | |
| 941 | 0.20 | 50 | R | 1 KMII. | 80-783 | | | NA | NA | 08/14/200 |
| 941) | | | | То: | Dead End | | | | | |
| | | | | From: | 80-798 | | | | | |
| 942 | 0.10 | 30 | R | | | _ | | NA | NA | 08/14/200 |
| | | | | To: | Dead End | | | | | |
| | 0.16 | 40 | R | From: | 80-731 | | | NA | NA | 10/04/200 |
| 943 | 0.10 | 40 | K | To: | Dead End | | | INA | NA | 10/04/200 |
| | | | | From: | 80-666 | Ī | | | | |
| 944) | 0.12 | 40 | R | <u> </u> | 00 000 | | | NA | NA | 10/04/200 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | SR 116 | | | | | |
| 945) | 0.25 | 100 | R | To: | D1 F1 | _ | | NA | NA | 10/04/200 |
| | | | | From: | Dead End | + | | | | |
| 946) | 0.16 | 1000 | R | | 80-666 | | | NA | NA | 10/04/200 |
| 040 | | | | To: | 80-948 | | | | | |
| _ | | | | From: | 80-951 | | | | | |
| 947) | 0.32 | 330 | R | _ | | _ | | NA | NA | 10/04/200 |
| | | | | To: | 80-948; 80-949 | | | | | |
| (A) | 0.27 | 270 | R | From: | 80-946 | ا | | NA | NA | 10/04/200 |
| 948) | 0.21 | 210 | 17 | To: | 80-947; 80-949 | 7 | | INA | NA. | 10/04/200 |
| | | | | From: | 80-946 | Ì | | | | |
| 949 | 0.23 | 230 | R | | | _ | | NA | NA | 10/04/200 |
| | | | | To: | 80-947; 80-948 |] | | | | |
| \bigcirc | | _ | | From: | 80-947 | | | | | |
| 950 | 0.10 | 90 | R | To | D In I | 7 | | NA | NA | 10/04/200 |
| | | | | To: | Dead End | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT | QW Year |
|----------------|--------|------|----|--------------|-------------------------|----------|----|----------------|----------|------------|
| Roanoke County | | | | From: | 80-947 | 1 | | | | |
| (951) | 0.12 | 100 | R | | 00 717 | _ | | NA | NA | 10/04/2000 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | | | | From: | Dead End | | | | | |
| 953 | 0.29 | 70 | R | To: | 00.650 | _ | | NA | NA | 10/04/2000 |
| | | | | From: | 80-659 | | | | | |
| 954) | 0.05 | NA | | r toin. | 80-00700(L)/ | | | NA | NA | |
| 954) | 0.00 | | | To: | Cul-de-Sac/ | | | | | |
| | | | | From: | 80-666 | | | | | |
| 955 | 0.21 | 170 | R | | | _ | | NA | NA | 10/04/2000 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.40 | | | From: | Cul-de-Sac/ | | | NIA | NIA | |
| 956) | 0.16 | NA | | To: | 80-00758(B)/ | 7 | | NA | NA | |
| | | | | From: | Dead End | 1 | | | | |
| 958 | 0.28 | 20 | R | | Dead End | | | NA | NA | 09/26/2000 |
| 930) | | | | To: | US 220 | | | | | |
| | | | | From: | 80-773 | | | | | |
| 960 | 0.22 | 50 | R | | | _ | | NA | NA | 08/14/2000 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.00 | 400 | _ | From: | SR 24 | | | NIA | N10 | 40/40/000 |
| 961) | 0.26 | 100 | R | To: | Cul-de-Sac | 7 | | NA | NA | 10/16/2000 |
| | | | | From: | Cul-de-Sac | _ | | | | |
| 990 | 0.06 | 60 | R | | Cui-ue-Sac | | | NA | NA | 10/16/2000 |
| 930 | | | | To: | 80-758 | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| 991) | 0.14 | 80 | R | | | <u> </u> | | NA | NA | 10/16/2000 |
| | | | | To: From: | 80-992 |] | | | | |
| 991) | 0.09 | 280 | R | | | _ | | NA | NA | 10/16/2000 |
| | | | | To: | 80-758 | | | | | |
| | 0.06 | 400 | ь. | From: | 80-991 | | | NA | NA | 10/16/2000 |
| 992 | 0.00 | 190 | R | | | _ | | INA | NA. | 10/10/2000 |
| <u></u> | 0.06 | 110 | ь | From: | 80-993 | | | NA | NA | 10/16/2000 |
| 992 | 0.00 | 110 | R | | | _ | | INA | IN/S | 10/10/2000 |
| 600 | 0.04 | 20 | R | From: | 80-994 | _ | | NA | NA | 10/16/2000 |
| 992 | 0.04 | 20 | 1 | To: | Cul-de-Sac | 7 | | 1471 | 1473 | 10/10/2000 |
| | | | | From: | Cul-de-Sac | | | | | |
| 993 | 0.06 | 60 | R | | 2.00 2.00 | | | NA | NA | 10/16/2000 |
| | | | | To: From: | 80-992 | _ | | | | |
| 993 | 0.06 | 60 | R | From: | | | | NA | NA | 10/16/2000 |
| | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| 994) | 0.23 | NA | | | | | | NA | NA | |
| _ | 2.22 | | | From: | 80-758 |] | | | | 10/10/00== |
| 994) | 0.09 | 220 | R | | | _ | | NA | NA | 10/16/2000 |
| | | • | | To: From: | 80-992 | | | | | |
| 994) | 0.06 | 60 | R | To: | C-1 1- C | 7 | | NA | NA | 10/16/2000 |
| | | | | | Cul-de-Sac | | | | | |
| (1000) | 0.05 | 30 | R | From: | Cul-de-Sac | _ | | NA | NA | 1996 |
| (1000) | 0.00 | 30 | 11 | To: | 80-1092 | 7 | | 14/7 | INA | 1000 |
| | | | | | ~ ~ ~ ~ ~ - | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT | QW Year |
|----------------|--------|------|----|--------------|---------------------------------|---------|----|----------------|----------|-----------|
| Roanoke County | | | | From: | 80-1092 | 1 | | | | |
| 1000 | 0.07 | 40 | R | | 00-1072 | _ | | NA | NA | 1996 |
| | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | 80-673 | | | | | |
| 1001) | 0.05 | 30 | R | To: | 9.1.1.9 | _ | | NA | NA | 1996 |
| | | | | From: | Cul-de-Sac | | | | | |
| 1002 | 0.05 | 30 | R | rioii. | 80-673 | _ | | NA | NA | 1996 |
| (1002) | 0.00 | | | To: | Cul-de-Sac |] | | 101 | | 1000 |
| | | | | From: | 80-1011 | | | | | |
| 1003 | 0.08 | 100 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1024 |]—— | | | | |
| 1003 | 0.06 | 80 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1025 |] | | | | |
| 1003 | 0.33 | NA | | To: | 11.1464 Data (C. 4.1) | _ | | NA | NA | |
| | | | | From: | 11-1464 ; Botetourt County Line | 1 | | | | |
| 1004 | 0.04 | 170 | N | rioin. | 80-1229 | _ | | NA | NA | 10/16/200 |
| (1004) | 0.0. | | ., | To: | 90 1005 | | | | | |
| 1004 | 0.08 | 170 | R | From: | 80-1005 | | | NA | NA | 10/16/200 |
| | | | | To: | 80-758 | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| 1005 | 0.10 | 60 | R | _ | | _ | | NA | NA | 10/16/200 |
| | | | | To: | 80-1004 | | | | | |
| | 0.11 | 70 | R | From: | Cul-de-Sac | | | NA | NA | 1996 |
| 1006 | 0.11 | 70 | IX | To: | 80-1007 | 1 | | IVA | IVA | 1330 |
| | | | | From: | SR 24 | | | | | |
| 1007 | 0.30 | 700 | R | <u></u> | | _ | | NA | NA | 1996 |
| | | | | To: | 80-1009 | | | | | |
| \bigcirc | 0.00 | | _ | From: | 80-1009 | | | | | 4000 |
| 1008 | 0.20 | 210 | R | To: | 80-1007 | _ | | NA | NA | 1996 |
| | | | | From: | 80-1007 | | | | | |
| (1009) | 0.07 | 120 | R | | 80-1008 | _ | | NA | NA | 1996 |
| | | | | To: | 80-1007 | | | | | |
| 1009 | 0.11 | 240 | R | From: | 60-1007 | | | NA | NA | 1996 |
| | | | | To: | 80-1058 | | | | | |
| | | | | From: | Dead End | | | | | |
| 1010 | 0.03 | 20 | R | | | | | NA | NA | 1996 |
| | | | | To: From: | 80-1014 |]—— | | | | |
| 1010 | 0.06 | 130 | R | | | | | NA | NA | 1996 |
| | | | | To: From: | 80-1026 | _ | | | | 4000 |
| 1010 | 0.36 | 610 | R | To: | SR 24 | 7 | | NA | NA | 1996 |
| | | | | From: | 80-1003 | † | | | | |
| (1011) | 0.04 | 100 | R | <u> </u> | 00-1003 | _ | | NA | NA | 1997 |
| | | | | To: | Botetourt County Line | | | | | |
| | | | | From: | 80-654 | | | | | |
| (1012) | 0.48 | 250 | R | т. | | _ | | NA | NA | 1996 |
| | | | | To: | 80-1026 | 1 | | | | |
| | 0.08 | 100 | R | From: | 80-1026 | _ | | NA | NA | 1996 |
| (1013) | 0.00 | 100 | ĸ | To: | 80-1014 | 1 | | 14/4 | INA | 1990 |
| | | | | | 0V-1V1T | ı | | | | |

| | | | | | Roano | ke Mainte | enance A | rea | | | | | | | |
|----------------|--------|------|-----|--------------|--------|--------------|---------------|---------------|------------|----|----------------|------|--------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | ıck 1Trail | 2Trail | QC | Design Hour | QK A | AAWDT | QW | Year |
| Roanoke County | | | | | | | | TITAL | ZIIali | | rioui | | | | |
| (1014) | 0.17 | 100 | R | From: | | 80-101 | 3 | | | | NA | | NA | | 1996 |
| (1014) | 0.17 | 100 | ., | To: | | 80-101 | 0 | | | | 1471 | | 1471 | | 1000 |
| | | | | From: | | 80-1016 W | /EST | | | | | | | | |
| (1015) | 0.44 | 230 | R | To: | | 00.102 | | | _ | | NA | | NA | | 1996 |
| | | | | From: | | 80-102 | | | | | | | | | |
| (1016) | 0.37 | 450 | R | <u></u> | | 80-034 | + | | | | NA | | NA | | 1996 |
| | | | | To: | | 80-1015 E | AST | | | | | | | | |
| \bigcirc | 0.40 | | | From: | | 80-67 | 3 | | | | NIA | | NIA | | 4000 |
| (1017) | 0.13 | 620 | R | _ | | | | | _ | | NA | | NA | | 1996 |
| | 0.22 | 500 | R | From: | | 80-101 | 8 | | | | NA | | NA | | 1996 |
| 1017) | 0.22 | 300 | | To: | | 80-101 | 0 | | | | 1471 | | 1471 | | 1000 |
| (1017) | 0.33 | 200 | R | From: | | 80-101 | 9 | | | | NA | | NA | | 1997 |
| | | | | To: | | 80-104 | 7 | | | | | | | | |
| | | | | From: | | Cul-de-S | Sac | | | | | | | | |
| (1018) | 0.05 | 40 | R | To: | | 80-101 | 7 | | 7 | | NA | | NA | | 1996 |
| | | | | From: | | 80-101 | | | | | | | | | |
| (1019) | 0.32 | NA | | <u> </u> | | 80-101 | . / | | _ | | NA | | NA | | |
| | | | | To: From: | | 80-102 | 23 | | T | | | | | | |
| (1019) | 0.08 | 120 | R | | | | | | | | NA | | NA | | 1996 |
| | | | | To: | | 80-101 | | | | | | | | | |
| (1000) | 0.23 | 220 | R | From: | | US 46 | 0 | | | | NA | | NA | | 10/18/2000 |
| 1020 | 0.20 | 220 | IX. | To: | | 80-102 | .1 | | | | IVA | | INA | | 10/10/2000 |
| | | | | From: | | Dead E | | | | | | | | | |
| 1021 | 0.05 | 20 | R | <u>-</u> | | | | | _ | | NA | | NA | | 10/18/2000 |
| | | | | To: From: | | 80-102 | .0 | | | | | | | | |
| 1021) | 0.17 | 50 | R | To: | | 80-610 | 0 | | _ | | NA | | NA | | 10/18/2000 |
| | | | | From: | | 80-610 | | | <u> </u> | | | | | | |
| (1022) | 0.23 | 110 | R | | | 80-010 | 0 | | _ | | NA | | NA | | 1996 |
| | | | | To: | | Dead E | nd | | | | | | | | |
| | | | _ | From: | | Cul-de-S | Sac | | | | | | | | |
| (1023) | 0.06 | 50 | R | To: | | 80-101 | Q | | 1 | | NA | | NA | | 1996 |
| | | | | From: | | 80-100 | | | | | | | | | |
| (1024) | 0.02 | 160 | R | | | 00 100 | | | | | NA | | NA | | 10/16/2000 |
| | | | | To: | 11-145 | 6; Botetour | t County L | ine | | | | | | | |
| \bigcirc | 0.00 | 50 | R | From: | | 80-100 | 13 | | | | NA | | NIA | | 1007 |
| 1025 | 0.02 | 50 | ĸ | To: | В | otetourt Cou | ıntv Line | | 1 | | INA | | NA | | 1997 |
| | | | | From: | | 80-654 | | | | | | | | | |
| (1026) | 0.44 | 670 | R | | | | | | _ | | NA | | NA | | 1996 |
| | | | | To: | | 80-101 | | | | | | | | | |
| (1007) | 0.37 | 140 | R | From: | | 80-101 | 2 | | | | NA | | NA | | 1996 |
| 1027 | U.J1 | 170 | | To: | | 80-101 | 6 | | | | 17/-1 | | 14/7 | | |
| | | | | From: | | 80-101 | | | | | | | | | |
| 1028 | 0.17 | 90 | R | | | | | | _ | | NA | | NA | | 1996 |
| | | | | To: | | 80-102 | | | | | | | | | |
| (1020) | 0.35 | 40 | R | From: | | Dead E | nd | | | | NA | | NA | | 1996 |
| 1029 | | | | To: | | 09-634; 80 |)-634 | | | | | | . 4/ \ | | |
| | - | | | | | | | | | _ | | | | | |

| | | | | | Roanoke Mainte | enance A | rea | | | | | | | |
|----------------|--------|------|---------|--------------|----------------|---------------|-----|------------|----|----------------|-------|------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle | Tru 3+Axle | | 2Trail | QC | Design Hour | QK AA | AWDT | QW | Year |
| Roanoke County | | | | | | | | 211411 | | | | | | |
| | 0.22 | 50 | R | From: | 80-63 | 34 | | | | NA | | NA | | 1996 |
| (1030) | 0.22 | 30 | 11 | To: | 80-65 | 54 | | | | INA | | 14/7 | | 1330 |
| _ | | | | From: | 80-1033 S | OUTH | | | | | | | | |
| (1031) | 0.44 | 100 | R | | | | | 7 | | NA | | NA | | 1996 |
| | | | | To: From: | 80-1033 N | | | | | | | | | |
| (1032) | 0.13 | 70 | R | rioni. | 80-102 | 27 | | | | NA | | NA | | 1996 |
| (1032) | | | | To: | 80-10 | 12 | | | | | | | | |
| Bedford County | | | | From: | | | | _ | | | | | | |
| (1000) | 0.22 | 140 | R | From: | 80-1031 N | ORTH | | | | NA | | NA | | 1997 |
| (1033) | V | | • • • • | To: | 80-1031 S | OUTH | | | | | | | | |
| Roanoke County | | | | | | | | | | | | | | |
| | 1.06 | 540 | R | From: | 80-1031 S | OUTH | | | | NA | | NA | | 1997 |
| (1033) | 1.00 | 340 | K | To: | Bedford Cou | ınty Line | | 1 | | INA | | INA | | 1997 |
| Bedford County | | | | | | | | | | | | | | |
| | 0.00 | 640 | _ | From: | Bedford Cou | inty Line | | | | NIA. | | NIA | | 1007 |
| (1033) | 0.09 | 610 | R | To: | SR 24; 80 | 0-651 | | 1 | | NA | | NA | | 1997 |
| Roanoke County | | | | | 510 21, 00 | 0 051 | | | | | | | | |
| | | | | From: | Dead E | End | | | | | | | | |
| (1034) | 0.10 | 50 | R | To: | 80-103 | 22 | | 7 | | NA | | NA | | 1996 |
| | | | | From: | 80-88 | | | | | | | | | |
| (1035) | 0.09 | 210 | R | | 80-88 | 94 | | | | NA | | NA | | 1996 |
| | | | | To | 80-103 | 36 | | 1 | | | | | | |
| 1035 | 0.41 | 150 | R | From: | | | | _ | | NA | | NA | | 1996 |
| | | | | To: | Cul-de- | Sac | | | | | | | | |
| | 0.05 | 20 | | From: | Cul-de- | Sac | | | | NA | | NA | | 1996 |
| 1036 | 0.03 | 30 | R | To: | SR 13 | 35 | | 1 | | INA | | INA | | 1990 |
| | | | | From: | 80-63 | | | | | | | | | |
| (1037) | 0.32 | 1400 | R | | | | | | | NA | | NA | | 1996 |
| | | | | To: | 80-1038 I | | | | | | | | | |
| | 0.07 | 240 | R | From: | 80-1037 V | WEST | | | | NA | | NA | | 1996 |
| (1038) | 0.07 | 240 | K | To | 00.1020.11 | ODTH | | 7 | | INA | | INA | | 1990 |
| (1038) | 0.16 | 200 | R | From: | 80-1039 N | OKIH | | | | NA | | NA | | 1996 |
| (1038) | | | | To | 80-1037 I | EAST | | | | | | | | |
| 1038 | 0.12 | 410 | R | From: | | | | | | NA | | NA | | 1996 |
| | | | | To: | 80-1039 S | OUTH | | 1 | | | | | | |
| | 0.40 | | _ | From: | 80-1038 N | ORTH | | | | NIA | | NIA | | 1000 |
| 1039 | 0.18 | 280 | R | | | | | _ | | NA | | NA | | 1996 |
| 1020 | 0.08 | 340 | R | From: | 80-10- | 41 | | | | NA | | NA | | 1996 |
| 1039 | 0.00 | | | To: | 80-103 | 37 | | | | | | | | 1000 |
| (1039) | 0.39 | 790 | R | To: From: | 80-103 | ا د | | | | NA | | NA | | 1996 |
| | | | | To: | 80-65 | 54 | | | | | | | | |
| | | | | From: | 80-103 | 33 | | | | | | | | |
| 1040 | 0.15 | 40 | R | To: | D 17 | and | | 7 | | NA | | NA | | 1997 |
| | | | | From: | Dead F | | | <u> </u> | | | | | | |
| (1041) | 0.05 | 50 | R | | 80-103 | 39 | | _ | | NA | | NA | | 1996 |
| | | | - | To: | Dead E | End | | | | | | | | - |
| | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT Q | V Year |
|----------------|--------|------|-----|--------------|--------------------------------|----------|----|----------------|------------|------------|
| Roanoke County | | | | From: | Dead End | | | | | |
| (1042) | 0.03 | 30 | R | | Dead End | _ | | NA | NA | 1996 |
| | | | | To: | 80-1039 | | | | | |
| \sim | | | | From: | 80-1046 | | | | | |
| (1043) | 0.21 | 220 | R | | | | | NA | NA | 1996 |
| | | | | From: | 80-1061 | | | | | |
| (1043) | 0.63 | 2900 | R | To: | 80-634 | 7 | | NA | NA | 1996 |
| | | | | From: | Dead End | 1 | | | | |
| 1044) | 0.06 | 50 | R | | Dead End | | | NA | NA | 1996 |
| | | | | To: | 80-1043 | | | | | |
| 1044 | 0.05 | 60 | R | From: | 00*10 4 5 | _ | | NA | NA | 1996 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | Dead End | | | | | |
| 1045 | 0.20 | 260 | R | _ | | _ | | NA | NA | 1996 |
| | | | | To: | 80-1043 | | | | | |
| \bigcirc | 0.07 | 440 | _ | From: | 80-1043 | | | NA | NIA | 1006 |
| 1046 | 0.07 | 140 | R | | | _ | | INA | NA | 1996 |
| \bigcap | 0.10 | 100 | R | From: | 80-1066 | | | NA | NA | 1996 |
| 1046 | 0.10 | 100 | K | To: | Cul-de-Sac | | | INA | INA | 1990 |
| | | | | From: | Dead End | | | | | |
| (1047) | 0.02 | 30 | R | | Dead End | _ | | NA | NA | 1997 |
| | | | | To | 80-1017 | | | | | |
| (1047) | 0.05 | 200 | R | From: | 30-1017 | | | NA | NA | 1997 |
| | | | | To: | 80-651 | | | | | |
| _ | | | | From: | 80-1220 | | | | | |
| 1048 | 0.28 | NA | | | | _ | | NA | NA | |
| | | | | To: | 11-1459; Botetourt County Line | | | | | |
| | 0.04 | 750 | R | From: | 80-609 | | | NA | NA | 10/23/2000 |
| 1049 | 0.04 | 750 | K | | | _ | | INA | INA | 10/23/2000 |
| | 0.19 | 100 | R | From: | 80-1055 | | | NA | NA | 10/23/2000 |
| 1049 | 0.15 | 100 | IX. | To: | Dead End | 1 | | IVA | TV/A | 10/23/2000 |
| | | | | From: | Dead End | | | | | |
| (1050) | 0.21 | 50 | R | | | _ | | NA | NA | 10/18/2000 |
| | | | | To: From: | 80-1051 | — | | | | |
| (1050) | 0.19 | 340 | R | | | | | NA | NA | 10/18/2000 |
| $\overline{}$ | | | | To: | 80-610 | | | | | |
| \bigcirc | 0.44 | | _ | From: | 80-1053 | | | | | 40/40/0000 |
| (1051) | 0.11 | 80 | R | | | | | NA | NA | 10/18/2000 |
| \bigcirc | 0.44 | 400 | | From: | 80-1050 | | | NIA | NIA | 40/40/0000 |
| (1051) | 0.11 | 100 | R | | | _ | | NA | NA | 10/18/2000 |
| $\overline{}$ | 0.10 | 80 | R | From: | 80-1052 | | | NA | NIA | 10/10/2022 |
| (1051) | 0.12 | ου | ĸ | | | _ | | INA | NA | 10/18/2000 |
| | 0.16 | 40 | R | From: | 80-1057 | | | NA | NA | 10/18/2000 |
| 1051) | 0.10 | 40 | ĸ | To: | 80-610 | 7 | | INA | INA | 10/10/2000 |
| | | | | From: | Dead End | 1 | | | | |
| (1052) | 0.17 | 40 | R | | Doug Ling | _ | | NA | NA | 10/18/2000 |
| | | | | To: | 80-1051 | | | | | |
| | | | | From: | Dead End |] | | | | |
| (1053) | 0.08 | 48 | R | т | | _ | | NA | NA | 10/18/2000 |
| | | | | To: | 80-1051 | | | | | |

| | | | | | Roanoke Maintenance Area | | | | | |
|----------------|--------|------|----|--------------|--------------------------|-------------|----|----------------|----------|-----------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
| Roanoke County | | | | From: | 80-1051 | | | | | |
| (1053) | 0.09 | 40 | R | <u> </u> | | _ | | NA | NA | 10/18/200 |
| | | | | To: | Dead End | <u> </u> | | | | |
| \bigcirc | | | _ | From: | Dead End | | | | | 40/40/00 |
| 1054 | 0.15 | 220 | R | To: | 00.610 | _ | | NA | NA | 10/18/200 |
| | | | | From: | 80-610 | + | | | | |
| | 0.14 | 610 | R | FIOIII. | 80-1049 | _ | | NA | NA | 10/23/200 |
| 1055 | 0.14 | 010 | 1 | т., | 22.42.5 | _ | | INA | 14/4 | 10/23/20 |
| | 0.08 | 390 | R | From: | 80-1056 | | | NA | NA | 10/23/20 |
| 1055 | 0.00 | 000 | | To: | 00 1050 | _ | | | 10.1 | 10/20/20 |
| 1055 | 0.11 | 260 | R | From: | 80-1059 | _ | | NA | NA | 10/23/20 |
| 1055 | 0.11 | 200 | | To: | 80-1060 | 7 | | 10. | 10. | 10/20/20 |
| | | | | From: | 80-1055 | | | | | |
| 1056 | 0.31 | 160 | R | <u> </u> | 30 1002 | _ | | NA | NA | 10/23/20 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | 80-1051 | | | | | |
| 1057 | 0.12 | 160 | R | | | _ | | NA | NA | 10/18/20 |
| | | | | To: | 80-610 | | | | | |
| <u> </u> | | | | From: | Dead End | | | | | |
| 1058 | 0.04 | 40 | R | | | | | NA | NA | 1996 |
| | | | | To: From: | 80-1009 | | | | | |
| 1058) | 0.15 | 200 | R | | | | | NA | NA | 1996 |
| | | | | To: | Dead End | | | | | |
| \sim | | | | From: | 80-1055 | | | | | |
| 1059 | 0.22 | 100 | R | | | _ | | NA | NA | 10/23/20 |
| | | | | To: | Cul-de-Sac | | | | | |
| | | | _ | From: | Cul-de-Sac |] | | | | |
| 1060 | 0.79 | 210 | R | To: | 00 1055 | _ | | NA | NA | 10/23/20 |
| | | | | From: | 80-1055 | + | | | | |
| | 0.05 | 90 | R | FIOIII. | 80-1062 | _ | | NA | NA | 1997 |
| 1061 | 0.03 | 90 | K | To: | 80-1043 | 7 | | INA | INA | 1997 |
| | | | | From: | 80-1043 | \pm | | | | |
| 1062) | 0.19 | 410 | R | | 80-1001 | _ | | NA | NA | 1996 |
| 1002) | | | •• | To: | 80-1043 | ٦ | | | | |
| | | | | From: | 80-1043 | | | | | |
| 1063 | 0.20 | 240 | R | <u> </u> | 00 10 15 | _ | | NA | NA | 1996 |
| | | | | To: | 80-1064 | <u> </u> | | | | |
| | | | | From: | 80-1067 | | | | | |
| 1064 | 0.14 | 60 | R | | | <u> </u> | | NA | NA | 1996 |
| | | | | To: | 80-1065 Gap Terminus | <u> </u> | | | | |
| | 0.06 | 50 | R | From: | 80-1063 Gap Terminus | _ | | NA | NA | 1996 |
| 1064 | 0.00 | 50 | K | | | _ | | INA | INA | 1990 |
| $\overline{}$ | 0.00 | 20 | | From: | 80-1069 | | | NI A | NIA | 4000 |
| 1064 | 0.03 | 30 | R | To | Dead End | _ | | NA | NA | 1996 |
| | | | | From: | | + | | | | |
| 1005 | 0.20 | 760 | R | . 10111 | 80-1043 | _ | | NA | NA | 1996 |
| 1065 | 0.20 | 100 | ĸ | To: | 80-1064 | 7 | | INA | INA | 1990 |
| | | | | From: | 80-1043 | | | | | |
| 1066 | 0.10 | 110 | R | | 0U-1U43 | _ | | NA | NA | 1996 |
| 1066 | | | | To: | 00.1071 | _ | | | | .550 |
| | 0.15 | 210 | R | From: | 80-1071 | | | NA | NA | 1996 |
| 1066 | 0.10 | 210 | 11 | To: | 80-1067 | 7 | | 13/7 | INC | 1990 |
| | | | | | 00 100/ | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT QW | Year |
|----------------|--------|------|----|--------------|-------------------------|----------|----|----------------|-------------|-----------|
| Roanoke County | | | | From: | 80-1067 | | | | | |
| 1066 | 0.06 | 420 | R | | 80-1007 | | | NA | NA | 1996 |
| | | | | To: | 80-1065 | | | | | |
| \bigcirc | 2.22 | | | From: | Dead End | | | | | 4000 |
| 1067 | 0.03 | 20 | R | | | | | NA | NA | 1996 |
| $\overline{}$ | 0.02 | 400 | R | From: | 80-1066 | | | NIA | NA | 1006 |
| 1067 | 0.02 | 100 | ĸ | | | _ | | NA | NA | 1996 |
| 1067 | 0.04 | 40 | R | From: | 80-1064 | | | NA | NA | 1996 |
| 1007) | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | 80-1062 | | | | | |
| 1068 | 0.27 | 220 | R | To: | D 15 1 | _ | | NA | NA | 1996 |
| | | | | From: | Dead End | 1 | | | | |
| 1069 | 0.19 | 370 | R | 1000 | 80-1043 | | | NA | NA | 1996 |
| 1009 | | | | To: | 80-1064 | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| 1070 | 0.04 | 30 | R | To: | 20.4064 | _ | | NA | NA | 1996 |
| | | | | From: | 80-1064 | | | | | |
| (1071) | 0.05 | 30 | R | Troni. | 80-1066 | | | NA | NA | 1996 |
| 1071) | 0.00 | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | 80-610 | | | | | |
| 1072 | 0.04 | 240 | R | | | | | NA | NA | 10/18/200 |
| | | | | To: From: | 80-1073 | | | | | |
| 1072 | 0.05 | 40 | R | To: | Cul-de-Sac | 7 | | NA | NA | 10/18/200 |
| | | | | From: | 80-1072 | | | | | |
| 1073) | 0.11 | 190 | R | | 80-1072 | | | NA | NA | 10/18/200 |
| | | | | To: From: | 80-1074 | | | | | |
| 1073) | 0.09 | 70 | R | | | _ | | NA | NA | 10/18/200 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.07 | 50 | R | From: | 80-1073 | | | NA | NA | 10/18/200 |
| 1074 | 0.07 | 50 | ĸ | To: | Cul-de-Sac | 1 | | INA | INA | 10/16/200 |
| | | | | From: | Dead End | | | | | |
| 1075 | 0.17 | 150 | R | | | _ | | NA | NA | 1996 |
| | | | | To: From: | 80-1076 |] | | | | |
| 1075 | 0.18 | 290 | R | | | | | NA | NA | 1996 |
| <u> </u> | | | | From: | 80-1078 | | | | | |
| 1075) | 0.09 | 1700 | R | To: | 00.651 | _ | | NA | NA | 1997 |
| | | | | From: | 80-651 80-1075 | 1 | | | | |
| 1076 | 0.06 | 110 | R | | 80-1073 | | | NA | NA | 1996 |
| | | | | To: | 80-1077 | | | | | |
| $\widehat{}$ | | | | From: | Dead End | | | | | |
| 1077) | 0.20 | 110 | R | _ | | | | NA | NA | 1996 |
| 1077 | 2.12 | 4 | | To: From: | 80-1076 | <u> </u> | | | | 4000 |
| (1077) | 0.19 | 140 | R | To: | 80-1078 | 7 | | NA | NA | 1996 |
| | | | | From: | 80-1075 | 1 | | | | |
| (1078) | 0.07 | 1300 | R | | 00-1073 | _ | | NA | NA | 1996 |
| 1078 | | | | To | 80-1077 | — | | | | |
| (1078) | 0.14 | 1100 | R | From: | | _ | | NA | NA | 1996 |
| \bigcup | | | | To: | 80-1079 | | | | | |

| Route | Length | AADT | QA | 4Tire | Rus | Truck Axle 1Trail | | QC | Design Hour | QK AAW | DT Q | W | Year |
|---------------------|--------|------|----|--------------|---------------|----------------------|----------|----|----------------|--------|----------|------|---------|
| Roanoke County | | | | From: | 80-1079 | | 1 | | | | | | |
| (1078) | 0.09 | 600 | R | | 00-1077 | | | | NA | N/ | Ą | | 1996 |
| <u> </u> | | | | To: From: | 80-1082 | | | | | | | | 1000 |
| (1078) | 0.06 | 30 | R | To: | Dead End | | 1 | | NA | N/ | Ą | • | 1996 |
| | | | | From: | Dead End | | | | | | | | |
| 1079 | 0.15 | 120 | R | <u> </u> | | | | | NA | N/ | A | | 1996 |
| | 0.05 | 180 | R | To: From: | 80-2020 | | | | NA | N/ | <u> </u> | | 1996 |
| 1079 | 0.03 | 100 | K | To: | 80-1081 | | | | IVA | 117 | ` | | 1990 |
| (1079) | 0.08 | 240 | R | From: | 80-1081 | | | | NA | NA | A | , | 1996 |
| | | | | To: From: | 80-1080 | | | | | | | | |
| 1079 | 0.06 | 380 | R | To: | 00.1070 | | _ | | NA | N/ | 4 | • | 1996 |
| | | | | From: | 80-1078 | | | | | | | | |
| (1080) | 0.21 | 110 | R | 110111 | 80-1079 | | _ | | NA | N/ | A | | 1996 |
| 1000 | | | | To: | Dead End | | | | | | | | |
| | | | | From: | Dead End | | | | | | | | |
| 1081 | 0.05 | 30 | R | To: | 00.1070 | | _ | | NA | N/ | 4 | • | 1996 |
| | | | | From: | 80-1079 | | | | | | | | |
| (1082) | 0.13 | 560 | R | FIOIII. | 80-1078 | | _ | | NA | N/ | A | | 1996 |
| 1082 | 51.15 | | .` | To: | 90 1092 COLIT | · | | | | | • | | |
| 1082 | 0.10 | 340 | R | From: | 80-1083 SOUT | п | _ | | NA | N/ | 4 | | 1996 |
| | | | | To | 80-1083 NORT | `H | ¬ | | | | | | |
| (1082) | 0.10 | 200 | R | From: | 00 1003 11011 | 11 | | | NA | N/ | Ą | , | 1996 |
| $\bigcup_{i=1}^{n}$ | | | | To: From: | 80-1093 | |] | | | | | | |
| 1082 | 0.14 | 70 | R | | | | _ | | NA | N/ | Ą | • | 1996 |
| | | | | To: | Dead End | | | | | | | | |
| | 0.38 | 140 | R | From: | 80-1082 | | | | NA | N/ | | | 1996 |
| 1083 | 0.36 | 140 | ĸ | To: | 80-1082 | | 7 | | INA | INA | ٦. | | 1990 |
| | | | | From: | Cul-de-Sac | | | | | | | | |
| (1084) | 0.14 | 100 | R | | | | _ | | NA | N/ | A | 10/2 | 23/2000 |
| | | | | To: From: | 80-1089 | | | | | | | | |
| (1084) | 0.15 | 140 | R | | | | _ | | NA | N/ | Ą | 10/2 | 23/2000 |
| | | | | To: | 80-781 | | | | | | | | |
| | 0.07 | 160 | R | From: | 80-1242 | | | | NA | N/ | | 10/ | 23/2000 |
| 1085 | 0.07 | 160 | ĸ | . — | | | _ | | INA | INA | ٠ | 10/2 | 23/2000 |
| (1005) | 0.23 | 180 | R | From: | 80-1220 | | _ | | NA | N/ | 7 | 10/ | 25/2000 |
| 1085 | 0.20 | 100 | | To | 00.1227 | | _ | | 1471 | 10 | • | 10/2 | _0,2000 |
| (1085) | 0.21 | 620 | R | From: | 80-1227 | | | | NA | N/ | ١ | 10/2 | 25/2000 |
| | | | | To: From: | 80-1086 | | ¬ | | | | | | |
| 1085 | 0.06 | 620 | R | From: | 00 1000 | | | | NA | N/ | Ą | 10/2 | 25/2000 |
| | | | | To: From: | 80-1087 | | — | | | | | | |
| 1085 | 0.08 | 640 | R | | | | _ | | NA | N/ | A | 10/2 | 25/2000 |
| | | | | To: | 80-781 | | <u> </u> | | | | | | |
| \bigcirc | 0.47 | 400 | | From: | Dead End | | | | NIA. | | | 40" | 05/0000 |
| 1086 | 0.17 | 100 | R | To: | 80-1085 | | 7 | | NA | N/ | ٠ | 10/2 | 25/2000 |
| | | | | From: | Dead End | | | | | | | | |
| 1087 | 0.13 | 70 | R | | Dead Elid | | _ | | NA | N/ | Ą | 10/2 | 23/2000 |
| | | | | To: | 80-1089 | | | | | | | | |
| | | | | | | | | | | | | | |

