2001

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

Jurisdiction Report 82

Rockingham County
City of Harrisonburg
Town of Bridgewater
Town of Broadway
Town of Davton
Town of Elkton
Town of Grottoes
Town of Mt. Crawford
Town of Timberville

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

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

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

| | | | | F | Rocking | ham Mair | ntenance | Area | | | | | | | |
|--------------------|---------------------------|-------|--------|--------------|-------------|--------------------------------|-----------------|---------------|---------------|-----|----------------|--------|---------------|--------|--------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | ıck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Rockingham Count | v | | | | | | | | T | | | | | | |
| 11 | 2.46 | 5500 | G | 94% To: | 1% | Augusta Cou 2% SCL Mt Cr | 2% | 1% | IJ 0% ¬ | F | 560 | G | 5600 | G | 2001 |
| Town of Mt. Crawf | ord | | | | | SCE WITCH | awioiu | | <u> </u> | | | | | | |
| ~~~ | | | | From: | 40/ | SCL Mt Cr | | 10/ | | | | | | | 2221 |
| [11] | 0.92 | 5500 | N | 94% | 1% | 2% | 2% | 1% | 0% | N | 560 | N | 5600 | N | 2001 |
| | 0.20 | 7200 | F | From: 94% | 1% | 82-91 2 % | 9 2 % | 1% | 0% | F | 640 | F | 7300 | F | 2001 |
| [11] | 0.20 | 7200 | • | To: | | NCL Mt Cı | | 1 70 | | ' | 040 | ' | 7500 | ' | 2001 |
| Rockingham Count | v | | | | | | | | | | | | | | |
| (11) | 0.03 | 7200 | F | 94% | 1% | NCL Mt Ct 2% | rawford 2% | 1% | 0% | F | 640 | F | 7300 | F | 2001 |
| [11] | 0.00 | 1200 | | To | 1,70 | SR 25 | | 170 | ٦ | | 0.10 | · | 7000 | | 2001 |
| 11) | 1.12 | 9500 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 900 | G | 9700 | G | 2001 |
| | | | | To: From: | | 82-70 |)4 | | 1— | | | | | | |
| 11 | 1.18 | 11000 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 980 | G | 11000 | G | 2001 |
| | | | | To: | | SCL Harris | sonburg | | | | | | | | |
| City of Harrisonbu | rg | | | From: | | SCL Harris | sonburg | | | | | | | | |
| 11 Main St | 0.91 | 12000 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 1100 | G | 12000 | G | 2001 |
| \bigcirc | | | | To: From: | | I-81 | | | | | | | | | |
| (11) Main St | 1.77 | 19000 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 1700 | G | 20000 | G | 2001 |
| ~ | | | | To: From: | | Pleasant F | | | | _ | | _ | | _ | |
| (11) S Main St | 0.87 | 17000 | G | 95% | 1% | 2% | 1% | 2% | 0% | С | 1700 | G | 18000 | G | 2001 |
| 11 S Main St | 0.65 | 22000 | G | From: 95% | 1% | Port Reput | olic Rd 1% | 2% | 0% | F | 2000 | G | 23000 | G | 2001 |
| S Main St | 0.05 | 22000 | G | 9576 | 1 70 | | | Z 70 | U% | Г | 2000 | G | 23000 | G | 2001 |
| 11 Main St NB | 0.47 | 7100 | G | From: 95% | 1% | S Libert 2% | y St 1% | 2% | 0% | F | 700 | G | 7500 | G | 2001 |
| | Combined Traffic: | 13000 | G | | | | | | | | 1300 | G | 14000 | G | 2001 |
| | | | | To: From: | | US 3 | 3 | | | | | | | | |
| (11) Main St NB | 0.02 | 7100 | N | 95% | 1% | 2% | 1% | 2% | 0% | N | 700 | N | 7500 | Ν | 2001 |
| | Combined Traffic: | 13000 | N | | | | | | | | 1300 | N | 14000 | N | 2001 |