| | | | | | Roanoke M | Mainten | ance A | rea | | | | | | | |
|---------------------|--------|-------|-------------|--------------|-----------|-----------|--------|--------|----------|-----|--------|----|--------------|----------------|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru | | | QC | Design | OK | AAWDT | OW | Year |
| | Longin | ו עהה | ω ,Λ | 71110 | 2. | Axle 3 | 3+Axle | 1Trail | 2Trail | Q.O | Hour | ωi | , U (V V D I | ∞ , ۷ ۷ | i cai |
| Roanoke County | | | | From: | | 80-1089 | | | | | | | | | |
| (1087) | 0.08 | 90 | R | <u> </u> | | | | | _ | | NA | | NA | | 10/23/2000 |
| | | | | To: From: | | 80-1088 | | |] | | | | | | |
| (1087) | 0.17 | 220 | R | | | | | | _ | | NA | | NA | | 10/23/2000 |
| | | | | To: From: | | 80-1085 | | | | | | | | | |
| (1000) | 0.04 | 30 | R | From: | | Dead End | 1 | | | | NA | | NA | | 1996 |
| (1088) | 0.01 | • | •• | To: | | 80-1087 | | | | | | | | | 1000 |
| | | | | From: | | 80-1087 | | | | | | | | | |
| (1089) | 0.06 | 60 | R | | | | | | | | NA | | NA | | 1996 |
| | | | | To: From: | | 80-1084 | | |] | | | | | | |
| (1089) | 0.06 | 50 | R | To: | | 90 1226 | | | 7 | | NA | | NA | | 1996 |
| | | | | From: | | 80-1226 | | | | | | | | | |
| (1090) | 0.23 | 240 | R | 11011. | | Dead End | 1 | | | | NA | | NA | | 1996 |
| 1000 | | | | To: | | 80-651 | | | | | | | | | |
| | | | | From: |] | Dead End | i | | | | | | | | |
| (1091) | 0.18 | 260 | R | | | | | | _ | | NA | | NA | | 1996 |
| | | | | To: From: | | 80-651 | | | | | | | | | |
| (1002) | 0.05 | 60 | R | rioni. | | 80-1091 | | | | | NA | | NA | | 1996 |
| 1092 | 0.00 | | | To: | | 80-1000 | | | | | | | | | |
| | | | | From: | (| Cul-de-Sa | ıc | | | | | | | | |
| (1093) | 0.07 | 30 | R | | | | | | _ | | NA | | NA | | 1996 |
| | | | | To | | 80-1082 | | | | | | | | | |
| (1094) | 0.17 | 80 | R | From: | | 80-1096 | | | | | NA | | NA | | 10/18/2000 |
| (1094) | 0.17 | | ., | To: | (| Cul-de-Sa | ıc | | | | | | | | 10/10/2000 |
| Botetourt County | | | | | | | | | | | | | | | |
| | 0.00 | 440 | _ | From: | (| Cul-de-Sa | ic | | | | | | | | 40/40/0000 |
| (1095) | 0.30 | 110 | R | To: | | 80-636 | | | 7 | | NA | | NA | | 10/18/2000 |
| Roanoke County | | | | <u> </u> | | 00-030 | | | <u>I</u> | | | | | | |
| _ | | | | From: | | 80-1097 | | | | | | | | | |
| (1096) | 0.20 | 230 | R | To: | | | | | _ | | NA | | NA | | 10/18/2000 |
| | | | | From: | | 80-603 | | | | | | | | | |
| (1097) | 0.08 | 40 | R | rioni. | | Dead End | 1 | | | | NA | | NA | | 10/18/2000 |
| (1097) | 0.00 | | | To: | | 80-1096 | | | | | | | | | |
| (1097) | 0.13 | 60 | R | From: | | 80-1090 | | | | | NA | | NA | | 10/18/2000 |
| | | | | To: |] | Dead End | i | | | | | | | | |
| | | | | From: | (| Cul-de-Sa | ıc | | | | | | | | |
| 1098 | 0.06 | 40 | R | | | | | | | | NA | | NA | | 10/23/2000 |
| | 0.04 | | _ | From: | | 80-1099 | | | | | NIA | | NIA | | 40/00/0000 |
| 1098 | 0.34 | 230 | R | To: | | 80-781 | | | 7 | | NA | | NA | | 10/23/2000 |
| | | | | From: | (| Cul-de-Sa | ıc | | 1 | | | | | | |
| (1099) | 0.05 | 30 | R | <u> </u> | | 40 54 | | | _ | | NA | | NA | | 10/23/2000 |
| $\bigcup_{i=1}^{n}$ | | | | To: | | 80-1098 | | | | | | | | | |
| | | | _ | From: | | 80-641 | | | | | | | | | |
| (1100) | 0.23 | 70 | R | To: | | Cul-de-Sa | 10 | | 7 | | NA | | NA | | 11/15/2000 |
| | | | | From: | | US 11 | | | <u> </u> | | | | | | |
| (1101) | 0.43 | 520 | R | | | 0311 | | | _ | | NA | | NA | | 11/15/2000 |
| | | | | To: |] | Dead End | d | | | | | | | | |
| | | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
|----------------|--------|------|-------|--------------|-------------------------|---|----|----------------|----------|------------|
| Roanoke County | | | | From: | 80-1105 | 1 | | | | |
| (1102) | 0.19 | 170 | R | | 00-1103 | | | NA | NA | 11/15/2000 |
| | | | | To: | 80-1101 | | | | | |
| \bigcirc | | | | From: | 80-1102 | | | | | |
| 1103 | 0.31 | 80 | R | | | | | NA | NA | 11/15/2000 |
| | 0.12 | | | From: | 80-1136 | | | NΙΔ | NA | 11/15/2000 |
| (1103) | 0.12 | 6 | R | To: | Dead End | 7 | | NA | NA | 11/15/2000 |
| | | | | From: | 80-1102 | | | | | |
| (1104) | 0.39 | 60 | R | <u> </u> | ****** | | | NA | NA | 11/15/2000 |
| | | | | To: | 80-1136 | | | | | |
| \bigcirc | | | _ | From: | US 11 | | | | | = |
| 1105 | 0.26 | 270 | R | | | | | NA | NA | 11/15/2000 |
| | 0.10 | | | From: | 80-1109 | | | NIA | NIA | 44/45/0000 |
| 1105 | 0.10 | 20 | R | To: | Dead End | | | NA | NA | 11/15/2000 |
| | | | | From: | 80-1105 | | | | | |
| (1106) | 0.06 | 120 | R | <u> </u> | 80-1103 | | | NA | NA | 11/15/2000 |
| | | | | To | 80-1103 | ¬ | | | | |
| 1106 | 0.06 | 100 | R | From: | 00 1103 | | | NA | NA | 11/15/2000 |
| | | | | To: From: | 80-1104 | | | | | |
| (1106) | 0.07 | 140 | R | From: | | | | NA | NA | 11/15/2000 |
| | | | | To: | 80-1101 | | | | | |
| \bigcirc | 0.00 | | _ | From: | 80-1108 | | | NIA | NIA | 44/45/0000 |
| (1107) | 0.08 | 50 | R | To: | Dead End | | | NA | NA | 11/15/2000 |
| | | | | From: | 80-642 | | | | | |
| (1108) | 0.30 | 140 | R | | 80-042 | | | NA | NA | 11/15/2000 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | 80-642 | | | | | |
| (1109) | 0.19 | 90 | R | т | 00.440.5 | _ | | NA | NA | 11/15/2000 |
| | | | | To: From: | 80-1105 | | | | | |
| (1110) | 0.36 | 390 | R | From: | US 11 | | | NA | NA | 11/15/2000 |
| (1110) | 0.00 | | • • • | To: | SCL SALEM | | | | | |
| | | | | From: | 80-1109 | | | | | |
| (1111) | 0.07 | 20 | R | | | _ | | NA | NA | 11/15/2000 |
| | | | | To: | Dead End | | | | | |
| | 0.42 | 70 | R | From: | 80-705 NCL SALEM | | | NA | NA | 11/13/2000 |
| 1112 | 0.42 | 70 | ĸ | To: | Dead End | 7 | | INA | NA. | 11/13/2000 |
| | | | | From: | Dead End | i | | | | |
| (1113) | 0.19 | 40 | R | <u> </u> | | | | NA | NA | 11/13/2000 |
| | | | | To: | SR 311; 80-1150 | | | | | |
| \bigcirc | 0.10 | | _ | From: | Dead End | | | | | 1000 |
| (1114) | 0.19 | 770 | R | To: | SCL SALEM | | | NA | NA | 1996 |
| | | | | From: | Dead End | | | | | |
| 1115) | 0.10 | 120 | R | | DOME ENG | _ | | NA | NA | 1996 |
| | | | | To: | 80-1114 | | | | | |
| | | | | From: | Dead End | | | | | |
| (1116) | 0.10 | 130 | R | To | 00.1111 | _ | | NA | NA | 1996 |
| | | | | To: | 80-1114 | | | | | |
| (1117) | 0.10 | 200 | R | From: | Dead End | | | NA | NA | 1996 |
| U111/1 | 0.10 | 200 | 1. | | 80-1114 | | | 14/-1 | i N/A | 1990 |

| | | | | | Roanol | ke Maintenance | | | | | | | |
|---------------------|--------|------|----|--------------|--------|---------------------|--------------|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | T 2Axle 3+Axle | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | From: | | FR-70 | 1 | | | | | | |
| (1118) | 0.36 | 30 | R | | | TR-70 | | | NA | | NA | | 11/13/2000 |
| $\bigcup_{i=1}^{n}$ | | | | To: | | Dead End | | | | | | | |
| | 0.60 | F70 | _ | From: | | 80-828 | | | NIA | | NIA | | 11/12/2000 |
| (1119) | 0.62 | 570 | R | To: | | 80-1146 | 7 | | NA | | NA | | 11/13/2000 |
| | | | | From: | | 80-1119 | i | | | | | | |
| (1120) | 0.03 | 30 | R | | | | - | | NA | | NA | | 11/13/2000 |
| | | | | To: | | Dead End | | | | | | | |
| \bigcirc | 0.10 | 60 | R | From: | | Dead End | | | NA | | NA | | 1996 |
| (1121) | 0.10 | 80 | K | To: | | 80-777; 80-828 | 7 | | INA | | INA | | 1990 |
| | | | | From: | | 80-1123 | | | | | | | |
| (1122) | 0.15 | 240 | R | | | | _ | | NA | | NA | | 11/13/2000 |
| | | | | To: | | 80-755 | | | | | | | |
| | 0.07 | 120 | R | From: | | 80-1138 | | | NA | | NA | | 11/13/2000 |
| (1123) | 0.07 | 120 | ĸ | | | | _ | | INA | | INA | | 11/13/2000 |
| (1122) | 0.14 | 230 | R | From: | | 80-1139 | | | NA | | NA | | 11/13/2000 |
| 1123 | 0.11 | 200 | ., | To: | | 80-1122 | | | 101 | | 100 | | 11/10/2000 |
| | | | | From: | | Dead End | | | | | | | |
| 1124 | 0.09 | 50 | R | <u>-</u> | | | | | NA | | NA | | 11/15/2000 |
| | | | | To: From: | | 80-1133 |] | | | | | | |
| (1124) | 0.58 | 1800 | R | To | | 00.641 | _ | | NA | | NA | | 11/15/2000 |
| | | | | From: | | 80-641 | <u> </u> | | | | | | |
| (1125) | 0.14 | 100 | R | rioni. | | Dead End | | | NA | | NA | | 11/15/2000 |
| 1123 | | | | To: | | 80-1124 | | | | | | | |
| | | | | From: | | Dead End | | | | | | | |
| (1126) | 0.10 | 760 | R | | | | | | NA | | NA | | 11/15/2000 |
| | | | | To: From: | | 80-1131 | | | | | | | |
| 1126 | 0.14 | 530 | R | To: | | Dead End | _ | | NA | | NA | | 11/15/2000 |
| | | | | From: | | 80-1124 | <u> </u> | | | | | | |
| (1127) | 0.21 | 200 | R | | | 80-1124 | _ | | NA | | NA | | 11/15/2000 |
| | | | | To: | | 80-1129 | | | | | | | |
| | | | | From: | | SR 311 | | | | | | | |
| (1128) | 0.65 | 1500 | R | | | | | | NA | | NA | | 11/13/2000 |
| | 0.15 | 70 | | From: | | 80-1155 | _ | | NIA | | NIA | | 11/12/2000 |
| 1128 | 0.15 | 70 | R | To: | | Dead End | 7 | | NA | | NA | | 11/13/2000 |
| | | | | From: | | Cul-de-Sac | | | | | | | |
| 1129 | 0.23 | 520 | R | | | cui de sue | | | NA | | NA | | 11/15/2000 |
| | | | | To: | | 80-1126 | | | | | | | |
| \bigcirc | 0.40 | 40 | _ | From: | | 80-1108 | | | NIA | | NIA | | 14/45/2000 |
| (1130) | 0.10 | 48 | R | To: | | Dead End | \neg | | NA | | NA | | 11/15/2000 |
| | | | | From: | | Cul-de-Sac | ì | | | | | | |
| (1131) | 0.09 | 80 | R | | | | _ | | NA | | NA | | 11/15/2000 |
| | | | | To: | | 80-1126 | <u> </u> | | | | | | |
| | 2.27 | | _ | From: | | Dead End | | | N/ A | | N/ A | | 44/45/0000 |
| (1132) | 0.07 | 60 | R | To: | | 80-1127 | 1 | | NA | | NA | | 11/15/2000 |
| | | | | From: | | 80-1127 | 1 | | | | | | |
| 133) | 0.22 | 150 | R | <u> </u> | | 00-112 1 | | | NA | | NA | | 11/15/2000 |
| | | | | To: | | 80-1129 | | | | | | | |
| | | | | | | | | | | | | | |

| | | | | | Roanoke Maintenance Area | | | Design | 014 | 011 |
|----------------|--------|------|---|--------------|--------------------------|-------------|----|--------|----------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Hour | QK AAWDT | QW Year |
| Roanoke County | | | | From: | Dead End | | | | | |
| (1134) | 0.07 | 70 | R | <u> </u> | Dead End | _ | | NA | NA | 1996 |
| | | | | To: | 80-1117 | | | | | |
| \bigcirc | 0.03 | 20 | Б | From: | 80-1119 | | | NΙΔ | NA | 11/12/20 |
| 1135 | 0.03 | 30 | R | To: | Dead End | \neg | | NA | NA | 11/13/20 |
| | | | | From: | 80-1103 | | | | | |
| 1136) | 0.14 | 60 | R | | | _ | | NA | NA | 11/15/20 |
| | | | | To: | Dead End | ļ | | | | |
| \bigcirc | 0.28 | 40 | | From: | Dead End | | | NIA | NA | 11/15/20 |
| 1137 | 0.28 | 40 | R | To: | 80-642 | 7 | | NA | NA | 11/15/20 |
| | | | | From: | Dead End | | | | | |
| 1138 | 0.10 | 70 | R | | Doud End | | | NA | NA | 11/13/20 |
| | | | | To: From: | 80-1123 | | | | | |
| 1138 | 0.30 | 30 | R | | | <u> </u> | | NA | NA | 11/13/20 |
| | | | | To: | Dead End | | | | | |
| | 0.25 | 20 | R | From: | 80-1140 | | | NA | NA | 11/13/20 |
| 1139 | 0.25 | 20 | ĸ | To: | 80-1123 | \neg | | INA | NA | 11/13/20 |
| | | | | From: | 80-1139 | i | | | | |
| 1140 | 0.23 | 40 | R | | 00 0002 | | | NA | NA | 11/13/20 |
| | | | | To: | 80-1123 | | | | | |
| \bigcirc | | | | From: | 80-1119 | | | | | |
| 1141) | 0.03 | 20 | R | To: | Dead End | _ | | NA | NA | 11/13/20 |
| | | | | From: | 80-1119 | | | | | |
| 1142 | 0.03 | 20 | R | <u> </u> | 00-1117 | _ | | NA | NA | 11/13/20 |
| | | | | To: | Dead End | | | | | |
| $\widehat{}$ | | | | From: | 80-1119 | | | | | |
| 1143) | 0.03 | 20 | R | To: | Dead Find | _ | | NA | NA | 11/13/20 |
| | | | | From: | Dead End Dead End | | | | | |
| 1144) | 0.40 | 60 | R | <u> </u> | Dead End | _ | | NA | NA | 11/13/20 |
| | | | | To: | 80-619 | | | | | |
| | | | | From: | 80-1119 | | | | | |
| 1145) | 0.03 | 20 | R | | | _ | | NA | NA | 11/13/20 |
| | | | | To: From: | Dead End | | | | | |
| 1146 | 0.32 | 280 | R | Piolii. | 80-1147 | _ | | NA | NA | 11/13/20 |
| 1146 | 0.02 | | • | To: | 80-643 | | | | 10. | 11/10/20 |
| | | | | From: | 80-1148 | | | | | |
| 1147 | 0.03 | 40 | R | | | _ | | NA | NA | 11/13/20 |
| | | | | To: | 80-1146 | | | | | |
| | 0.05 | 20 | R | From: | Dead End | | | NA | NA | 11/13/20 |
| 1148 | 0.03 | 20 | K | To | 80-1147 | 7 | | INA | NA | 11/13/20 |
| | | | | From: | 80-1119 | Ī | | | | |
| 1149 | 0.03 | 30 | R | _ | | _ | | NA | NA | 11/13/20 |
| | | | | То: | Dead End | <u> </u> | | | | |
| | 0.07 | | _ | From: | 80-705 | | | NIA. | | 44140100 |
| 1150 | 0.97 | 760 | R | To: | SR 311; 80-1113 | 7 | | NA | NA | 11/13/20 |
| | | | | From: | 80-1119 | + | | | | |
| 1151 | 0.03 | 20 | R | <u> </u> | 0V-1117 | | | NA | NA | 11/13/20 |
| | | | | To: | Dead End | | | | | |
| | | | | | | | | | | |

| | | | | | Roanol | ke Maintenan | ce Are | a | | | | | | | |
|----------------|--------|------|----|--------------|--------|--------------|--------|---|--------------|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+ | | | | QC | Design Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | From: | | 80-641 | | | | | | | | | |
| (1152) | 0.22 | 60 | R | | | 80-041 | | | _ | | NA | | NA | | 11/13/2000 |
| | | | | To: | | 80-826 | | | | | | | | | |
| \bigcirc | 0.05 | | | From: | | US 11 | | | | | | | | | 4007 |
| (1153) | 0.05 | 100 | R | To: | | Dead End | | | 7 | | NA | | NA | | 1997 |
| | | | | From: | | 80-646 | | | 1 | | | | | | |
| 1154 | 0.05 | 20 | R | | | 00 010 | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | Dead End | | | | | | | | | |
| \bigcirc | 0.08 | 40 | | From: | | 80-1128 | | | | | NA | | NIA | | 11/12/2000 |
| 1155 | 0.06 | 40 | R | To: | | 80-1156 | | | 7 | | INA | | NA | | 11/13/2000 |
| | | | | From: | | Cul-de-Sac | | | | | | | | | |
| (1156) | 0.11 | 20 | R | <u> </u> | | | | | _ | | NA | | NA | | 11/13/2000 |
| | | | | To: From: | | 80-1155 | | |] | | | | | | |
| 1156 | 0.06 | 10 | R | | | | | | _ | | NA | | NA | | 11/13/2000 |
| | | | | To: From: | | Cul-de-Sac | | | | | | | | | |
| (1157) | 0.13 | 70 | R | From: | | 80-1146 | | | _ | | NA | | NA | | 11/13/2000 |
| (1197) | 0.10 | | | To: | | 80-1158 | | | 1 | | 101 | | 101 | | 11/10/2000 |
| | | | | From: | | 80-1146 | | | | | | | | | |
| (1158) | 0.20 | 70 | R | | | | | | _ | | NA | | NA | | 11/13/2000 |
| | | | | To: | | 80-1157 | | | | | | | | | |
| (1159) | 0.11 | 60 | R | From: | | Dead End | | | | | NA | | NA | | 1996 |
| (1159) | 0.11 | | | To: | | SCL SALEM | | | 7 | | 1471 | | 1471 | | 1000 |
| | | | | From: | | FR-68 | | | | | | | | | |
| 1160 | 0.47 | 320 | R | . — | | | | | - 1 | | NA | | NA | | 1996 |
| | | | | To: From: | | 80-1161 | | | | | | | | | |
| (1161) | 0.94 | 1300 | R | From: | | Dead End | | | | | NA | | NA | | 1996 |
| (1101) | | | | To: | | FR-69 | | | | | | | | | |
| | | | | From: | | 80-1168 | | | | | | | | | |
| (1162) | 0.25 | 130 | R | т | | 00.446 | | | _ | | NA | | NA | | 11/08/2000 |
| | | | | To: From: | | 80-1167 | | | 1 | | | | | | |
| (1163) | 0.15 | 45 | R | rioin. | | 80-1160 | | | _ | | NA | | NA | | 1996 |
| (1103) | | | | To: | | Cul-de-Sac | | | | | | | | | |
| | | | | From: | | 80-1167 | | | | | | | | | |
| (1164) | 0.14 | 140 | R | | | | | | | | NA | | NA | | 1996 |
| | | | | From: | | 80-1169 | | |] | | | | | | 4000 |
| 1164 | 0.09 | 390 | R | To: | | 80-1166 | | | 7 | | NA | | NA | | 1996 |
| | | | | From: | | WCL SALEM | | | <u> </u> | | | | | | |
| 1165 | 0.03 | 150 | R | | | WCL BALLIN | | | _ | | NA | | NA | | 1996 |
| | | | | To: From: | | 80-1168 | | | | | | | | | |
| (1165) | 0.07 | 290 | R | | | | | | - | | NA | | NA | | 1997 |
| | | | | To: | | 80-1166 | | | 1 | | | | | | |
| | 0.12 | 80 | R | From: | | Cul-de-Sac | | | | | NA | | NA | | 1996 |
| 1166 | 0.12 | 00 | ĸ | To: | | 00.115= | | | 7 | | INA. | | IN/A | | 1990 |
| (1166) | 0.22 | 900 | R | From: | | 80-1167 | | | | | NA | | NA | | 1996 |
| 1100) | | | | To: | | 80-1164 | | | | | | | | | |
| | | | | From: | | 80-1162 | | | | | | | | | |
| 1167 | 0.07 | 640 | R | | | | | | _ | | NA | | NA | | 1996 |
| <u> </u> | | | | To: | | 80-1168 | | | | | | | | | |

| | | | | | | | enance A Tru | | | | Design | | | | |
|----------------|--------|------|----|--------------|------|-------------|-----------------|---|----------|----|--------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | r. | | | | | | | | | | | |
| (1167) | 0.07 | 640 | R | From: | | 80-11 | 68 | | | | NA | | NA | | 1996 |
| | | | | To | | 80-11 | 66 | | — | | | | | | |
| (1167) | 0.06 | 200 | R | From: | | | | | | | NA | | NA | | 1996 |
| | | | | To: From: | | 80-11 | 69 | |] | | | | | | |
| (1167) | 0.06 | 40 | R | To: | | 80-11 | 64 | | 7 | | NA | | NA | | 1996 |
| | | | | From: | | Cul-de- | | | | | | | | | |
| 1168 | 0.13 | NA | | | | Cui-uc- | -Sac | | _ | | NA | | NA | | |
| | | | | To: From: | | 80-11 | 62 | | 1— | | | | | | |
| 1168 | 0.27 | 380 | R | T KAII. | | | | | | | NA | | NA | | 1996 |
| | | | | To: From: | | 80-11 | 67 | |] | | | | | | |
| 1168 | 0.18 | 200 | R | To: | | 00.11 | 65 | | _ | | NA | | NA | | 1996 |
| | | | | From: | | 80-11 | | | | | | | | | |
| (1169) | 0.10 | 80 | R | 110411. | | Cul-de- | -Sac | | _ | | NA | | NA | | 1996 |
| | | | | To | | 80-11 | 67 | | 1 | | | | | | |
| (1169) | 0.16 | 150 | R | From: | | 00 11 | 0, | | | | NA | | NA | | 1996 |
| | | | | To: | | 80-11 | 64 | | | | | | | | |
| \bigcirc | 0.40 | 470 | - | From: | | Dead I | End | | | | NIA | | NIA | | 4000 |
| (1170) | 0.12 | 170 | R | To: | | US 1 | 1 | | 7 | | NA | | NA | | 1996 |
| | | | | From: | | Cul-de- | | | | | | | | | |
| (1171) | 0.09 | NA | | | | | | | = | | NA | | NA | | |
| | | | | To: | | 80-0099 | | | | | | | | | |
| \bigcirc | 0.05 | NA | | From: | | Cul-de- | Sac/ | | | | NA | | NA | | |
| (1172) | 0.05 | NA | | To: | 80-0 | 00994(B)/80 | 0-01173(U) | / | 7 | | INA | | INA | | |
| | | | | From: | | | 0-01172(U) | | | | | | | | |
| 1173 | 0.05 | NA | | | | | | | _ | | NA | | NA | | |
| | | | | To: | | Cul-de- | | | | | | | | | |
| | 0.10 | NA | | From: | | 80-11 | 68 | | _ | | NA | | NA | | |
| (1174) | 0.10 | NA. | | To: | | Cul-de- | -Sac | | | | IVA | | INA | | |
| | | | | From: | | 80-77 | 74 | | | | | | | | |
| (1175) | 0.45 | 130 | R | | | | | | _ | | NA | | NA | | 1996 |
| | | | | To: From: | | Dead I | | | | | | | | | |
| (1178) | 0.10 | 90 | R | rioni. | | Cul-de- | -Sac | | _ | | NA | | NA | | 1996 |
| 1178 | | | | To | | 80-11 | 79 | | | | | | | | |
| 1178 | 0.05 | 140 | R | From: | | 80-11 | 19 | | | | NA | | NA | | 1996 |
| | | | | To: | | 80-64 | 41 | | | | | | | | |
| \bigcirc | 0.05 | | | From: | | 80-11 | 78 | | | | | | | | 1000 |
| 1179 | 0.05 | 30 | R | To: | | Cul-de- | -Sac | | 7 | | NA | | NA | | 1996 |
| | | | | From: | | Cul-de- | | | 1 | | | | | | |
| 1180 | 0.12 | 100 | R | | | | | | _ | | NA | | NA | • | 11/15/2000 |
| | | | | To: From: | | 80-11 | 81 | | | | | | | | |
| 1180 | 0.06 | 150 | R | | | | | | _ | | NA | | NA | • | 11/15/2000 |
| | | | | To: | | 80-11 | | | 1 | | | | | | |
| (1181) | 0.05 | 30 | R | From: | | 80-11 | 80 | | _ | | NA | | NA | , | 11/15/2000 |
| (1181) | 0.00 | | | To: | | Cul-de- | -Sac | | 1 | | | | | | ,, 2000 |
| | | | | | | | | | | | | | | | |

| | | | From: | Dead End | | | | |
|------|---|--|--|----------------|----------------|----------------|----------------|----------------|
| 0.88 | 220 | R | <u> </u> | Dette Elle | | NA | NA | 1997 |
| | | | To: | 80-639 | | | | |
| 0.04 | N1.4 | | From: | 80-705 | | NIA | NIA | |
| 0.24 | NA | | To: | 80-1187 | 7 | NA | NA | |
| | | | From: | | | | | |
| 0.07 | NA | | <u> </u> | 00-1100 | _ | NA | NA | |
| | | | To: | 80-1188 | | | | |
| | | | From: | 80-1187 | | | | |
| 0.09 | NA | | To: | 00.1130 | 7 | NA | NA | |
| | | | | | | | | |
| 0.46 | 90 | R | rioni. | 80-1192 | | NA | NA | 1997 |
| 00 | | | To: | 80-671 | | | | |
| | | | From: | 80-1190 | | | | |
| 0.19 | 60 | R | | | _ _ | NA | NA | 1997 |
| | | | | | | | | |
| 0.06 | 20 | В | From: | 80-1190 | | NΙΛ | NΙΔ | 1997 |
| 0.00 | 20 | ĸ | To: | Cul-de-Sac | | INA | NA | 1997 |
| | | | From: | | | | | |
| 0.06 | 20 | R | | our de sue | | NA | NA | 08/30/2000 |
| | | | To: | 80-1191 | | | | |
| | | | From: | 80-01019(B)/ | | | | |
| 0.16 | NA | | To: | Cul do Sag/ | 7 | NA | NA | |
| | | | | | | | | |
| 0.20 | NA | | | 80-034 | | NA | NA | |
| | | | To: | Cul-de-Sac | | | | |
| | | | From: | US 221 | | | | |
| 0.22 | 330 | R | | | | NA | NA | 1997 |
| | | | To: From: | 80-1201 |] | | | |
| 0.17 | 70 | R | т | 211.2 | 7 | NA | NA | 1997 |
| | | | 10: | | | | | |
| 0.10 | 200 | R | From: | 80-1200 | | NΔ | NΔ | 1997 |
| 0.10 | 200 | IX. | To: | 00.1202 | 7 | 1471 | 101 | 1007 |
| 0.04 | 20 | R | From: | 80-1202 | | NA | NA | 1997 |
| | | | To: | Cul-de-Sac | 1 | | | |
| | | | From: | 80-1201 | | | | |
| 0.32 | 130 | R | | | _ | NA | NA | 1997 |
| | | | | | | | | |
| 0.25 | NA | | From: | 80-651 | | NΙΛ | NΙΔ | |
| 0.33 | IVA | | To: | Cul-de-Sac | 1 | INA | NA | |
| | | | From: | | | | | |
| 0.14 | NA | | | tar de ode | _ | NA | NA | |
| | | | To: | 80-1203 | 1 | | | |
| | | | From: | 80-606 | | | | |
| 0.27 | 48 | R | To | 00.1000 | 7 | NA | NA | 10/18/2000 |
| | | | | | 1 | | | |
| | | | 1 TOHI. | Cul-de-Sac | I | | | |
| 0.12 | 20 | R | | | | NA | NA | 10/18/2000 |
| | 0.24 0.07 0.09 0.46 0.19 0.06 0.16 0.20 0.22 0.17 0.10 0.04 0.32 0.35 | 0.24 NA 0.07 NA 0.09 NA 0.46 90 0.19 60 0.06 20 0.16 NA 0.20 NA 0.22 330 0.17 70 0.10 200 0.04 20 0.32 130 0.35 NA 0.14 NA | 0.24 NA 0.07 NA 0.09 NA 0.46 90 R 0.19 60 R 0.06 20 R 0.06 20 R 0.16 NA 0.20 NA 0.22 330 R 0.17 70 R 0.10 200 R 0.04 20 R 0.32 130 R 0.35 NA | 0.88 220 R |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT | QW Year |
|----------------|--------|------|---|--------------|-------------------------|----------|----|----------------|----------|------------|
| Roanoke County | | | | From: | 80-1110 | <u> </u> | | | | |
| (1210) | 0.10 | 110 | R | <u> </u> | 00 1110 | _ | | NA | NA | 11/15/2000 |
| | | | | To: | Cul-de-Sac | | | | | |
| \bigcirc | 0.10 | | | From: | Cul-de-Sac | | | | | 4007 |
| (1211) | 0.13 | 120 | R | | | _ | | NA | NA | 1997 |
| | 0.10 | 260 | R | From: | 80-1214 | _ | | NA | NA | 1997 |
| 1211) | 0.10 | 200 | K | | | _ | | INA | INA | 1997 |
| (1211) | 0.06 | 470 | R | From: | 80-1212 | | | NA | NA | 1997 |
| (1211) | 0.00 | • | | To: | 80-610 | | | | | |
| | | | | From: | Dead End | | | | | |
| 1212 | 0.14 | NA | | | | | | NA | NA | |
| | | | | To: From: | 80-1216 |]—— | | | | |
| 1212 | 0.43 | 70 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1213 |] | | | | |
| 1212 | 0.10 | 150 | R | To: | 00.1011 | 7 | | NA | NA | 1997 |
| | | | | From: | 80-1211 | <u> </u> | | | | |
| (1242) | 0.08 | 50 | R | FIOII. | Cul-de-Sac SOUTH | | | NA | NA | 1997 |
| 1213 | 0.00 | | • | To: | 90 1212 | | | | | 1007 |
| (1213) | 0.03 | 30 | R | From: | 80-1212 | | | NA | NA | 1997 |
| (1213) | | | | To: | Cul-de-Sac NORTH | | | | | |
| | | | | From: | 80-1211 | | | | | |
| (1214) | 0.02 | 50 | R | - | | _ | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| | 0.08 | 60 | R | From: | Cul-de-Sac | | | NA | NA | 10/19/2000 |
| 1215 | 0.06 | 60 | K | To: | 80-1212 | 1 | | INA | INA | 10/18/2000 |
| | | | | From: | Cul-de-Sac | İ | | | | |
| (1216) | 0.03 | 20 | R | | 2 20 2 | | | NA | NA | 10/18/2000 |
| | | | | To: | 80-1212 | | | | | |
| \bigcirc | | | | From: | Cul-de-Sac | | | | | |
| (1217) | 0.10 | 80 | R | To: | EGI VINTON | _ | | NA | NA | 10/12/2000 |
| | | | | From: | ECL VINTON 80-1217 | + | | | | |
| 1218) | 0.08 | 40 | R | | 80-1217 | | | NA | NA | 10/12/2000 |
| 1210 | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | 80-1220 | | | | | |
| (1219) | 0.10 | 80 | R | | | _ | | NA | NA | 10/23/2000 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.11 | 2300 | R | From: | US 460 | | | NA | NA | 10/23/2000 |
| 1220 | 0.11 | 2300 | IX. | т | 00.1001 | _ | | INA | INA | 10/23/2000 |
| 4000 | 0.09 | 1600 | R | From: | 80-1221 | | | NA | NA | 10/23/2000 |
| (1220) | | | | To: | 90 1227 E A CT | | | | | |
| (1220) | 0.06 | 1000 | R | From: | 80-1227 EAST | | | NA | NA | 10/25/2000 |
| (1220) | | | | To: | 80-1223 | — | | <u> </u> | | |
| (1220) | 0.16 | 1000 | R | From: | 00-1223 | | | NA | NA | 10/23/2000 |
| | | | | To: | 80-1224 | | | | | |
| 1220 | 0.08 | 950 | R | From: | 50 1221 | | | NA | NA | 10/23/2000 |
| \cup | | | | To | 80-1085 | — | | | | |
| (1220) | 0.05 | 680 | R | From: | | _ | | NA | NA | 10/23/2000 |
| \bigcirc | | | | To: | 80-1227 WEST |] | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
|----------------|--------|------|----|--------------|-------------------------|--------|----|----------------|----------|-------------|
| Roanoke County | | | | From: | | ZIIAII | | rioui | | |
| (1220) | 0.08 | 540 | R | From: | 80-1227 WEST | | | NA | NA | 10/23/2000 |
| | 0.47 | 440 | | To: From: | 80-1225 |]— | | NIA | NIA. | 40/00/000 |
| (1220) | 0.17 | 440 | R | To: | 90.1227 | _ | | NA | NA | 10/23/2000 |
| 1220 | 0.08 | 210 | R | From: | 80-1226 | | | NA | NA | 10/23/2000 |
| (1220) | 0.30 | 100 | R | To: From: | 80-1219 | | | NA | NA | 10/23/2000 |
| | | | | To: From: | 80-781 | | | | | |
| 1220 | 0.25 | NA | | To: | 80-1003; 80-1011 | 7 | | NA | NA | |
| | | | | From: | Cul-de-Sac | | | | | |
| 1221 | 0.22 | 80 | R | | | | | NA | NA | 10/23/2000 |
| | 0.06 | 160 | R | From: | 80-1228 | | | NA | NA | 10/23/2000 |
| 1221 | 0.00 | 100 | | To | 80-1224 | ٦ | | 1471 | 14/1 | 10/20/2000 |
| (1221) | 0.20 | 240 | R | From: | 00-122 1 | | | NA | NA | 10/23/2000 |
| | | | | To: | 80-1220 | | | | | |
| \bigcirc | 0.00 | NIA | | From: | Cul-de-Sac | | | NIA | NA | |
| (1222) | 0.09 | NA | | To: | 80-1212 | \neg | | NA | NA | |
| | | | | From: | 80-1224 | | | | | |
| (1223) | 0.12 | 90 | R | - | 00 1221 | | | NA | NA | 10/23/2000 |
| | | | | To: | 80-1220 | | | | | |
| | | | | From: | 80-1221 | | | | | |
| (1224) | 0.07 | 90 | R | | | | | NA | NA | 10/23/2000 |
| | | | | To: From: | 80-1223 | _ | | | | |
| 1224 | 0.14 | 90 | R | | | | | NA | NA | 10/23/2000 |
| | | | | From: | 80-1220 | | | | | 40/07/000 |
| 1224 | 0.19 | 60 | R | To: | 80-1227 | _ | | NA | NA | 10/25/2000 |
| | | | | From: | | | | | | |
| 1225 | 0.06 | 48 | R | | 80-1220 | | | NA | NA | 10/23/2000 |
| (1223) | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | 80-1220 | | | | | |
| (1226) | 0.17 | 330 | R | | | | | NA | NA | 10/23/2000 |
| <u> </u> | | | | To: From: | 80-1089 | | | | | |
| (1226) | 0.12 | 250 | R | | | _ | | NA | NA | 10/23/2000 |
| | | | | To: | 80-781 | | | | | |
| | 0.26 | 170 | R | From: | 80-1220 | | | NA | NA | 10/25/2000 |
| (1227) | 0.20 | 170 | K | | | _ | | INA | IVA | 10/23/2000 |
| | 0.11 | 480 | R | From: | 80-1085 | | | NA | NA | 10/25/2000 |
| (1227) | 0.11 | 400 | | To | 00.1224 | _ | | 14/1 | 10.0 | 10/20/2000 |
| (1227) | 0.11 | 650 | R | To: From: | 80-1224 | | | NA | NA | 10/25/2000 |
| (1227) | | | | To: | 80-1220 | | | | | . 5,25,2500 |
| | | | | From: | Cul-de-Sac | | | | | |
| (1228) | 0.06 | 40 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-1221 | | | | | |
| \bigcirc | 0.40 | | | From: | Cul-de-Sac | | | N/ A | | |
| (1229) | 0.10 | NA | | To: | 80-1004 | _ | | NA | NA | |
| | | | | | ou-1004 | | | | | |