| Main Ct ND | 0.02 | 7400 | | From: | 10/ | US 3 | | 20/ | | NI. | 700 | NI. | 7500 | NI. | 2001 |
| 11 Main St NB | 0.03 Combined Traffic: | 7100 | N N | 95% | 1% | 2% | 1% | 2% | 0% | N | 700 1000 | N N | 7500 11000 | N N | 2001 2001 |
| | Combined Traile. | 10000 | 14 | To: | | US 33 | Don | | | | 1000 | 14 | 11000 | 11 | 2001 |
| 11 Main St NB | 0.34 | 7100 | N | 95% | 1% | 2% | 1% | 2% | 0% | N | 700 | N | 7500 | N | 2001 |
| | Combined Traffic: | NA | | | | | | | | | NA | | NA | | |
| | | | | To: From: | | Kratzer | Ave | |] | | | | | | |
| (11) N Main St | 0.68 | 8200 | G | 94% | 0% | 3% | 1% | 2% | 0% | С | 860 | G | 8600 | G | 2001 |
| ~ | | | | From: | 201 | Charles | | 201 |] | | | | | | |
| 11 N Main St | 0.44 | 6900 | G | 94% To: | 0% | 3% NCL Harris | 1% | 2% | 0% | F | 650 | G | 7300 | G | 2001 |
| Rockingham Count | v | | | | | THE HAITE | onouig | | 1 | | | | | | |
| ~~ | | | | From: | | NCL Harris | | | J | | | _ | | _ | |
| [11] | 3.16 | 8200 | G | 92% | 1% | 3% | 2% | 2% | 0% | F | 710 | G | 8300 | G | 2001 |
| | 4 4 4 | E000 | | From: | 40/ | 82-76 | | 20/ | | | F00 | | E400 | | 2004 |
| [11] | 4.14 | 5300 | G | 92% | 1% | 3% | 2% | 2% | 0% ¬ | F | 500 | G | 5400 | G | 2001 |
| (11) | 1.88 | 3600 | G | From: 92% | 0% | 82-80 3% | 2% | 2% | 0% | F | 310 | G | 3700 | G | 2001 |
| 11) | 1.00 | | | To: | 0 /0 | I-81 Ma | | _,, | 7 | | J.0 | | 3.00 | | |
| 11) | 6.04 | 2600 | G | 94% | 0% | 2% | 1% | 2% | 0% | F | 240 | G | 2600 | G | 2001 |
| \smile | | | | To: | Sh | enandoah C | ounty Line | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | | Tru | ıck | | QC | Design | OK | AAWDT | OW | Year |
|-------------------|-------------------|---------------|----|--------------|-------|------------------------|------------------|--------|----------------|----|--------|-----|-------|----|-------|
| City of Harrisonb | | | | | 240 | | 3+Axle | 1Trail | 2Trail | | Hour | ٠.٠ | 702. | ζ | |
| ~~~ | | 0400 | _ | From: | | S Main | St | | | | 500 | 0 | 0.400 | 0 | 0004 |
| Liberty St | 0.70 | 6100 | G | | | | | | | | 560 | G | 6400 | G | 2001 |
| | Combined Traffic: | 13000 | G | To: | | D 1 | Q. | | _ | | 1300 | G | 14000 | G | 2001 |
| 11 Noll Dr | 0.14 | 3300 | G | From: | | Rock | St | | | | 310 | G | 3500 | G | 2001 |
| Noll Dr | Combined Traffic: | 10000 | N | | | | | | | | 1000 | N | 11000 | N | 2001 |
| | | | | To: | | Kratzer . | Ave | | | | | | | | |
| Rockingham Coun | ntv | | | r | | | | | 1 | | | | | | |
| (22) | 11.66 | 2100 | G | 89% | 2% | est Virginia 2% | State Line 1% | 5% | 0% | F | 190 | G | 2100 | G | 2001 |
| [33] | 11.00 | 2100 | J | T | 270 | | | 370 | 7 | • | 150 | J | 2100 | J | 2001 |
| (30) | 2.80 | 3600 | G | From: 89% | 2% | 82-84 2 % | 1% | 6% | 0% | F | 330 | G | 3600 | G | 2001 |
| [33] | 2.00 | 0000 | | To: | | | | 0 70 | 7 | • | 000 | Ū | 0000 | Ü | 2001 |
| (22) | 5.70 | 6900 | G | From: 89% | 2% | 2-613 West 6 | of Hinton 1% | 6% | 0% | F | 630 | G | 7100 | G | 2001 |
| (33) | S 5 | 0000 | • | To: | | WCL Harris | | 0,0 | 7 | • | | | | | |
| City of Harrisonb | urg | | | | | | | | | | | | | | |
| ~~~ | | | _ | From: | | WCL Harris | | 60/ | 00/ | _ | | | 0000 | | 000: |