| QW Year |
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| 08/16/200 |
| 00.10/200 |
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| 08/16/200 |
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| 1996 |
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| 1996 |
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| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT | QW | Year |
|----------------|--------|------|---|--------------|-------------------------|---------|----|----------------|----------|----|-------------|
| Roanoke County | | | | From: | Cul-de-Sac | | | | | | |
| (1251) | 0.09 | 46 | R | <u> </u> | | | | NA | NA | | 1997 |
| _ | | | | To: From: | 80-1250 | | | | | | |
| (1251) | 0.16 | 20 | R | To: | Cul do Soo | _ | | NA | NA | | 1997 |
| | | | | From: | Cul-de-Sac | | | | | | |
| (1252) | 0.12 | NA | | | 80-01255(L)/ | | | NA | NA | | |
| | | | | To: | Dead End/ | | | | | | |
| | | | | From: | 80-1258 | | | | | | |
| 1253 | 0.14 | NA | | To: | Cul-de-Sac | _ | | NA | NA | | |
| | | | | From: | Cul-de-Sac | | | | | | |
| (1254) | 0.24 | NA | | | Cur de Bue | | | NA | NA | | |
| | | | | To: | 80-1255; 80-1256 | | | | | | |
| \bigcirc | 0.44 | | | From: | 80-688 | | | | | | 4007 |
| 1255 | 0.11 | 190 | R | | | | | NA | NA | | 1997 |
| | 0.18 | 100 | R | From: | 80-1256 | _ | | NA | NA | | 09/18/2000 |
| 1255 | 0.10 | 100 | ĸ | т | 00.44.5 | _ | | INA | NA. | , | J9/ 10/2000 |
| (1255) | 0.38 | NA | | From: | 80-1257 | | | NA | NA | | |
| 1255 | | | | To: | Dead End | | | | | | |
| | | | | From: | 80-1255 | | | | | | |
| (1256) | 0.16 | 60 | R | | | _ | | NA | NA | | 1997 |
| | | | | To: From: | Dead End | | | | | | |
| (1257) | 0.06 | 110 | R | rioni. | 80-1255 | | | NA | NA | | 09/18/200 |
| (1257) | | | ••• | To: | 80-1258 | | | | | | |
| | | | | From: | 80-1257 | | | | | | |
| 1258 | 0.13 | 100 | R | | | _ | | NA | NA | (| 09/18/200 |
| | | | | To: From: | Cul-de-Sac | _ | | | | | |
| (1259) | 0.06 | 48 | R | rioni. | 80-1255 | | | NA | NA | | 09/18/200 |
| (1259) | 0.00 | | • | To: | Cul-de-Sac | | | | | | |
| | | | | From: | Cul-de-Sac | | | | | | |
| (1260) | 0.19 | 60 | R | | | _ | | NA | NA | | 1997 |
| | | | | To: From: | 80-663 | | | | | | |
| (1261) | 0.07 | NA | | rioii. | Cul-de-Sac | | | NA | NA | | |
| (1201) | | | | To: | 80-1255 | | | | | | |
| | | | | From: | Dead End | | | | | | |
| 1265 | 0.08 | NA | | To: | an 446 | _ | | NA | NA | | |
| | | | | From: | SR 116 | 1 | | | | | |
| 1266 | 0.18 | NA | | T.C.III. | Cul-de-Sac | | | NA | NA | | |
| (1200) | | | | To: | 80-1265 | | | | | | |
| | | | | From: | 80-01265(R)/ | | | | | | |
| 1267 | 0.10 | NA | | To: | 00.012(0/2)/ | _ | | NA | NA | | |
| | | | | From: | 80-01268(R)/ | | | | | | |
| 1268 | 0.13 | NA | | . TOIL | 80-01267(R)/ | _ | | NA | NA | | |
| 1200) | | | | To: | Cul-de-Sac/ | <u></u> | | | | | |
| | | | | From: | 80-01268(B)/ | | | | | | |
| 1269 | 0.04 | NA | | | | _ | | NA | NA | | |
| | | | | To: | Cul-de-Sac/ | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT | QW Year |
|----------------|--------|------|----|--------------|-------------------------|----------|----|----------------|----------|------------|
| Roanoke County | | | | From: | 80-1272 | | | | | |
| (1271) | 0.07 | 48 | R | | 80-1272 | _ | | NA | NA | 10/25/2000 |
| | | | | To: | 80-781 | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| (1272) | 0.26 | NA | | т | 22.42 | _ | | NA | NA | |
| | | | | To: From: | 80-1271 | | | | | |
| 1285 | 0.23 | 80 | R | rioni. | Cul-de-Sac SOUTH | _ | | NA | NA | 1996 |
| (1203) | | | | To: | 80-1541 | | | | | |
| 1285 | 0.13 | 40 | R | From: | 00-13-11 | _ | | NA | NA | 1996 |
| | | | | To: | Cul-de-Sac NORTH | | | | | |
| \bigcirc | | | | From: | 80-1294 | | | | | |
| 1290 | 0.11 | 1700 | R | | | | | NA | NA | 1996 |
| | | | _ | From: | 80-1293 | | | | | 1000 |
| 1290 | 0.08 | 1800 | R | | | _ | | NA | NA | 1996 |
| | 0.26 | 4900 | R | From: | 80-1292 | | | NA | NA | 1996 |
| (1290) | 0.20 | 1800 | ĸ | . — | | _ | | INA | NA. | 1990 |
| 1290 | 0.13 | 2000 | R | From: | 80-1291 | | | NA | NA | 1996 |
| (1290) | 0.10 | 2000 | ., | To: | US 220 | 1 | | 101 | 101 | 1000 |
| | | | | From: | Cul-de-Sac | | | | | |
| (1291) | 0.10 | 100 | R | | | _ | | NA | NA | 1996 |
| | | | | To: | 80-1290 | <u> </u> | | | | |
| | 0.20 | 120 | R | From: | 80-1290 | | | NA | NA | 1996 |
| 1292 | 0.20 | 120 | K | To: | Cul-de-Sac | 7 | | INA | NA. | 1990 |
| | | | | From: | Cul-de-Sac | | | | | |
| (1293) | 0.14 | 40 | R | | | | | NA | NA | 1996 |
| | | | | To: | 80-1290 | | | | | |
| \bigcirc | | | | From: | Cul-de-Sac | | | | | 4000 |
| 1294 | 0.06 | 20 | R | To: | 80-1290 | 1 | | NA | NA | 1996 |
| | | | | From: | Cul-de-Sac | | | | | |
| (1301) | 0.43 | NA | | | Cur-uc-sac | _ | | NA | NA | |
| | | | | To: | 80-692 | | | | | |
| | | | | From: | 80-1301 | | | | | |
| (1302) | 0.10 | NA | | To: | 0.11.6 | _ | | NA | NA | |
| | | | | From: | Cul-de-Sac | | | | | |
| (1306) | 0.72 | 1100 | R | rom. | SR 419 | | | NA | NA | 1997 |
| (1300) | | | | To: | 80-1365 | | | | | |
| (1306) | 0.20 | 120 | R | From: | 80-1303 | _ | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| \sim | | | | From: | 80-1362 | | | | | |
| 1313 | 0.12 | 660 | R | To: | CD 410 | _ | | NA | NA | 1997 |
| | | | | From: | SR 419 | 1 | | | | |
| (1314) | 0.13 | 50 | R | | 80-1362 | _ | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | Dead End | | | | | |
| 1315) | 0.11 | 50 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-692 |] | | | | |
| 1315 | 0.19 | 800 | R | | 00.1000 | 7 | | NA | NA | 1997 |
| | | | | To: | 80-1329 | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT QW | Year |
|----------------|--------|-----------|----|--------------|------------------------------|---------|----|----------------|-------------|------|
| Roanoke County | | | | From: | 80-1329 | 1 | | | | |
| 1315) | 0.08 | 1300 | R | | 00 1327 | | | NA | NA | 1997 |
| | | | | To: From: | 80-1330 |] | | | | |
| 1315 | 0.04 | 1400 | R | | | _ | | NA | NA | 1997 |
| 1315 | 0.08 | 1700 | R | From: | 80-1331 | | | NA | NA | 1997 |
| 1315) | | | | To: | 80-1323 | | | | | |
| 1315) | 0.11 | 1000 | R | From: | 00 1323 | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1325 |]— | | | | |
| 1315 | 0.06 | 1100 | R | | | _ | | NA | NA | 1997 |
| | 0.07 | 2400 | R | From: | 80-1324 | | | NA | NA | 1997 |
| 1315 | 0.07 | 2400 | | To: | 80-713 | | | 14/1 | 14/ (| 1007 |
| 1315) | 0.10 | 2100 | R | From: | 00-/13 | _ | | NA | NA | 1997 |
| | | | | To: | 80-1316 | | | | | |
| | 0.09 | 1700 | R | From: | 80-702 | | | NA | NA | 1997 |
| 1316 | 0.08 | 1700 | | To: | 80-1526 | | | INC | INC | 1991 |
| 1316 | 0.53 | 2500 | R | From: | 80-1320 | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1317 | | | | | |
| 1316 | 0.04 | 2500 | R | To: | GD 410 | _ | | NA | NA | 1997 |
| | | | | From: | SR 419 | | | | | |
| 1317) | 0.10 | 120 | R | Troni. | 80-1316 | | | NA | NA | 1997 |
| | | | | To: | 80-713 | | | | | |
| \bigcirc | 0.05 | 50 | _ | From: | 80-1321 | | | NA | NA | 1007 |
| 1320 | 0.05 | 50 | R | To: | 80-1366 | | | INA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| 1321) | 0.07 | 40 | R | | | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1320 | | | | | |
| 1323 | 0.28 | 540 | R | Troni. | 80-1328 | | | NA | NA | 1997 |
| | | | | To: From: | 80-1325 | | | | | |
| 1323) | 0.06 | 740 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1324 WEST 80-1324 EAST | | | | | |
| 1323) | 0.06 | 3300 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | SR 419 | | | | | |
| 1324 | 0.15 | 1500 | R | rioni. | 80-1315 | | | NA | NA | 1997 |
| | | | | To: | 80-1323 EAST | | | | | |
| 1324 | 0.06 | 1900 | R | From: | | | | NA | NA | 1997 |
| <u> </u> | | | | To: From: | 80-1323 WEST | _ | | | | |
| 1324 | 0.07 | 1300 | R | To | 80-686 | _ | | NA | NA | 1997 |
| | | | | From: | Dead End | 1 | | | | |
| 1325) | 0.07 | 90 | R | | Dond Ellid | | | NA | NA | 1997 |
| | | | | To: From: | 80-1316 | | | | | |
| 1325 | 0.16 | 160 | R | | - | _ | | NA | NA | 1997 |
| | A := | | | To: From: | 80-1327 | | | | | |
| 1325 | 0.15 | 160 | R | To: | 80-1315 | _ | | NA | NA | 1997 |
| | | | | | 00-1313 | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT QW | Year |
|---------------|--------|------|----|----------|-------------------------|------------|----|----------------|-------------|------|
| oanoke County | | | | From: | 80-1315 | ı | | | | |
| 1325) | 0.12 | 180 | R | <u> </u> | 00-1313 | | | NA | NA | 1997 |
| 1020 | | | | To: | 80-1323 | | | | | |
| | | | | From: | Dead End | | | | | |
| 1326 | 0.05 | 40 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1325 | | | | | |
| | 0.07 | | _ | From: | 80-1328 | | | | | 400- |
| 1327 | 0.07 | 50 | R | To: | 80-1325 | 7 | | NA | NA | 1997 |
| _ | | | | From: | Dead End | | | | | |
| 1328) | 0.13 | 100 | R | | Dead End | _1 | | NA | NA | 1997 |
| 1328 | | | | To: | 90 1222 | _ | | | | |
| 1328 | 0.30 | 200 | R | From: | 80-1323 | | | NA | NA | 1997 |
| 1326) | 0.00 | | | To: | 80-1316; 80-1525 | | | | | |
| | | | | From: | 80-692 | | | | | |
| 1329 | 0.27 | 410 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-1315 | | | | | |
| | | | | From: | 80-1315 | | | | | |
| 1330) | 0.12 | 130 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-686 | | | | | |
| \bigcirc | 0.00 | 00 | В | From: | Dead End | | | NΙΔ | NIA | 1007 |
| 1331) | 0.09 | 80 | R | | | _ | | NA | NA | 1997 |
| $\overline{}$ | 0.42 | 222 | | From: | 80-1315 | _ | | NIA | NIA | 4007 |
| 1331) | 0.13 | 200 | R | To: | 80-686 | 7 | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| 1335 | 0.14 | 90 | R | | Dead End | _1 | | NA | NA | 1997 |
| 1333) | | | | To: | 80-692 | 1 | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| 1336) | 0.51 | 350 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-692 | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| 1337 | 0.06 | 20 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1336 | | | | | |
| | 0.16 | 200 | В | From: | Dead End | _ | | NA | NA | 1007 |
| 1338) | 0.16 | 200 | R | | | _ | | INA | INA | 1997 |
| | 0.11 | 270 | R | From: | 80-1347 | | | NA | NA | 1997 |
| 1338 | 0.11 | 270 | ĸ | | | _ | | INA | INA | 1997 |
| $\overline{}$ | 0.20 | F00 | | From: | 80-1358 | | | NIA | NIA | 4007 |
| 1338 | 0.36 | 580 | R | To: | 80-1316 | 7 | | NA | NA | 1997 |
| | | | | From: | | | | | | |
| 1339 | 0.10 | 50 | R | | Dead End | | | NA | NA | 1997 |
| | | | | To: | 80-1338 | | | | | |
| 1330 | 0.25 | 240 | R | From: | 800-100 | | | NA | NA | 1997 |
| 1339 | | | | To | 00.1317 | _ | | | | |
| 1330 | 0.16 | 120 | R | From: | 80-1316 | | | NA | NA | 1997 |
| 1339 | 0.10 | .20 | | To: | 80-1525 | 1 | | | 14.1 | .501 |
| | | | | From: | 80-1342 | l | | | | |
| 1340) | 0.06 | 280 | R | | 50 15 12 | _ | | NA | NA | 1997 |
| | | | | To: | 80-1345 | | | | | |
| | | | | From: | 80-682 | | | | | |
| | | | | | | _ | | | | |
| 1341) | 0.20 | 50 | R | | | | | NA | NA | 1997 |

| | | | | | Roanok | e Mainten | | | | | | | | | |
|-----------------------|--------|------|----|--------------|--------|----------------|------------|--------|--------------|----|--------|------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truc | | OT: | QC | Design | QK . | AAWDT | QW | Year |
| Roanoke County | - | | | | | 2Axle 3 | 5+AXIE | ııraıl | ∠ıraıl | | Hour | | | | |
| | | | _ | From: | | Dead End | d | | | | | | | | |
| (1342) | 0.12 | 120 | R | | | | | | _ | | NA | | NA | | 1997 |
| $\overline{}$ | 0.16 | 110 | R | To: | | 80-1340 |) | | <u> </u> | | NA | | NA | | 1997 |
| (1342) | 0.10 | 140 | ĸ | To: | | Dead End | d | | 7 | | INA | | INA | | 1997 |
| | | | | From: | | 80-818 | | | | | | | | | |
| (1343) | 0.20 | 300 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | Dead End | d | | | | | | | | |
| \bigcirc | 0.07 | 222 | | From: | | 80-1345 | | | | | NIA | | NIA | | 4007 |
| (1344) | 0.07 | 280 | R | | | | | | _ | | NA | | NA | | 1997 |
| | 0.14 | 100 | R | From: | | 80-1343 | | | _ | | NA | | NA | | 1997 |
| 1344 | 0.14 | 100 | K | To: | | Dead End | d | | 7 | | INA | | INA | | 1991 |
| | | | | From: | | Dead End | | | | | | | | | |
| 1345 | 0.10 | 50 | R | | | | - | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | | 80-818 | | | 1 | | | | | | |
| 1345 | 0.30 | 660 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | VCL ROAN | | | | | | | | | |
| 1346) Garst Cabin Dr | 0.22 | 400 | В | From: | 80- | -682 Garst N | Aill Rd | | _ | | NΙΔ | | NIA | | 1007 |
| (1346) Garst Cabin Dr | 0.22 | 190 | R | To: | | Dead Enc | d | | 7 | | NA | | NA | | 1997 |
| | | | | From: | | Cul-de-Sa | | | | | | | | | |
| 1347) | 0.21 | 60 | R | | | cui ue su | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | 80-1338 | | | | | | | | | |
| | | | | From: | | Dead End | d | | | | | | | | |
| 1348 | 0.10 | 90 | R | To: | | 90 1216 | | | 7 | | NA | | NA | | 1997 |
| | | | | From: | | 80-1316 | | | 1 | | | | | | |
| 1349) | 0.11 | 70 | R | 110.11. | | 80-818 | | | | | NA | | NA | | 1997 |
| 1349 | | | | To: | | Cul-de-Sa | nc | | 1 | | | | | | |
| _ | | | | From: | | Dead End | d | | | | | | | | |
| 1350 | 0.23 | 80 | R | | | | | | - | | NA | | NA | | 1997 |
| | | | | To: | | 80-686 | | | | | | | | | |
| 1353) | 0.26 | 140 | R | From: | | 80-831 | | | J | | NA | | NA | | 1997 |
| 1353) | 0.20 | 140 | K | To: | | Dead End | d | | 1 | | INA | | INA | | 1331 |
| | | | | From: | 80-831 | SOUTH Wil | | St | | | | | | | |
| (1354) Southwood Dr | 0.24 | 220 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: | 80-831 | NORTH Wil | llowlawn S | St | | | | | | | |
| | 0.42 | 200 | _ | From: | | 80-1338 | | | J | | NIA | | NIA | | 4007 |
| 1358 | 0.43 | 290 | R | To: | | 80-1525 | | | 1 | | NA | | NA | | 1997 |
| | | | | From: | | 80-1658 | | | | | | | | | |
| 1359 | 0.33 | 400 | R | | | 00-1030 | | | _ | | NA | | NA | | 1997 |
| \bigcup | | | | To: | | 80-1306 | | | 1 | | | | | | |
| 1359 | 0.68 | 400 | R | From: | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | 80-831 | | _ | | | | | | | |
| \bigcirc | 6.44 | | _ | From: | | 80-1365 | | | | | | | | | 100= |
| 1360 | 0.11 | 340 | R | | | | | | _ | | NA | | NA | | 1997 |
| | 0.05 | | | To: From: | | 80-1369 | | | | | N14 | | NI A | | 400= |
| 1360 | 0.05 | 50 | R | To: | | Dead End | d | | 7 | | NA | | NA | | 1997 |
| | | | | From: | 90 | 831 Willowl | | | 1 | | | | | | |
| (1361) Halevan Rd | 0.11 | 1700 | R | | 80- | I WOIII W I CO | iawii St | | _ | | NA | | NA | | 1997 |
| (1361) Halevall IXu | | | | | | | | | | | | | | | |

| | | | | | Roanoke Maintenance Area | | | | | |
|----------------|--------|------------|-----|--------------|--------------------------|---------|----|----------------|-------------|------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT QW | Year |
| Roanoke County | | | | From: | OD 410 | 1 | | | | |
| 1362) | 0.51 | 800 | R | Pioni. | SR 419 | | | NA | NA | 1997 |
| 1302) | 0.01 | 000 | ••• | To: | 80-685 | | | | 101 | 1001 |
| | | | | From: | 80-1366 | | | | | |
| 1363 | 0.05 | 70 | R | | | | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| _ | | | | From: | 80-1306 | | | | | |
| 1365 | 0.31 | 980 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1367 | | | | | |
| 1365) | 0.07 | 1000 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | SCL ROANOKE | | | | | |
| | | | _ | From: | SCL ROANOKE | | | | | 400- |
| 1366 | 0.23 | 280 | R | | | | | NA | NA | 1997 |
| | | | | From: | 80-924 | | | | | |
| 1366 | 0.31 | 300 | R | т | 22.42.5 | _ | | NA | NA | 1997 |
| | | | | To: | 80-1365 | | | | | |
| | 0.07 | 50 | - | From: | 80-1365 | | | NIA | NIA | 1007 |
| 1367) | 0.07 | 50 | R | To: | Cul-de-Sac | _ | | NA | NA | 1997 |
| | | | | From: | | | | | | |
| | 0.07 | 50 | R | 110m. | 80-1366 | | | NA | NA | 1997 |
| 1368 | 0.01 | 00 | | To: | Cul-de-Sac | 1 | | 1471 | 177 | 1007 |
| | | | | From: | 80-1360 | | | | | |
| 1369 | 0.15 | 320 | R | <u>L</u> | 00 1300 | | | NA | NA | 1997 |
| | | | | To | 80-1354 | | | | | |
| | | | | From: | Dead End | | | | | |
| 1370 | 0.06 | 50 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-1365 | | | | | |
| | | | | From: | 80-1660 WEST | | | | | |
| 1371) | 0.07 | 190 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1306 WEST | | | | | |
| 1371) | 0.48 | 310 | R | | | | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| <u> </u> | | | | From: | 80-1647 | | | | | |
| 1372) | 0.18 | 340 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1378 | | | | | |
| 1372 | 0.05 | 30 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | Dead End | | | | | |
| 1373) | 0.20 | 180 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-831; 80-1361 | | | | | |
| | 0.00 | 400 | _ | From: | 80-1306 | | | NIA | NIA | 4007 |
| 1375 | 0.02 | 160 | R | | | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1377 | | | | | |
| 1375) | 0.10 | 90 | R | To: | D 12.1 | 7 | | NA | NA | 1997 |
| | | | | To: | Dead End |] | | | | |
| | 0.06 | E 0 | Б | From: | 80-1375 | | | NA | NA | 1997 |
| 1377 | 0.06 | 50 | R | To: | Cul-de-Sac | 1 | | INA | INA | 1997 |
| | | | | From: | | 1 | | | | |
| 1270 | 0.05 | 110 | R | | 80-1379 | _ | | NA | NA | 1997 |
| 1378 | 0.03 | . 10 | 1 | To: | 80-1372 | | | 14/7 | I W/T | 1991 |
| | | | | From: | Dead End | : | | | | |
| 1379 | 0.02 | 30 | R | | Dona Lina | _ | | NA | NA | 1997 |
| | | | | To: | 80-1378 | <u></u> | | | | |
| | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | (| QC Design Hour | QK AAWDT QW | Year |
|----------------|--------|------|-----|--------------|-------------------------|--------------|-------------------|-------------|------|
| Roanoke County | | | | From: | | _ | | | |
| 1379) | 0.08 | 80 | R | From: | 80-1378 | _ | NA | NA | 1997 |
| 1379 | | | | To: | Dead End | 1 | | | |
| | | | | From: | Cul-de-Sac | | | | |
| 1380 | 0.29 | 60 | R | | | | NA | NA | 1997 |
| | | | | From: | 80-1383 |] | | | |
| 1380 | 0.18 | 1000 | R | | | _ | NA | NA | 1997 |
| | | | | To: | WCL SALEM | 1 | | | |
| | 0.18 | 60 | R | From: | Dead End | _ | NA | NA | 1997 |
| 1381 | 0.10 | 00 | IX. | т | 00.4000.XXXXX | _ | 14/3 | IVA | 1001 |
| | 0.05 | 190 | R | From: | 80-1380 WEST | | NA | NA | 1997 |
| 1381 | 0.00 | 130 | 1 | To | 0.05 M FDM 00.1200 | _ | 1471 | 101 | 1001 |
| | 0.18 | 190 | R | From: | 0.05 MI FRM 80-1380 | | NA | NA | 1997 |
| 1381 | 0.10 | 130 | 1 | To: | 80-1380 EAST | 7 | 1471 | 101 | 1007 |
| | | | | From: | Dead End | i | | | |
| 1382 | 0.03 | 40 | R | | | | NA | NA | 1997 |
| | | | | To: | 80-1380 | | | | |
| | | | | From: | 80-1380 | | | | |
| 1383 | 0.06 | 50 | R | | | _ | NA | NA | 199 |
| | | | | To: | Dead End | | | | |
| | 0.14 | 60 | В | From: | Cul-de-Sac | | NΙΛ | NΛ | 100 |
| 1384 | 0.14 | 60 | R | To: | 80-1380 | 7 | NA | NA | 1997 |
| | | | | From: | 80-685 | <u> </u> | | | |
| 1385 | 0.23 | 90 | R | | 80-083 | | NA | NA | 1997 |
| 1303) | | | | To: | Cul-de-Sac | | | | |
| | | | | From: | Cul-de-Sac | | | | |
| 1386 | 0.04 | NA | | | | _ | NA | NA | |
| | | | | To: From: | 80-1387 | | | | |
| 1386 | 0.05 | 180 | R | Tron. | | <u> </u> | NA | NA | 1997 |
| | | | | To: | 80-685 | | | | |
| $\overline{}$ | | | | From: | Dead End | | | | |
| 1387) | 0.19 | 140 | R | To: | 90 1297 | _ | NA | NA | 1997 |
| | | | | From: | 80-1386 | 1 | | | |
| | 0.18 | 480 | R | rioni. | 80-1381 | | NA | NA | 1997 |
| 1388 | 0.10 | 400 | | To: | 00 1200 | _ | 147 | 10. | 1001 |
| 1200 | 0.06 | 50 | R | From: | 80-1389 | | NA | NA | 1997 |
| 1388 | 0.00 | • | •• | To: | Cul-de-Sac | | | | |
| | | | | From: | Cul-de-Sac | | | | |
| 1389 | 0.60 | 140 | R | | | _ | NA | NA | 1997 |
| | | | | To: | 80-1388 | | | | |
| $\overline{}$ | | 2 | _ | From: | 80-686 | | | | |
| 1390 | 0.12 | 260 | R | | | | NA | NA | 1997 |
| _ | • | | | To: From: | 80-1391 |] | | | |
| 1390 | 0.19 | 140 | R | To: | C-1 1- C | _ | NA | NA | 1997 |
| | | | | | Cul-de-Sac | 1 | | | |
| | 0.14 | 60 | R | From: | 80-1390 | _ | NA | NA | 1997 |
| 1391) | 0.14 | 00 | ĸ | To: | Cul-de-Sac | 7 | INA | INA | 1997 |
| | | | | From: | Cul-de-Sac | | | | |
| 1392 | 0.16 | 100 | R | <u> </u> | Cui do buc | _ | NA | NA | 1997 |
| | | | | To: | 80-1390 | <u></u> | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail QC | Design Hour | QK AAWDT QW | Year |
|----------------|--------|------|----|--------------|-------------------------|--------------|----------------|-------------|------|
| Roanoke County | | | | From: | 80-1394 | T | | | |
| 1393) | 0.08 | NA | | | 60-137 4 | _ | NA | NA | |
| | | | | To: | Cul-de-Sac | | | | |
| | | | | From: | 80-1397 | | | | |
| 1394 | 0.48 | 100 | R | | | | NA | NA | 1997 |
| | | | | From: | 80-1396 |] | | | |
| 1394) | 0.07 | 120 | R | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1395 |] | | | |
| 1394) | 0.37 | 160 | R | | | _ | NA | NA | 1997 |
| | | | | To: | 80-1388 | | | | |
| | 0.10 | 60 | | From: | 80-1394 | | NA | NA | 1997 |
| 1395 | 0.10 | 60 | R | To: | Cul-de-Sac | ٦ | INA | INA | 1997 |
| | | | | From: | 80-693 | - | | | |
| 1396 | 0.12 | 80 | R | | 80-073 | | NA | NA | 1997 |
| 1390) | | | | To: | 80-1394 |] | | | |
| | | | | From: | 80-1394 | | | | |
| 1397) | 0.08 | NA | | | | _ | NA | NA | |
| | | | | To: | Cul-de-Sac | | | | |
| $\overline{}$ | | | | From: | Cul-de-Sac | | | | |
| 1398 | 0.07 | 140 | R | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1399 |] | | | |
| 1398) | 0.04 | 60 | R | _ | | _ | NA | NA | 1997 |
| | | | | To: | 80-1708 | | | | |
| | 0.06 | | _ | From: | Cul-de-Sac | _ | NIA | NIA | 1007 |
| 1399 | 0.06 | 60 | R | To: | 80-1398 | 7 | NA | NA | 1997 |
| | | | | From: | | | | | |
| 1402) | 0.25 | 3300 | R | | SR 117 | _ | NA | NA | 1996 |
| 1402) | | | | To: | Dead End | | | | |
| | | | | From: | 80-863 | | | | |
| 1404) | 3.73 | 320 | R | - | | <u> </u> | NA | NA | 1997 |
| | | | | To: | Dead End | | | | |
| \sim | | | | From: | 80-1715 | | | | |
| 1413) | 0.07 | 300 | R | | | _ | NA | NA | 1997 |
| | | | | To: | NCL ROANOKE | | | | |
| | 0.15 | 60 | R | From: | Cul-de-Sac | | NA | NA | 1997 |
| 1420 | 0.13 | 80 | K | | | _ | INA | IVA | 1991 |
| | 0.08 | 420 | R | From: | 80-1423 | | NA | NA | 1997 |
| 1420 | 0.06 | 120 | ĸ | | | _ | INA | INA | 1997 |
| | 0.25 | 510 | R | From: | 80-1422 | | NA | NA | 1996 |
| 1420 | 0.25 | 510 | ĸ | | | _ | INA | INA | 1990 |
| | 0.00 | 4000 | Б | From: | 80-1421 SOUTH | | NIA | NIΛ | 1000 |
| 1420 | 0.28 | 1000 | R | | | _ | NA | NA | 1996 |
| | 0.11 | 4600 | | From: | 80-1421 NORTH | | NIA | NA | 1000 |
| 1420 | 0.11 | 1600 | R | To: | 80-1521 | ¬ | NA | NA | 1996 |
| | | | | From: | | 1 | | | |
| 1421 | 0.18 | 50 | R | | Cul-de-Sac | _ | NA | NA | 1997 |
| 1421 | 0.10 | - | •• | Tai | 00.1400.001/017 | _ | | 1.0.1 | .501 |
| | 0.40 | 500 | R | From: | 80-1420 SOUTH | | NA | NA | 1996 |
| 1421) | 0.40 | 300 | 17 | To: | 80-1420 NORTH | 7 | INA | IVA | 1000 |
| | | | | From: | Cul-de-Sac | 1 | | | |
| 1422 | 0.15 | 90 | R | <u> </u> | Car do buo | - | NA | NA | 1996 |
| | | | | To: | 80-1420 | | | | |
| | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Roanoke Maintenance AreaTruck Bus | | QC | Design | QK AAWDT QW | Year |
|----------------|--------|------|----|--------------|-----------------------------------|------------|----|--------|-------------|-----------|
| | Length | AADI | QA | 41116 | 2Axle 3+Axle 1Trail | 2Trail | QC | Hour | QK AAWDI QW | real |
| Roanoke County | | | | From: | Cul-de-Sac | | | | | |
| (1423) | 0.09 | 30 | R | To: | 80-1420 | 7 | | NA | NA | 1997 |
| | | | | From: | NCL ROANOKE | 1 | | | | |
| 1429 | 0.09 | 700 | R | | NCL ROANORE | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1430 SOUTH | 7 | | | | |
| (1429) | 0.25 | 300 | R | From: | | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1430 NORTH | | | | | |
| 1429 | 0.02 | 20 | R | To: | D 15 1 | _ | | NA | NA | 1997 |
| | | | | From: | Dead End | 1 | | | | |
| 1430 | 0.30 | 490 | R | T.Com. | 80-1429 | | | NA | NA | 1997 |
| 1400 | | | | To: | 80-1429 | | | | | |
| $\widehat{}$ | | | | From: | 80-1438 | | | | | |
| 1433 | 0.14 | 970 | R | To: | 00.1424 | _ | | NA | NA | 1996 |
| | | | | From: | 80-1434 80-1433 | 1 | | | | |
| 1434 | 0.20 | 130 | R | | 80-1433 | | | NA | NA | 1996 |
| | | | | To: | Dead End | | | | | |
| $\widehat{}$ | | | | From: | Dead End | | | | | |
| 1435 | 0.05 | 50 | R | To: | 00.1420 | 7 | | NA | NA | 1996 |
| | | | | From: | 80-1438 80-1438 | | | | | |
| 1436) | 0.06 | 90 | R | | 80-1438 | | | NA | NA | 1996 |
| | | | | To | Dead End | | | | | |
| \bigcirc | | | | From: | Dead End | | | | | |
| 1437) | 0.10 | 30 | R | To: | 80-1461 | _ | | NA | NA | 1986 |
| | | | | From: | 80-628 | _ <u>_</u> | | | | |
| 1438 | 0.43 | 1500 | R | | 80-028 | | | NA | NA | 1996 |
| | | | | To: | Dead End | | | | | |
| $\overline{}$ | | | | From: | 80-1438 | | | | | 4000 |
| 1439 | 0.18 | 130 | R | To: | Dead End | _ | | NA | NA | 1996 |
| | | | | From: | 80-628 | | | | | |
| 1440) | 0.20 | 900 | R | | 00 020 | | | NA | NA | 1996 |
| | | | | To: | Dead End | | | | | |
| North Dri | 0.00 | | _ | From: | 80-705 Red Lane | | | NIA | NIA | 11/10/000 |
| North Rd | 0.20 | 80 | R | To: | Dead End | 1 | | NA | NA | 11/13/200 |
| | | | | From: | SR 419; 80-9360 | i | | | | |
| (1442) | 0.13 | 310 | R | <u> </u> | ., | | | NA | NA | 1997 |
| | | | | To: From: | 80-1443 SOUTH |] | | | | |
| 1442 | 0.05 | 190 | R | | | | | NA | NA | 1997 |
| _ | | _ | _ | To: From: | 80-1443 NORTH | | | | | , |
| (1442) | 0.05 | 270 | R | To: | 80-1362 | _ | | NA | NA | 1997 |
| | | | | From: | 80-1362 | 1 | | | | |
| 1443 | 0.42 | 220 | R | | 0U-1 111 2 | _ | | NA | NA | 1997 |
| | | | | To: | 80-1442 | | | | | |
| $\overline{}$ | | | _ | From: | Dead End | | | | | |
| (1444) | 0.14 | 140 | R | _ | | _ | | NA | NA | 1996 |
| | 0.40 | 040 | | From: | 80-1438 WEST | | | NΙΛ | NIA | 1000 |
| (1444) | 0.19 | 210 | R | To: | 80-1438 EAST | 7 | | NA | NA | 1996 |
| | | | | | 00 1 100 E/101 | | | | | - |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
|----------------|--------|------|----|--------------|-------------------------|---|----|----------------|--------------|------------|
| Roanoke County | | | | From: | | 1 | | | | |
| (1445) | 0.55 | 120 | R | From: | US 221 | | | NA | NA | 09/13/2000 |
| 1443 | | | | To: | Dead End | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| 1446 | 0.69 | 200 | R | т | 20.144 | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1443 | 1 | | | | |
| (1450) | 0.07 | 370 | R | From: | SR 117 | | | NA | NA | 1996 |
| 1450) | 0.01 | 0.0 | | To: | 80-1451 |] | | | 10. | 1000 |
| | | | | From: | 80-1450 | | | | | |
| (1451) | 0.16 | 240 | R | | | _ | | NA | NA | 1996 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.15 | 90 | R | From: | 80-780 | | | NA | NA | 1997 |
| 1461 | 0.13 | 30 | K | To: | Dead End | 1 | | INA | IVA | 1997 |
| | | | | From: | Cul-de-Sac | | | | | |
| 1470 | 0.09 | 60 | R | | | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-907 | } | | | | |
| (1470) | 0.12 | 160 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1471 | | | | | |
| | 0.07 | 45 | В | From: | Cul-de-Sac SOUTH | _ | | NA | NIA | 1007 |
| (1471) | 0.07 | 45 | R | _ | | _ | | INA | NA | 1997 |
| | 0.07 | 50 | R | From: | 80-1470 | | | NA | NA | 1997 |
| (1471) | 0.07 | 50 | K | To | Cul-de-Sac NORTH | 1 | | INA | NA | 1997 |
| | | | | From: | Dead End | l | | | | |
| (1476) | 0.23 | 100 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-780 | | | | | |
| \bigcirc | | | | From: | 80-1573 | | | | | |
| 1480 | 0.08 | 60 | R | To: | Cul-de-Sac | 1 | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| 1490 | 0.15 | 80 | R | <u> </u> | Dead End | | | NA | NA | 1996 |
| | | | | To: | 80-626 | | | | | |
| | | | | From: | 80-1524 | | | | | |
| (1491) | 0.18 | NA | | To: | 00.1522 | 7 | | NA | NA | |
| | | | | From: | 80-1523 | 1 | | | | |
| (1402) | 0.14 | NA | | 1 tolii. | Cul-de-Sac | | | NA | NA | |
| (1492) | | | | To: | 80-1491 | | | | | |
| | | | | From: | Dead End/ | | | | | |
| 1498 | 0.27 | NA | | | | _ | | NA | NA | |
| | | | | To: | 80-01502(R)/ | | | | | |
| | 0.07 | NA | | From: | 80-01498(B)/ | | | NA | NA | |
| 1499 | 0.07 | NA. | | To: | Dead End/ | 1 | | INA | IVA | |
| | | | | From: | 80-745 | Ī | | | | |
| 1500 | 0.18 | 50 | R | | | _ | | NA | NA | 1996 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.00 | 460 | _ | From: | Dead End | | | NIA | | 1007 |
| (1501) | 0.36 | 400 | R | | | _ | | NA | NA | 1997 |
| | 0.04 | 400 | - | To: From: | 80-1586 | _ | | NIA | \$1 A | 4007 |
| (1501) | 0.04 | 420 | R | | | _ | | NA | NA | 1997 |
| | | | | From: | 80-1502 | _ | | | | |
| (1501) | 0.05 | 510 | R | | | | | NA | NA | 1997 |

| | | | | | Roanoke Maintenance Area | | | | | |
|----------------|--------|------|----|--------------|--------------------------|-------------|------|-------------|-------------|------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | .)(; | sign our | QK AAWDT QW | Year |
| Roanoke County | | | | From: | 80-1498 | 1 | | | | |
| 1502) | 0.19 | 220 | R | | 60-1476 | | 1 | ۱A | NA | 1997 |
| 1502) | 00 | | | To: | 80-1501 | | • | ••• | | |
| | | | | From: | Dead End | | | | | |
| 1503 | 0.15 | 100 | R | <u> </u> | | | 1 | lΑ | NA | 1997 |
| | | | | To: From: | 80-1501 | <u> </u> | | | | |
| 1503 | 0.07 | 80 | R | | | | 1 | lΑ | NA | 1997 |
| <u> </u> | | | | To: | Dead End | | | | | |
| \bigcirc | 0.45 | | _ | From: | Dead End | | | | | 400 |
| 1504 | 0.15 | 100 | R | To: | 90 1501 | _ | r | ۱A | NA | 1997 |
| | | | | From: | 80-1501 | | | | | |
| | 0.05 | 40 | R | FIOIII. | Dead End | _ | | ۱A | NA | 1997 |
| 1505) | 0.03 | 40 | K | . — | | _ | | N/A | INA | 1331 |
| $\overline{}$ | 0.11 | 60 | R | From: | 80-1501 | | | IA | NA | 1997 |
| 1505 | 0.11 | 60 | ĸ | To: | Dead End | | ľ | 1 /7 | INA | 1881 |
| | | | | From: | 80-1524 | 1 | | | | |
| 1506 | 0.29 | 430 | R | | 00-1324 | | ١ | ۱A | NA | 1997 |
| 15009 | | | | To: | 80-1507 | | | | | |
| | | | | From: | 80-1579 | | | | | |
| 1507 | 0.15 | 490 | R | | | | 1 | ۱A | NA | 1997 |
| | | | | То: | 80-628 | | | | | |
| <u> </u> | | | | From: | 80-1579 | | | | | |
| 1508 | 0.09 | 80 | R | _ | | _ | 1 | ۱A | NA | 1997 |
| | | | | To | 80-1506 | | | | | |
| | 0.40 | 00 | _ | From: | 80-1556 | | | 1.0 | NIA | 4007 |
| 1509 | 0.12 | 80 | R | To: | Cul-de-Sac | 1 | ľ | ۱A | NA | 1997 |
| | | | | From: | 80-1556 | | | | | |
| 1510 | 0.05 | 50 | R | | 80-1330 | _ | ١ | ۱A | NA | 1997 |
| 1510 | 0.00 | | •• | To: | Cul-de-Sac | 1 | · | | | |
| | | | | From: | 80-605 | | | | | |
| 1511) | 0.28 | 480 | R | | | | 1 | ۱A | NA | 1997 |
| | | | | To: From: | 80-1923 | | | | | |
| 1511) | 0.02 | NA | | From: | | | 1 | lΑ | NA | |
| | | | | To: | Botetourt County Line | | | | | |
| | | | | From: | 80-687 | | | | | |
| 1512) | 0.16 | 170 | R | _ | | _ | 1 | 1A | NA | 1997 |
| | | | | To: | 80-1513 | | | | | |
| $\overline{}$ | 0.00 | 00 | _ | From: | Dead End | _ | | 1.0 | NIA | 400- |
| 1513 | 0.03 | 20 | R | | | _ | r | ۱A | NA | 1997 |
| | 0.05 | 45 | | From: | 80-1512 | _ | | 1.0 | A I A | 400- |
| 1513 | 0.05 | 45 | R | To: | Dead End | | ľ | 1A | NA | 1997 |
| | | | | From: | | | | | | |
| 1514 | 0.10 | 20 | R | . IOIII. | 80-626 | _ | 1 | ۱A | NA | 1996 |
| 1514 | 0.10 | 20 | 11 | To: | Dead End | 1 | | •• • | 1 1/1 | 1000 |
| | | | | From: | Cul-de-Sac | <u> </u> | | | | |
| 1515 | 0.24 | 90 | R | | The second | _ | 1 | ۱A | NA | 1997 |
| | | | | To: | 80-689 | | | | | |
| | - | | | From: | Dead End | | | | | |
| 1516) | 0.30 | 380 | R | | | | 1 | ۱A | NA | 1997 |
| | | | | To: From: | 80-1653 | | | | | |
| 1516 | 0.04 | 30 | R | | | _ | 1 | ۱A | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| | | | | | | | | | | |