| (33) W Market S | Street 1.11 | 8600 | G | 94% | 1% | 2% | 2% | 2% | 0% | F | 830 | G | 9000 | G | 2001 |
| | N | | | From: | 40/ | Waterma | | 00/ | | | 040 | | 0000 | | 0004 |
| (33) W Market S | street 0.61 | 9300 | G | 94% | 1% | 2% | 2% | 2% | 0% | С | 910 | G | 9800 | G | 2001 |
| | N | | | From: | 40/ | SR 42 S H | | 00/ | | | 500 | | 5000 | | 0004 |
| (33) W Market S | street 0.16 | 5000 | G | 94% To: | 1% | 2% Bus US 3 | 2% | 2% | 0% | F | 560 | G | 5200 | G | 2001 |
| | | | | From: | | US 1 | 1 | | | | | | | | |
| (33) (11) Main | St NB 0.02 | 7100 | N | 95% | 1% | 2% | 1% | 2% | 0% | Ν | 700 | Ν | 7500 | Ν | 2001 |
| \hookrightarrow | Combined Traffic: | 13000 | N | | | | | | _ | | 1300 | N | 14000 | N | 2001 |
| | | | | To: From: | | US 11 MA US 11 Mair | | | | | | | | | |
| 33 E Market St | treet 0.11 | 6800 | G | 94% | 1% | 2% | 2% | 2% | 0% | F | 590 | G | 7200 | G | 2001 |
| <u> </u> | | | | To: | | Mason | St | | | | | | | | |
| 33 E Market St | treet 0.87 | 12000 | G | 94% | 1% | 2% | 2% | 2% | 0% | F | 1100 | G | 13000 | G | 2001 |
| \bigcirc | | | | To: From: | | Vine Str | | | | | | | | | |
| 33 E Market St | treet 0.61 | 17000 | G | 94% | 1% | Vine 5 | 2% | 2% | 0% | F | 1500 | G | 17000 | G | 2001 |
| (33) | | | | To | | | | | ¬ | - | | | | | |
| 33 E Market St | treet 0.59 | 29000 | G | 96% | 0% | I-81 1% | 1% | 2% | 0% | F | 2600 | G | 30000 | G | 2001 |
| (33) | | | | To | | University | | | | | | | | | |
| 33 E Market St | treet 1.07 | 20000 | G | 95% | 0% | 2% | 1% | 2% | 0% | С | 1900 | G | 21000 | G | 2001 |
| | | | | To: | | ECL Harris | onburg | | | | | | | | |
| Rockingham Coun | ntv | | | | | | | | 1 | | | | | | |
| (m) | 0.21 | 23000 | G | 96% | 0% | ECL Harris 1% | onburg 1% | 2% | 」 0% | F | 2100 | G | 23000 | G | 2001 |
| [33] | 0.21 | 23000 | G | 30 70 | U 70 | | | ∠ 70 | U 70 | I- | Z 100 | G | 23000 | G | 200 I |
| (22) | 2.08 | 25000 | G | From: 96% | 0% | 82-70 1% | 4 1% | 2% | 0% | F | 2100 | G | 25000 | G | 2001 |
| 33 | 2.00 | 23000 | J | JU /0 | U /0 | | | ∠ /0 | 7/0 | ' | 2100 | 3 | 20000 | J | 2001 |
| (22) | 2.73 | 20000 | G | From: 96% | 0% | SR 27 | 1% | 2% | 0% | F | 2000 | G | 21000 | G | 2001 |
| 33 | | | _ | To: | | | | - /0 | ~~~ | | | _ | | _ | |
| [33] | 2.53 | 20000 | G | From: 96% | 0% | 82-842 Mon 1% | 1% | 2% | 0% | F | 1800 | G | 20000 | G | 2001 |
| 33 | | | | To: | - / • | 82-64 | | | ¬ | | | | | | |
| 33 | 1.83 | 17000 | G | 95% | 0% | 2% | 9 1% | 2% | 0% | F | 1500 | G | 17000 | G | 2001 |
| 33 | | | | To: | - / 0 | 82-60 | | =,, | ¬ | | | | | | |
| ~~~ | | | G | From: 95% | 0% | 2% | 1% | 2% | 0% | F | 1000 | G | 12000 | G | 2001 |
| \ 33 \ | 3.12 | 12000 | G | JJ /U | | | | | | | | | | | |
| 33 | 3.12 | 12000 | | 33 /0 | | | | | ¬ | | | | | | |
| (33) (33) | 0.89 | 12000 8000 | G | From: 93% | | 33 Bus Wes 2% | | | J | F | 680 | G | 8100 | G | 2001 |

| | | | | Г | KOCKING | IIaiii iviaiii | | | | | | | | | |
|--------------------------|---------------|-------|----|--------------|---------|------------------|-----------|---------------|---------|----|----------------|-----|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | | uck 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