| | | | | | Roanoke Maintenance Area | | | Da -: | | |
|----------------|--------|------|-----|---------|--------------------------|------------|----|----------------|-------------|------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT QW | Year |
| Roanoke County | | | | From: | | - | | - | | |
| | 0.22 | 380 | R | From: | 80-1689 | | | NA | NA | 1997 |
| 1517 | 0.22 | 000 | | To: | 80-1358 | 7 | | 147. | 107 | 1007 |
| | | | | From: | 80-1668 | | | | | |
| 1518) | 0.15 | 140 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-689 | | | | | |
| \bigcirc | | | | From: | 80-628 | | | | | |
| 1519 | 0.42 | 1100 | R | To: | 80-1785 | - 1 | | NA | NA | 1996 |
| | | | | From: | | 1 | | | | |
| 1520 | 0.20 | 200 | R | 110.11. | 80-1607 | | | NA | NA | 1997 |
| 1520) | 0.20 | 200 | •• | To: | 80-1602 | 1 | | | | |
| | | | | From: | 80-720 | | | | | |
| 1521 | 0.12 | 430 | R | - | | | | NA | NA | 1997 |
| | | | | To: | 80-1522 EAST | 7—— | | | | |
| 1521 | 0.18 | 180 | R | From: | | | | NA | NA | 1997 |
| | | | | To: | 80-1522 WEST | | | | | |
| | _ | | | From: | 80-1521 EAST | | | | | |
| 1522 | 0.15 | 220 | R | | | | | NA | NA | 1997 |
| | | | | From: | 80-1521 WEST |] | | | | |
| 1522 | 0.05 | 45 | R | To: | | _ | | NA | NA | 1997 |
| | | | | | Dead End | | | | | |
| | 0.14 | 140 | R | From: | Dead End | | | NA | NA | 1997 |
| 1523 | 0.14 | 140 | K | | | _ | | INA | IVA | 1331 |
| | 0.13 | 430 | R | From: | 80-1556 | | | NA | NA | 1997 |
| 1523 | 0.10 | 430 | IX. | To: | 80-1557 | 1 | | INA | IVA | 1007 |
| | | | | From: | SR 117 | i | | | | |
| 1524) | 0.67 | 4800 | R | | OK III | | | NA | NA | 1997 |
| | | | | То: | 80-1577 |] | | | | |
| | 0.54 | 950 | В | From: | 10-1577 | | | NA | NΙΛ | 1007 |
| 1524 | 0.54 | 850 | R | To: | 80-629 | 1 | | INA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| 1525 | 0.05 | 40 | R | | Dead End | | | NA | NA | 1997 |
| | | | | To: | 80-702 EAST | | | | | |
| | 0.50 | 470 | _ | From: | 20-702 WEST | | | NA | NIA | 1007 |
| 1525 | 0.50 | 470 | R | To: | 80-1316; 80-1328 | 1 | | INA | NA | 1997 |
| | | | | From: | Dead End | 1 | | | | |
| 1526 | 0.08 | 90 | R | | Deau Eliu | | | NA | NA | 1997 |
| | | - | | To | 80-1316 | | | | | |
| 1526 | 0.14 | 190 | R | From: | 00-1310 | | | NA | NA | 1997 |
| | | | | To: | 80-1525 | | | | | |
| | | | | From: | 80-1598 | | | | | |
| 1527) | 0.21 | 220 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1583 | <u> </u> | | | | |
| \sim | 0.10 | 4=6 | _ | From: | Cul-de-Sac | | | | | 4000 |
| 1528 | 0.16 | 150 | R | To: | QO 1510 | _ | | NA | NA | 1996 |
| | | | | | 80-1519 | <u> </u> | | | | |
| | 0.07 | 60 | R | From: | Dead End | | | NA | NA | 1997 |
| 1529 | 0.07 | 00 | ri | To: | 80-1653 | 1 | | INA | INA | 1997 |
| | | | | From: | 80-1752 | 1 | | | | |
| 1530 | 0.76 | 850 | R | | 00-1732 | | | NA | NA | 1997 |
| | | | - | To: | 80-687 | <u> </u> | | | | |
| | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT QW | Year |
|----------------|--------|------|-----|--------------|-------------------------|----------|----|----------------|-------------|------|
| Roanoke County | | | | From: | 80-1530 | 1 | | | | |
| 1531 | 0.37 | 920 | R | | 80-1330 | _ | | NA | NA | 1997 |
| | | | | To: | 80-687 | | | | | |
| \sim | | | | From: | Dead End | | | | | |
| 1532 | 0.21 | 200 | R | | | | | NA | NA | 1997 |
| | 0.00 | 250 | | From: | 80-1530 WEST | _ | | NIA | NIA . | 4007 |
| 1532 | 0.32 | 350 | R | To: | 80-1530 EAST | 7 | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| 1533 | 0.10 | 110 | R | <u> </u> | Dead End | _ | | NA | NA | 1997 |
| | | | | To: | 80-1530 | | | | | |
| \sim | | | | From: | Dead End | | | | | |
| 1534 | 0.08 | 50 | R | To: | 00.1652 | _ | | NA | NA | 1997 |
| | | | | From: | 80-1652 | <u> </u> | | | | |
| 1535 | 0.20 | 1200 | R | rioii. | US 220 | _ | | NA | NA | 1996 |
| 1535 | 0.20 | .200 | ••• | To: | 80-789 | | | | | |
| | | | | From: | Dead End | | | | | |
| 1536 | 0.56 | 2100 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | NCL ROANOKE | | | | | |
| | 0.50 | 450 | _ | From: | Dead End | | | NIA | NIA | 4007 |
| 1537 | 0.50 | 450 | R | To: | 80-689 | 1 | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| 1538 | 0.03 | 20 | R | - | Dead Lind | | | NA | NA | 1997 |
| | | | | To: | 80-1540 | | | | | |
| 1538 | 0.20 | 190 | R | From: | 00 10 10 | | | NA | NA | 1997 |
| | | | | To: | 80-1539 | | | | | |
| | | | | From: | 80-1540 | | | | | |
| 1539 | 0.18 | 380 | R | To: | 00.607 | _ | | NA | NA | 1997 |
| | | | | From: | 80-687 | + | | | | |
| 1540 | 0.12 | 140 | R | r toin. | 80-1538 | | | NA | NA | 1997 |
| 1540 | ···- | | ••• | To: | 80-800 | | | | | |
| | | | | From: | 80-904 | | | | | |
| 1541) | 0.29 | 3200 | R | | | _ | | NA | NA | 1996 |
| | | | | To: From: | 80-1944 | <u> </u> | | | | |
| (1541) | 0.36 | 3000 | R | | | | | NA | NA | 1996 |
| <u> </u> | | | | To: From: | 80-1943 |]—— | | | | |
| (1541) | 0.33 | 3200 | R | | | | | NA | NA | 1996 |
| <u> </u> | | | | From: | 80-1420 |] | | | | 1000 |
| 1541 | 0.20 | 2300 | R | | | _ | | NA | NA | 1996 |
| | 0.40 | 4.55 | | To: From: | 80-1554 WEST | | | N1.0 | NIA. | 4000 |
| 1541) | 0.12 | 1400 | R | | | _ | | NA | NA | 1996 |
| | 0.28 | 1600 | | From: | 80-1285 | | | NA | NIA | 1000 |
| 1541 | ∪.∠δ | 1600 | R | To: | 80-1554 EAST | 7 | | INA | NA | 1996 |
| | | | | From: | 80-1554 WEST | | | | | |
| 1541) | 0.12 | 1300 | R | | | | | NA | NA | 1994 |
| | | | | To: From: | 80-1940 | | | | | |
| 1541) | 0.04 | 1800 | R | | | | | NA | NA | 1996 |
| | | | | To: From: | 80-1939 |] | | | | |
| 1541) | 0.30 | 3000 | R | | **** | _ | | NA | NA | 1996 |
| | | | | To: | US 220 | | | | | |

| | | | | | rtourione maint | | | | | | | | |
|----------------|--------|------|----|--------------|-----------------|----------------|-------------|----|----------------|------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Rue | Trud 3+Axle | | QC | Design Hour | QK / | AAWDT | QW | Year |
| Roanoke County | | | | From: | Dead I | End | 1 | | | | | | |
| 1542) | 0.20 | 50 | R | | Dead I | SHQ | | | NA | | NA | | 1996 |
| | | | | To: | 80-62 | 28 |] | | | | | | |
| | | | | From: | 80-15 | 01 | | | | | | | |
| 1543 | 0.37 | 600 | R | | | | | | NA | | NA | | 1997 |
| | | | | From: | 80-16 | 52 |] | | | | | | |
| 1543 | 0.14 | 110 | R | _ | | | 7 | | NA | | NA | | 1997 |
| | | | | To: | Dead I | | <u> </u> | | | | | | |
| | 0.21 | 160 | R | From: | Dead I | End | | | NA | | NA | | 1997 |
| 1544) | 0.21 | 100 | IX | To: | 80-16 | 01 | 7 | | INA | | INA | | 1007 |
| | | | | From: | 80-15- | | | | | | | | |
| 1545 | 0.07 | 230 | R | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | 80-15 | 76 | | | | | | | |
| 1545 | 0.07 | 440 | R | rioni. | | | _ | | NA | | NA | | 1997 |
| | | | | To: | 80-16 | 83 | | | | | | | |
| \bigcirc | | | | From: | Dead I | End | | | | | | | 400= |
| 1546 | 0.07 | 50 | R | | | | _ | | NA | | NA | | 1997 |
| $\overline{}$ | 0.20 | 470 | | From: | 80-15- | 45 | <u> </u> | | NIA | | NIA | | 4007 |
| 1546 | 0.20 | 170 | R | To: | Dead I | End | ٦ | | NA | | NA | | 1997 |
| | | | | From: | 80-74 | | 1 | | | | | | |
| 1547 | 0.12 | 40 | R | | 80-74 | 1 3 | _ | | NA | | NA | | 1996 |
| | | | | To: | Dead I | End | | | | | | | |
| | | | | From: | 80-15- | 49 | | | | | | | |
| 1548 | 0.10 | 900 | R | To: | *** | | - | | NA | | NA | | 1997 |
| | | | | From: | US 22 | | <u> </u> | | | | | | |
| 4540 | 0.03 | 20 | R | rioni. | Dead I | ∃nd | | | NA | | NA | | 1997 |
| 1549 | 0.00 | 20 | | To: | 00.15 | 52 | 7 | | 100 | | 147 (| | 1007 |
| 1549 | 0.19 | 120 | R | From: | 80-15. | 52 | | | NA | | NA | | 1997 |
| 1349) | | | | To: | 80-15- | 10 | | | | | | | |
| 1549 | 0.04 | 4 | R | From: | 80-13 | 40 | | | NA | | NA | | 1986 |
| 1049 | | | | To: | Dead I | ∃nd |] | | | | | | |
| | | | | From: | Dead I | End | | | | | | | |
| 1550 | 0.07 | 70 | R | | | | | | NA | | NA | | 1997 |
| <u> </u> | | | | From: | 80-17 | 30 |] | | | | | | |
| 1550 | 0.06 | 280 | R | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | 80-1524 V | WEST |] | | | | | | |
| 1550 | 0.19 | 310 | R | To: | 80-1524 1 | EACT | 7 | | NA | | NA | | 1997 |
| | | | | From: | 80-1324 1 | | 1 1 | | | | | | |
| 1551 | 0.02 | NA | | | 80-13. | 31 | _ | | NA | | NA | | |
| | | | | To: | 80-15- | 49 | 1 | | | | | | |
| 1551 | 0.04 | NA | | From: | 00-13- | 1) | _ | | NA | | NA | | |
| | | | | To | Dead I | End | | | | | | | |
| \sim | | | _ | From: | Dead I | End | | | | | | | |
| 1552 | 0.11 | 40 | R | To: | 00.15 | 40 | 7 | | NA | | NA | | 1997 |
| _ | | | | From: | 80-15 | | 1 | | | | | | |
| 1553 | 0.12 | 80 | R | | Cul-de- | -sac | ٤ | | NA | | NA | | 1997 |
| 1333 | | | | To: | 80-15 | 25 | <u></u> | | | | | | .551 |
| | | | | From: | 80-1541 V | | | | | | | | |
| 1554 | 0.64 | 380 | R | | | | _ | | NA | | NA | | 1996 |
| | | | | To: | 80-1541 1 | EAST | | | | | | | |
| | | | | | | | | | | | | | |

| | | | | | Roanoke Maintenance Area | | | | | |
|-----------------------|--------|------|-------|--------------|--------------------------|--------|----|--------|-------------|-------|
| Route | Length | AADT | QA | 4Tire | BusTruck | | QC | Design | QK AAWDT QW | Year |
| Roanoke County | | | | | 2Axle 3+Axle 1Trail | 21fall | | Hour | | |
| | 0.07 | 240 | | From: | 80-1554 | | | NIA | NIA | 4000 |
| 1555 | 0.67 | 340 | R | To: | 80-1938; 80-1939 | _ | | NA | NA | 1996 |
| | | | | From: | 80-1523 | 1 | | | | |
| 1556 | 0.73 | 420 | R | | 00 1023 | | | NA | NA | 1997 |
| | | | | To: | 80-1524 | | | | | |
| \bigcirc | 0.44 | 4=0 | _ | From: | 80-1523 | | | | | 4007 |
| 1557 | 0.11 | 150 | R | | | _ | | NA | NA | 1997 |
| | 0.14 | 90 | R | From: | 80-1561 | | | NA | NA | 1997 |
| 1557) | 0.14 | 30 | IX | To: | Dead End | \neg | | IVA | INA | 1557 |
| | | | | From: | Dead End | | | | | |
| 1558 | 0.35 | 570 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1579 | | | | | |
| 1558 | 0.23 | 240 | R | | 00.15 | _ | | NA | NA | 1997 |
| | | | | To: | 80-1595 | | | | | |
| 1550 | 0.09 | 210 | R | From: | 80-1524 | _ | | NA | NA | 1997 |
| 1559 | J.00 | | - ` ` | To: | 90 1540 | | | | 1 70 3 | .007 |
| 1559 | 0.06 | 50 | R | From: | 80-1560 | | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | 80-1559 | | | | | |
| 1560 | 0.06 | 60 | R | . — | 211.0 | _ | | NA | NA | 1997 |
| | | | | To: From: | Cul-de-Sac | | | | | |
| 4500 | 0.07 | 290 | R | From: | 80-1524 | | | NA | NA | 1997 |
| 1561 | 0.07 | 200 | ., | To | 00.1557 | _ | | 100 | 107 | 1001 |
| 1561 | 0.09 | 140 | R | From: | 80-1557 | | | NA | NA | 1997 |
| (1301) | | | | To: | 80-1600 | | | | | |
| 1561 | 0.02 | 20 | R | From: | 80-1000 | | | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | 80-1564 | | | | | |
| 1562 | 0.26 | 1200 | R | | | | | NA | NA | 1997 |
| $\overline{\bigcirc}$ | | | | From: | 80-800 | | | | | 400= |
| (1562) | 0.10 | 460 | R | To: | 80-1532 | \neg | | NA | NA | 1997 |
| | | | | From: | 80-800 | | | | | |
| 1563 | 0.10 | 80 | R | | 00-000 | _ | | NA | NA | 1997 |
| \bigcup | | | | To: | Dead End | | | | | |
| \bigcirc | | | | From: | 80-613 | | | | | |
| 1564 | 0.86 | 920 | R | | | | | NA | NA | 1997 |
| | 0.00 | | | From: | 80-1572 | | | NI A | NIA | 4007 |
| 1564 | 0.06 | 70 | R | To: | Dead End | | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| 1565 | 0.05 | 50 | R | | Dong Elly | | | NA | NA | 1997 |
| | | | | To: | 80-1564 | | | | | |
| $\widehat{}$ | | | | From: | 80-1567 | | | | | |
| 1566 | 0.15 | 290 | R | To: | 00.1564 | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1564 | 1 | | | | |
| (1567) | 0.50 | 780 | R | 1 tom. | 80-800 | | | NA | NA | 1997 |
| 1307 | | | | To: | 80-1564 | | | | | . 501 |
| | • | | | | | | | | | _ |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT QW | Year |
|----------------|--------|------|----|----------|-------------------------|----------|----|----------------|-------------|-------|
| Roanoke County | | | | From: | Dead End | | | | | |
| 1568) | 0.05 | 40 | R | <u> </u> | Dette Ent | | | NA | NA | 1997 |
| | | | | To: | 80-1567 | | | | | |
| | 0.05 | | _ | From: | Dead End | | | | | 4007 |
| 1569 | 0.05 | 30 | R | To: | 80-1564 | 7 | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| 1570 | 0.08 | 60 | R | <u> </u> | Dead End | _ | | NA | NA | 1997 |
| | | | | To | 80-1562 | 1 | | | | |
| 1570 | 0.05 | 450 | R | From: | 33 33 32 | _ | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | | | _ | From: | Dead End | | | | | 400- |
| 1571 | 0.02 | 20 | R | To: | 90.1562 | 7 | | NA | NA | 1997 |
| | | | | From: | 80-1562 | <u> </u> | | | | |
| 1572) | 0.03 | 30 | R | rioni. | Dead End | J | | NA | NA | 1997 |
| 1572 | | | | To: | 80-1564 | <u></u> | | | | . 551 |
| | | | | From: | Dead End | | | | | |
| 1573 | 0.29 | 430 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1652 | | | | | |
| | 0.00 | 50 | _ | From: | Dead End | | | NIA | NIA | 4007 |
| 1574 | 0.06 | 50 | R | | | _ | | NA | NA | 1997 |
| | 0.05 | 60 | R | From: | 80-1573 | _ | | NA | NA | 1997 |
| 1574 | 0.03 | 60 | K | To | Dead End | 1 | | INA | IVA | 1991 |
| | | | | From: | Dead End | | | | | |
| 1575 | 0.09 | 80 | R | <u> </u> | Doug Dia | | | NA | NA | 1997 |
| | | | | To: | 80-1650 | 1 | | | | |
| 1575 | 0.09 | 90 | R | From: | | | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | | | _ | From: | Dead End | | | | | 400- |
| 1576 | 0.05 | 40 | R | | | _ | | NA | NA | 1997 |
| | 0.45 | 440 | | From: | 80-1545 | <u> </u> | | NIA | NIA. | 400 |
| 1576 | 0.15 | 110 | R | To: | Dead End | 7 | | NA | NA | 1997 |
| | | | | From: | 80-629 | | | | | |
| 1577) | 0.38 | 1100 | R | <u> </u> | 80-029 | | | NA | NA | 1997 |
| | | | | To: | 80-1524 | | | | | |
| | | | | From: | 80-800 | | | | | |
| 1578 | 0.28 | 70 | R | To | B 17.1 | 7 | | NA | NA | 1997 |
| | | | | To: | Dead End | 1 | | | | |
| 1570) | 0.32 | 280 | R | From: | 80-1558 | _ | | NA | NA | 1997 |
| 1579 | U.UZ | | | To: | Dead End | L | | | | |
| | | | | From: | 80-1579 | | | | | |
| 1580 | 0.07 | 60 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | <u> </u> | | | | |
| $\overline{}$ | 0.04 | | _ | From: | 80-1556 | | | NIA | NIA. | 400 |
| 1581 | 0.04 | 30 | R | To: | Dead End | 7 | | NA | NA | 1997 |
| | | | | From: | Dead End | 1 | | | | |
| 1582 | 0.13 | 110 | R | | Deau Enu | | | NA | NA | 1997 |
| 1002) | | | | To: | 80-1550 | | | • | | |
| | | | | From: | 80-1577 | | | | | |
| 1583 | 0.28 | 230 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1598 | | | | | |

| | | | | | Roanoke Maintenance Area | | | D: | | |
|-----------------------|--------|------|----|--------------|---------------------------|------------|----|----------------|-------------|------|
| Route | Length | AADT | QA | 4Tire | BusTruck 2Axle 3+Axle 1Tr | | QC | Design Hour | QK AAWDT QW | Year |
| Roanoke County | | | | | | ali Zitali | | rioui | | |
| | 0.34 | 90 | R | From: | 80-735 | | | NA | NA | 1997 |
| (1584) | 0.34 | 90 | K | To: | Cul-de-Sac | | | INA | IVA | 1991 |
| | | | | From: | Cul-de-Sac | | | | | |
| (1585) | 0.09 | 130 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-1587 | | | | | |
| | 0.23 | 220 | R | From: | 80-1501 | | | NA | NA | 1997 |
| 1586 | 0.23 | 220 | K | To: | 00.1652 | | | INA | IVA | 1991 |
| (1586) | 0.30 | 130 | R | From: | 80-1652 | | | NA | NA | 1997 |
| 1300) | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | 80-1567 | | | | | |
| 1587 | 0.07 | 480 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1588 | | | | | |
| 1587 | 0.14 | 590 | R | _ | | | | NA | NA | 1997 |
| | 0.07 | 040 | | From: | 80-800 | | | NI A | NIA. | 4007 |
| (1587) | 0.07 | 210 | R | | | | | NA | NA | 1997 |
| | 0.05 | 30 | R | From: | 80-1585 | | | NA | NA | 1997 |
| 1587 | 0.05 | 30 | K | To: | Dead End | | | INA | INA | 1997 |
| | | | | From: | 80-800 | | | | | |
| 1588 | 0.10 | 140 | R | | 00 000 | | | NA | NA | 1997 |
| | | | | To: From: | 80-1589 | | | | | |
| 1588 | 0.05 | 160 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-1587 | | | | | |
| | 0.06 | 40 | В | From: | 80-1588 | | | NΙΔ | NIA | 1007 |
| 1589 | 0.06 | 40 | R | To: | Dead End | _ | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| 1590 | 0.37 | 1400 | R | | | | | NA | NA | 1996 |
| | | | | To: | SR 117 | | | | | |
| \bigcirc | 0.40 | | | From: | Dead End | | | | | 4000 |
| (1591) | 0.10 | 50 | R | To: | 80-875 | | | NA | NA | 1996 |
| | | | | From: | Dead End | | | | | |
| 1592) | 0.14 | 100 | R | <u> </u> | Dead End | | | NA | NA | 1997 |
| | | | | To: | 80-1567 | | | | | |
| | | | | From: | Dead End | | | | | |
| 1593 | 0.06 | 60 | R | | | | | NA | NA | 1997 |
| | 0.00 | 070 | | From: | 80-1594 | | | . | NIA | 400- |
| 1593 | 0.20 | 270 | R | To: | 80-1567 | | | NA | NA | 1997 |
| | | | | From: | Dead End | 1 | | | | |
| 1594 | 0.06 | 40 | R | | Dead Eliu | | | NA | NA | 1997 |
| | | | | To: | 80-1593 | | | | | |
| $\widehat{}$ | | | | From: | 80-1506 | | | | | |
| (1595) | 0.20 | 160 | R | _ | | | | NA | NA | 1997 |
| $\overline{\bigcirc}$ | | | | To: From: | 80-1558 | | | | | |
| (1595) | 0.03 | 6 | R | To: | Dead End | | | NA | NA | 1997 |
| | | | | From: | | <u> </u> | | | | |
| (1596) | 0.34 | 250 | R | | Cul-de-Sac | | | NA | NA | 1997 |
| | | | | To: | 80-1689 | | | | | |
| • | | | | | - | | | | | |

| | | | | | Roanol | ke Maintena | ance Ar | ea | | | | | | | |
|----------------|--------|------|----|---------------|--------|--------------------------|---------|--------|--------------|----|--------|------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truc | | | QC | Design | QK . | AAWDT | QW | Year |
| | 3 | | | | | 2Axle 3 | +Axle | 1Trail | 2Trail | | Hour | | | - | |
| Roanoke County | | | | From: | | 80-1524 | | | 1 | | | | | | |
| 1597) | 0.08 | 100 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | Dead End | | | | | | | | | |
| | | | | From: | | Cul-de-Sac | ; | | | | | | | | |
| 1598 | 0.03 | 30 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 80-1527 | | | | | | | | | |
| 1598 | 0.15 | 150 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: | | 80-1739 | | | ٦—— | | | | | | |
| 1598 | 0.16 | 380 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 80-1583 | | | 7 | | | | | | |
| 1598 | 0.07 | 500 | R | rioiii. | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | 80-1577 | | | | | | | | | |
| _ | | | | From: | | 80-745 | | | | | | | | | |
| 1599 | 0.33 | 150 | R | | | | | | _ | | NA | | NA | | 1996 |
| | | | | To: | | Dead End | | | | | | | | | |
| | | | | From: | | 80-1561 | | | | | | | | | |
| 1600 | 0.12 | 100 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | Cul-de-Sac | ; | | | | | | | | |
| | 0.00 | 4400 | _ | From: | | 80-682 | | | | | | | | | 4007 |
| 1601) | 0.39 | 1100 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | | 80-1606 | | |] | | | | | | |
| 1601) | 0.05 | 1400 | R | _ | | **** | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | US 221 | | | | | | | | | |
| | 0.00 | 000 | _ | From: | | US 221 WES | ST | | | | NIA | | NIA | | 4007 |
| 1602 | 0.09 | 820 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | | 80-1520 | | | | | | | | | |
| 1602 | 0.09 | 410 | R | To: | | 00 (0 2 W /FC | VT. | | _ | | NA | | NA | | 1997 |
| | | | | From: | | 80-682 WES 80-682 EAS | | | + | | | | | | |
| 1602) | 0.64 | 210 | R | | | 00 002 1110 | | | _1 | | NA | | NA | | 1997 |
| 1002 | | | | To: | | 80-1615 | | | | | | | | | |
| | | | | From: | | Dead End | | | | | | | | | |
| 1603) | 0.10 | 70 | R | - | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | 80-1605 | | | 1 | | | | | | |
| 1603) | 0.15 | 370 | R | From: | | | | | | | NA | | NA | | 1997 |
| | | | | To: | | US 221 | | | | | | | | | |
| | | | | From: | | 80-720 | | | | | | | | | |
| 1604 | 0.09 | 2000 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | | 80-1610 | | | 7 | | | | | | |
| 1604) | 0.05 | 2000 | R | rioni. | | | | | _ | | NA | | NA | | 1997 |
| 1604 | | | | To | | 80-1611 | | | ¬ | | | | | | |
| 1604) | 0.52 | 1900 | R | From: | | | | | | | NA | | NA | | 1997 |
| | | | | To: | | US 221 | | | | | | | | | |
| | | | | From: | | 80-682 | | | | | | | | | |
| 1605 | 0.40 | 200 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: | | 80-1602 | | | | | | | | | |
| | | | | From: | | 80-1601 | | | | | | | | | |
| 1606) | 0.17 | 120 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | 80-1615 | | | | | | | | | |
| $\widehat{}$ | | | | From: | | US 221 | | | | | | | | | |
| 1607 | 0.41 | 450 | R | . — | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | Dead End | | | <u> </u> | | | | | | |
| \bigcirc | | | | From: | | Dead End | | | | | | | | | |
| 1608 | 0.05 | 60 | R | _{T-} | | | | | _ | | NA | | NA | | 1997 |
| <u> </u> | | | | To: | | 80-1605 | | | | | | | | | |

| | | | | | Roanoke Maintenance Area | | _ | | |
|-----------------------|--------|------|----|---------------|-----------------------------|----------|--------|-------------|------|
| Route | Length | AADT | QA | 4Tire | Bus 20 Avia 21 Avia 1 Trail | OC. | Design | QK AAWDT QW | Year |
| Roanoke County | | | | | 2Axle 3+Axle 1Trail | ZTrall | Hour | | |
| | 2.42 | | | From: | 80-1601 | | | | 400= |
| 1609) | 0.19 | 80 | R | To: | 80-1615 | | NA | NA | 1997 |
| | | | | From: | 80-1632 | | | | |
| 1610) | 0.18 | 80 | R | | 80-1032 | | NA | NA | 1997 |
| 1010 | | | | To: | 80-1604 | | | | |
| | | | | From: | 80-1604 | | | | |
| 1611 | 0.27 | 320 | R | · | | _ | NA | NA | 1997 |
| | | | | To: From: | 80-1671 | | | | |
| 1611) | 0.05 | 30 | R | | | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | |
| | 0.14 | 70 | ь | From: | Dead End | | NΙΔ | NΙΔ | 1007 |
| 1612 | 0.14 | 70 | R | | | _ | NA | NA | 1997 |
| $\overline{}$ | 0.26 | 250 | | From: | 80-682 | | NIA | NIA | 1007 |
| 1612 | 0.36 | 250 | R | To: | 80-1604 | | NA | NA | 1997 |
| | | | | From: | 80-1601 | | | | |
| 1613 | 0.20 | 100 | R | <u> </u> | 50-1001 | | NA | NA | 1997 |
| | | | | To: | 80-1615 | | | | |
| | | | | From: | 80-1601 | | | | |
| 1614 | 0.17 | 100 | R | | | _ | NA | NA | 1997 |
| | | | | To: | 80-1615 | | | | |
| | 0.05 | 4000 | _ | From: | 80-682 | | NIA | NIA | 4007 |
| 1615 | 0.35 | 1300 | R | | | <u> </u> | NA | NA | 1997 |
| | 0.26 | 4400 | | To: From: | 80-1606 | | NIA | NIA | 1007 |
| 1615 | 0.36 | 1100 | R | To: | WCL ROANOKE | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | |
| 1616 | 0.10 | 50 | R | <u> </u> | Dead End | | NA | NA | 1997 |
| | | | | To: | 80-1617 | | | | |
| | 0.00 | 90 | ъ. | From: | 20-1617 | | NIA | NIA | 1007 |
| 1616 | 0.08 | 80 | R | To: | 80-1520 | | NA | NA | 1997 |
| | | | | From: | 80-1607 | | | | |
| 1617 | 0.05 | 110 | R | <u> </u> | 30-1007 | | NA | NA | 1997 |
| | | | | To: | 80-1616 | | | | |
| | | | | From: | 80-682 | | | | |
| 1618) | 0.17 | 200 | R | | | | NA | NA | 1997 |
| $\frac{\circ}{\circ}$ | | | | To: From: | 80-1632 | | | | |
| 1618 | 0.20 | 150 | R | | | _ | NA | NA | 1997 |
| | | | | To: | 80-1604 | 1 | | | |
| | 0.26 | 150 | R | From: | 80-1615 | _ | NA | NA | 1997 |
| 1619 | 0.20 | 130 | ĸ | To: | 80-1615 | ٦ | INA | IVA | 1881 |
| | | | | From: | 80-687 | Ī | | | |
| (1620) | 0.20 | 250 | R | | 00 007 | - | NA | NA | 1997 |
| | | | | To: | 80-1693 | — | | | |
| 1620 | 0.10 | 40 | R | From: | 24 -424 | _ | NA | NA | 1997 |
| | | | | To: | Dead End | | | | |
| $\widehat{}$ | | | | From: | US 221 | | | | |
| 1621) | 0.06 | 1100 | R | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1615 |] | | | |
| (1621) | 0.05 | 250 | R | _{T-} | g | - | NA | NA | 1997 |
| | | | | To: | 80-1622 | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT QW | Year |
|----------------|--------|------|-----|--------------|-------------------------|----------|----|----------------|-------------|------|
| Roanoke County | | | | From: | Cul-de-Sac | | | | | |
| 1622 | 0.24 | 80 | R | | Cui-uc-sac | | | NA | NA | 1997 |
| 1022 | | | | To: | 80-1615 | | | | | |
| | | | | From: | 80-1678 | | | | | |
| 1623 | 0.20 | 620 | R | | | | | NA | NA | 1997 |
| | | | | To: | US 221 | | | | | |
| | | | | From: | 80-1623 | | | | | |
| 1624) | 0.15 | 240 | R | | | = | | NA | NA | 1997 |
| | | | | To: | 80-1678 | | | | | |
| | 0.33 | 000 | _ | From: | 80-1642 EAST | | | NIA | NIA | 100 |
| 1625 | 0.33 | 800 | R | To: | 80-720 | 7 | | NA | NA | 1997 |
| | | | | From: | | | | | | |
| 1000 | 0.09 | 350 | R | | 80-1636 | _ | | NA | NA | 1997 |
| 1626 | 0.00 | 000 | | т | 00.4704 | _ | | | 177 | 1001 |
| | 0.05 | 540 | R | From: | 80-1704 | | | NA | NA | 1997 |
| 1626 | 0.05 | 340 | ĸ | , — | | _ | | INA. | INA | 1991 |
| | 0.06 | 700 | | From: | 80-1627 | | | NI A | NA | 100 |
| 1626 | 0.06 | 720 | R | To: | 80-720 | 7 | | NA | NA | 1997 |
| | | | | From: | | 1 | | | | |
| 1627 | 0.12 | 90 | R | | Dead End | _ | | NA | NA | 1997 |
| 1627 | 0.12 | | ••• | т | 00.4505 | _ | | | 10.1 | 1001 |
| | 0.05 | 20 | R | From: | 80-1626 | | | NA | NA | 1997 |
| 1627) | 0.03 | 20 | K | To: | Dead End | | | INA | INA | 1331 |
| | | | | From: | 80-682 | | | | | |
| 1628) | 0.15 | 230 | R | <u> </u> | 80-082 | _ | | NA | NA | 1997 |
| 1028) | | | ••• | To: | 00.1722 | _ | | | | |
| | 0.10 | 60 | R | From: | 80-1632 | | | NA | NA | 1997 |
| 1628 | 0.10 | 00 | IX. | To: | Dead End | | | INA | IVA | 1331 |
| | | | | From: | 80-1602 | | | | | |
| 1629 | 0.09 | 20 | R | <u> </u> | 30-1002 | _ | | NA | NA | 1997 |
| 1023) | | | | To: | Dead End | | | | | |
| | | | | From: | Dead End | | | | | |
| 1630 | 0.05 | 30 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-1652 | | | | | |
| | | | | From: | Dead End | | | | | |
| 1631) | 0.04 | 30 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1696 |]—— | | | | |
| 1631 | 0.15 | 240 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1671 | 1 | | | | |
| \sim | | | | From: | 80-1642 | | | | | |
| 1632 | 0.31 | 800 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-720 |] | | | | |
| 1632 | 0.20 | 570 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1628 | <u> </u> | | | | |
| $\widehat{}$ | | | _ | From: | 80-613 | | | | | 400 |
| 1633 | 0.36 | 500 | R | To: | 90.1749 | 7 | | NA | NA | 1997 |
| | | | | | 80-1648 | <u> </u> | | | | |
| | 0.45 | 420 | В | From: | Dead End | _ | | NIA | NIA | 400 |
| 1634 | 0.15 | 130 | R | To: | 80-1633 | 7 | | NA | NA | 1997 |
| | | | | From: | | + | | | | |
| 1635 | 0.27 | 210 | R | | Dead End | _ | | NA | NA | 1997 |
| 1635) | 0.21 | 210 | 1 | To: | 80-1633 | 7 | | 14/7 | 1 1/7 | 1001 |
| | | | | _ | 00.1033 | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT QW | Year |
|----------------|--------|------|----|--------------|-------------------------|-------------|----|----------------|-------------|------|
| Roanoke County | | | | From: | Dead End | 1 | | | | |
| 1636) | 0.19 | 160 | R | | Dead End | | | NA | NA | 1997 |
| <u> </u> | | | | To: From: | 80-1626 |] | | | | |
| 1636 | 0.04 | 45 | R | To: | Dead End | 7 | | NA | NA | 1997 |
| | | | | From: | 80-1639 | 1 | | | | |
| 1637) | 0.22 | 130 | R | <u> </u> | 00-1037 | _ | | NA | NA | 1997 |
| \bigcirc | | | | To: From: | 80-1638 | | | | | |
| 1637 | 0.13 | 850 | R | | | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1663 | | | | | |
| 1638 | 0.04 | 190 | R | Pioni. | 80-1637 | | | NA | NA | 1997 |
| (1030) | | | | To: | 80-1639 | | | | | |
| $\widehat{}$ | | | | From: | 80-1637 | | | | | |
| 1639 | 0.10 | 160 | R | | | | | NA | NA | 1997 |
| | 0.04 | 20 | | From: | 80-1638 | | | NΙΔ | NIA | 1007 |
| 1639 | 0.04 | 30 | R | To: | Dead End | ٦ | | NA | NA | 1997 |
| | | | | From: | Dead End | Ì | | | | |
| 1640) | 0.20 | 120 | R | | | - | | NA | NA | 1997 |
| | | | | To: | 80-613 | <u> </u> | | | | |
| | 0.45 | 150 | R | From: | Dead End | | | NA | NA | 1997 |
| 1641 | 0.43 | 130 | K | To: | 80-689 | 7 | | INA | INA | 1331 |
| | | | | From: | 80-1625 WEST | | | | | |
| 1642 | 0.36 | 240 | R | | | _ | | NA | NA | 1997 |
| _ | | | | To: From: | 80-1632 |] | | | | |
| 1642 | 0.05 | 440 | R | | | <u></u> | | NA | NA | 1997 |
| _ | 0.11 | 400 | R | To: From: | 80-1643 | | | NA | NIA | 1007 |
| 1642 | 0.11 | 420 | ĸ | . — | | _ | | NA | NA | 1997 |
| 1642 | 0.17 | 550 | R | From: | 80-1736 | | | NA | NA | 1997 |
| 1042 | | | | To: | 80-1655 | | | | | |
| <u> </u> | | | | From: | 80-1735 | | | | | |
| 1643 | 0.21 | 200 | R | To: | 00.1744 | _ | | NA | NA | 1997 |
| | | | | From: | 80-1644 | | | | | |
| 1644 | 0.10 | 240 | R | | 80-1632 | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1643 | 1 | | | | |
| 1644) | 0.28 | 120 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1655 | | | | | |
| 1645 | 0.04 | 50 | R | From: | 80-1625 | _ | | NA | NA | 1997 |
| 1645 | 0.0-1 | | | To: | 80-1632 | <u></u> | | | | |
| | | | | From: | Dead End | | | | | |
| 1646 | 0.11 | 1400 | R | Tai | | _ | | NA | NA | 1997 |
| | | | | To: From: | US 221; 80-897 | 1 | | | | |
| 1647 | 0.20 | 530 | R | | SR 419 SOUTH | _ | | NA | NA | 1997 |
| 1647) | | | | To: | 80-1664 | | | • | | |
| 1647) | 0.23 | 390 | R | From: | 00-100 1 | _ | _ | NA | NA | 1997 |
| | | | | To: From: | 0.23 MN 80-1664 | | | | | |
| 1647 | 0.08 | 960 | R | | | <u>-</u> | | NA | NA | 1997 |
| | | | | To: | 80-1657 | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT QW | Year |
|----------------|--------|-------------------|----|--------------|-------------------------|-------------|----|----------------|-------------|------|
| Roanoke County | | | | From: | 80-1657 | | | | | |
| 1647 | 0.09 | 350 | R | | 00 1007 | _ | | NA | NA | 1997 |
| | 0.04 | NIA | | To: From: | 80-1372 | | | NΙΛ | NIA | |
| 1647 | 0.04 | NA | | To: | SR 419 NORTH | ٦ | | NA | NA | |
| | | | | From: | Dead End | | | | | |
| 1648) | 0.10 | 40 | R | | | _ | | NA | NA | 1997 |
| | 0.40 | | | To: From: | 80-1633 |]— | | | | 400- |
| 1648 | 0.13 | 500 | R | To: | 80-687 | 7 | | NA | NA | 1997 |
| | | | | From: | 80-1632 | $\dot{	au}$ | | | | |
| 1649 | 0.06 | 260 | R | <u> </u> | 00 1032 | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1643 | | | | | |
| 1649 | 0.26 | 260 | R | | | | | NA | NA | 1997 |
| | 0.00 | | | From: | 80-1655 |] | | | | |
| 1649 | 0.06 | NA | | To: | Cul-de-Sac | 7 | | NA | NA | |
| | | | | From: | 80-1699 | $\dot{+}$ | | | | |
| 1650 | 0.18 | 300 | R | <u> </u> | 00 1077 | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1651 | <u> </u> | | | | |
| 1650 | 0.11 | 80 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| | 0.10 | 270 | R | From: | 80-702 | _ | | NA | NA | 1997 |
| 1651 | 0.10 | 210 | | To: | 80-1650 | | | 1471 | 107 | 1007 |
| | | | | From: | 80-702 | <u> </u> | | | | |
| 1652 | 0.75 | 1300 | R | | | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1573 | | | | | |
| 1652 | 0.17 | 1900 | R | To: | 00.1466 | _ | | NA | NA | 1997 |
| | | | | From: | 80-1663 | | | | | |
| 1653) | 0.56 | 400 | R | rioiii. | 80-702 | _ | | NA | NA | 1997 |
| 1053) | | | | To: | Dead End | <u> </u> | | | | |
| | | | | From: | 80-923 | | | | | |
| 1654) | 0.12 | 40 | R | | | _ | | NA | NA | 1994 |
| | | | | To: From: | Dead End | | | | | |
| 1655 | 0.07 | 1300 | R | From: | 80-720 | _ | | NA | NA | 1997 |
| 1655 | | | | To: | 80-1644 | | | | | |
| 1655 | 0.07 | 880 | R | From: | 30-10 11 | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1649 | Ъ— | | | | |
| 1655) | 0.06 | 550 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1642 | <u> </u> | | | | |
| 1050 | 0.26 | 540 | R | From: | 80-1646 | ١ | | NA | NA | 1997 |
| 1656 | 0.20 | J -1 0 | | To: | Dead End | 1 | | 11/7 | ING | |
| | | | | From: | SR 419 | | | | | |
| 1657 | 0.71 | 2500 | R | | | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1371 |]—— | | | | |
| 1657 | 0.04 | 30 | R | | <u> </u> | - | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| 1050 | 0.94 | 2600 | R | From: | 80-1647 | _ | | NA | NA | 1997 |
| 1658 | 0.54 | 2000 | 11 | To: | 80-682 | ٦ | | 14/4 | 1.41.7 | 1001 |
| | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | BusTruck | | QC | Design | QK AAWDT QW | Year |
|---------------|--------|---------|----|--------------|---------------------|--------|----|---------|----------------|-------|
| | Lengui | יים איי | WM | 71110 | 2Axle 3+Axle 1Trail | 2Trail | QU | Hour | ALL TURNDI CAM | ı cal |
| oanoke County | | | | From: | 80-1658 | | | | | |
| 1659) | 0.11 | 120 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1657 | | | | | |
| | 0.36 | 510 | R | From: | 80-1359 | _ | | NA | NA | 1997 |
| 1660 | 0.00 | 310 | | To: | 80-1371 EAST | 7 | | 1471 | 177 | 1007 |
| | | | | From: | 80-1359 | | | | | |
| 1661) | 0.29 | 200 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1674 | | | | | |
| 1661) | 0.05 | 230 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1675 |] | | | | |
| 1661 | 0.15 | 150 | R | To: | Dead Ford | 7 | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| 1662 | 0.42 | 6900 | R | | 80-1663 | | | NA | NA | 1997 |
| | | | | To: | 80-702 | ٦ | | | | |
| 1662 | 0.07 | 6300 | R | From: | 30-702 | | | NA | NA | 1997 |
| | | | | То: | SR 419 | | | | | |
| | | | | From: | US 221 SOUTH | | | | | |
| 1663 | 0.24 | 6000 | R | | | | | NA | NA | 1997 |
| | 0.05 | | | From: | 80-1652 |] | | | | 400= |
| 1663 | 0.05 | 7000 | R | | | _ | | NA | NA | 1997 |
| | 0.10 | 4000 | | From: | 80-1662 | | | NIA | NIA | 1007 |
| 1663) | 0.12 | 1900 | R | | | _ | | NA | NA | 1997 |
| | 0.09 | 2200 | R | From: | 80-1637 | | | NA | NA | 1997 |
| 1663 | 0.03 | 2200 | IX | То: | US 221 NORTH | 7 | | INA | INA | 1331 |
| | | | | From: | 80-1647 | | | | | |
| 1664) | 0.48 | 380 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1658 | 1 | | | | |
| | 0.04 | 400 | _ | From: | Dead End | | | NIA | NIA | 1007 |
| 1665) | 0.04 | 120 | R | To: | 80-1664 | 7 | | NA | NA | 1997 |
| | | | | From: | 80-1664 WEST | | | | | |
| 1666 | 0.20 | 140 | R | <u> </u> | 00 1001 WEB1 | _ | | NA | NA | 1986 |
| | | | | To: | 80-1664 EAST | | | | | |
| $\overline{}$ | | | | From: | 80-1683 | | | | | |
| 1667 | 0.26 | 1100 | R | | | | | NA | NA | 1997 |
| | 0.04 | 400 | | From: | 80-613 | | | NIA | NIA . | 4007 |
| 1667 | 0.21 | 120 | R | To: | Dead End | 7 | | NA | NA | 1997 |
| | | | | From: | 80-689 | † | | | | |
| 1668 | 0.47 | 1200 | R | | 00-007 | _ | | NA | NA | 1997 |
| | | | | То: | US 221 | | | | | |
| $\overline{}$ | | | _ | From: | Dead End | | | | | , |
| 1669 | 0.07 | 30 | R | To: | 00.1669 | _ | | NA | NA | 1997 |
| | | | | From: | 80-1668 | 1 | | | | |
| 1670 | 0.16 | 160 | R | . TOIL. | Dead End | _ | | NA | NA | 1997 |
| 1670 | 0.10 | | | To | 90.1600 | | | | | |
| 1670 | 0.07 | 300 | R | From: | 80-1690 | | | NA | NA | 1997 |
| 1670 | | | | To: | 80-1691 | | | · · · · | | |
| 1670 | 0.08 | 46 | R | From: | 00-1071 | | | NA | NA | 1997 |
| | | - | | To: | Dead End | 7 | | | | |