| own of Elkton | | | | From: | | WCL Elk | rton | | | | | | | | |
| 33) | 0.69 | 8000 | N | 93% | 0% | 2% | 2% | 3% | 0% | N | 680 | N | 8100 | N | 2001 |
| 90 | | | | To: | | ECL Elk | ton | | | | | | | | |
| ockingham County | | | | | | | | | | | | | | | |
| ~~~ | 0.04 | 0000 | | 93% | 00/ | ECL Elk | ton 2% | 20/ | 0% | N. | 600 | NI. | 0100 | N | 2004 |
| 33) | 0.04 | 8000 | N | 93% | 0% | 2% | | 3% | U% — | N | 680 | N | 8100 | N | 2001 |
| (iii) | 6.25 | 4400 | G | From: 93% | 0% | US 340 2% | 0 2% | 3% | 0% | F | 430 | G | 4500 | G | 2001 |
| [33] | 0.25 | 4400 | G | 93 76 To: | | Greene Coun | | 3% | 7 0% | Г | 430 | G | 4500 | G | 2001 |
| City of Harrisonburg | | | | | | | | | | | | | | | |
| | | | | From: | | US 11 | | | | | | | | | |
| (33) (11) Main St NB | 0.03 | 7100 | N | 95% | 1% | 2% | 1% | 2% | 0% | N | 700 | N | 7500 | N | 2001 |
| Combi | ined Traffic: | 10000 | N | To: | | 110.22 | | | _ | | 1000 | N | 11000 | N | 2001 |
| | | | | 10. | | US 33 | · | | | | | | | | |
| Rockingham County Bus | | | | From: | | US 33 | | | | | | | | | |
| 33 | 1.00 | 6300 | G | 95% | 0% | 2% | 2% | 0% | 0% | F | 610 | G | 6300 | G | 2001 |
| → | | | | To: | | WCL Elk | ton | | | | | | | | |
| Town of Elkton | | | | Erom-I | | ***** | | | | | | | | | |
| Bus 33 Spottswood Ave | 0.37 | 7200 | G | 95% | 0% | WCL Elk 2% | ton 2% | 0% | 0% | С | 740 | G | 7400 | G | 2001 |
| 33 Spottswood Ave | 0.57 | 7200 | G | 33 70 | 0 70 | | | 0 70 | ¬ 0 /0 | C | 740 | J | 7400 | O | 2001 |
| Bus | | | | From: | | Spottswood | | | | | | | | | |
| 33 Spottswood Ave | 0.27 | 3100 | G | 95% | 0% | 2% | 2% | 0% | 0% | F | 280 | G | 3200 | G | 2001 |
| Bus | | | | To: From: | | Stuart A | ve | | | | | | | | |
| 33 (340) Stuart Ave | 0.08 | 7600 | N | 91% | 0% | 3% | 3% | 3% | 0% | Ν | 660 | Ν | 7700 | Ν | 2001 |
| | | | | To: | | US 33 | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| | 0.50 | 0700 | _ | From: | | Augusta Cour | | 20/ | | _ | 200 | 0 | 2700 | 0 | 2004 |
| 42 | 2.50 | 3700 | G | 95% To: | 0% | 2% SCL Bridge | 1% | 2% | 0% | F | 380 | G | 3700 | G | 2001 |
| Town of Bridgewater | | | | | | SCE Bridge | water | | | | | | | | |
| | | | | From: | | SCL Bridge | water | | | | | | | | |
| 42 S Main Street | 0.22 | 8800 | G | 96% | 0% | 1% | 1% | 2% | 0% | С | 820 | G | 9000 | G | 2001 |
| | | | | To: From: | | College St | treet | |] | | | | | | |
| 42 N Main Street | 0.15 | 12000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 1100 | G | 12000 | G | 2001 |
| | | | | To: From: | | Dinkel A | ve | |] | | | | | | |
| 42 N Main Street | 0.30 | 14000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 1200 | G | 14000 | G | 2001 |
| | | | | To: From: | | Mt Crawfor | d Ave | |] | | | | | | |
| 42 N Main Street | 0.08 | 16000 | G | 94% | 1% | 2% | 1% | 2% | 0% | С | 1400 | G | 16000 | G | 2001 |
| <u> </u> | | | | To: From: | | North Rive | er Rd | |] | | | | | | |
| 42 N Main Street | 1.00 | 14000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 1400 | G | 15000 | G | 2001 |
| <u>~</u> | | | | To: From: | | old NCL Brid | | | | | | | | | |
| 42 | 0.30 | 14000 | N | 94% | 1% | 2% | 1% | 2% | 0% | N | 1400 | N | 15000 | Ν | 2001 |
| <u></u> | | | | To: | | NCL Bridge | ewater | | | | | | | | |
| Rockingham County | | | | From: | | NCI Daid- | vvoto= | | 1 | | | | | | |
| 42 | 0.63 | 15000 | F | 94% | 1% | NCL Bridge | 1% | 2% | 0% | F | 1500 | F | 16000 | F | 2001 |
| 42 | | | | To: | . , , | SCL Day | | | | | | | | | |
| Town of Dayton | | | | | | | | | | | | | | | |
| | _ | | | From: | | SCL Day | ton | | | | | | | | |
| 42 | 0.42 | 15000 | М | | | | | | | | NA | | NA | | 2001 |
| | | | | From: | | BUS SR | | |] | | | | | | |
| 42 | 0.45 | 16000 | В | 96% | 0% | 1% | 1% | 1% | 0% | В | 1700 | В | 17000 | В | 2001 |
| | | | | To: | | NCL Day | /ton | | | | | | | | |

| | | | | Г | KOCKING | IIIaiii iviaii | | | | | | | | | |
|-------------------------------|--------|-------|----|--------------|---------|----------------|---------------|---------------|-------------|----|----------------|----|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | uck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Rockingham County | | | | From: | | NCL D- | -4 | | 1 | | | | | | |
| 42 | 1.90 | 16000 | N | 96% | 0% | NCL Da 1% | yton 1% | 1% | 0% | N | 1700 | N | 17000 | N | 2001 |
| 42 | | | | To: | | SCL Harris | | | | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | |
| | 0.40 | | | From: | 201 | SCL Harris | | 10/ | | | 4=00 | | 10000 | | 2224 |
| (42) S High Street | 0.13 | 18000 | G | 96% | 0% | 1% | 1% | 1% | 0% | F | 1700 | G | 19000 | G | 2001 |
| | | | | From: | | Erickson | | | | | | | | | |
| (42) S High Street | 1.27 | 18000 | G | 96% | 0% | 1% | 2% | 1% | 0% | С | 1800 | G | 19000 | G | 2001 |
| | | | | To: From: | | Sunrise | | | <u> </u> | | | | | | |
| (42) S High Street | 0.40 | 21000 | G | 96% | 0% | 1% | 1% | 1% | 0% | F | 1900 | G | 22000 | G | 2001 |
| | | | | To: From: | | Grace A | | | <u> </u> | | | | | | |
| (42) S High Street | 0.55 | 18000 | G | 96% | 0% | 1% | 1% | 1% | 0% | F | 1700 | G | 19000 | G | 2001 |
| | | | | To: From: | | Market | | | | | | | | | |
| (42) N High Street | 0.27 | 16000 | G | 96% | 0% | 1% | 1% | 1% | 0% | F | 1500 | G | 17000 | G | 2001 |
| | | | | To: From: | | Gay S | | | | | | | | | |
| (₄₂) Virgina Ave | 0.44 | 9800 | G | 96% | 0% | 1% | 1% | 1% | 0% | F | 890 | G | 10000 | G | 2001 |
| | | | | To: From: | | 5th S | t | | | | | | | | |
| (42) Virginia Ave | 0.60 | 11000 | G | 95% | 0% | 2% | 1% | 2% | 0% | С | 1100 | G | 11000 | G | 2001 |
| $\overline{}$ | | | | To: From: | | Mt Clinton | n Pike | | 1 | | | | | | |
| (42) Virginia Ave | 0.83 | 12000 | G | 95% | 0% | 2% | 1% | 2% | 0% | F | 1200 | G | 13000 | G | 2001 |
| | | | | To: | | NCL Harris | sonburg | | | | | | | | |
| Rockingham County | | | | | | | | | _ | | | | | | |
| | 5.12 | 8300 | G | 93% | 1% | NCL Harris | sonburg 1% | 4% | 0% | F | 770 | G | 8800 | G | 2001 |
| 42 | 5.12 | 0300 | G | 95 /0 | 1 /0 | 2 /0 | 1 /0 | 4 /0 | U 76 | • | 770 | G | 0000 | G | 2001 |
| | 4.00 | 7000 | | From: | 40/ | 82-753 N | | 40/ | | | 000 | | 7700 | | 0004 |
| (42) | 4.60 | 7600 | G | 93% To: | 1% | 2% | 1% | 4% | ¬ 0% | F | 680 | G | 7700 | G | 2001 |
| | | | | | | SCL Broa | iuway | | | | | | | | |
| Town of Broadway | | | | From: | | SCL Broa | ıdwav | | | | | | | | |