| | | | | | Troundre Maint | Jilanoc 7 ii c | u | | | | | | | |
|----------------|--------|------|----|--------------|----------------|---|-------------|--------|----|----------------|------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle | Truck 3+Axle 1 | (Trail | 2Trail | QC | Design Hour | QK . | AAWDT | QW | Year |
| Coanoke County | | | | From: | Dead I | End | ı | | | | | | | |
| 1671) | 0.03 | 20 | R | | Dead F | иц | | | | NA | | NA | | 1997 |
| | | | | To: From: | 80-163 | 31 | | | | | | | | |
| 1671 | 0.07 | 140 | R | | | | | | | NA | | NA | | 1997 |
| | | | | To: | 80-16 | 11 | | | | | | | | |
| | 2.27 | | _ | From: | 80-163 | 33 | | | | | | | | 400- |
| 1672 | 0.07 | 50 | R | To: | Dead F | End | 1 | | | NA | | NA | | 1997 |
| | | | | From: | | | | | | | | | | |
| 1673 | 0.26 | 280 | R | <u> </u> | 80-61 | .3 | | | | NA | | NA | | 1997 |
| 1073) | | | | To: | 90.16 | 22 | | | | | | | | |
| 1679 | 0.07 | 46 | R | From: | 80-163 | 33 | | | | NA | | NA | | 1997 |
| 1673 | | | •• | To: | Dead E | End | | | | | | | | |
| | | | | From: | 80-163 | 58 | | | | | | | | |
| 1674 | 0.08 | 950 | R | | | | | | | NA | | NA | | 1997 |
| | | | | To: | 80-160 | 61 | | | | | | | | |
| 1674 | 0.08 | 800 | R | From: | | <u></u> | | | | NA | | NA | | 1997 |
| | | | | To | 80-169 | 57 | - | | | | | | | |
| 1674 | 0.09 | 450 | R | From: | 00 10. | <u>, , , , , , , , , , , , , , , , , , , </u> | • | | | NA | | NA | | 1997 |
| | | | | To: | 80-160 | 60 | | | | | | | | |
| | | | | From: | Dead I | End | | | | | | | | |
| 1675 | 0.06 | 60 | R | | | | | | | NA | | NA | | 1997 |
| | | | | To: | 80-166 | 61 | | | | | | | | |
| $\overline{}$ | 0.07 | 440 | _ | From: | 80-15 | 16 | | | | NIA | | N1.0 | | 4007 |
| 1676 | 0.07 | 440 | R | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 80-150 | 01 | | | | | | | | |
| 1676 | 0.19 | 460 | R | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | 80-16 | 52 | | | | | | | | |
| 1676 | 0.21 | 140 | R | To: | 0.1.1 | <u> </u> | | | | NA | | NA | | 1997 |
| | | | | From: | Cul-de- | | | | | | | | | |
| 1677) | 0.20 | 130 | R | 110m. | WEDGEWO | JOD RD | | | | NA | | NA | | 1997 |
| 1677) | 0.20 | 100 | 11 | To: | 80-162 | 23 | 1 | | | 1471 | | 147 (| | 1007 |
| | | | | From: | 80-162 | | | | | | | | | |
| 1678 | 0.18 | 150 | R | <u> </u> | 00 10. | | | | | NA | | NA | | 1997 |
| | | | | To: | 80-162 | 24 | | | | | | | | |
| | | | | From: | 80-68 | 32 | | | | | | | | |
| 1679 | 0.37 | 480 | R | _ | | | 1 | | | NA | | NA | | 1994 |
| | | | | To: | Dead F | | | | | | | | | |
| | 0.00 | 70 | _ | From: | 80-16 | 79 | | | | NIA | | NIA | | 4007 |
| 1680 | 0.06 | 70 | R | To: | Dead I | End | | | | NA | | NA | | 1997 |
| | | | | From: | | | | | | | | | | |
| 1681) | 0.07 | 70 | R | | Dead F | and | | | | NA | | NA | | 1997 |
| 1001) | | . • | •• | To: | 00.61 | 12 | | | | | | | | |
| 1601 | 0.06 | 400 | R | From: | 80-61 | .3 | | | | NA | | NA | | 1997 |
| 1001) | | | | To: | 00.17 | 40 | | | | | | | | |
| 1681) 1681) | 0.06 | 40 | R | To: From: | 80-174 | +7 | | | | NA | | NA | | 1997 |
| 1001) | 3.00 | | •• | To: | Dead F | End | | | | | | | | .507 |
| | | | | From: | 80-90 | | | | | | | | | |
| 1682 | 0.20 | 310 | R | | | | | | | NA | | NA | | 1997 |
| | | | | To: | 80-61 | 3 | | | | | | | | |
| | | | | From: | US 22 | 21 | | | | | | | | |
| 1683 | 0.28 | 1400 | R | | | | | | | NA | | NA | | 1997 |
| | | | | To: | Dead E | end | | | | | | | | |
| | | | | | | | | | | | | | | |

| Douto | ا محمدا | AADT | ^^ | AT: | Truck | | QC | Design | OK AMAIDT OM | Varr |
|----------------|---------|------|----|--------------|-------------------------|---------|----|--------|--------------|------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Hour | QK AAWDT QW | Year |
| Roanoke County | | | | From: | Dead End | 1 | | | | |
| 1684) | 0.09 | 60 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1667 |] | | | | |
| (1684) | 0.14 | 130 | R | To: | 90 1695 | 7 | | NA | NA | 1997 |
| | | | | From: | 80-1685 80-1683 | | | | | |
| (1685) | 0.06 | 130 | R | | 80-1083 | | | NA | NA | 1997 |
| | | | | To: | 80-1684 | | | | | |
| \bigcirc | | | | From: | Dead End | | | | | |
| 1686 | 0.15 | 70 | R | To: | 80-1667 | 7 | | NA | NA | 1997 |
| | | | | From: | | 1 | | | | |
| (1687) | 0.13 | 340 | R | | 80-1516 | | | NA | NA | 1997 |
| (1007) | | | | To: | 80-1688 | | | | | |
| 1687 | 0.12 | 780 | R | From: | 00-1000 | _ | | NA | NA | 1997 |
| | | | | To: | 80-702 | | | | | |
| \bigcirc | | | | From: | Dead End | | | | | |
| 1688 | 0.23 | 140 | R | _ | | | | NA | NA | 1997 |
| | 0.04 | 4.5 | | From: | 80-1689 |] | | N. A | N/A | 400= |
| 1688 | 0.04 | 440 | R | To: | 80-1687 | ╗ | | NA | NA | 1997 |
| | | | | From: | Dead End | 1 | | | | |
| (1689) | 0.02 | 240 | R | | Dead End | | | NA | NA | 1997 |
| <u> </u> | | | | To: | 80-1596 | | | | | |
| 1689 | 0.38 | 320 | R | From: | 00 1370 | | | NA | NA | 1997 |
| | | | | To: | 80-1688 | | | | | |
| \bigcirc | | | | From: | Dead End | | | | | |
| 1690 | 0.06 | 50 | R | To: | 80-1670 | 7 | | NA | NA | 1997 |
| | | | | From: | 80-687 | | | | | |
| (1691) | 0.09 | 480 | R | | 80-08 / | | | NA | NA | 1997 |
| | | | | To: | 80-1670 | | | | | |
| | | | | From: | 80-1691 | | | | | |
| (1692) | 0.06 | 60 | R | т | | _ | | NA | NA | 1997 |
| | | | | To: From: | Dead End | | | | | |
| (1693) | 0.23 | 420 | R | From: | 80-720 | | | NA | NA | 1997 |
| (1693) | 0.20 | | | To: | 80-1620 | | | | | |
| | | | | From: | 80-1658 WEST | | | | | |
| (1694) | 0.38 | 280 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1658 EAST | | | | | |
| | 0.05 | 40 | R | From: | Dead End | | | NA | NA | 1997 |
| (1695) | 0.05 | 40 | ĸ | To: | 80-1694 | | | INA | INA | 1997 |
| | | | | From: | 80-1604 | | | | | |
| 1696 | 0.06 | 300 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1631 | | | | | |
| \bigcirc | 0.0= | | _ | From: | 80-1699 WEST | | | | N1A | 400- |
| 1697 | 0.07 | 130 | R | | | _ | | NA | NA | 1997 |
| $\overline{}$ | 0.07 | 4400 | | From: | 80-1698 | | | NIA | N I A | 400- |
| (1697) | 0.37 | 1100 | R | To: | SR 419 | 7 | | NA | NA | 1997 |
| | | | | From: | 80-1697 | † | | | | |
| 1698 | 0.20 | 110 | R | <u> </u> | 00-107/ | _ | | NA | NA | 1997 |
| | | | | To: | 80-1699 | | | | | |
| | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT C |)W Year |
|----------------|--------|------|---|--------------|-------------------------|--------|----|----------------|------------|------------|
| Roanoke County | | | | • | | 211011 | | | | |
| (1000) | 0.02 | 8 | R | From: | Dead End | | | NA | NA | 1997 |
| (1699) | 0.02 | | • | To: | 80-1697 | | | | 101 | 1007 |
| \bigcirc | 0.00 | 0.50 | _ | From: | 80-1697 SOUTH | | | | . | 4007 |
| 1699 | 0.26 | 650 | R | To: | 80-1697 NORTH | _ | | NA | NA | 1997 |
| | | | | From: | SR 311 | 1 | | | | |
| 1700 | 0.55 | 100 | R | <u> </u> | SK 311 | | | NA | NA | 11/13/2000 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | 80-1536 | | | | | |
| 1701) | 0.30 | 260 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1724 | | | | | |
| (1701) | 0.06 | 50 | R | _ | | | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | 0.10 | 450 | _ | From: | 80-1536 | | | NΙΔ | NIA | 1007 |
| (1702) | 0.10 | 450 | R | To: | 80-1701 | 1 | | NA | NA | 1997 |
| | | | | From: | 80-1702 | 1 | | | | |
| 1703 | 0.16 | 200 | R | <u> </u> | 80-1702 | | | NA | NA | 1997 |
| (1765) | | | | To: | 80-1724 | | | | | |
| | | | | From: | 80-1626 | Ī | | | | |
| 1704 | 0.15 | 120 | R | | | | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | | | | From: | 80-1713 | | | | | |
| 1705 | 0.15 | 300 | R | To: | D 15 1 | _ | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| (170) | 0.05 | 60 | R | rioni. | 80-1642 | ! | | NA | NA | 1997 |
| 1706 | 0.00 | 00 | | To: | Cul-de-Sac | 1 | | INA | IVA | 1557 |
| | | | | From: | Cul-de-Sac | | | | | |
| (1707) | 0.13 | 180 | R | <u></u> | | | | NA | NA | 11/08/2000 |
| | | | | To: | 80-613 | | | | | |
| | | | | From: | 80-1536 | | | | | |
| (1708) | 0.34 | 310 | R | т | 9.1.1.9 | _ | | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | | | | | |
| (1709) | 0.22 | 80 | R | From: | 80-1710 | | | NA | NA | 11/13/2000 |
| (1709) | 0.22 | 00 | IX. | To: | Dead End | 1 | | INA | IVA | 11/10/2000 |
| | | | | From: | Dead End | i | | | | |
| (1710) | 0.89 | 140 | R | | Dead End | | | NA | NA | 11/13/2000 |
| | | | | To | SR 311 | _ | | | | |
| (1710) | 0.06 | 110 | R | From: | ***** | _ | | NA | NA | 11/13/2000 |
| | | | | To: From: | 80-1709 | 1 | | | | |
| 1710 | 0.16 | 20 | R | From: | | | | NA | NA | 11/13/2000 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | NCL ROANOKE | | | | | |
| (1711) | 0.10 | 750 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1715 | | | | | |
| 1711 | 0.02 | 620 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1714 | | | | | |
| (1711) | 0.08 | 580 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1713 | | | | | |
| (1711) | 0.05 | 130 | R | т | 00.45:- | | | NA | NA | 1997 |
| | | | | To: | 80-1712 | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT QW | Year |
|----------------|--------|------|----|--------------|---|--------------|----|----------------|-------------|------|
| Roanoke County | | | | From: | Dead End | 1 | | | | |
| 1712 | 0.05 | 30 | R | <u> </u> | Dead End | _ | | NA | NA | 1997 |
| <u> </u> | | | | To: From: | 80-1711 | }— | | | | |
| 1712 | 0.03 | 50 | R | To: | D1 F-1 | ¬ | | NA | NA | 1997 |
| | | | | From: | Dead End | 1 | | | | |
| 1713 | 0.06 | 140 | R | TOM. | 80-1720 | | | NA | NA | 1997 |
| | | | | To: From: | 80-1721 | 7 | | | | |
| 1713 | 0.05 | 280 | R | From: | *************************************** | | | NA | NA | 1997 |
| <u> </u> | | | | To: From: | 80-1705 |]—— | | | | |
| 1713 | 0.08 | 460 | R | To: | 00.1711 | ٦ | | NA | NA | 1997 |
| | | | | From: | 80-1711 | 1 | | | | |
| 1714 | 0.10 | 170 | R | rioni. | 80-1711 | _ | | NA | NA | 1997 |
| 1714 | 00 | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | Dead End | | | | | |
| 1715) | 0.04 | 20 | R | | | • | | NA | NA | 1997 |
| | | | | To: From: | 80-1413 |] | | | | |
| 1715) | 0.07 | 220 | R | To: | 00.1711 | ¬ | | NA | NA | 1997 |
| | | | | From: | 80-1711 | 1 | | | | |
| 1716 | 0.13 | 20 | R | From: | 80-897 | | | NA | NA | 1997 |
| 1716) | 0.10 | 20 | ., | To: | Cul-de-Sac | | | | | 1001 |
| | | | | From: | Dead End |] | | | | |
| 1717) | 0.17 | 70 | R | _ | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1726 | 1 | | | | |
| | 0.03 | 20 | R | From: | Dead End | _ | | NA | NA | 1997 |
| 1718) | 0.00 | 20 | | To: | 80-1726 | 7 | | IVA | INA | 1007 |
| | | | | From: | 80-780 | | | | | |
| 1719 | 0.35 | 80 | R | | | - | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| | 0.45 | 400 | _ | From: | Dead End | | | NIA | NIA | 400 |
| 1720 | 0.15 | 160 | R | _ | | _ | | NA | NA | 1997 |
| | 0.12 | 220 | R | From: | 80-1713 | | | NA | NA | 1997 |
| 1720 | 0.12 | 220 | K | To: | 80-1536 | 7 | | INA | INA | 1991 |
| | | | | From: | Dead End | | | | | |
| 1721) | 0.16 | 140 | R | | | _ | | NA | NA | 1997 |
| | | | | To: From: | 80-1713 |]—— | | | | |
| (1721) | 0.10 | 190 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1536 | 1 | | | | |
| 1722 | 0.10 | 110 | R | From: | 80-1536 | | | NA | NA | 1997 |
| 11/22) | 0.10 | 110 | ĸ | To: | Dead End | 7 | | IN/A | INU | 1881 |
| | | | | From: | 80-613 | Ī | | | | |
| 1723) | 0.67 | 1500 | R | | | <u>-</u> | | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | <u> </u> | | | | |
| \bigcirc | 0.04 | 700 | - | From: | Dead End | | | | A.I.A. | 400 |
| 1724 | 0.34 | 730 | R | To: | 80-780 | 7 | | NA | NA | 1997 |
| | | | | From: | Dead End | + | | | | |
| 1725) | 0.08 | 70 | R | | Dead Ellid | _ | | NA | NA | 1997 |
| | | - | | To: | NCL ROANOKE | 1 | | | | |

| | | | | | Roano | ke Maintena | nce Aı | rea | | | | | | | |
|----------------|--------|------|---|--------------|-------|-------------|--------|-----|-----------|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+ | | | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Roanoke County | | | | From: | | 90.907 | | | 1 | | | | | | |
| (1726) | 0.30 | 290 | R | FIOIII. | | 80-897 | | | | | NA | | NA | | 1997 |
| 1120 | | | | To: | | 80-613 | | | | | | | | | |
| | | | | From: | | Dead End | | | | | | | | | |
| (1727) | 0.10 | 50 | R | To: | | | | | _ | | NA | | NA | | 1996 |
| | | | | From: | | 80-917 | | | 1 | | | | | | |
| (1728) | 0.20 | 50 | R | rioin. | | Dead End | | | | | NA | | NA | | 01/24/2001 |
| 1728 | | | | To: | | 80-923 | | | | | | | | | |
| | | | | From: | | 80-629 | | | | | | | | | |
| (1729) | 0.38 | 600 | R | . — | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | Dead End | | | 1 | | | | | | |
| | 0.25 | 250 | R | From: | | 80-1733 | | | | | NA | | NA | | 1997 |
| 1730 | 0.25 | 230 | K | To: | | 80-1550 | | | \exists | | INA | | INA | | 1991 |
| | | | | From: | | Dead End | | | ì | | | | | | |
| (1731) | 0.06 | 50 | R | | | Dead Ella | | | | | NA | | NA | | 1997 |
| | | | | To: | | 80-1730 | | | | | | | | | |
| | | | | From: | | 80-1733 | | | | | | | | | |
| 1732 | 0.10 | 180 | R | т | | 00.450 | | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | | 80-1729 | | | | | | | | | |
| (170) | 0.01 | 20 | R | From: | | Dead End | | | | | NA | | NA | | 1997 |
| 1733 | 0.01 | 20 | IX. | т | | 00.4500 | | | _ | | INA | | INA | | 1991 |
| | 0.06 | 90 | R | From: | | 80-1732 | | | _ | | NA | | NA | | 1997 |
| 1733 | 0.00 | 30 | | To | | 00.1720 | | | _ | | IVA | | INA | | 1557 |
| | 0.04 | 10 | R | To: From: | | 80-1730 | | | | | NA | | NA | | 1997 |
| 1733 | 0.01 | | • | To: | | Dead End | | | | | 1471 | | | | 1001 |
| | | | | From: | | Dead End | | | | | | | | | |
| 1735 | 0.21 | 130 | R | - | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 80-1736 | | | | | | | | | |
| 1735 | 0.07 | 60 | R | Tiom: | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | Dead End | | | | | | | | | |
| \bigcirc | | | _ | From: | | 80-1642 | | | | | | | | | 100- |
| 1736) | 0.11 | 500 | R | | | | | | | | NA | | NA | | 1997 |
| | 0.10 | | | From: | | 80-1735 | | | | | | | | | 1007 |
| 1736 | 0.16 | 100 | R | To: | | Dead End | | | _ | | NA | | NA | | 1997 |
| | | | | From: | | | | | 1 | | | | | | |
| 1737) | 0.16 | 140 | R | <u> </u> | | 80-1736 | | | | | NA | | NA | | 1997 |
| | | | | To: | | Cul-de-Sac | | | | | | | | | |
| | | | | From: | | 80-1735 | | | | | | | | | |
| 1738 | 0.03 | 40 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | Dead End | | | | | | | | | |
| | 0.10 | 80 | ъ. | From: | | Cul-de-Sac | | | | | NA | | NA | | 1997 |
| 1739 | 0.10 | 80 | R | To: | | 80-1598 | | | \neg | | INA | | INA | | 1997 |
| | | | | From: | | Dead End | | | | | | | | | |
| (1740) | 0.09 | 46 | R | | | Doug Lind | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | 80-1660 | | | | | | | | | |
| | | | | From: | | Dead End | | | | | | | | | |
| 1741) | 0.13 | 100 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | 80-1660 | | | | | | | | | |
| | 0.08 | 70 | D | From: | | 80-1371 | | | | | NA | | NA | | 1997 |
| 1742 | 0.06 | 70 | R | To: | | Dead End | | | 1 | | INA | | NA | | 1997 |
| | | | | | | Doug Liid | | | | | | | | | |

| | | | | | Roanoke Maintenance Area | | | | | |
|----------------|--------|------|-----|--------------|--------------------------|----------|----|--------|----------|-------------|
| Route | Length | AADT | QA | 4Tire | Bus OAds OAds 4Tasil | | QC | Design | QK AAWDT | QW Year |
| Roanoke County | J | | | | 2Axle 3+Axle 1Trail | 2Trail | | Hour | | |
| | | | | From: | Cul-de-Sac | | | | | |
| (1743) | 0.40 | 190 | R | To: | 80-1744 | | | NA | NA | 11/08/2000 |
| | | | | From: | Cul-de-Sac | | | | | |
| (1744) | 0.13 | 50 | R | | Cui-de-Sac | | | NA | NA | 11/08/2000 |
| | | | | To: | 80-1743 | | | | | |
| \bigcirc | | | | From: | Cul-de-Sac | | | | | |
| 1745) | 0.41 | 90 | R | To: | 80-1537 | _ | | NA | NA | 1997 |
| | | | | From: | Cul-de-Sac | _ | | | | |
| (1746) | 0.06 | 40 | R | | Cui-uc-sac | | | NA | NA | 09/13/2000 |
| | | | | To: | 80-1745 | | | | | |
| \bigcirc | | | | From: | Cul-de-Sac | | | | | 22/12/22 |
| 1747) | 0.14 | 50 | R | To: | 80-1745 | _ | | NA | NA | 09/13/2000 |
| | | | | From: | Dead End | | | | | |
| 1748 | 0.05 | 550 | R | | Dead End | | | NA | NA | 1997 |
| | | | | To: | 80-800 | | | | | |
| | | | | From: | 80-1681 | | | | | |
| 1749 | 0.19 | 380 | R | To: | D 1F 1 | _ | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| (1750) | 0.04 | 40 | R | | Dead End | | | NA | NA | 1997 |
| (1739) | | | | To: | 80-1752 | | | | | |
| | | | | From | Dead End | | | | | |
| (1751) | 80.0 | 70 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-1752 | | | | | |
| | 0.04 | 30 | R | From: | Dead End | | | NA | NA | 1997 |
| 1752 | 0.04 | 30 | IX. | To | 00.000 | _ | | IVA | IVA | 1007 |
| (1752) | 0.65 | 500 | R | From: | 80-800 | | | NA | NA | 1997 |
| (1752) | | | | To: | 80-1530 | | | | | |
| | | | | From: | Dead End | | | | | |
| 1753 | 80.0 | 150 | R | | | | | NA | NA | 1997 |
| | | | | From: | 80-1756 | | | | | |
| (1753) | 0.35 | 840 | R | To: | 00.000 | _ | | NA | NA | 1997 |
| | | | | From: | 80-800 | <u> </u> | | | | |
| 1754 | 0.20 | 220 | R | rion. | 80-1753 | | | NA | NA | 1997 |
| 1100 | | | | To: | Dead End | | | | | |
| | | | | From: | Dead End | | | | | |
| 1755 | 80.0 | 70 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-1753 | | | | | |
| | 0.03 | 20 | R | From: | Dead End | | | NA | NA | 1997 |
| 1756 | 0.03 | 20 | IX. | To: | 80-1753 | \neg | | INA | IVA | 1997 |
| | | | | From: | Dead End | | | | | |
| 1757 | 0.06 | 40 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1758 | | | | | |
| 1757) | 0.05 | 380 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-1567 | | | | | |
| | 0.29 | 320 | В | From: | Dead End | | | NA | NA | 1007 |
| 1758 | 0.29 | 320 | R | To: | 80-1757 | | | INA | INA | 1997 |
| <u> </u> | | | | | | | | | | |

| | | | | | Roanoke Maintenance Area | | | | |
|----------------|--------|------|-----|--------------|--------------------------|----------|--------|-----------------|-------|
| Route | Length | AADT | QA | 4Tire | BusTruck | | Design | QK AAWDT QW | Year |
| | Longin | AADI | Q,A | 41110 | 2Axle 3+Axle 1Trail | 2Trail | Hour | QIC /VIVIDI QVV | i cui |
| Roanoke County | | | | From: | Dead End | 1 | | | |
| (1759) | 0.10 | 110 | R | | Dead End | | NA | NA | 1997 |
| | | | | To: | 80-1758 | | | | |
| | | | | From: | Dead End | | | | |
| 1760 | 0.39 | 480 | R | | | <u> </u> | NA | NA | 1997 |
| | | | | To: | 80-692 | | | | |
| \bigcirc | | | _ | From: | Dead End | | | | 400- |
| 1761 | 0.26 | 300 | R | To: | 80-1760 | | NA | NA | 1997 |
| | | | | From: | | | | | |
| 1762) | 0.07 | 50 | R | | Cul-de-Sac | | NA | NA | 1997 |
| 1762 | 0.01 | 00 | | To: | 80-1760 | | | 101 | 1001 |
| | | | | From: | 80-1761 | | | | |
| 1763) | 0.15 | 100 | R | <u> </u> | 30 2.00 | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | |
| | | | | From: | Dead End/ | | | | |
| 1764 | 0.13 | NA | | | | | NA | NA | |
| | | | | To: | 80-00632(B)/ | | | | |
| | 0.40 | | _ | From: | Cul-de-Sac | | | | 4007 |
| 1765) | 0.48 | 120 | R | | | <u></u> | NA | NA | 1997 |
| | 0.10 | | | From: | 80-1766 | | | | 400= |
| 1765 | 0.18 | 220 | R | To: | 90.752 | | NA | NA | 1997 |
| | | | | From: | 80-752 | | | | |
| | 0.07 | 30 | R | From: | 80-1765 | | NA | NA | 1997 |
| 1766 | 0.07 | 30 | 1 | To: | Cul-de-Sac | | INA | IVA | 1331 |
| | | | | From: | 80-1768 | | | | |
| 1767 | 0.32 | 140 | R | | 30 1700 | | NA | NA | 1997 |
| | | | | To: | 80-689 | | | | |
| | | | | From: | Dead End | | | | |
| 1768 | 0.16 | 70 | R | | | <u> </u> | NA | NA | 1997 |
| | | | | To: From: | 80-1767 | — | | | |
| 1768 | 0.03 | 8 | R | | | <u> </u> | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | | | | |
| | | | | From: | Cul-de-Sac | | | | |
| 1769 | 0.27 | 150 | R | | | | NA | NA | 1997 |
| | | | | To: | 80-692 | | | | |
| | 0.00 | 00 | _ | From: | 80-1753 | | NA | NIA | 1997 |
| 1770 | 0.08 | 80 | R | To: | Dead End | | INA | NA | 1997 |
| | | | | From: | 80-613 | | | | |
| 1771 | 0.08 | 60 | R | | 80-013 | | NA | NA | 1997 |
| 1771 | 0.00 | • | ••• | To: | Dead End | | | | |
| | | | | From: | Cul-de-Sac | | | | |
| 1772 | 0.11 | 80 | R | <u> </u> | | | NA | NA | 1997 |
| | | | | To: | 80-1752 | | | | |
| | | | | From: | Cul-de-Sac | | | | |
| 1773 | 0.07 | 60 | R | | | _ | NA | NA | 1997 |
| | | | | To: | 80-1752 | <u> </u> | | | |
| \bigcirc | 2.22 | 465 | _ | From: | US 221 | | N.1.0 | N14 | 400- |
| 1774 | 0.03 | 100 | R | _ | | <u></u> | NA | NA | 1997 |
| | | | | To: From: | 80-1775 | | | | |
| 1774 | 0.07 | NA | | To | 0.1.1.2 | _ | NA | NA | |
| | | | | To: | Cul-de-Sac | | | | |

| | | | | | Roanoke Maintenance Area | | | | |
|----------------|--------|------|---|--------------|--------------------------|----|----------------|-------------|------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 00 | Design Hour | QK AAWDT QW | Year |
| Roanoke County | | | | From: | 90 1774 | ı | | | |
| 1775) | 0.23 | 70 | R | T tom. | 80-1774 | | NA | NA | 1997 |
| 1773) | 0.20 | . • | • • • | To: | Cul-de-Sac | | | 147 | 1001 |
| | | | | From: | US 221 | | | | |
| 1776 | 0.23 | 210 | R | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1777 | 7 | | | |
| 1776 | 0.02 | 10 | R | From: | | | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | | | | |
| | | | | From: | Cul-de-Sac | | | | |
| 1777 | 0.39 | 190 | R | _ | | _ | NA | NA | 1997 |
| | | | | To: | 80-1776 | | | | |
| | 0.04 | 00 | _ | From: | 80-1777 | | NIA | NIA | 4007 |
| 1778 | 0.04 | 30 | R | To: | Cul do Sao | _ | NA | NA | 1997 |
| | | | | From: | Cul-de-Sac | | | | |
| | 0.12 | 80 | R | rioin. | 80-1752 | _ | NA | NA | 1997 |
| 1779 | 0.12 | 00 | | To: | Cul-de-Sac | | 14/1 | 14/1 | 1007 |
| | | | | From: | 80-694 | | | | |
| 1780 | 0.67 | 250 | R | | 30 07 1 | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | |
| | | | | From: | 80-1780 | | | | |
| 1781 | 0.25 | 60 | R | | | | NA | NA | 1997 |
| | | | | To: | 80-1780 | | | | |
| \sim | | | | From: | 80-689 | | | | |
| 1782 | 0.16 | 100 | R | т | 0.1.1.0 | _ | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | | | | |
| | 0.05 | 40 | ъ | From: | Cul-de-Sac | | NA | NΙΔ | 1006 |
| 1783 | 0.05 | 10 | R | | | _ | INA | NA | 1996 |
| $\overline{}$ | 0.40 | 200 | | From: | 80-1785 | | NIA | NIA. | 4000 |
| 1783 | 0.16 | 300 | R | To: | 80-1519 | _ | NA | NA | 1996 |
| | | | | From: | | | | | |
| 4704 | 0.08 | 70 | R | 110 | 80-1785 | | NA | NA | 1996 |
| 1784 | 0.00 | ,, | • | To: | Cul-de-Sac | | | 101 | 1000 |
| | | | | From: | 80-1783 | | | | |
| 1785 | 0.22 | 150 | R | | 00 0.00 | _ | NA | NA | 1997 |
| | | | | To: | 80-1787 | | | | |
| 1785 | 0.16 | 130 | R | From: | 00 1707 | _ | NA | NA | 1997 |
| | | | | To | 80-1519 | 7 | | | |
| 1785) | 0.04 | 40 | R | From: | 80-1317 | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | |
| | | | | From: | 80-1519 | | | | |
| 1786 | 0.08 | 140 | R | | | | NA | NA | 1996 |
| | | | | To: | 80-1785 | | | | |
| | | | | From: | 80-1785 | | | | |
| 1787 | 0.08 | 100 | R | т. | 00.4540 | _ | NA | NA | 1996 |
| | | | | To: | 80-1519 | | | | |
| | 0.40 | 470 | Б | From: | 80-689 | | NA | NΙΛ | 1007 |
| 1788 | 0.19 | 170 | R | To: | 80-1789 | _ | INA | NA | 1997 |
| | | | | From: | | | | | |
| 1700 | 0.03 | 20 | R | | Dead End | | NA | NA | 1997 |
| 1789 | 0.00 | 20 | | Te | 00.1500 | _ | 14/4 | 14/1 | 1001 |
| (70) | 0.15 | 100 | R | From: | 80-1788 | | NA | NA | 1997 |
| 1789 | 0.15 | 100 | ĸ | To: | Dead End | | INA | INU | 1551 |
| | | | | ı | Doug Liid | | | | |