| 42 | 0.81 | 7600 | N | 93% | 1% | 2% | 1% | 4% | 0% | Ν | 680 | Ν | 7700 | Ν | 2001 |
| | | | | To | | ALT SR | 259 | | 1 | | | | | | |
| 42 | 0.32 | 6900 | G | 93% | 1% | 2% | 1% | 4% | 0% | F | 640 | G | 7000 | G | 2001 |
| | | | | To | | SR 259 S | South | | ¬ | | | | | | |
| (42) | 0.33 | 8300 | G | 93% | 1% | 2% | 1% | 4% | 0% | F | 680 | G | 8400 | G | 2001 |
| | | | | To: | | ECL Broa | ıdway | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| | 0.00 | | | From: | 401 | ECL Broa | - | 401 | | | | | 0.100 | | 000: |
| 42 | 0.29 | 8300 | N | 93% | 1% | 2% | 1% | 4% | 0% | N | 680 | N | 8400 | N | 2001 |
| | | | | From: | | SR 259 N | | |]— | _ | | _ | | _ | |
| (42) | 1.21 | 12000 | G | 93% | 1% | 2% | 1% | 4% | 0% | F | 1000 | G | 12000 | G | 2001 |
| | | | | To: | | SCL Timb | erville | | | | | | | | |
| Town of Timberville | | | | From: | | SCL Timb | erville | | T | | | | | | |
| 42 | 0.86 | 12000 | N | 93% | 1% | 2% | 1% | 4% | 0% | N | 1000 | N | 12000 | N | 2001 |
| 42 | | | | To | | 82-617 N | | | ¬ | | | | | | |
| 42 | 0.41 | 1300 | G | From: 91% | 1% | 2% | 3% | 3% | 0% | F | 130 | G | 1300 | G | 2001 |
| 42) | | | • | То: | . , • | NCL Timb | | • | ٦ | - | . = • | - | | - | |
| Rockingham County | | | | - | | | | | | | | | | | |
| | | | | From: | | NCL Timb | | | | | | | | | |
| (42) | 2.56 | 1300 | N | 91% | 1% | 2% | 3% | 3% | 0% | N | 130 | N | 1300 | Ν | 2001 |
| | | | | To: | Sh | enandoah C | ounty Line | | | | | | | | |
| Town of Davton | | | | From: | | a an | 12 | | | | | | | | |
| Bus | 0.03 | 5700 | G | 97% | 1% | S SR 4 | 1% | 0% | 0% | F | 500 | G | 5800 | G | 2001 |
| 42 | 0.00 | 3700 | 3 | To: | 1 /0 | SR 25 | | J /0 | 7 70 | ' | 500 | J | 3000 | J | 2001 |
| | | | | | | 510 23 | | | | | | | | | |

| | | | | F | Rocking | ham Mair | itenance | Area | | | | | | | |
|-------------------|-------------------|---------|-----|--------------|---------|--------------|----------|------------|----------------|----|--------|------|---------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru | ck | | QC | Design | OK | AAWDT | ΟW | Year |
| | Longar | , , , , | ٠., | | Buo | 2Axle | 3+Axle | 1Trail | 2Trail | QU | Hour | Q. (| 7011121 | Q. | 1001 |
| Town of Davton | | | | From: | | SR 25 | 7 | | | | | | | | |
| Bus 42 | 0.12 | 2200 | G | 97% | 0% | 1% | 1% | 0% | 0% | F | 290 | G | 2300 | G | 2001 |
| 42 | | | | To: | | S SR 2 | 90 | | | | | | | | |
| Bus | 0.07 | 4000 | _ | 070/ | 40/ | | | 00/ | | _ | 440 | 0 | 4200 | 0 | 2004 |
| 42) | 0.07 | 4200 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 440 | G | 4300 | G | 2001 |
| Bus | | | | From: | | N SR 2 | 90 | | _ | | | | | | |
| (42) | 0.60 | 1400 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 140 | G | 1400 | G | 2001 |
| $\overline{}$ | | | | To: | | CL Day | ton | | | | | | | | |
| Rockingham Cour | ntv | | | From: | | ar n | | | | | | | | | |
| Bus | 0.03 | 1400 | N | 97% | 1% | CL Day 1% | 1% | 0% | 0% | N | 140 | N | 1400 | N | 2001 |
| 42 | 0.00 | 1400 | ., | То: | 170 | N SR 4 | | 0 70 | 7 ~ | ., | 140 | ., | 1400 | ., | 2001 |
| North | | | | From: | | Augusta Cou | | | ì | | | | | | |
| 81) | 2.94 | 17000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1400 | G | 17000 | G | 2001 |
| | Combined Traffic: | 38000 | G | 71% | 1% | 2% | 1% | 23% | 2% | F | 2800 | G | 37000 | G | 2001 |
| | | | | To | | SR 25 | 7 | | ¬ | | | | | | |
| North | 2.61 | 21000 | G | 70% | 1% | 2% | 1% | 25% | - 2% | F | 1500 | G | 21000 | G | 2001 |
| 81 | Combined Traffic: | | G | 70% 71% | 1% | 2% 2% | 1% | 25% 24% | 2% 2% | F | 3100 | G | 43000 | G | 2001 |
| | Combined Hame. | 43000 | G | To: | | SCL Harris | | 24 /0 | 7 2 / 8 | | 3100 | G | 43000 | G | 2001 |
| City of Harrisonb | | | | I | | DCL TMITTE | onoung | | | | | | | | |
| North | шгу | | | From: | | SCL Harris | onburg | | | | | | | | |
| (81) | 0.50 | 21000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1500 | G | 21000 | G | 2001 |
| | Combined Traffic: | 43000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 43000 | G | 2001 |
| N a salla | | | | To: From: | | US 1 | 1 | | ٦—— | | | | | | |
| North 81 | 2.83 | 22000 | Α | 70% | 1% | 2% | 1% | 25% | 2% | С | 2300 | Α | 22000 | Α | 2001 |
| (81) | Combined Traffic: | | A | 71% | 1% | 2% | 1% | 24% | 2% | C | 4500 | A | 44000 | A | 2001 |
| | Combined Traile. | 70000 | ^ | 7 1 70 | | | | | 7 270 | O | 4300 | ^ | 44000 | | 2001 |
| North | | | | From: | 82- 6 | 659 Port Rep | | | | | | | | | |
| (81) | 1.51 | 22000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1800 | G | 22000 | G | 2001 |
| | Combined Traffic: | 47000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3600 | G | 46000 | G | 2001 |
| North | | | | From: | | US 33 | 3 | | | | | | | | |
| 81) | 1.60 | 21000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1700 | G | 21000 | G | 2001 |
| | Combined Traffic: | 42000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 42000 | G | 2001 |
| | | | | To: | | NCL Harris | onburg | | | | | | | | |
| Rockingham Cour | ntv | | | | | | | | | | | | | | |
| North | 0.40 | 04000 | _ | From: | | NCL Harris | | 050/ | | _ | 4700 | _ | 04000 | _ | 0004 |
| 81 | 2.48 | 21000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1700 | G | 21000 | G | 2001 |
| | Combined Traffic: | 42000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 42000 | G | 2001 |
| North | | | | From: | - | US 11 | S | | _ | | | | | | |
| (81) | 6.51 | 20000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1500 | G | 20000 | G | 2001 |
| | Combined Traffic: | 40000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 2800 | G | 40000 | G | 2001 |
| | | | | To: From: | | US 11 | N | | | | | | | | |
| North | 6.12 | 17000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1300 | G | 17000 | G | 2001 |
| 81 | Combined Traffic: | | G | 71% | 1% | 2% | 1% | 23% | 2% | F | 2600 | G | 38000 | G | 2001 |
| | Johnshied Haille. | 55500 | 3 | To: | | enandoah Co | | 2070 | 7 - 70 | • | 2000 | 5 | 00000 | 5 | 2001 |
| South | | | | From: | | Augusta Cou | | | Ì | | | | | | |
| (81) | 3.28 | 20000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1400 | G | 20000 | G | 2001 |
| | Combined Traffic: | | G | 71% | 1% | 2% | 1% | 23% | 2% | F | 2800 | G | 37000 | G | 2001 |
| | | | | To | - | SR 25 | | - | ¬ | | | | | | |
| South | | | _ | From: | 401 | | | 0001 | | _ | 400- | _ | 00000 | _ | 000: |