| Length | AADT | QA | 4Tire | Bus 2Axle | 3+Axle 1 | Trail 2Trai | QC | Hour | QK AAWD | ΓQW | Year |
|--------|---|--|--|----------------|--|-------------|--|------|---------|-----|----------------|
| | | | From: | 80-696 | | | | | | | |
| 0.33 | 530 | R | | 00 000 | | | | NA | NA | | 1997 |
| 0.00 | | | To: From: | 80-179 | 1 | | | NIA | NIA | | 00/40/200/ |
| 0.23 | 80 | R | To: | Cul-de-S | ac | | | NA | NA | | 09/18/2000 |
| | | | From: | | | | | | | | |
| 0.28 | 110 | R | | | | | | NA | NA | | 1997 |
| 0.47 | 050 | | From: | 80-1792 | 2 | | | NIA | NIA | | 4007 |
| 0.17 | 350 | ĸ | To: | 80-1790 |) | | | NA | INA | | 1997 |
| | | | From: | | | | | | | | |
| 0.10 | 160 | R | | | | | | NA | NA | | 1997 |
| 2.24 | | | From: | 80-1793 | 3 | | | | | | 4007 |
| 0.24 | 120 | R | To: | Cul de S | 20 | | | NA | NA | | 1997 |
| | | | | | | | | | | | |
| 0.06 | 20 | R | <u> </u> | 30-1792 | | | | NA | NA | | 1997 |
| | | | To: | Cul-de-S | ac | | | | | | |
| | _ | | From: | 80-1799 |) | | | | | | |
| 0.11 | 70 | R | To: | Cul de C | | | | NA | NA | | 1997 |
| | | | | | | | | | | | |
| 0.03 | 30 | R | | Cui-de-S | ac | | | NA | NA | | 1997 |
| | | | To: | 80-1799 |) | | | | | | |
| | | | From: | 80-689 | l | | | | | | |
| 0.16 | 1900 | R | | | | | | NA | NA | | 1997 |
| | | | From: | 80-179 | 7 | | | | | | |
| 0.12 | 1400 | R | | | | | | NA | NA | | 1997 |
| 0.04 | 4000 | _ | To: From: | 80-1798 | 3 | | | NIA | NIA. | | 4007 |
| 0.31 | 1600 | R | | | | | | NA | NA | | 1997 |
| 0.07 | 50 | В | From: | 80-1799 |) | | | NΙΔ | NΔ | | 1997 |
| 0.07 | 30 | K | To: | Cul-de-S | ac | | | INA | IVA | | 1991 |
| | | | From: | | | | | | | | |
| 0.07 | 40 | R | | | | | | NA | NA | | 1997 |
| | | | | | | | | | | | |
| 0.07 | 50 | В | From: | Cul-de-S | ac | | | NΙΛ | NΙΛ | | 1997 |
| 0.07 | 50 | ĸ | To: | 80-1796 | 5 | | | INA | INA | | 1997 |
| | | | From: | | | | | | | | |
| 0.11 | 210 | R | | | | | | NA | NA | | 1997 |
| | | | To: | 80-2003 | 5 | | | | | | |
| 0.07 | 240 | R | | | | | | NA | NA | | 1997 |
| | | | From: | 80-2003 | 3 | | | | | | |
| 0.13 | 660 | R | | | | | | NA | NA | | 1997 |
| • • • | | | To: From: | 80-2002 | 2 | | | | | | 465= |
| 0.10 | 760 | R | | | | | | NA | NA | | 1997 |
| 0.00 | 900 | | From: | 80-200 | 1 | | | NIA | NI A | | 1997 |
| 0.00 | 000 | ĸ | т | | | | | INA | INA | | 1991 |
| n n4 | 860 | R | From: | 80-2000 |) | | | NΔ | NΔ | | 1997 |
| | | | To: | 00.170 | - | | | 14/7 | | | 1001 |
| 0.07 | 1000 | R | From: | 80-1793 | , | | | NA | NA | | 1997 |
| 0.07 | 1000 | Γ. | | | | | | INA | INA | | 1991 |
| | 0.33 0.28 0.17 0.10 0.24 0.06 0.11 0.03 0.16 0.12 0.31 0.07 0.07 0.07 0.11 0.07 0.11 0.07 | 0.33 530 0.23 80 0.28 110 0.17 350 0.10 160 0.24 120 0.06 20 0.11 70 0.03 30 0.16 1900 0.12 1400 0.07 50 0.07 50 0.07 50 0.11 210 0.07 240 0.13 660 0.10 760 0.08 800 0.04 860 | 0.33 530 R 0.23 80 R 0.28 110 R 0.17 350 R 0.10 160 R 0.24 120 R 0.06 20 R 0.11 70 R 0.03 30 R 0.12 1400 R 0.12 1400 R 0.07 50 R 0.11 210 R 0.07 50 R 0.11 210 R 0.07 50 R 0.07 50 R | 0.33 530 R | 0.33 530 R 0.23 80 R To Cul-de-S 0.28 110 R 0.17 350 R To Sol-179 0.10 160 R 0.24 120 R To Cul-de-S 0.06 20 R To Cul-de-S 0.11 70 R To Sol-179 0.12 1400 R To Sol-179 0.15 Sol-179 0.16 1900 R To Cul-de-S 0.17 Sol-179 0.18 Sol-179 0.19 Sol-179 0.19 Sol-179 0.10 Sol-179 0.11 210 R To Sol-179 Sol-200 0.11 210 R Sol-200 0.00 Sol-179 Sol-200 Sol-200 0.00 Sol-179 Sol-200 0.00 Sol-179 Sol-200 0.00 Sol-179 Sol-200 Sol- | | 20.33 530 R 80-696 80-1791 | | 1 | 1 | 0.33 530 R |

| | | | | | Roanoke Maintenance Area | | | Dr -! | | |
|----------------|--------|------|-----|--------------|-------------------------------|----------|----|----------------|-------------|------|
| Route | Length | AADT | QA | 4Tire | BusTruck 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT QW | Year |
| Roanoke County | | | | From: | | _ | | | | |
| 1799) | 0.11 | 1200 | R | rioni. | 80-1794 | | | NA | NA | 1997 |
| | | | | To: | 80-1796 | | | | | |
| \bigcirc | | | _ | From: | Dead End | | | | | 400= |
| 1800 | 0.16 | 40 | R | To: | 80-1888 | \neg | | NA | NA | 1997 |
| | | | | From: | Dead End | 1 | | | | |
| 1801) | 0.10 | 70 | R | <u> </u> | Doug Eng | | | NA | NA | 1997 |
| | | | | To: | SR 115; 80-1901 | | | | | |
| \bigcirc | 0.07 | 700 | _ | From: | 80-1821 | | | NIA | NIA | 400- |
| 1802 | 0.07 | 760 | R | _ | | _ | | NA | NA | 1997 |
| 4000 | 0.36 | 1000 | R | From: | 80-1820 | | | NA | NA | 1997 |
| 1802 | 0.00 | 1000 | | To: | SR 115 | | | 107 | 14/ (| 1001 |
| | | | | From: | 80-1857 | | | | | |
| 1803 | 0.24 | 2600 | R | | | | | NA | NA | 1997 |
| | | | | From: | 80-1875 |] | | | | |
| 1803 | 0.13 | 1200 | R | | | _ | | NA | NA | 1997 |
| | 0.02 | 10 | R | From: | 80-1810 | | | NA | NA | 1997 |
| 1803) | 0.02 | 10 | ĸ | To: | Dead End | \neg | | INA | INA | 1997 |
| | | | | From: | Dead End | | | | | |
| 1804 | 0.35 | 2000 | R | | | - | | NA | NA | 1996 |
| | | | | To: | SR 115 | | | | | |
| | 0.15 | 100 | R | From: | 80-1804 | | | NA | NA | 1996 |
| 1805 | 0.13 | 100 | IX. | To: | Dead End | | | INA | IVA | 1000 |
| | | | | From: | 80-1804 | | | | | |
| 1806) | 0.54 | 840 | R | | | _ _ | | NA | NA | 1996 |
| <u> </u> | | | | To: | Dead End | | | | | |
| 1807) | 0.31 | 430 | R | From: | 80-1808 | | | NA | NA | 1996 |
| (1807) | 0.01 | 400 | | To: | 80-1806 | | | | | 1000 |
| | | | | From: | 80-1827 | | | | | |
| 1808) | 0.47 | 650 | R | | | _ | | NA | NA | 1996 |
| | | | | To: From: | 80-1858 | | | | | |
| 1809 | 0.27 | 340 | R | rioni. | 80-1803 | | | NA | NA | 1997 |
| 1609 | | | | To: | Dead End | | | | | |
| | | | | From: | 80-1803 | | | | | |
| 1810 | 0.34 | 730 | R | To: | 00 1012 | \neg | | NA | NA | 1997 |
| | | | | From: | 80-1813 | + | | | | |
| 1811) | 0.10 | 80 | R | | 80-1810 | _ | | NA | NA | 1997 |
| | | | | To: | 80-1809 | | | | | |
| | | | _ | From: | Dead End | | | | | |
| 1812 | 0.03 | 10 | R | | | _ | | NA | NA | 1997 |
| | 0.05 | 340 | R | From: | 80-1814 SOUTH | | | NA | NA | 1997 |
| 1812 | 0.05 | 310 | ĸ | To | 00.101.13707777 | _ | | INA | INA | 1997 |
| 1812) | 0.30 | 360 | R | From: | 80-1814 NORTH | | | NA | NA | 1997 |
| 1812 | 0.00 | | | To: | Dead End | <u></u> | | | 1 10 1 | |
| | | | | From: | 80-1814 | | | | | |
| 1813 | 0.24 | 220 | R | | | _ | | NA | NA | 1997 |
| $\overline{}$ | | | | To: | Dead End | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | Design Hour | QK AAWDT QW | Year |
|----------------|--------|------|-----|--------------|-------------------------|--------------|----------------|-------------|------|
| Roanoke County | | | | From: | 80-1812 NORTH | | | | |
| 1814) | 0.12 | 70 | R | | | | NA | NA | 1997 |
| <u> </u> | | | | To: From: | 80-1812 SOUTH | | | | |
| 1814) | 0.24 | 400 | R | To: | 00.1015 | _ | NA | NA | 1997 |
| | | | | From: | 80-1815 | 1 | | | |
| 1815 | 0.69 | 1300 | R | Troni. | 80-1816 EAST | | NA | NA | 1997 |
| .019 | | | | To: | US 11 | | | | |
| | | | | From: | SR 115 | | | | |
| 1816 | 0.23 | 1900 | R | | | <u></u> | NA | NA | 1997 |
| | 0.55 | 4000 | _ | From: | 80-1837 | | NIA | NIA | 4007 |
| 1816 | 0.55 | 1200 | R | _ | | _ | NA | NA | 1997 |
| | 0.05 | 800 | R | From: | 80-1815 EAST | | NA | NA | 1997 |
| 1816 | 0.03 | 000 | IX. | To: | 00.1071 | _ | 14/3 | IVA | 1007 |
| 1816 | 0.05 | 20 | R | From: | 80-1861 | | NA | NA | 1997 |
| 10.09 | | | | To: | Dead End | 1 | | | |
| | | | | From: | 80-1816 | | | | |
| 1817 | 0.10 | 60 | R | To: | D 12 1 | _ | NA | NA | 1997 |
| | | | | From: | Dead End | | | | |
| 1919 | 0.11 | 80 | R | From: | Dead End | | NA | NA | 1996 |
| 1818 | 0 | | ., | To: | 80-1841 | | | 177 | 1000 |
| \bigcirc | 0.00 | 000 | _ | From: | 0-1841 | | NIA | NIA | 4000 |
| 1818) | 0.33 | 200 | R | To: | 80-1832 NORTH | 7 | NA | NA | 1996 |
| | | | | From: | 80-1832 | | | | |
| 1819 | 0.22 | 250 | R | <u> </u> | 00 1032 | | NA | NA | 1996 |
| | | | | To: | 80-1832 | | | | |
| \bigcirc | | _ | _ | From: | Dead End | | | | |
| 1820 | 0.09 | 70 | R | | | <u></u> | NA | NA | 1997 |
| | 0.20 | 400 | _ | From: | 80-1824 | | NA | NIA | 1007 |
| 1820 | 0.20 | 490 | R | _ | | _ | NA | NA | 1997 |
| 1820) | 0.18 | 120 | R | From: | 80-1802 | | NA | NA | 1997 |
| 1820) | 0.10 | 120 | IX. | To: | Dead End | | 14/3 | IVA | 1007 |
| | | | | From: | US 11 SOUTH | | | | |
| 1821) | 0.91 | 3100 | R | | | | NA | NA | 1997 |
| <u> </u> | | | | To: From: | 80-1824 | | | | |
| 1821) | 0.43 | 630 | R | | | _ | NA | NA | 1997 |
| | | | | To: From: | US 11; 80-623 | | | | |
| 1822) | 0.12 | 100 | R | rioiii. | US 11 | | NA | NA | 1997 |
| 1022 | | | | To: | 80-1821 | 1 | | | |
| _ | | | | From: | US 11 | | | | |
| 1823) | 0.15 | 240 | R | т | | _ | NA | NA | 1997 |
| | | | | To: | 80-1821 | 1 | | | |
| 1924 | 0.29 | 500 | R | From: | US 11 | _ | NA | NA | 1997 |
| 1824 | | | | To: | 80-1820 | | | | |
| | | | | From: | NCL ROANOKE | | | | |
| 1825 | 0.16 | 120 | R | | | _ | NA | NA | 1996 |
| _ | | | | To: From: | SR 117 WEST | | | | |
| 1825 | 0.22 | 140 | R | | | _ | NA | NA | 1996 |
| \sim | | | | To: | SR 117 EAST | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | (| QC Design Hour | QK AAWDT QW | Year |
|----------------|--------|------|----|--------------|-------------------------|----------|-------------------|-------------|------|
| Roanoke County | | | | | | ZITali | Houi | | |
| | 0.10 | 120 | В | From: | SR 117 EAST | | NΑ | NΛ | 1006 |
| (1825) | 0.19 | 120 | R | To: | NCL ROANOKE | 7 | NA | NA | 1996 |
| | | | | From: | 80-1807 | 1 | | | |
| 1826 | 0.08 | 50 | R | | | | NA | NA | 1996 |
| | | | | To: | 80-849 | | | | |
| | | | _ | From: | 80-1808 | | | | 4000 |
| 1827 | 0.30 | 210 | R | To: | 80-1806 | | NA | NA | 1996 |
| | | | | From: | SR 118 | 1 | | | |
| 1828 | 0.13 | 120 | R | | SK 110 | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | |
| <u> </u> | | | | From: | 80-1830 | | | | |
| 1829 | 0.10 | 90 | R | | | _ | NA | NA | 1997 |
| | | | | To: | Dead End | | | | |
| 1000 | 0.06 | 240 | R | From: | SR 118 | _ | NA | NA | 1997 |
| 1830 | 0.00 | 240 | ĸ | To: | 80-1829 | 7 | INA | INA | 1997 |
| | | | | From: | Dead End | Ī | | | |
| 1831 | 0.18 | 170 | R | | | _ | NA | NA | 1996 |
| | | | | To: | 80-628 | | | | |
| \sim | | | | From: | SR 117 WEST | | | | |
| 1832 | 0.13 | 1400 | R | | | | NA | NA | 1996 |
| | | | | To: From: | 80-1818 SOUTH | | | | |
| 1832 | 0.59 | 580 | R | | | | NA | NA | 1996 |
| | | | | To: From: | 80-768 |] | | | |
| 1832 | 0.39 | 290 | R | To: | 20.1026 | _ | NA | NA | 1996 |
| | | | | From: | 30-1836 80-1836 | | | | |
| 1832 | 0.19 | 1300 | R | • | | _ | NA | NA | 1996 |
| | | | | To: From: | 80-849 | — | | | |
| 1832 | 0.80 | 3000 | R | Trom: | | _ | NA | NA | 1996 |
| | | | | To: From: | SR 117 EAST | | | | |
| 1832 | 0.18 | 1800 | R | | SR 117 MID | | NA | NA | 1996 |
| 1032) | | | | To: | Cul-de-Sac | | | | |
| | | | | From: | 80-1835 | | | | |
| 1833 | 0.12 | 250 | R | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1904 | | | | |
| 1833 | 0.18 | 120 | R | | | _ | NA | NA | 1997 |
| | | | | To: | Dead End | | | | |
| | 0.21 | 170 | R | From: | 80-1835 | _ | NA | NA | 1997 |
| 1834 | 0.21 | 170 | ĸ | To: | 80-1879 | 7 | INA | INA | 1997 |
| | | | | From: | 80-1816 | i | | | |
| 1835) | 0.36 | 550 | R | <u> </u> | 50 1010 | _ | NA | NA | 1997 |
| | | | | To: | Dead End | 1 | | | |
| $\widehat{}$ | | | | From: | 80-1832 | | | | |
| 1836) | 0.31 | 1300 | R | | | | NA | NA | 1996 |
| | | | | To: From: | 80-1878 |] | | | |
| 1836 | 0.09 | 1200 | R | | 22.425 | _ | NA | NA | 1996 |
| | | | | To: | 80-1894 | | | | |
| | 0.31 | 420 | D | From: | 80-1816 | | NA | NA | 1997 |
| 1837 | 0.31 | 430 | R | To: | 80-1815 | 7 | INA | INA | 1997 |
| | | | | ı | 90-1013 | I | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT QW | Year |
|----------------------------|--------|------|----|--------------|-------------------------|----------|----|----------------|-------------|------|
| Roanoke County | | | | From: | 80-797 | 1 | | | | |
| 1838 | 0.13 | 100 | R | <u> </u> | 00-171 | _ | | NA | NA | 1996 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | Dead End | | | | | |
| 1839 | 0.11 | 80 | R | | | | | NA | NA | 1996 |
| | | | | To: From: | 80-1841 | | | | | |
| 1839 | 0.34 | 210 | R | | | _ | | NA | NA | 1996 |
| | | | | To: | 80-1832 NORTH | | | | | |
| | 0.15 | 80 | R | From: | 80-1839 | | | NA | NA | 1996 |
| 1840 | 0.10 | 00 | 11 | To: | 80-1832 | 1 | | 1471 | 17/1 | 1000 |
| | | | | From: | SR 117 | | | | | |
| 1841) | 0.12 | 510 | R | | | | | NA | NA | 1996 |
| | | | | To: From: | 80-1818 | T | | | | |
| 1841) | 0.02 | 30 | R | Tronic. | | _ | | NA | NA | 1996 |
| | | | | To: | Dead End | | | | | |
| $\overline{}$ | | | _ | From: | Dead End | | | | | 400 |
| 1842 | 0.29 | 230 | R | To: | 80-601 | 1 | | NA | NA | 1997 |
| | | | | From: | | | | | | |
| 1843 | 0.19 | 140 | R | | Dead End | | | NA | NA | 1997 |
| 1843 | 00 | | | To: | 80-839 | _ | | | | |
| 1843) | 0.63 | 700 | R | From: | 80-839 | | | NA | NA | 1997 |
| 1043) | | | | To: | Dead End | 1 | | | | |
| | | | | From: | Dead End | | | | | |
| 1844) | 0.35 | 1300 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | US 11 | | | | | |
| $\overline{}$ | | | | From: | 80-1843 | | | | | |
| 1845) | 0.29 | 100 | R | To: | 80-838 | 1 | | NA | NA | 1997 |
| _ | | | | From: | | | | | | |
| 1846 | 0.36 | 240 | R | | 80-1832 | | | NA | NA | 1996 |
| 1040) | | | | To: | Dead End | | | | | |
| | | | | From: | 80-1849 | | | | | |
| 1847) | 0.29 | 730 | R | | | _ | | NA | NA | 199 |
| | | | | To: | 80-1843 | | | | | |
| | 0.07 | 40 | _ | From: | Dead End | | | NIA | NIA | 400 |
| 1848) | 0.07 | 40 | R | | | _ | | NA | NA | 1997 |
| $\overline{}$ | 0.14 | 250 | | From: | 80-838 | | | NΙΔ | NΙΔ | 100 |
| 1848 | 0.14 | 250 | R | To: | 80-1843 | 7 | | NA | NA | 1997 |
| | | | | From: | Dead End | 1 | | | | |
| 1849 | 0.21 | 220 | R | | Dona Lina | _ | | NA | NA | 199 |
| $\mathcal{O}_{\mathbb{C}}$ | | | | To | 80-1847 | 7 | | | | |
| 1849) | 0.46 | 970 | R | From: | 30 1017 | _ | | NA | NA | 1997 |
| <u> </u> | | | | To: From: | 80-1843 | 1 | | | | |
| 1849 | 0.10 | 880 | R | rrom: | 20.10.10 | _ | | NA | NA | 1997 |
| | | | | To: | 80-1851 | | | | | |
| | | | | From: | 80-838 | | | | | |
| 1850 | 0.16 | 140 | R | To: | 00.10.12 | _ | | NA | NA | 1997 |
| | | | | To: | 80-1843 | | | | | |
| 1851) | 0.40 | 1900 | R | From: | Dead End | | | NA | NA | 1997 |
| | | | 17 | | | | | | 13/4 | 1777 |

| | | | | | Roanoke Mainte | Truck | | | Design | | | |
|----------------|--------|------|-----|--------------|-----------------|---------------|--------------|----|--------|---------|-------|------------|
| Route | Length | AADT | QA | 4Tire | Rue | 3+Axle 1Trail | | QC | Hour | QK AAWI | OT QV | / Year |
| Roanoke County | | | | From: | | | · | | | | | |
| (1852) | 0.34 | 260 | R | From: | 80-185 | ,5 | | | NA | NA | | 1997 |
| (1002) | | | | To: | SR 11 | 5 | | | | | | |
| \bigcirc | | | | From: | 80-185 | 55 | | | | | | 400= |
| 1853 | 0.87 | 270 | R | | | | _ | | NA | NA | | 1997 |
| | 0.14 | 130 | R | From: | 80-188 | 33 | | | NA | NA | | 1997 |
| (1853) | 0.14 | 130 | IX. | To: | Dead E | and | | | INA | INA | | 1997 |
| | | | | From: | 80-185 | 55 | | | | | | |
| 1854 | 0.36 | 380 | R | To: | CD 11 | | _ | | NA | NA | | 1997 |
| | | | | From: | SR 11 80-185 | | | | | | | |
| 1855 | 1.05 | 1100 | R | | 80-183 | 12 | | | NA | NA | | 1997 |
| | | | | To: | SR 11 | 5 | | | | | | |
| \bigcirc | | | _ | From: | 80-180 |)7 | | | | | | 1000 |
| 1856 | 0.23 | 100 | R | To: | Dead E | ind | - | | NA | NA | | 1996 |
| | | | | From: | 80-180 | | 1 | | | | | |
| (1857) | 0.10 | 50 | R | <u> </u> | 00 100 | <u>;=</u> | | | NA | NA | | 1997 |
| | | | | To: From: | Dead End; Gap | Terminus | | | | | | |
| 1857 | 0.15 | 50 | R | To: | 00.400 | | _ | | NA | NA | | 1997 |
| | | | | From: | 80-180 | | | | | | | |
| 1858 | 0.10 | 50 | R | TOM. | Dead E | na | | | NA | NA | | 1996 |
| | | | | To: From: | 80-78- | 4 | | | | | | |
| 1858 | 0.27 | 230 | R | From: | | | | | NA | NA | | 1996 |
| | | | | To: From: | 80-180 |)8 |] | | | | | |
| 1858 | 0.31 | 210 | R | To: | 0.1.1 | g. | 7 | | NA | NA | | 11/08/2000 |
| | | | | From: | Cul-de-S | | | | | | | |
| (1859) | 0.73 | 1700 | R | | 80-186 |)/ | | | NA | NA | | 1997 |
| | | | | To: | SR 115 NO | | | | | | | |
| (1859) | 0.03 | 370 | R | From: | SR 115 SC | DUTH | | | NA | NA | | 1997 |
| (1659) | 0.00 | | .`` | To: | 80-197 | 73 | | | | | | |
| (1859) | 0.15 | 210 | R | From: | 80-197 | 3 | | | NA | NA | | 1996 |
| | | | | To: From: | 80-197 | 74 | | | | | | |
| (1859) | 0.05 | 100 | R | | | | | | NA | NA | | 1996 |
| | | | | To: | 80-197 | | | | | | | |
| 1860 | 0.13 | 150 | R | From: | Cul-de-S | Sac | | | NA | NA | | 1996 |
| (1860) | 0.10 | 100 | | To: | LOMAN R | ROAD | | | | | | 1000 |
| \bigcirc | 0.20 | 450 | В | From: | Dead E | nd | | | NA | NA | | 1996 |
| (1860) | 0.20 | 150 | R | To: | 80-180 |)6 | _ | | INA | INA | | 1990 |
| | | | | From: | 80-191 | | | | | | | |
| (1861) | 0.34 | 780 | R | | | | - | | NA | NA | | 1997 |
| | | | | To: | 80-181 | | | | | | | |
| _ | 0.05 | 40 | R | From: | Dead E | nd | | | NA | NA | | 1997 |
| 1862 | 0.03 | 40 | ĸ | To: | 80-186 | 51 | 1 | | INA | INA | | 1991 |
| | | | | From: | US 11 | | | | | | | |
| 1863 | 0.15 | 300 | R | | | | _ | | NA | NA | | 1997 |
| | | | | To: | Dead E | nd | | | | | | |

| | | | | | Troundre mainte | | | | | | | | |
|----------------|--------|---------|----|--------------|-----------------|---|--------------|----|----------------|----|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Rue | Tru 3+Axle | | QC | Design Hour | QK | AAWDT | QW | Year |
| toanoke County | | | | From: | Dead E | End | | | | | | | |
| 1864) | 0.12 | 180 | R | | Dead E | ena | | | NA | | NA | | 1997 |
| 1804) | | | | To: | SR 11 | 17 | Ī | | | | | | |
| | | | | From: | Dead E | End | | | | | | | |
| 1865 | 0.06 | 120 | R | | | | | | NA | | NA | | 1997 |
| | | | | To: | 80-186 | 64 | | | | | | | |
| | | | | From: | Cul-de- | Sac | | | | | | | |
| 1866 | 0.13 | 70 | R | . — | | | - - | | NA | | NA | | 1996 |
| | | | | To: | 80-185 | | | | | | | | |
| | 0.13 | 4400 | R | From: | 80-62 | 23 | | | NA | | NA | | 1997 |
| 1867 | 0.13 | 4400 | K | | | | _ | | INA | | INA | | 1991 |
| $\overline{}$ | 0.56 | 1100 | R | From: | 80-185 | 59 | | | NA | | NA | | 1997 |
| 1867 | 0.50 | 1100 | ĸ | | | | _ | | INA | | INA | | 1997 |
| | 0.07 | 4000 | | From: | 80-190 | 02 | _ | | NIA | | NIA | | 4007 |
| 1867 | 0.07 | 1300 | R | To: | SR 11 | 15 | _ | | NA | | NA | | 1997 |
| | | | | From: | | | | | | | | | |
| 1868) | 0.20 | 180 | R | | 80-185 | 39 | | | NA | | NA | | 1997 |
| 1000) | 0.20 | .00 | | To: | 80-186 | 67 | | | | | | | |
| | | | | From: | 80-185 | | | | | | | | |
| 1869 | 0.56 | 260 | R | | | | | | NA | | NA | | 1994 |
| \cup | | | | To: | 80-1867 I | EAST | | | | | | | |
| 1869 | 0.31 | 280 | R | From: | | | | | NA | | NA | | 1986 |
| | | | | To: From: | 80-1867 V | WEST | ¬ | | | | | | |
| 1869 | 0.33 | 170 | R | From: | 00 1007 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | NA | | NA | | 1994 |
| | | | | To: | 80-1859 V | WEST | | | | | | | |
| | | | | From: | 80-185 | 55 | | | | | | | |
| 1870) | 0.05 | 45 | R | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | Dead E | End | | | | | | | |
| | 0.00 | | _ | From: | 80-189 | 95 | | | NIA | | N. A | | 4000 |
| 1871 | 0.20 | 30 | R | To: | Dead E | 7md | _ | | NA | | NA | | 1996 |
| | | | | From: | | | | | | | | | |
| | 0.18 | 280 | R | rioni. | 80-183 | 33 | | | NA | | NA | | 1997 |
| 1872 | 0.10 | 200 | | To: | 80-185 | 59 | 7 | | 147. | | 147 (| | 1007 |
| | | | | From: | 80-183 | | | | | | | | |
| 1873) | 0.19 | 280 | R | | | | | | NA | | NA | | 1997 |
| | | | | To: | 80-185 | 59 | | | | | | | |
| | | | | From: | 80-180 | 03 | | | | | | | |
| 1875 | 0.10 | 640 | R | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | Dead F | | <u> </u> | | | | | | |
| \bigcirc | | | _ | From: | Dead E | End | | | | | N14 | | 400 |
| 1876 | 0.54 | 500 | R | To: | ECL ROA | NOVE | 7 | | NA | | NA | | 1997 |
| | | | | From: | | | 1 | | | | | | |
| 1977 | 0.18 | 350 | R | . zoni. | 80-185 | 33 | _ | | NA | | NA | | 1997 |
| 1877 | 5.15 | 300 | | To: | SR 11 | 15 | | | | | | | .507 |
| | | | | From: | Dead E | | | | | | | | |
| 1878) | 0.10 | 20 | R | | Doud I | | _ | | NA | | NA | | 1996 |
| | | | | To: | 80-183 | 36 | | | | | | | |
| _ | - | | | From: | 80-183 | 34 | | | | | | | |
| 1879 | 0.10 | 70 | R | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | Dead E | End | | | | | | | |
| \bigcirc | | | _ | From: | 80-183 | 32 | | | | | | | |
| 1880 | 0.30 | 160 | R | To: | ~ := | 7 1 | _ | | NA | | NA | | 1996 |
| | | | | To: | Dead E | end | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT QW | Year |
|----------------|--------|------|---|--------------|-------------------------|-----|----|----------------|-------------|------|
| Roanoke County | | | | From: | Dead End | | | | | |
| 1881) | 0.13 | 80 | R | | Dead End | _ | | NA | NA | 1996 |
| | | | | To: | 80-849 | | | | | |
| | - 10 | | | From: | 80-1968 | | | | | 1000 |
| 1882 | 0.19 | 130 | R | To: | 80-849 | 7 | | NA | NA | 1996 |
| | | | | From: | Dead End | + | | | | |
| 1883 | 0.38 | 590 | R | | Dead End | | | NA | NA | 1997 |
| | | | | To: | SR 115 | | | | | |
| \bigcirc | | | | From: | 80-1883 | | | | | |
| 1884 | 0.08 | 100 | R | To: | Dead End | 7 | | NA | NA | 1997 |
| | | | | From: | 80-1883 | | | | | |
| 1885) | 0.11 | 120 | R | | 00-1003 | _ | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | 80-1883 | | | | | |
| 1886 | 0.15 | 110 | R | To: | Dood End | 7 | | NA | NA | 1997 |
| | | | | From: | Dead End 80-1855 | | | | | |
| 1887) | 0.18 | 210 | R | | 80-1833 | _ | | NA | NA | 1997 |
| | | | | To: | 80-1859 | | | | | |
| $\widehat{}$ | | | | From: | 80-1913 | | | | | |
| 1888 Quail PI | 0.14 | 180 | R | | | | | NA | NA | 1997 |
| O 0 11 PI | | | | To: From: | 80-1800 |] | | | | 4007 |
| 1888) Quail PI | 0.24 | 90 | R | To: | 80-1900 | 7 | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| 1889 | 0.19 | 90 | R | | Doud End | _ | | NA | NA | 1996 |
| | | | | To: | 80-1832 | | | | | |
| \bigcirc | | | _ | From: | 80-1905 | | | | | |
| 1890 | 0.18 | 45 | R | To: | 11-648; 11-752 | 7 | | NA | NA | 1997 |
| | | | | From: | 80-1853 | | | | | |
| 1891) | 0.23 | 210 | R | | 80-1833 | _ | | NA | NA | 1997 |
| | | | | To: | SR 115 | | | | | |
| \sim | | | | From: | 80-1861 | | | | | |
| 1892 | 0.25 | 260 | R | To: | 00 1012 | _ | | NA | NA | 1997 |
| | | | | From: | 80-1913 | | | | | |
| 1893) | 0.12 | 100 | R | | 80-1913 | _ | | NA | NA | 1997 |
| 1000 | | | | To: | 80-1892 | 1 | | | | |
| | | | | From: | FR 71 | | | | | |
| 1894) | 0.60 | 1200 | R | т | 22.4226 | _ | | NA | NA | 1996 |
| | | | | To: From: | 80-1836 | | | | | |
| 1905 | 0.10 | 1500 | R | rioni. | SR 115 | _ | | NA | NA | 1996 |
| 1895 | 0.10 | | • | To: | 80-1871 | _ | | 101 | 177 | 1000 |
| 1895 | 0.25 | 1300 | R | From: | 80-18/1 | | | NA | NA | 1996 |
| | | | - | To: | Dead End | | | | | |
| | | | | From: | 80-1855 | | | | | |
| 1896 | 0.06 | 250 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1869 WEST |]—— | | | | |
| 1896 | 0.06 | 220 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1869 EAST |] | | | | 40 |
| 1896 | 0.06 | 360 | R | To: | 00.1052 | 7 | | NA | NA | 1997 |
| | | | | | 80-1853 | 1 | | | | |

| | | | | | Roanoke Maintenance Area | | | | | |
|----------------|--------|------|----|--------------|---------------------------------|--------------|----|----------------|-------------|-----------|
| Route | Length | AADT | QA | 4Tire | BusTruck 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT QW | Year |
| Roanoke County | | | | r | 00.10.50 | 1 | | | | |
| 1000 | 0.23 | 340 | R | From: | 80-1853 | | | NA | NA | 1997 |
| 1896) | 0.20 | 040 | | To: | SR 115 | 1 | | 14/1 | 101 | 1007 |
| | | | | From: | 80-1859 WEST | | | | | |
| 1897) | 0.70 | 430 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-1867 | | | | | |
| \bigcirc | | | | From: | 80-1853 | | | | | |
| 1898) | 0.23 | 210 | R | To: | GD 115 | - 1 | | NA | NA | 1997 |
| | | | | From: | SR 115 | | | | | |
| 4000 | 0.02 | 690 | R | r ioiii. | SR 115 | | | NA | NA | 1997 |
| 1899 | 0.02 | 030 | 11 | т | 00.1025 | _ | | 14/1 | 101 | 1007 |
| | 0.38 | 320 | R | From: | 80-1927 | | | NA | NA | 1997 |
| 1899 | 0.00 | 320 | 11 | To: | SR 115; 80-1867 | 1 | | 14/1 | 101 | 1007 |
| | | | | From: | Dead End; WEST | i | | | | |
| 1900 | 0.05 | 10 | R | | | | | NA | NA | 1997 |
| | | | | To | 80-1888 | | | | | |
| 1900 | 0.07 | 20 | R | From: | 00 1000 | | | NA | NA | 1997 |
| | | | | To: | Dead End; EAST | | | | | |
| | | | | From: | SR 115; 80-1801 | | | | | |
| 1901) | 0.15 | 280 | R | _ | | _ | | NA | NA | 1996 |
| | | | | To: | Dead End | | | | | |
| | 0.47 | | _ | From: | 80-1877 | | | | | 400- |
| 1902 | 0.17 | 170 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 80-1867 | | | | | 400= |
| 1902 | 0.06 | 190 | R | To: | 0.11.0 | _ | | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.17 | 240 | В | From: | SR 115 | | | NIA | NA | 1007 |
| 1903 | 0.17 | 210 | R | To: | 80-1899 | 1 | | NA | NA | 1997 |
| | | | | From: | 80-1833 | 1 | | | | |
| 1904) | 0.08 | 40 | R | <u> </u> | 00-1033 | | | NA | NA | 1997 |
| 1304) | | | | To: | Dead End | | | | | |
| | | | | From: | 80-1890 | | | | | |
| 1905) | 0.28 | 150 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-648 | | | | | |
| | | | | From: | Dead End | | | | | |
| 1906) | 0.15 | 20 | R | | | | | NA | NA (| 01/24/200 |
| <u> </u> | | | | From: | 0.15 ME Dead End | | | | | |
| 1906) | 0.15 | 50 | R | _ | | _ | | NA | NA | 1997 |
| | | | | To: | Botetourt County Line | | | | | |
| | 0.00 | 00 | _ | From: | 80-1876 | | | N.1.0 | NIA | 4007 |
| 1907) | 0.09 | 80 | R | To: | Dead End | 1 | | NA | NA | 1997 |
| | | | | From: | | | | | | |
| 1000 | 0.10 | 180 | R | | Dead End | | | NA | NA | 1997 |
| 1908) | 0.10 | 100 | 11 | т | 00.10=- | _ | | 14/4 | 14/7 | 1007 |
| | 0.05 | 30 | R | From: | 80-1876 | | | NA | NA | 1997 |
| 1908) | 0.05 | 30 | ĸ | To: | Dead End | 1 | | 1 11/7 | INC | 1991 |
| | | | | From: | 80-1821 SOUTH | 1 | | | | |
| 1909) | 0.15 | 330 | R | <u> </u> | 60-1621 SOUTH | | | NA | NA | 1997 |
| | | | | To: | 80-1821 NORTH | | | | | |
| | | | | From: | 80-1909 | | | | | |
| 1910 | 0.03 | 20 | R | <u> </u> | ** ** ** | | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT QW | Year |
|----------------|--------|------|-----|--------------|-------------------------|---------|----|----------------|-------------|-------|
| Roanoke County | | | | From: | | _ | | | | |
| (1911) | 0.13 | 210 | R | rion. | 80-1859 | _ | | NA | NA | 1997 |
| (1911) | | | | To: | 80-1897 | | | | | |
| | | | | From: | 80-1897 | | | | | |
| 1912 | 0.20 | 240 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1859 | | | | | |
| | 0.50 | 700 | _ | From: | 80-1861 | | | NIA | NIA | 4007 |
| (1913) | 0.58 | 730 | R | To: | 80-601 | 7 | | NA | NA | 1997 |
| | | | | From: | SR 115 | | | | | |
| 1914) | 0.15 | 220 | R | | | | | NA | NA | 1996 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | Dead End | | | | | |
| 1915) | 0.20 | 90 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1842 | | | | | |
| 1010 | 0.07 | 130 | R | From: | Cul-de-Sac | _ | | NA | NA | 1996 |
| 1916) | 0.01 | 130 | ĸ | т | 22.407- | _ | | 14/4 | INA | 1990 |
| 1010 | 0.05 | 40 | R | From: | 80-1917 | | | NA | NA | 1996 |
| 1916 | 0.03 | 70 | ^ | To: | 80-1832 | 7 | | 13/7 | 14/7 | 1330 |
| | | | | From: | Cul-de-Sac | i | | | | |
| 1917) | 0.09 | 60 | R | | 2 20 2 | | | NA | NA | 1996 |
| | | | | To: | 80-1916 | | | | | |
| | | | | From: | 80-1919 | | | | | |
| 1918 | 0.07 | 160 | R | To: | | _ | | NA | NA | 1997 |
| | | | | | 80-1921 | | | | | |
| | 0.11 | 50 | R | From: | Dead End | | | NA | NA | 1997 |
| 1919 | 0.11 | 30 | | т | 00.1010 | _ | | 1471 | 177 | 1007 |
| | 0.17 | 90 | R | From: | 80-1918 | | | NA | NA | 1997 |
| 1919 | 0.17 | 30 | | To: | Dead End | 7 | | IVA | IVA | 1007 |
| | | | | From: | Dead End | | | | | |
| 1920 | 0.13 | 140 | R | - | | | | NA | NA | 1996 |
| | | | | To: | 80-1801 | | | | | |
| $\overline{}$ | | | | From: | 80-1511 | | | | | |
| 1921) | 0.38 | 370 | R | To: | 0.11.0 | _ | | NA | NA | 1997 |
| | | | | From: | Cul-de-Sac | 1 | | | | |
| 1023 | 0.06 | 40 | R | rioni. | 80-1842 | | | NA | NA | 1997 |
| 1922 | 0.00 | 40 | | To: | Dead End | 1 | | 1471 | | 1001 |
| | | | | From: | 80-605 | | | | | |
| 1923 | 0.29 | 140 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 80-1511 | | | | | |
| \bigcirc | | | _ | From: | Dead End | | | | | |
| 1924 | 0.17 | 230 | R | | | | | NA | NA | 1997 |
| | • | 450 | | To: From: | 80-621 |] | | | | 40 |
| 1924 | 0.18 | 190 | R | To: | Dood End | 7 | | NA | NA | 1997 |
| | | | | From: | Dead End | 1 | | | | |
| 1025 | 0.05 | 500 | R | | Dead End | _ | | NA | NA | 1996 |
| 1925 | 0.00 | 000 | 11 | To: | 00.1007 | 7 | | | 1 1/1 | . 555 |
| 1005 | 0.17 | 1400 | R | From: | 80-1926 | | | NA | NA | 1996 |
| 1925 | 0.17 | 00 | ix. | To: | SR 115 | 7 | | 13/-3 | IVA | 1000 |
| | | | | From: | Cul-de-Sac | i | | | | |
| 1926 | 0.24 | 680 | R | | - 3. 40 040 | _ | | NA | NA | 1996 |
| | | | | To: | 80-1804 | <u></u> | | | | |

| | | | | | Roanoke Maintenance Area | | | | | |
|------------------------|--------|------|----|----------|--------------------------|----------|----|----------------|------------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT Q | W Year |
| Roanoke County | | | | From: | 00.1000 | | | | | |
| (1927) | 0.12 | 150 | R | r toni. | 80-1899 | _ | | NA | NA | 1997 |
| (1927) | 0.12 | | •• | To: | 80-1934 | | | | | 1007 |
| | | | | From: | 80-1927 | | | | | |
| 1928 | 0.07 | 60 | R | | | | | NA | NA | 1997 |
| <u> </u> | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | 80-601 Shadwell Dr | | | | | |
| (1929) Waterfall Dr | 0.30 | 340 | R | _ | | - | | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | | | | | |
| Ounning Door Long | 0.00 | 60 | _ | From: | 80-1929 Waterfall Dr | | | NA | NA | 1007 |
| 1930 Running Deer Lane | 0.09 | 60 | R | To: | Cul-de-Sac | _ | | NA | NA | 1997 |
| | | | | From: | | | | | | |
| 1931) Sundance Circle | 0.06 | 40 | R | Tioni. | 80-1929 Waterfall Dr | | | NA | NA | 1997 |
| Sundance Circle | 0.00 | 40 | 1 | To: | Cul-de-Sac | 7 | | 147 (| 101 | 1007 |
| | | | | From: | 80-679 | | | | | |
| 1932 | 0.24 | 220 | R | <u> </u> | 30-017 | _ | | NA | NA | 09/26/2000 |
| | | | | To: | 80-1933 | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| 1933) | 0.04 | 20 | R | | | | | NA | NA | 09/26/200 |
| | | | | To: | 80-1932 | | | | | |
| _ | | | | From: | 80-1927 | | | | | |
| 1934) | 0.11 | 100 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | | | | | |
| \circ | | | | From: | Cul-de-Sac | | | | | |
| 1935 | 0.14 | 60 | R | | | _ | | NA | NA | 1996 |
| | | | | To: | 80-1554 | | | | | |
| | 0.55 | 400 | _ | From: | Cul-de-Sac | | | NIA | NIA | 4000 |
| 1936) | 0.55 | 120 | R | To: | 80-1555 | _ | | NA | NA | 1996 |
| | | | | From: | | 1 | | | | |
| | 0.09 | 50 | R | T ROME. | 80-1555 | _ | | NA | NA | 1996 |
| (1937) | 0.00 | 00 | | To: | Cul-de-Sac | 7 | | 147. | 100 | 1000 |
| | | | | From: | 80-1555 | | | | | |
| 1938) | 0.10 | 50 | R | <u> </u> | 80-1333 | _ | | NA | NA | 1996 |
| 1000 | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | 80-1541 | | | | | |
| 1939) | 0.40 | 580 | R | | | _ | | NA | NA | 1996 |
| | | | | To: | 80-1555; 80-1938 | | | | | |
| _ | | | | From: | Cul-de-Sac | | | | | |
| 1940 | 0.09 | 30 | R | | | _ | | NA | NA | 1996 |
| | | | | To: | 80-1541 | | | | | |
| \bigcirc | | | | From: | 80-1555 | | | | | |
| 1941) | 0.33 | 250 | R | т | 00.1020 | _ | | NA | NA | 1996 |
| | | | | To: | 80-1939 | | | | | |
| \bigcirc | 0.14 | NIA | | From: | 80-621 | _ | | NA | NA | |
| 1942 | 0.14 | NA | | To: | Cul-de-Sac | _ | | NA | INA | |
| | | | | From: | | 1 | | | | |
| (100) | 0.05 | 320 | R | . 10.11. | 80-1541 | _ | | NA | NA | 1996 |
| 1943 | 0.00 | 320 | 11 | | | _ | | INA | IN/A | 1990 |
| $\overline{}$ | 0.46 | 400 | | From: | 80-1946 BEGIN LOOP | | | NI A | NΙΛ | 1006 |
| 1943) | 0.46 | 100 | R | To: | END LOOP | _ | | NA | NA | 1996 |
| | | | | From: | | + | | | | |
| | 0.37 | 640 | R | I IOIII. | 80-1541 | _ | | NA | NA | 1996 |
| 1944 | 0.51 | 040 | ĸ | To: | 80-1946 | _ | | IN/A | IN/A | 1990 |
| | | | | | 00-1740 | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT QW | Year |
|----------------|--------|------|----|-----------------|-------------------------|----------|----|----------------|-------------|----------|
| Roanoke County | | | | From: | 80-1944 | | | | | |
| 1945) | 0.30 | 90 | R | <u></u> | 00 1711 | _ | | NA | NA | 1996 |
| | | | | To: | 80-1946 | | | | | |
| \bigcirc | 0.05 | 90 | _ | From: | 80-1943 | | | NΙΔ | NΛ | 1006 |
| 1946) | 0.05 | 80 | R | | | 7 | | NA | NA | 1996 |
| 1946 | 0.26 | 80 | R | From: | 80-1945 | | | NA | NA | 1996 |
| 1946) | 0.20 | | | To: | Cul-de-Sac |] | | 101 | | 1000 |
| <u> </u> | | | | From: | SR 117 | | | | | |
| 1947 | 0.31 | 3200 | R | | | | | NA | NA | 1996 |
| | | | | From: | 80-1948 | | | | | |
| 1947) | 0.41 | 960 | R | To: | 80-628 | 7 | | NA | NA | 1996 |
| | | | | From: | Cul-de-Sac | 1 | | | | |
| 1948) | 0.22 | 400 | R | <u> </u> | Cur-uc-sac | _ | | NA | NA | 1996 |
| | | | | To: | 80-1947 | | | | | |
| $\overline{}$ | | | | From: | 80-01932(B)/ | | | | | |
| 1949 | 0.25 | NA | | To: | Dead End/ | 7 | | NA | NA | |
| | | | | From: | US 221 | | | | | |
| 1950 | 0.07 | 670 | R | <u></u> | 03 221 | | | NA | NA | 1996 |
| | | | | To: From: | 80-2035 SOUTH | 1 | | | | |
| 1950 | 0.13 | 330 | R | From: | 00 2000 500 111 | | | NA | NA | 1996 |
| | | | | To: From: | 80-1951 | 7 | | | | |
| 1950 | 0.21 | 140 | R | F10111 <u>*</u> | | | | NA | NA | 1996 |
| | | | | To: From: | 80-2035 NORTH | | | | | |
| 1950 | 0.08 | 48 | R | | | _ | | NA | NA | 1996 |
| | | | | To: | Cul-de-Sac | | | | | |
| 1951) | 0.28 | 60 | R | From: | 80-1950 | | | NA | NA | 1996 |
| 1951) | 0.20 | | ., | To: | Cul-de-Sac | | | 101 | 101 | 1000 |
| | | | | From: | US 221 | | | | | |
| 1952 | 0.42 | NA | | | | _ | | NA | NA | |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.05 | NA | | From: | 80-1952 | | | NA | NA | |
| 1953) | 0.00 | NA. | | To: | Cul-de-Sac | 1 | | IVA | IVA | |
| | | | | From: | 80-1952 | | | | | |
| 1954) | 0.06 | NA | | | | _ | | NA | NA | |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.05 | 30 | R | From: | 80-1549 | | | NA | NA | 1996 |
| 1955 | 0.00 | 30 | 1 | To: | Cul-de-Sac | 1 | | INA. | INA | 1990 |
| | | | | From: | 80-601 | | | | | |
| 1956 | 0.10 | NA | | - | | _ | | NA | NA | |
| | | | | To: From: | 80-1957 |] | | | | |
| 1956 | 0.11 | NA | | | | 7 | | NA | NA | |
| | | | | To: | 80-1965 | 1 | | | | |
| | 0.05 | NA | | From: | 80-1956 | | | NA | NA | |
| 1957 | 0.03 | IVA | | To: | Cul-de-Sac | 1 | | 14/4 | INA | |
| | | | | From: | Cul-de-Sac | | | | | |
| 1958 | 0.26 | 40 | R | | | _ | | NA | NA | 09/13/20 |
| | | | | To: | 80-1959 | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 20 Auto 21 Auto 4 Tabil | OT9 | QC | Design | QK AAWDT | QW Year |
|------------------|--------|-----------|-------|--------------|-----------------------------|----------|------------|--------|----------|------------|
| Roanoke County | | | | | ZAXIE 3+AXIE ITTAII | 21rail | | Hour | | |
| (1958) | 0.29 | 60 | R | From: | 80-1959 | | | NA | NA | 09/13/2000 |
| (1930) | | | | To: | 80-695 | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| (1959) | 0.14 | 20 | R | | | _ | | NA | NA | 09/13/2000 |
| | | | | To: | 80-1958 | | | | | |
| | 0.03 | 1000 | R | From: | 80-679 | | | NA | NA | 1996 |
| 1960 | 0.03 | 1000 | K | | | _ | | INA | INA | 1990 |
| | 0.05 | 840 | R | From: | 80-1964 | | | NA | NA | 1996 |
| 1960 | 0.00 | 040 | | To | 00.1061 | _ | | 14/1 | 147 | 1000 |
| (1000) | 0.05 | 560 | R | From: | 80-1961 | | | NA | NA | 1996 |
| (1960) (1960) | 0.00 | | • • • | To: | 00.1072 | _ | | | | |
| 1000 | 0.19 | 120 | R | From: | 80-1962 | | | NA | NA | 1996 |
| (1900) | | | ••• | To: | Cul-de-Sac | | | | | |
| | | | | From: | 80-1962 | | | | | |
| (1961) | 0.11 | 380 | R | | | | | NA | NA | 1996 |
| | | | | To: From: | 80-1960 | — | | | | |
| (1961) | 0.16 | 140 | R | Pioni. | | | | NA | NA | 1996 |
| | | | | To: | Cul-de-Sac | | | | | |
| $\widehat{}$ | | | | From: | Cul-de-Sac | | | | | |
| 1962 | 0.03 | 40 | R | | | | | NA | NA | 1996 |
| <u> </u> | | | | To: From: | 80-1961 | | | | | |
| (1962) | 0.13 | 230 | R | | | | | NA | NA | 1996 |
| | | | | From: | 80-1963 | | | | | |
| 1962 | 0.29 | 250 | R | To: | 00.1000 | _ | | NA | NA | 1996 |
| | | | | From: | 80-1960 | | | | | |
| | 0.07 | 60 | R | From: | Cul-de-Sac | | | NA | NA | 1996 |
| 1963 | 0.01 | 00 | IX. | To: | 80-1962 | 1 | | IVA | IVA | 1330 |
| | | | | From: | Cul-de-Sac | ì | | | | |
| (1964) | 0.10 | 70 | R | <u> </u> | cui de bue | | | NA | NA | 1997 |
| | | | | To: | 80-1960 | | | | | |
| | | | | From: | 80-01956(R)/ | | | | | |
| (1965) | 0.05 | NA | | _ | | _ | | NA | NA | |
| | | | | To: | Cul-de-Sac/ | | | | | |
| | 0.14 | 222 | _ | From: | 80-1832 | | | NA | NIA | 1006 |
| 1968 | 0.14 | 220 | R | | | | | INA | NA | 1996 |
| | 0.10 | 450 | R | From: | 80-1969 | _ | | NA | NIA | 1006 |
| (1968) | 0.19 | 150 | ĸ | | | | | INA | NA | 1996 |
| | 0.00 | 50 | | From: | 80-1882 | _ | | NIA | NIA | 1000 |
| 1968 | 0.08 | 50 | R | To: | Cul-de-Sac | _ | | NA | NA | 1996 |
| | | | | From: | Cul-de-Sac | 1 | | | | |
| (1969) | 0.11 | 80 | R | <u> </u> | Cur-uc-Suc | | | NA | NA | 1996 |
| | | | | To: | 80-1968 | | | | | |
| (1969) | 0.07 | 40 | R | From: | 00-1700 | _ | · <u> </u> | NA | NA | 1996 |
| | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | 80-628 | | | | | |
| (1970) | 0.16 | 130 | R | | | _ | | NA | NA | 1996 |
| | | | | To: | Cul-de-Sac | | | | | |
| \bigcirc | 0.45 | | | From: | 80-01972(B)/ | | | A.I.A. | | |
| (1971) | 0.15 | NA | | To: | 80-01836(B)/ | 7 | | NA | NA | |
| | | | | | 8U-U1830(B)/ | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 24 Avio 4 Troil | | QC | Design | QK AAWDT QW | Year |
|----------------|--------|------|----|--------------|--------------------------|----------|----|--------|-------------|------------|
| Roanoke County | | | | | 2Axle 3+Axle 1Trail | 21 rail | | Hour | | |
| \bigcirc | 0.45 | NIA | | From: | Cul-de-Sac/ | | | NIA | NIA | |
| (1972) | 0.15 | NA | | To: | Cul-de-Sac/ | – | | NA | NA | |
| | | | | From: | 80-1859 | 1 | | | | |
| (1973) | 0.16 | 120 | R | | 60-1637 | | | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | | | | | |
| \sim | | | | From: | 80-1859 | | | | | |
| (1974) | 0.08 | 70 | R | To: | Cold Sec. | - | | NA | NA | 1997 |
| | | | | From: | Cul-de-Sac | _ | | | | |
| (1975) | 0.05 | 40 | R | | Cul-de-Sac | | | NA | NA | 1997 |
| (1973) | | | | To: | 80-1859 | | | | | |
| 1975) | 0.07 | 60 | R | From: | 80-1839 | | | NA | NA | 1997 |
| (1973) | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| (1977) | 0.09 | 60 | R | | | _ | | NA | NA | 1996 |
| | | | | To: | 80-1858 | | | | | |
| \bigcirc | 0.10 | 400 | _ | From: | 80-1548 | | | NIA | NA | 1007 |
| 1980 | 0.10 | 480 | R | | | _ | | NA | NA | 1997 |
| $\overline{}$ | 0.06 | 220 | R | From: | 80-1981 | _ | | NIA | NA | 1007 |
| 1980 | 0.06 | 330 | ĸ | _ | | _ | | NA | NA | 1997 |
| | 0.08 | 260 | R | From: | 80-1982 | | | NA | NA | 1997 |
| 1980 | 0.00 | 200 | K | To: | 80-1983 | \neg | | INA | NA. | 1991 |
| | | | | From: | 80-1980 | | | | | |
| (1981) | 0.04 | 40 | R | <u> </u> | 00 1900 | ! | | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| (1982) | 0.05 | 90 | R | | | | | NA | NA | 1997 |
| <u> </u> | | | | To: From: | 80-1980 |]—— | | | | |
| (1982) | 0.09 | 30 | R | | | _ | | NA | NA | 09/13/2000 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.05 | 10 | R | From: | Cul-de-Sac | | | NA | NA | 1997 |
| 1983 | 0.03 | 10 | K | | | _ | | INA | INA | 1991 |
| | 0.13 | 180 | R | From: | 80-1980 | | | NA | NA | 1997 |
| 1983 | 0.10 | 100 | | To: | Cul-de-Sac | 7 | | 1471 | 101 | 1007 |
| | | | | From: | SR-00115(B)/80-01898(U)/ | | | | | |
| (1984) | 0.14 | NA | | | | _ | | NA | NA | |
| | | | | To: | 80-01985(L)/ EAST | <u> </u> | | | | |
| \bigcirc | | | | From: | 80-01984(B)/ WEST | | | | | |
| 1985) | 0.26 | NA | | To: | 90 01094/D\/ EAST | _ | | NA | NA | |
| | | | | From: | 80-01984(R)/ EAST | 1 | | | | |
| 1986 | 0.09 | NA | | | 80-01984(B)/ | _ | | NA | NA | |
| | | | | To: | 80-01985(B)/ | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| (1990) | 0.36 | 40 | R | | | _ | | NA | NA | 1994 |
| | | | | To: | 80-694 | | | | | |
| \bigcirc | | | _ | From: | Cul-de-Sac | | | | | |
| (1992) | 0.11 | 20 | R | To: | 90.022 | _ | | NA | NA | 1996 |
| | | | | From: | 80-923 | | | | | |
| 1005 | 0.10 | 180 | R | . zoni. | 80-1679 | | | NA | NA | 09/07/2000 |
| (1995) | 5.10 | | | To: | 80-1996 | 7 | | | | 20.01.2000 |
| | | | | - | * * | • | | | | |

| | | | | | Roanoke Maintenance Area | | | | | |
|----------------|--------|------|---|--------------|--------------------------|----------|----|----------------|-------------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT QW | Year |
| Roanoke County | | | | From: | 80-1996 | | | | | |
| (1995) | 0.10 | 40 | R | | 00-1770 | | | NA | NA | 1996 |
| | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | 80-1995 | | | | | |
| (1996) | 0.20 | 80 | R | | | _ | | NA | NA | 1995 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.29 | 60 | R | From: | US 221 | _ | | NA | NA | 1996 |
| (1999) | 0.25 | 00 | • | To: | Cul-de-Sac | 7 | | INA | INA | 1330 |
| | | | | From: | Cul-de-Sac | | | | | |
| 2000 | 0.16 | 80 | R | | | | | NA | NA | 1997 |
| | | | | To: | 80-1799 | | | | | |
| \bigcirc | | | | From: | 80-1799 | | | | | 400= |
| 2001) | 0.05 | 30 | R | To: | Cul-de-Sac | _ | | NA | NA | 1997 |
| | | | | From: | | | | | | |
| (2002) | 0.16 | NA | | 110.11. | Cul-de-Sac | _ | | NA | NA | |
| 2002 | 00 | | | To | 90 1700 | _ | | | | |
| 2002 | 0.17 | 180 | R | From: | 80-1799 | | | NA | NA | 1997 |
| (2002) | | | | To: | 80-2006 | | | | | |
| | | | | From: | 80-1799 | | | | | |
| 2003 | 0.06 | 130 | R | | | | | NA | NA | 1996 |
| | | | | To: From: | 80-2004 | | | | | |
| 2003 | 0.07 | 100 | R | | | | | NA | NA | 09/13/2000 |
| | | | | To: From: | 80-2007 | <u> </u> | | | | |
| 2003) | 0.07 | NA | | | | _ | | NA | NA | |
| | | | | To: | 80-2014 | | | | | |
| | 0.00 | 00 | _ | From: | Cul-de-Sac | | | NIA | NA | 4000 |
| 2004) | 0.09 | 60 | R | To: | 80-2003 | ⊣ | | NA | NA | 1996 |
| | | | | From: | Cul-de-Sac | | | | | |
| (2005) | 0.08 | 30 | R | <u> </u> | Cui-de-Sac | | | NA | NA | 1996 |
| | | | | To: | 80-1799 | | | | | |
| | | | | From: | 80-2002 | | | | | |
| (2006) | 0.12 | 70 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | | | | | |
| \bigcirc | 0.13 | NIA | | From: | Cul-de-Sac | | | NA | NA | |
| (2007) | 0.13 | NA | | | | _ | | INA | INA | |
| | 0.07 | NA | | From: | 80-2009 | | | NA | NA | |
| (2007) | 0.07 | NA | | _ | | _ | | INA | INA | |
| | 0.20 | 70 | R | From: | 80-2008 | | | NA | NA | 09/13/2000 |
| (2007) | 0.20 | 70 | IX. | To: | 80-2003 | 1 | | INA | INA | 09/13/2000 |
| | | | | From: | Cul-de-Sac | | | | | |
| (2008) | 0.06 | 48 | R | | | | | NA | NA | 09/13/2000 |
| | | | | To: | 80-2007 | | | | | |
| \bigcirc | | | | From: | Cul-de-Sac | | | | | |
| (2009) | 0.03 | NA | | To: | 00.2005 | _ | | NA | NA | |
| | | | | | 80-2007 | | | | | |
| 0040 | 0.37 | 180 | R | From: | Cul-de-Sac | _ | | NA | NA | 1996 |
| 2010 | 0.57 | 100 | 11 | To: | US 11 | 7 | | INA | 14/7 | 1330 |
| | | | | From: | Cul-de-Sac | <u> </u> | | | | |
| 2011) | 0.05 | 40 | R | - | | | | NA | NA | 08/21/2000 |
| | | | | To: | 80-2010 | | | | | |
| | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT | QW Year |
|----------------|--------|------|----|--------------|-------------------------|-------------|----|----------------|----------|------------|
| Roanoke County | | | | From: | 80-2010 | 1 | | | | |
| (2011) | 0.07 | 40 | R | | 00-2010 | | | NA | NA | 08/21/2000 |
| | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | 80-2010 | | | | | |
| (2012) | 0.05 | 20 | R | т | | _ | | NA | NA | 08/21/2000 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.16 | NA | | From: | 80-2007 | | | NA | NA | |
| 2013 | 0.10 | NA. | | To: | Cul-de-Sac | 1 | | 14/3 | IN/A | |
| | | | | From: | Cul-de-Sac | i | | | | |
| 2014) | 0.07 | NA | | | | | | NA | NA | |
| | | | | To: | Cul-de-Sac | | | | | |
| \bigcirc | | | | From: | 80-2002 | | | | | |
| 2016) | 0.05 | NA | | т | | _ | | NA | NA | |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.14 | 40 | R | From: | 80-1079 | | | NA | NA | 1996 |
| 2020 | 0.14 | 40 | K | To: | Cul-de-Sac | | | INA | NA. | 1990 |
| | | | | From: | 80-1950 SOUTH | | | | | |
| 2035) | 0.45 | 400 | R | | 66 1750 866 111 | | | NA | NA | 1996 |
| | | | | To: | 80-1950 NORTH | | | | | |
| | | | | From: | 80-2035 | | | | | |
| 2036 | 0.25 | 180 | R | | | | | NA | NA | 1996 |
| | | | | To: From: | 80-2037 | | | | | |
| 2036) | 0.20 | 70 | R | | | _ | | NA | NA | 1996 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.00 | 400 | _ | From: | 80-2036 | | | NIA | NIA | 1000 |
| 2037) | 0.09 | 100 | R | | | _ | | NA | NA | 1996 |
| | 0.10 | | | From: | 80-2038 | _ | | | | 1000 |
| 2037) | 0.12 | 50 | R | To: | Cul-de-Sac | 7 | | NA | NA | 1996 |
| | | | | From: | Cul-de-Sac | | | | | |
| 2038 | 0.10 | 40 | R | <u> </u> | Cui-ue-sac | _ | | NA | NA | 1996 |
| 2000) | | _ | | To: | 80-2037 | | | | | |
| | | | | From: | 80-679 | | | | | |
| 2050 | 0.03 | 650 | R | - | | | | NA | NA | 1996 |
| | | | | To: From: | 80-2053 |] | | | | |
| 2050 | 0.05 | 390 | R | | | | | NA | NA | 1996 |
| | | | | To: From: | 80-2051 | | | | | |
| 2050 | 0.06 | 120 | R | | | | | NA | NA | 1996 |
| | | | | To: From: | 80-2052 |] | | | | |
| (2050) | 0.03 | 30 | R | | | _ | | NA | NA | 1994 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.00 | | | From: | Cul-de-Sac | | | | | 1000 |
| 2051) | 0.09 | 70 | R | To: | 80-2050 | _ | | NA | NA | 1996 |
| | | | | From: | Cul-de-Sac | 1 | | | | |
| (2052) | 0.05 | 46 | R | | Cui-uc-Sac | _ | | NA | NA | 1996 |
| | | | - | To: | 80-2050 | 1 | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| 2053 | 0.06 | 50 | R | | | _ | | NA | NA | 1996 |
| | | | | To: From: | 80-2055 | | | | | |
| 2053 | 0.07 | 130 | R | | | _ | | NA | NA | 1996 |
| \sim | | | | To: | 80-2054 | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle | ıck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|----------------------|--------|------------|----|--------------|---------------------------|---------------|----------|----|----------------|----|-------|----|------|
| Roanoke County | | | | From: | | | | | 11001 | | | | |
| (2053) | 0.18 | 250 | R | rion. | 80-2054 | | | | NA | | NA | | 1997 |
| | | | | To: | 80-2050 | | | | | | | | |
| \bigcirc | 0.08 | 5 0 | В | From: | Cul-de-Sac | | | | NA | | NA | | 1997 |
| 2054 | 0.06 | 50 | R | To: | 80-2053 | | 1 | | INA | | INA | | 1997 |
| | | | | From: | Cul-de-Sac | | | | | | | | |
| 2055 | 0.04 | 20 | R | To: | 90 2052 | | 1 | | NA | | NA | | 1997 |
| | | | | From: | 80-2053 80-768 | | <u> </u> | | | | | | |
| 2060) | 0.12 | 280 | R | | 80-708 | | _ | | NA | | NA | | 1996 |
| | | | | To: From: | 80-2061 | | | | | | | | |
| 2060 | 0.14 | 100 | R | | | | 7 | | NA | | NA | | 1996 |
| | | | | To: | Cul-de-Sac | | | | | | | | |
| | 0.15 | 90 | R | From: | Cul-de-Sac WEST | | | | NA | | NA | | 1996 |
| 2061) | 0.10 | 30 | | To: | 20.2060 | | | | 147. | | 107 | | 1000 |
| (2061) | 0.07 | 40 | R | From: | 80-2060 | | | | NA | | NA | | 1996 |
| (2001) | | | | To: | Cul-de-Sac EAST | | | | | | | | |
| | | | | From: | Cul-de-Sac | | | | | | | | |
| 2075) | 0.09 | 60 | R | т | | | _ | | NA | | NA | | 1996 |
| | | | | To: | 80-849 | | | | | | | | |
| 0050 | 0.08 | 230 | R | From: | SR 117 | | | | NA | | NA | | 1986 |
| 9352 | 0.00 | 230 | IX | To: | BURLINGTON SCH | | 1 | | INA | | 11/-3 | | 1300 |
| | | | | From: | SR 116 | | | | | | | | |
| 9354 | 0.06 | 260 | R | | | | | | NA | | NA | | 1997 |
| | | | | To: | MT PLEASANT SCH | | | | | | | | |
| \bigcirc | | | _ | From: | US 220 | | | | | | | | |
| 9356 | 0.09 | 300 | R | To: | CLEARBROOK SCH | | 7 | | NA | | NA | | 1997 |
| | | | | From: | US 11 | | | | | | | | |
| 9357 | 0.04 | 80 | R | | 0311 | | _ | | NA | | NA | | 1997 |
| | | | | To: | FORT LEWIS SCH | | | | | | | | |
| | | | | From: | 80-711 | | | | | | | | |
| (9358) | 0.03 | 60 | R | To: | D.D. W. J. W. J. G. G. J. | | 7 | | NA | | NA | | 1997 |
| | | | | From: | BENT MTN SCH | | | | | | | | |
| 9359) | 0.20 | 180 | R | r toin. | US 221 | | J | | NA | | NA | | 1997 |
| (9339) | 0.20 | | | To: | BLACK CREEK SCH | | | | | | | | |
| _ | | | | From: | SR 419 | | | | | | | | |
| (9360) | 0.87 | 700 | R | _ | | | 7 | | NA | | NA | | 1997 |
| | | | | To: | HIDDEN VALLEY SCH | | | | | | | | |
| City of Roanoke | | | | From: | Salem Ave | | | | | | | | |
| 2nd St, Gainsboro Rd | 0.73 | 7800 | G | 94% | 1% 4% 1% | 1% | 0% | С | 1000 | G | 8200 | G | 2001 |
| 120 | | | | To: | Orange Ave | | 1 | | | | | | |
| O.W. 1. 21 | 0.05 | 4.55- | _ | From: | Franklin St | 401 | | | 4=== | _ | 4=000 | _ | 000: |
| 3 Wonju St | 0.30 | 14000 | G | 97% To: | 0% 1% 1% Colonial Ave | 1% | 0% ┓ | С | 1500 | G | 15000 | G | 2001 |
| | | | | From: | Williamson Rd | | 1 | | | | | | |
| 4 Kimball Ave | 0.75 | 8100 | G | 97% | 0% 1% 1% | 1% | 0% | F | 790 | G | 8500 | G | 2001 |
| (4) Kimball Ave | | | | To: | Orange Ave | | | | | | | | |
| \sim | | | | From: | Mohawk Ave | | | | | | | | |
| 5 Plantation Rd | 0.82 | 7500 | G | 97% | 0% 1% 1% | 1% | 0% | F | 700 | G | 7900 | G | 2001 |
| <u> </u> | | | | To: | Liberty Rd | | 1 | | | | | | |

| | | | | | Roand | ke Mainte | enance A | rea | | | | | | | |
|-------------------------|----------|-------|-----|--------------|-------|------------------------|------------|--------|----------------|------------|--------|----|---|--------------|-------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru | ıck | | QC | Design | OK | AAWDT | QW | Year |
| | Longin | | - L | | 200 | 2Axle | 3+Axle | 1Trail | 2Trail | Q O | Hour | ωi | , | ₹ 7 7 | · cui |
| City of Roanoke | | | | From: | | 2Nd S | St | | 1 | | | | | | |
| 6 Wells Ave | 0.38 | 6300 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 730 | G | 6600 | G | 2001 |
| 128 | | | | To: | | Williamso | on Rd | | | | | | | | |
| | | | | From: | | Norfolk | Ave | | | | | | | | |
| 7 Wise Ave | 0.72 | 6800 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 1000 | G | 7200 | G | 2001 |
| 128 | | | | To: | | Vinton A | Ave | | | | | | | | |
| | | | | From: | | Riverlan | | | | | | | | | |
| 8 9Th St | 0.21 | 6900 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 710 | G | 7200 | G | 2001 |
| $\overline{}$ | | | | To: From: | | 0.1 S N& | | |] | | | | | | |
| (8) 9Th St | 1.17 | 11000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 1100 | G | 12000 | G | 2001 |
| | | | | To: | | Tazewell | | | | | | | | | |
| Onlandal Ave | 4.40 | 40000 | _ | From: | 00/ | WCL Roa | | 00/ | | _ | 4000 | _ | 40000 | _ | 0004 |
| (8001) Colonial Ave | 1.16 | 12000 | G | 98% | 0% | 1% | 0% | 0% | ¬ 0% | F | 1300 | G | 13000 | G | 2001 |
| | | | | From: | | Persinger Persinger | | | + | | | | | | |
| 8001 Colonial Ave | 0.81 | NA | | - | | | | | | | NA | | NA | | |
| 128/ | | | | To: | | Brandon | Ave | | | | | | | | |
| | | | | From: | | SCL Roa | | | | | | | | | |
| 8003 Yellow Mountain Rd | 2.59 | 2300 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 320 | G | 2400 | G | 2001 |
| | | | | To: From: | | Jefferso | n St | |] | | | | | | |
| 8003 McClanahan St | 0.48 | 11000 | G | 97% | 0% | 2% | 0% | 0% | 0% | С | 1100 | G | 12000 | G | 2001 |
| 128 | | | | To: | | Franklin | Rd | | | | | | | | |
| | | | | From: | | WCL Roa | | | | | | | | | |
| 8008 Salem Tnpk | 1.35 | 7400 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 750 | G | 7700 | G | 2001 |
| | | | | To: From: | | 36Th | | | | | | | | | |
| (8008) Salem Tnpk | 1.20 | 9000 | G | 95% | 0% | 2% | 1% | 2% | 0% | С | 860 | G | 9500 | G | 2001 |
| 8008 Salem Tnpk | | | | To: | | 24Th S | | | 7 | | | | | | |
| | | | | From: | | Yellow M | tn Rd | | | | | | | | |
| 8009 Garden City Blvd | 0.42 | 4800 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 530 | G | 5000 | G | 2001 |
| 128 | | | | To: | | Ray R | d | | | | | | | | |
| Garden City Blvd | 1.36 | 6900 | G | 96% | 0% | 2% | 1% | 1% | 0% | С | 670 | G | 7300 | G | 2001 |
| 128 | | | | To: | S | SR 116 Rive | rland Rd | | | | | | | | |
| | | | | From: | | WCL Roa | noke | | | | | | | | |
| Shenandoah Ave | 2.13 | 13000 | G | 95% | 0% | 2% | 1% | 1% | 0% | С | 1300 | G | 13000 | G | 2001 |
| 128 | | | | To: | | 24Th | St | | 1 | | | | | | |
| Shenandoah Ave | 0.77 | 9300 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 990 | G | 9700 | G | 2001 |
| 128 | | | | To: | | 15Th | St | | ٦ | | | | | | |
| 8010) Shenandoah Ave | 0.86 | 9100 | G | 97% | 0% | 1% | 1% | 1% | 0% | С | 1100 | G | 9500 | G | 2001 |
| Shenandoah Ave | | | | To: | | 5Th S | | - | | | | | | | |
| 8010) Shenandoah Ave | 0.29 | 5200 | G | From: 97% | 0% | 1% | 1% | 1% | 0% | F | 550 | G | 5500 | G | 2001 |
| Shenandoah Ave | | | | To: | | Williamso | | . , , | | | | | | _ | |
| | | | | From: | | SCL Roa | | | | | | | | | |
| (8011) Odgen Rd | 0.55 | 9600 | G | 97% | 0% | 1% | 1% | 0% | 0% | С | 990 | G | 10000 | G | 2001 |
| 128 | | | | To: | | WCL Roa | noke | | | | | | | | |
| | | | | From: | | SR 41 | 9 | | | | | | | | |
| 8014 Grandin Rd | 0.72 | 4800 | G | 97% | 0% | 1% | 1% | 0% | 0% | F | 570 | G | 5000 | G | 2001 |
| 140/ | | | | To: | | Mudlick | Rd | | 1 | | | | | | |
| 8014 128 Grandin Rd | 0.97 | 3000 | G | 97% | 1% | 1% | 0% | 1% | 0% | С | 330 | G | 3200 | G | 2001 |
| 128 | | | | To: | | Garst Mi | | | | | | | | | |
| | <u> </u> | | | From: | | Us 220 | Bus | | | · · · | | | | | |
| 8015 Franklin Rd | 0.60 | 14000 | G | 94% | 1% | 5% | 0% | 0% | 0% | С | 1500 | G | 15000 | G | 2001 |
| 120/ | | | | To: | | Elm A | | | 1 | | | | | | |
| (8015) Tazewell Ave | 0.54 | 6400 | c | 96% | 0% | Williamso | n Rd 1% | 0% | 」 0% | С | 800 | G | 6400 | G | 2001 |
| 8015 lazewell Ave | 0.04 | 6100 | G | 90% To: | U /0 | 9Th S | | U /0 | 7 % | C | 300 | G | 0400 | G | 200 I |
| | | | | ı | | 21113 | ,, | | ı | | | | | | |

| Route | Longth | AADT | QA | 4Tire | Bus | Tru | ck | | QC | Design | OK | AAWDT | OW/ | Year |
|----------------------------|--------|-------|----------|--------------|----------|--------------------------------|--------|----------------|----|--------|----|-------|-----|------|
| | Length | AADI | QA | 41116 | Dus | 2Axle 3+Axle | 1Trail | 2Trail | QC | Hour | QN | AAWDI | QW | rear |
| City of Roanoke | | | | From: | | 9Th St | | | | | | | | |
| 8015 Tazewell Ave | 0.34 | 4500 | G | 96% | 0% | 3% 1% | 0% | 0% | F | 670 | G | 4800 | G | 2001 |
| | | | | To: | | 13Th St | | | | | | | | |
| Groon Pidgo Pood | 1.23 | NA | | From: | NC: | L Roanoke NCL Salem | | | | NA | | NA | | |
| Green Ridge Road | 1.23 | NA | | | | | | _ | | INA | | INA | | |
| 8018) Cove Rd | 1.49 | 7700 | G | From: 98% | SR 0% | 117 Peters Creek Road 1% 0% | 0% | 0% | С | 800 | G | 8100 | G | 2001 |
| 8018) Cove Rd | 1.43 | 7700 | G | To: | 0 /0 | Hershberger Rd | 0 /0 | 7 0 /8 | C | 800 | G | 8100 | G | 200 |
| | | | | From: | | Brandon Ave | | | | | | | | |
| 8020 Edgewood Ave | 0.76 | 7900 | G | 99% | 0% | 1% 0% | 0% | 0% | С | 830 | G | 8300 | G | 2001 |
| 128 | | | | To: | | Memorial Ave | | | | | | | | |
| 8020) Memorial Ave | 0.71 | 5700 | G | 99% | 0% | Edgewood Ave 1% 0% | 0% | 0% | F | 650 | G | 6000 | G | 2001 |
| Memorial Ave | 0.71 | 5700 | G | 70: To: | 0 /0 | Grandin Rd | 0 /0 | 7 0 /% | • | 030 | G | 0000 | G | 2001 |
| | | | | From: | | Williamson Rd | | l | | | | | | |
| 8022 Hershberger Rd | 0.60 | 11000 | G | 97% | 0% | 2% 0% | 1% | 0% | С | 1100 | G | 12000 | G | 2001 |
| 128 | | | | To: | | ECL Roanoke | | | | | | | | |
| | | | | From: | | Riverside Terrace | | | | | | | | |
| 8023 Bennington St | 0.54 | 13000 | G | 97% | 0% | 2% 0% | 1% | 0% | F | 1300 | G | 13000 | G | 2001 |
| | | | | To: From: | | Carlisle Ave Norfolk Ave | | | | | | | | |
| 8023 Hollins Rd | 0.39 | 8800 | G | 97% | 0% | 2% 0% | 1% | 0% | F | 820 | G | 9200 | G | 2001 |
| Hollins Rd | | | | To: | 1 | US 460 Orange Ave | | | | | | | | |
| Old Mayortain Dd | 4 75 | 0400 | _ | From: | 00/ | Hollins Rd | 40/ | | _ | 700 | _ | 0700 | 0 | 200 |
| Old Mountain Rd | 1.75 | 6400 | G | 96% | 0% N | 2% 1% ICL Roanoke 80-605 | 1% | 0% | F | 720 | G | 6700 | G | 2001 |
| | | | | From: | 1 | | | 1 | | | | | | |
| Mountain View Terra | 0.49 | 430 | G | 96% | 0% | Memorial Ave 2% 1% | 1% | 0% | F | 50 | G | 450 | G | 200 |
| Mountain View Terra | | | | To: | | Chesterfield St | | ٦ | • | | | | _ | |
| | | | | From: | | McClanahan St | | | | | | | | |
| Jefferson St | 0.43 | 12000 | G | 96% | 0% | 2% 1% | 1% | 0% | F | 1300 | G | 13000 | G | 2001 |
| 128/ | | | | To: From: | | Reserve Ave | | 7 | | | | | | |
| 9025 Jefferson St | 0.40 | 13000 | G | 96% | 0% | 2% 1% | 1% | 0% | С | 1300 | G | 14000 | G | 2001 |
| 128/ | | | | To: | | Walnut Ave | | | | | | | | |
| | | | | From: | | Franklin Ave | | | | | | | | |
| Wonju St | 0.27 | 15000 | G | 96% | 0% | 2% 1% | 1% | - 0% | F | 1600 | G | 16000 | G | 2001 |
| | | | | To: | | Colonial Ave | | | | | | | | |
| 8028) Patterson Ave | 0.99 | 7700 | G | 93% | 1% | Boulevard St 3% 1% | 2% | 」 0% | С | 710 | G | 8100 | G | 2001 |
| Patterson Ave | 0.99 | 7700 | G | 93 /6 | 1 /0 | | Z /0 | U /6 | C | 710 | G | 8100 | G | 200 |
| 8028) Patterson Ave | 0.58 | 3800 | G | From: 93% | 1% | 13Th St 3% 1% | 2% | 0% | F | 380 | G | 4000 | G | 2001 |
| Patterson Ave | 0.56 | 3000 | G | 93 70 To: | 1 70 | Campbell St | Z 70 | 7 0% | Г | 300 | G | 4000 | G | 200 |
| | | | | From: | | Grandin Rd | | | | | | | | |
| 8029 Brandon Ave | 0.82 | 16000 | G | 97% | 0% | 2% 1% | 1% | 0% | F | 1500 | G | 16000 | G | 2001 |
| 128 | | | | To: | US | S 221 Brambleton Ave | | | | | | | | |
| Orandan Ava | 0.00 | 20000 | _ | From: | 0% | Main St 2% 1% | 10/ | | 0 | 1000 | _ | 21000 | 0 | 2004 |
| 8029 Brandon Ave | 0.92 | 20000 | G | 97% To: | U% | 2% 1% Franklin Rd | 1% | 0% | С | 1900 | G | 21000 | G | 2001 |
| | | | | From: | | 24Th St | | + | | | | | | |
| 8030 Loudon St | 1.23 | 2100 | G | 92% | 1% | 4% 2% | 1% | 0% | С | 230 | G | 2200 | G | 2001 |
| Loudon St | | | | To | • • | | · · · | ¬ | | | | | | |
| 8030 Loudon St | 0.43 | 1200 | G | From: 92% | 1% | 10Th St 4% 2% | 1% | 0% | F | 130 | G | 1300 | G | 2001 |
| B030 Loudon St | 0.70 | .200 | J | 92 /0 To: | 1 /0 | 5Th St | 1 /0 | 7 | ' | 100 | J | 1000 | J | 200 |
| | | | | From: | | Brambleton Ave | | | | | | | | |
| 8032 128 Overland Rd | 0.32 | 9700 | G | 96% | 0% | 2% 1% | 0% | 0% | F | 1000 | G | 10000 | G | 2001 |
| 128 / | | | | To | | Colonial Ave | | 7 | | | | | | |

| | | | | | Ruaniu | ike manne | manice P | li Ea | | | | | | | |
|------------------------|--------|-------|----|--------------|---------|--------------------|---------------|---------------|------------|----|----------------|----|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Trι 3+Axle | ıck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| City of Roanoke | | | | | | | | | | | | | | | |
| 8035) 5th St | 0.27 | 5600 | _ | 96% | 0% | Elm Av | ve 1% | 0% | 0% | С | 630 | G | 5900 | G | 2001 |
| 8035) 5th St | 0.37 | 3600 | G | 90% | 0 70 | | | 0 % | U 76 | C | 030 | G | 3900 | G | 2001 |
| | 0.70 | 0500 | | From: | 40/ | Salem A | | 00/ | | | 4400 | | 0000 | | 2004 |
| 8035 5th St | 0.78 | 8500 | G | 96% | 1% | 2% | 1% | 0% | □ 0% | F | 1100 | G | 8900 | G | 2001 |
| | | | | | | Orange A | | | | | | | | | |
| Draadway Ava | 0.47 | 9400 | • | From: | 00/ | Franklin | | 00/ | | 0 | 040 | _ | 9500 | 0 | 2001 |
| 8036 Broadway Ave | 0.47 | 8100 | G | 98% To: | 0% | 1% McClanah | 0% | 0% | □ 0% | С | 840 | G | 8500 | G | 2001 |
| | | | | From: | | | | | + | | | | | | |
| 8038) Fleming Ave | 0.87 | 1500 | G | 98% | 0% | Williamso 1% | 0% | 0% | 0% | F | 200 | G | 1600 | G | 2001 |
| Fleming Ave | 0.07 | 1300 | G | To: | 0 70 | Plantation | | 0 70 | 7 070 | ' | 200 | J | 1000 | O | 2001 |
| | | | | From: | | | | | | | | | | | |
| 8039 Bridge St | 0.45 | 3100 | G | 98% | м 0% | ountain Viev 1% | 0% | 0% | 0% | F | 330 | G | 3300 | G | 2001 |
| Bridge St | 0.43 | 3100 | G | 70: To: | 0 76 | Patterson | | 0 70 | 7 0 /% | | 330 | G | 3300 | G | 2001 |
| | | | | From: | | | | | 1 | | | | | | |
| Pagania Ava | 0.27 | 6000 | • | 95% | 0% | Franklin 2% | 1% | 1% | 0% | F | 620 | G | 6400 | G | 2001 |
| Reserve Ave | 0.37 | 6000 | G | 95% To: | 0% | | | 1 70 | 7 0% | Г | 620 | G | 6400 | G | 2001 |
| | | | | | | Jeffersor | | | 1 | | | | | | |
| 10th Ct | 0.60 | 0200 | _ | From: | 00/ | Campbell | | 10/ | | _ | 040 | _ | 0000 | 0 | 2001 |
| 8041 10th St | 0.62 | 9300 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 840 | G | 9800 | G | 2001 |
| | | | | From: | | Gilmer A | | | <u> </u> | | | | | | |
| 8041) 10th St | 0.51 | 11000 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 1100 | G | 12000 | G | 2001 |
| 1207 | | | | To: From: | | Rugby B | lvd | | Ъ— | | | | | | |
| 10th St | 0.58 | 11000 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 1100 | G | 11000 | G | 2001 |
| 128 | | | | To | | I 501 O | | | | | | | | | |
| 9041) 10th St | 0.56 | 6500 | G | 95% | 0% | I-581 Ove 2% | 1% | 1% | 0% | F | 650 | G | 6900 | G | 2001 |
| 10th St | 0.00 | 0000 | Ŭ | To: | 0 70 | Williamso | | 170 | ٦ ້ ً | • | 000 | Ŭ | 0000 | Ü | 2001 |
| | | | | From: | CD | | | | | | | | | | |
| 8042) Rutrough Rd | 0.57 | 1500 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 160 | G | 1600 | G | 2001 |
| Rutrough Rd | 0.57 | 1300 | G | 70: | 0 76 | ECL Roa | | 1 /0 | 7 0 /% | | 100 | G | 1000 | G | 2001 |
| | | | | From: | | | | | 1 | | | | | | |
| 8045) 24th St | 0.16 | 11000 | G | 95% | 0% | Patterson 2% | Ave 1% | 1% | 0% | F | 1000 | G | 12000 | G | 2001 |
| 24th St | 0.10 | 11000 | G | 95 /0 | 0 76 | 2.70 | 1 /0 | 1 /0 | | | 1000 | G | 12000 | G | 2001 |
| <u> </u> | | | | From: | | Salem A | | | J | | | | | _ | |
| 8045) 24th St | 0.25 | 15000 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 1300 | G | 16000 | G | 2001 |
| | | | | To: From: | | Baker A | ve | |] | | | | | | |
| 8045 128 24th St | 0.41 | 11000 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 1000 | G | 11000 | G | 2001 |
| 128/ | | | | To: | | Melrose | Ave | | | | | | | | |
| | | | | From: | | Benningto | on St | | | | | | | | |
| Riverland Rd | 0.78 | 1600 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 180 | G | 1700 | G | 2001 |
| 128 | | | | To: | | ECL Roas | noke | | | | | | | | |
| | | | | From: | | Orange A | Ave | | | | | | | | |
| 8050 Gus Nicks Blvd | 0.70 | 21000 | G | 95% | 0% | 2% | 1% | 1% | 0% | С | 2000 | G | 22000 | G | 2001 |
| 128 | | | | To: | | SCL Roar | noke | | | | | | | | |
| | | | | From: | | Orange A | Ave | | | | | | | | |
| 8053) Burwell St | 0.35 | 6300 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 680 | G | 6600 | G | 2001 |
| 8053 Burwell St | | | | To: | | Liberty | | | ı İ | | | | | | |
| $\overline{}$ | | | | From: | | Burrell | St | | | | | | | | |
| 8053 Liberty Rd | 0.74 | 4800 | G | 96% | 0% | 2% | 1% | 1% | 0% | С | 510 | G | 5000 | G | 2001 |
| | | | | To: From: | | Williamso | n Rd | | 7— | | | | | | |
| 8053 Liberty Rd | 0.40 | 5100 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 490 | G | 5300 | G | 2001 |
| 128 | | | | To: | | Plantation | | | 1 | | | | | | |
| | | | _ | From: | _ | Gus Nicks | | | | _ | | | | _ | _ |
| 8055 128 King St | 1.46 | 10000 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 1100 | G | 11000 | G | 2001 |
| 128 | | | - | To: | 270 | US 46 | | . /0 | ٦ ۗ | • | | J | | • | _001 |
| | | | | | | 25 40 | - | | | | | | | | |

| | | | | | rtoano | ke Maintenance | | | | | | | | |
|--------------------------|--------|-------|----|--------------|--------|----------------------------|--------------------|------------|----|----------------|-----|--------------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+Ax | Гruck le 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| City of Salem | | | | _ | | | | | | | | | | |
| 1 Market St | 0.10 | 2900 | G | 97% | 0% | Burwell St 1% 1% | 1% | 0% | С | 290 | G | 3100 | G | 2001 |
| Market St | 0.10 | 2900 | G | 91 70 To: | 070 | Main St | 1 70 | 7 070 | C | 290 | G | 3100 | G | 2001 |
| | | | | From: | ۸ | | + | 1 | | | | | | |
| 2 Idaho St | 0.18 | 3500 | N | 97% | 0% | LT US 460 Texas S 1% 1% | 1% | 0% | N | 370 | N | 3600 | N | 2001 |
| (2) Idaho St | 00 | 0000 | | т | 0,0 | | . , , | ¬ ~~ | •• | 0.0 | • • | 0000 | | |
| 2 Idaho St | 0.27 | 3500 | G | 97% | 0% | Illinois Ave 1% 1% | 1% | 0% | F | 370 | G | 3600 | G | 2001 |
| (2) Idaho St | 0.21 | 3300 | G | To: | 0 70 | Lynchburg Tnpk | 1 70 | \neg | ' | 370 | J | 3000 | U | 2001 |
| | | | | From: | | W Riverside Dr | | 1 | | | | | | |
| Mill La | 0.37 | 7300 | G | 96% | 0% | 1% 1% | 1% | 0% | С | 700 | G | 7600 | G | 2001 |
| (4) Mill La | | | | To: | | W Main St | | | | | | | | |
| | | | | From: | | WCL Salem | | | | | | | | |
| (8002) Riverside Dr | 0.40 | 4700 | G | 98% | 0% | 1% 1% | 0% | 0% | F | 540 | G | 5000 | G | 2001 |
| Riverside Dr | | | | To: | | Mill Rd | | | | | | | | |
| O 51 11 5 | | | | From: | | Mill Ln | | | _ | | | | _ | |
| 8002 Riverside Dr | 0.93 | 5600 | G | 98% | 0% | 1% 1% | 0% | 0% | F | 660 | G | 5900 | G | 2001 |
| | | | | From: | | elve OClock Knob | | | | | | | | |
| Riverside Dr | 0.25 | 5600 | G | 98% | 0% | 1% 1% | 0% | 0% | F | 640 | G | 5900 | G | 2001 |
| | | | | To: | | Mulberry St | | | | | | | | |
| 0.1 | 0.00 | 0=00 | _ | From: | 00/ | Roanoke Blvd | 00/ | | _ | 000 | _ | 0700 | _ | 0004 |
| 8004 Colorado St | 0.29 | 2500 | G | 98% | 0% | 1% 1% | 0% | 0% | С | 290 | G | 2700 | G | 2001 |
| | | | | From: | | 4Th St | | | | | | | | |
| 8004 Colorado St | 0.52 | 13000 | G | 98% | 0% | 1% 1% | 0% | 0% | F | 1400 | G | 14000 | G | 2001 |
| | | | | То: | | Sinclair Bridge | | | | | | | | |
| | | | _ | From: | | Burwell St | | | _ | | | | _ | |
| 8006 Roanoke Blvd | 0.48 | 3200 | G | 98% To: | 0% | 1% 1% | 0% | 0% | F | 330 | G | 3300 | G | 2001 |
| | | | | | | 4Th St | | | | | | | | |
| C Lorente borrow Transla | 0.47 | .= | _ | From: | 00/ | Main St | 00/ | | _ | 050 | _ | 0000 | _ | 0004 |
| 8008 Lynchburg Tnpk | 0.17 | 3700 | G | 98% | 0% | 1% 1% | 0% | 0% | F | 350 | G | 3800 | G | 2001 |
| $\overline{}$ | | | | From: | | Idaho St | | | | | | | | |
| 8008 Lynchburg Salem Tn | 0.67 | 1400 | G | 98% | 0% | 1% 1% | 0% | 0% | F | 150 | G | 1400 | G | 2001 |
| | | | | From: | | Texas St | | <u> </u> | | | | | | |
| 8008 Lynchburg Tnpk | 0.25 | 6100 | G | 98% | 0% | 1% 1% | 0% | 0% | F | 680 | G | 6400 | G | 2001 |
| (123) | | | | To: From: | | Electric Rd | | — | | | | | | |
| 8008 Lynchburg Salem Tn | 0.44 | 6700 | G | 94% | 0% | 2% 2% | 3% | 0% | С | 640 | G | 7000 | G | 2001 |
| 129 | | | | To: | | ECL Salem | | | | | | | | |
| _ | | | | From: | | Texas St | | | | | | | | |
| 8010 Roanoke Blvd | 0.41 | 8000 | G | 94% | 0% | 2% 2% | 3% | 0% | F | 890 | G | 8400 | G | 2001 |
| 129) | | | | To | | Pearl St | | — | | | | | | |
| 8010 Roanoke Blvd | 0.30 | 9800 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 1100 | G | 10000 | G | 2001 |
| 129 | | | | To: | | Electric Rd | | | | | | | | |
| Roanoke Blvd | 1.30 | 13000 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 1400 | G | 14000 | G | 2001 |
| Roanoke Blvd | | | | To: | | ECL Salem | | 7 | | | | | | |
| | | | | From: | | Main St | | i | | | | | | |
| 8018 Dalewood Ave | 0.55 | 3600 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 430 | G | 3800 | G | 2001 |
| 8018 Dalewood Ave | | | | То: | | Greenridge Rd | | | | | | | | |
| <u> </u> | | | _ | From: | | Dalewood Ave | | | | | | | _ | |
| 8018 Green Ridge Rd | 0.19 | 4700 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 550 | G | 5000 | G | 2001 |
| | | | | To: | | NCL Salem | | | | | | | | |
| O = | | | _ | From: | | SCL Salem | | | _ | | _ | , | _ | |
| 8037 Twelve O'Clock Knob | 0.98 | 1200 | G | 96% | 0% | 2% 1% | 1% | 0% | F | 140 | G | 1300 | G | 2001 |
| | | | | To: | | Riverside Dr | | | | | | | | |
| <u> </u> | 0.00 | | | From: | 001 | SCL Salem | 407 | | | 0.10 | | 5 000 | | 0001 |
| 8047 Diuguids La | 0.09 | 5100 | G | 96% | 0% | 2% 1% | 1% | 0% | F | 610 | G | 5300 | G | 2001 |
| | | | | To: | | US 11; 460 | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+A | -Truck vle 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------|--------|-------|----|--------------|------|----------------------------|----------------------|------------|----|----------------|----|-------|----|------|
| City of Salem | | | | | | | AIC TITALI | 211011 | | rioui | | | | |
| C Eddy Avo | 0.10 | 4000 | G | From: | 00/ | Piedmont St | / 10/ | | F | E20 | G | 4200 | C | 2001 |
| 8051 Eddy Ave | 0.18 | 4000 | G | 96% To: | 0% | 2% 19 Union St | 6 1% | 0% | Г | 520 | G | 4200 | G | 2001 |
| | | | | From: | | Eddy St | | | | | | | | |
| 8051 Union St | 0.69 | 1800 | G | 96% | 0% | 2% 1% | 6 1% | 0% | С | 200 | G | 1900 | G | 2001 |
| | | | | To: From: | | W Main St | | | | | | | | |
| 8051 Academy St | 0.64 | 1700 | G | 96% | 0% | 2% 1% | 6 1% | 0% | F | 160 | G | 1800 | G | 2001 |
| | | | | To: From: | | Carrolton Ave | |] | | | | | | |
| 8051 Academy St | 0.51 | 1500 | G | 96% | 0% | 2% 1% | 6 1% | 0% | F | 170 | G | 1600 | G | 2001 |
| | | | | To: | | I-81 | | | | | | | | |
| O 0 1 1 1 | 0.70 | | _ | From: | 40/ | Main St | 40/ | | _ | 400 | _ | 1000 | _ | 0004 |
| Goodwin Ave | 0.72 | 1700 | G | 92% To: | 1% | 3% 1% | 6 4% | 0% | F | 180 | G | 1800 | G | 2001 |
| | | | | From: | | NCL Salem | | | | | | | | |
| 8065) Kessler Mill Rd | 1.65 | 3100 | G | 92% | 1% | Main St 3% 19 | 6 4% | 0% | С | 320 | G | 3300 | G | 2001 |
| Kessler Mill Rd | 1.05 | 3100 | G | 70: To: | 1 /0 | NCL Salem | 0 7/0 | \neg | C | 320 | O | 3300 | O | 2001 |
| Cown of Vinton | | | | | | TICE Sulcin | | | | | | | | |
| Cown of Vinton | | | | From: | R | oanoke County Li | | | | | | | | |
| 1 Walnut Ave | 0.75 | 6200 | G | 97% | 0% | 2% 1% | 6 1% | 0% | С | 870 | G | 6500 | G | 2001 |
| 14.57 | | | | To: From: | | W Lee Ave | | | | | | | | |
| 1 W Lee Ave | 0.06 | 5700 | G | 97% | 0% | Walnut Ave 2% 1% | 6 1% | 0% | F | 660 | G | 6000 | G | 2001 |
| W Lee Ave | 0.00 | 0.00 | • | To: | 070 | S Pollard St | 170 | 7 ~~ | • | 000 | Ū | 0000 | Ü | 2001 |
| | | | | From: | | SR 24 | | | | | | | | |
| Hardy Rd | 0.65 | 9800 | G | 94% | 1% | 3% 1% | 6 0% | 0% | F | 1100 | G | 10000 | G | 2001 |
| 149 | | | | To: | | ECL Vinton | | | | | | | | |
| _ | | | | From: | | Virginia Ave | | | | | | | | |
| 8049 Pollard St | 0.23 | 7900 | G | 94% | 1% | 3% 1% | 6 0% | 0% | F | 780 | G | 8300 | G | 2001 |
| 1497 | | | | To: From: | | Jackson Ave | | — | | | | | | |
| Pollard St | 0.13 | 7100 | G | 94% | 1% | 3% 1% | 6 0% | 0% | С | 660 | G | 7500 | G | 2001 |
| 1497 | | | | To: | | Washington Ave | | | | | | | | |
| \sim | | | | From: | | NCL Vinton | | | | | | | | |
| 8050 Gus W Nicks Blvd | 0.30 | 21000 | G | 95% | 1% | 2% 1% | 6 1% | 0% | F | 2000 | G | 22000 | G | 2001 |
| | | | | To: From: | | Pollard St | |] | | | | | | |
| Washington St | 0.65 | 21000 | G | 95% | 1% | 2% 1% | 6 1% | 0% | С | 2000 | G | 22000 | G | 2001 |
| | | | | To: From: | | Mitchell St | |] | | | | | | |
| Washington St | 0.25 | 17000 | G | 95% | 1% | 2% 1% | 6 1% | 0% | F | 1700 | G | 18000 | G | 2001 |
| | | | | To: | | SR 24 | | | | | | | | |
| City of Roanoke | | | | From: | | Contro A | | 1 | | | | | | |
| 7th St | 6.91 | 200 | G | L | | Centre Ave | | _ | | 30 | G | 210 | G | 2001 |
| 7111 01 | 0.01 | 200 | J | To: | | Loudon Ave | | 7 | | 00 | O | 210 | J | 2001 |
| | | | | From: | | Edgerton Ave | | | | | | | | |
| 8th St | 6.91 | 120 | G | | | | | _ | | 10 | G | 120 | G | 2001 |
| | | | | To: From: | | Riverdale Rd Orange Ave | | + | | | | | | |
| 9th St | 6.91 | 2500 | G | <u> </u> | | Grange 1110 | | | | 270 | G | 2600 | G | 2001 |
| | | | | To: | | Hanover Ave | | | | | | | | |
| | 0.00 | | | From: | | Colonial Ave | | | | 700 | | 10000 | _ | 000: |
| 3 Rd St | 0.00 | 9700 | G | To: | | Drandon A | | _ | | 780 | G | 10000 | G | 2001 |
| | | | | From: | | Brandon Ave Baker Ave | | | | | | | | |
| 25Th St | 6.91 | 1000 | G | | | | | | | 90 | G | 1100 | G | 2001 |
| | | | | To | | Centre Ave | | | | | | | | |
| ith St | 6.91 | 4100 | G | From: | | Conne Ave | | | | 390 | G | 4300 | G | 2001 |
| | | | | To: | | Moorman Rd | | | | | | | _ | |
| | | | | From: | | Dale Ave | | | | | _ | | _ | |
| 'Th St | 6.91 | 660 | G | т | | | | _ | | 80 | G | 690 | G | 2001 |
| | | | | To: | | Stewart Ave | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Rue | Truck +Axle 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|--------------|---------------------------|-----------------------|----------|----|----------------|----|-------|----|-------|
| City of Roanoke | | | | From: | | | _ II all | | rioui | | | | |
| 9Th St | 6.91 | 7700 | G | From: | River Ave | | _ | | 780 | G | 8100 | G | 2001 |
| | 0.0 . | | | To: | Industry Av | e | 7 | | | | 0.00 | • | |
| | | | | From: | White Oak F | | | | | | | | |
| Avenham Ave | 6.91 | 280 | G | | | | _ | | 30 | G | 290 | G | 2001 |
| | | | | To: | Clydesdale S | | | | | | | | |
| | | | _ | From: | Windsor Ro | l | | | | _ | | | |
| Barnhill Ln | 6.91 | 80 | G | т | | | _ | | 10 | G | 80 | G | 2001 |
| | | | | To: From: | Grandin Ro Clyde St | | | | | | | | |
| Dunkirk Ave | 6.91 | 1500 | G | <u> </u> | Ciyde St | | | | 220 | G | 1500 | G | 2001 |
| Darmank 7 WC | 0.01 | 1000 | Ŭ | To: | Cline St | | 7 | | 220 | Ü | 1000 | O | 200 |
| | | | | From: | Cove Rd | | | | | | | | |
| Fairhope Rd | 6.91 | 1700 | G | | | | | | 190 | G | 1700 | G | 2001 |
| ' | | | | To: | Appleton Av | /e | 1 | | | | | | |
| | | | | From: | Memorial A | | | | | | | | |
| Fauquier St | 6.91 | 3600 | G | | | | _ | | 340 | G | 3800 | G | 2001 |
| | | | | To: | Denniston A | | | | | | | | |
| _, | | | _ | From: | Plantation R | d | | | 455 | _ | 400- | _ | |
| Fleming Ave | 6.91 | 1800 | G | | | | _ | | 180 | G | 1800 | G | 200 |
| | | | | To: From: | Bohon St | | | | | | | | |
| Forest Park Blvd | 6.91 | 1000 | c | | Olive Ave | | | | 180 | G | 2000 | G | 200 |
| I VICSL FAIN DIVU | 0.91 | 1900 | G | To: | Alder St | | 1 | | 100 | G | 2000 | G | 200 |
| | | | | From: | Collingwood | St | | | | | | | |
| Fugate Rd | 6.91 | 1300 | G | <u> </u> | comignood | | | | 150 | G | 1400 | G | 200 |
| | | | | To: | Luray St | | 1 | | | | | | |
| | | | | From: | Kenwood Bl | vd | | | | | | | |
| Greenbrier Ave | 6.91 | 540 | G | | | | | | 60 | G | 560 | G | 200 |
| | | | | To: | Fallon Ave | | | | | | | | |
| | | | | From: | Hershberger | Rd | | | | | | | |
| Hazelridge Rd | 6.91 | 420 | G | | | | _ | | 40 | G | 440 | G | 200 |
| | | | | To: | Vincient Av | | | | | | | | |
| | | | _ | From: | Dogwood Lr | S | | | | _ | | | |
| Heritage Rd | 6.91 | 240 | G | | | | _ | | 30 | G | 250 | G | 2001 |
| | | | | To: From: | Dogwood La Hershberger | | | | | | | | |
| Hildebrand Rd | 6.91 | 2600 | G | <u> </u> | Hershoerger | Xu | | | 260 | G | 2700 | G | 2001 |
| illidebrand red | 0.51 | 2000 | G | To: | Whitney Av | 2 | 7 | | 200 | O | 2100 | O | 200 |
| | | | | From: | Garden City E | | | | | | | | |
| Hillview Ave | 6.91 | 100 | G | | | | | | 20 | G | 100 | G | 200 |
| | | | | To: | Ventnor Ro | l | 1 | | | | | | |
| | | | | From: | Lansing Dr | | | | | | | | |
| Langdon Rd | 6.91 | 180 | G | | | | | | 20 | G | 190 | G | 200 |
| | | | | To: | Fairway Di | | | | | | | | |
| D.: | | | _ | From: | Hollins Rd | | | | | _ | | _ | • • • |
| Liberty Rd | 6.91 | 120 | G | | | | _ | | 10 | G | 130 | G | 200 |
| | | | | To: From: | Norton Ave | - | - | | | | | | |
| Loudon Ave | 6.91 | 0000 | _ | - 100111 | 24Th St | | | | 720 | G | 8400 | G | 200 |
| LOUUUII AVE | 0.91 | 8000 | G | To: | D FIXE | | _ | | 120 | G | 0400 | G | 200 |
| | | | | From: | 22Nd St Oakland Av | е. | 1 | | | | | | |
| Maplelawn Ave | 6.91 | 260 | G | <u> </u> | Outland Av | <u>-</u> | | | 30 | G | 270 | G | 200 |
| | 0.01 | 200 | • | To: | Link St | | 1 | | | _ | _, 0 | 5 | _00 |
| | | | | From: | Brook Run I |)r | 1 | | | | | | |
| Meadow Run Dr | 6.91 | 120 | G | | | | | | 10 | G | 130 | G | 200 |
| | | | | To: | Spring Tree 1 | Or | 1 | | | | | | |
| | | | | From: | Northwood I | | | | | | | | |
| Meadowbrook Rd | 6.91 | 740 | G | | | | | | 70 | G | 780 | G | 200 |
| | | | | To: | Sloan Rd | | | | | | | | |
| | | | | From: | King St | | | | | | | | |
| Mecca St | 6.91 | 990 | G | | | | | | 120 | G | 1000 | G | 2001 |
| | | | | To: | Belle Ave | | 1 | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------------------|--------|------|----|--------------|----------------------------|---|----|----------------|----|---------|----|------|
| City of Roanoke | | | | From: | Yellow Mt Rd | 1 | | | | | | |
| Melcher St | 6.91 | 150 | G | | TOROW FALL | | | 20 | G | 160 | G | 2001 |
| | | | | To: | Carico Ave | 7 | | | | | | |
| | | | | From: | Vermont Ave | | | | | | | |
| Monroe St | 6.91 | 480 | G | | | _ | | 50 | G | 510 | G | 2001 |
| | | | | To: | Main Ave | _ | | | | | | |
| | 0.04 | 400 | _ | From: | Old Mountain Rd | | | 00 | _ | 400 | 0 | 0004 |
| Monterey Rd | 6.91 | 180 | G | To | D 15.1 | _ | | 30 | G | 190 | G | 2001 |
| | | | | To: From: | Dead End Morningside St | + | | | | | | |
| Montrose Ave | 6.91 | 1400 | G | | Wormingstoe St | | | 160 | G | 1400 | G | 2001 |
| | 0.01 | 1400 | Ŭ | To: | 11Th St | 7 | | 100 | Ŭ | 1400 | O | 200 |
| | | | | From: | Winsloe Dr | | | | | | | |
| Oaklawn Ave | 6.91 | 5700 | G | | | _ | | 570 | G | 6000 | G | 2001 |
| | | | | To: | Hazelridge Rd | 7 | | | | | | |
| | | | | From: | Colonial Ave | | | | | | | |
| Persinger Rd | 6.91 | 2100 | G | | | | | 200 | G | 2300 | G | 2001 |
| | | | | To: | Bluefield Blvd | | | | | | | |
| | | | | From: | Cove Rd | | | | _ | | _ | |
| Portland Ave | 6.91 | 550 | G | _ | | _ | | 60 | G | 570 | G | 2001 |
| | | | | To: From: | Oleva St | | | | | | | |
| Ray Rd | 6.91 | 440 | _ | | New Spring Branch Rd | _ | | 20 | G | 150 | G | 2001 |
| | 6.91 | 140 | G | To: | D IF I | _ | | 20 | G | 150 | G | 200 |
| | | | | From: | Dead End Gun Club Rd | + | | | | | | |
| Renfro Blvd | 6.91 | 120 | G | <u> </u> | Guii Ciuo Ku | | | 30 | G | 130 | G | 2001 |
| | 0.01 | .20 | Ŭ | To: | Pilot St | 7 | | 00 | Ŭ | 100 | Ū | 200 |
| | | | | From: | Mabry Ave | | | | | | | |
| Reynolds Rd | 6.91 | 920 | G | • | * | _ | | 110 | G | 970 | G | 2001 |
| | | | | To: | ECL Roanoke | 7 | | | | | | |
| | | | | From: | Cannaday Rd | | | | | | | |
| Richard Ave | 6.91 | 930 | G | | | | | 90 | G | 980 | G | 2001 |
| | | | | To: | Mecca St | | | | | | | |
| Ridgefield St | | | | From: | Mississippi Ave | | | | | | | |
| | 6.91 | 310 | G | | | _ | | 60 | G | 320 | G | 2001 |
| | | | | To: From: | Norton Ave | | | | | | | |
| Roanoke Ave | 6.01 | 400 | _ | Floin. | Burks St | | | 90 | 0 | E20 | _ | 2004 |
| | 6.91 | 490 | G | To: | D 0: | _ | | 80 | G | 520 | G | 2001 |
| | | | | From: | Byrne St 19Th St | + | | | | | | |
| Salem Ave | 6.91 | 2900 | G | | 1911131 | _ | | 240 | G | 3000 | G | 2001 |
| | 0.01 | 2300 | J | To: | 20Th St | 7 | | 2-10 | Ŭ | 0000 | O | 200 |
| | | | | From: | Rosewood Ave | | | | | | | |
| Sweetbrier Ave Valentine Ave | 6.91 | 210 | G | | | | | 20 | G | 220 | G | 2001 |
| | | | | To: | Brambleton Ave | 7 | | | | | | |
| | | | | From: | East of Deyerle Rd | | | | | | | |
| | 6.91 | 190 | G | | | | | 20 | G | 200 | G | 2001 |
| | | | | To: | | | | | | | | |
| | | | | From: | Eanes Rd | | | | | <u></u> | | |
| Ventnor Rd | 6.91 | 480 | G | | | _ | | 50 | G | 500 | G | 2001 |
| | | | | To: | Hillview Ave | | | | | | | |
| Vinyard Ave | 0.01 | | _ | From: | Omar Ave | _ | | • | _ | 00 | ^ | 000 |
| | 6.91 | 20 | G | т | 12.2.2 | _ | | 3 | G | 20 | G | 2001 |
| | | | | To: From: | Atherly St | - | | | | | | |
| Virginia Ave | 6.91 | 10 | G | · L | Comer St | _ | | 4 | G | 10 | G | 2001 |
| | 0.91 | 10 | G | To: | Dond End | _ | | 4 | G | 10 | G | 200 |
| | | | | From: | Dead End Woodbury St | + | | | | | | |
| Whitney Ave | 6.91 | 550 | G | <u> </u> | 11 Joudnity Di | | | 60 | G | 580 | G | 2001 |
| Whitney Ave | | 555 | 9 | | | | | 00 | J | 500 | J | 200 |
| Whitney Ave | 0.01 | | | To: | Windoe Dr | | | | | | | |
| Whitney Ave | 0.01 | | | To: From: | Winsloe Dr Shadblow La | | | | | | | |
| Vhitney Ave Villow Oak Dr | 6.91 | 230 | G | | Winsloe Dr Shadblow La | | | 30 | G | 240 | G | 2001 |

| | | | | | Roanoke Mainte | | | | D | | | | |
|-----------------|-----------|-------|----|--------------|------------------------|-------|---------------|----|----------------|----|-------|----|-------|
| Route | Length | AADT | QA | 4Tire | Bus | | rail 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| City of Roanoke | | | | From: | Edgewoo | d St | | | | | | | |
| Windsor Ave | 6.91 | 710 | G | l | Eugewoo | a Di | | | 80 | G | 750 | G | 2001 |
| | | | | To: | Derwent | | | | | | | | |
| | | | | From: | SCL Roar | noke | | | | | | | |
| Yellow Mt Rd | 6.91 | 2600 | G | To: | 0 1 0 | D1 1 | | | 300 | G | 2700 | G | 2001 |
| | | | | 10. | Garden City | Blvd | | | | | | | |
| City of Salem | | | | From: | College A | Δve | | | | | | | |
| 3rd St | 7.83 | 310 | G | | Conege | 110 | | | 50 | G | 320 | G | 2001 |
| | | | | To: | Roanoke l | Blvd | | | | | | | |
| | | | | From: | Tennesee | e St | | | | | | | |
| 6Th St | 7.83 | 680 | G | | | | | | 140 | G | 710 | G | 2001 |
| | | | | From: | College A | | | | | | | | |
| 8Th St | 7.83 | 4500 | G | | Delaware | , 51 | | | 470 | G | 4700 | G | 2001 |
| | | | | To: | Florida | St | | | | | | | |
| | | | | From: | Valledale | Rd | | | | | | | |
| Bonavista Rd | 7.83 | 110 | G | _ | | | | | 10 | G | 110 | G | 2001 |
| | | | | To: From: | Ft Lewis 1 | | | | | | | | |
| Burwell St | 7.83 | 1200 | G | | Shanks | oi. | | | 140 | G | 1300 | G | 2001 |
| | 7.00 | .200 | | To: | Chestnut | t St | | | 110 | Ū | 1000 | Ü | 2001 |
| | | | | From: | Burwell | | | | | | | | |
| Chapman St | 7.83 | 340 | G | | | | | | 30 | G | 360 | G | 2001 |
| | | | | To: From: | 2Nd S | | | | | | | | |
| Fletcher St | 7.83 | 300 | G | | Gardner | Dr | | | 46 | G | 320 | G | 2001 |
| | 7.00 | 300 | J | To: | Howard | Dr | | | 40 | O | 320 | O | 2001 |
| | | | | From: | Logan | | | | | | | | |
| Goodwin Ave | 7.83 | 850 | G | | | | | | 80 | G | 900 | G | 2001 |
| | | | | To: From: | NCL Sal | | | | | | | | |
| Jackson Dr | 7.83 | 560 | G | From: | Randolph | Ave | | | 70 | G | 590 | G | 2001 |
| | 7.03 | 360 | G | To: | Kessling . | Λνο | | | 70 | G | 390 | G | 2001 |
| | | | | From: | Keesling | | | | | | | | |
| Macon St | 7.83 | 120 | G | | | | | | 10 | G | 130 | G | 2001 |
| | | | | To: | Randolph | | | | | | | | |
| Pearl St. | 7.02 | 450 | _ | From: | Carolina . | Ave | | | 20 | 0 | 160 | 0 | 2004 |
| | 7.83 | 150 | G | To: | Missouri | Ava | | | 20 | G | 160 | G | 2001 |
| | | | | From: | Valleydal | | | | | | | | |
| Texas Hollow Rd | 7.83 | 3000 | G | | * | | | | 330 | G | 3200 | G | 2001 |
| | | | | To: | W Main | | | | | | | | |
| Virginia Ave | 7.00 | | _ | From: | Richfield | Ave | | | 00 | _ | 000 | _ | 0004 |
| | 7.83 | 300 | G | To: | Fairview . | A | | | 30 | G | 320 | G | 2001 |
| | | | | <u> </u> | ranview | Ave | | | | | | | |
| Town of Vinton | | | | From: | Chestnut | t St | | | | | | | |
| Cleveland Ave | 7.70 | 1600 | G | <u> </u> | Chestnu | . St | | | 160 | G | 1600 | G | 2001 |
| | | | | To: | Pine S | t | | | | | | | |
| | | | | From: | Maple | St | | | | | | | |
| Lee Ave | 7.70 | 760 | G | | | | | | 120 | G | 800 | G | 2001 |
| | | | | To: From: | Poplar S Washington | | | | | | | | |
| Meadow St | 7.70 | 1000 | G | | Washington | 1 AVC | | | 110 | G | 1100 | G | 2001 |
| | 7.70 | .000 | • | To: | Monroe A | Ave | | | 110 | J | 1100 | J | 2001 |
| | | | | From: | Lee Av | | | | | | | | |
| Pollard St S | 0.00 | 12000 | G | | | | | | 1300 | G | 12000 | G | 2001 |
| | | | | To: | Washington | | | | | | | | |
| | - | 400 | _ | From: | Madison | Ave | | | 00 | _ | 000 | _ | 000 1 |
| Poplar St | 7.70 | 190 | G | To: | 2 - | 1.1 | 1 | | 20 | G | 200 | G | 2001 |
| | | | | 100 | Gunn R | .a | | | | | | | |