| 81 | 2.25 | 22000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1600 | G | 22000 | G | 2001 |
| | Combined Traffic: | 43000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 43000 | G | 2001 |
| | | | | To: | | SCL Harris | onburg | | | | | | | | |

| | | | | F | Rocking | ham Mair | ntenance | Area | | | | | | | |
|--------------------------|-------------------|-------|----|--------------|---------|-------------------|-------------------|--------|-------------|----|--------|----|-------|----------|---------|
| Pouto | Longth | AADT | ΟΛ | 4Tiro | Puo | | Tru | ıck | | QC | Design | OK | AAWDT | ΟΜ/ | Voor |
| Route | Length | AADI | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Hour | QN | AAWDI | QVV | Year |
| City of Harrisonb | urg | | | r | | 207.77 | | | _ | | | | | | |
| South | 1.01 | 22000 | G | 73% | 1% | SCL Harris | sonburg 1% | 22% | 2% | F | 1600 | G | 22000 | G | 2001 |
| 81 | Combined Traffic: | 43000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 43000 | G | 2001 |
| | Combined Trailic. | 43000 | G | 7 1 70 | 1 /0 | | | 24 /0 | _ 2 /0 _ | | 3100 | G | 43000 | G | 2001 |
| South | | | | From: | | US 1 | 1 | | | | | | | | |
| (81) | 2.63 | 23000 | Α | 73% | 1% | 2% | 1% | 22% | 2% | С | 2200 | Α | 22000 | Α | 2001 |
| | Combined Traffic: | 45000 | Α | 71% | 1% | 2% | 1% | 24% | 2% | С | 4500 | Α | 44000 | Α | 2001 |
| South | | | | To: From: | Port | t Republic R | Road 82-659 |) | | | | | | | |
| (81) | 1.50 | 24000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1800 | G | 24000 | G | 2001 |
| 01) | Combined Traffic: | 47000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3600 | G | 46000 | G | 2001 |
| | | | | To | | US 3 | 3 | | | | | | | | |
| South | 4.00 | | _ | From: | 40/ | | | 000/ | | _ | 4.400 | _ | 04000 | • | 0004 |
| 81 | 1.30 | 22000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1400 | G | 21000 | G | 2001 |
| | Combined Traffic: | 42000 | G | 71% To: | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 42000 | G | 2001 |
| | | | | | | NCL Harris | sonourg | | | | | | | | |
| Rockingham Cour South | ntv | | | From: | | NCL Harris | sonburg | | | | | | | | |
| (81) | 2.40 | 22000 | G | 73% | 1% | 2% | 1% | 22% | - 2% | F | 1400 | G | 21000 | G | 2001 |
| | Combined Traffic: | 42000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 42000 | G | 2001 |
| | | | | To | | US 11 | N | | | | | | | | |
| South | 0.05 | | _ | From: | 40/ | | | 000/ | | _ | 4000 | _ | 00000 | _ | 0004 |
| 81 | 6.85 | 20000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1300 | G | 20000 | G | 2001 |
| | Combined Traffic: | 40000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 2800 | G | 40000 | G | 2001 |
| South | | | | From: | | US 11 | . S | | _ | | | | | | |
| (81) | 5.86 | 20000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1300 | G | 20000 | G | 2001 |
| | Combined Traffic: | 38000 | G | 71% | 1% | 2% | 1% | 23% | 2% | F | 2600 | G | 38000 | G | 2001 |
| | | | | To: | Sh | enandoah C | ounty Line | | | | | | | | |
| Town of Timbervi | ille | | | | | | | | | | | | | | |
| | 0.60 | 4200 | _ | From: | SR - | 42 South of 4% | Timberville 3% | 8% | | F | 340 | G | 4200 | G | 2001 |
| 211) | 0.69 | 4200 | G | 84% To: | 170 | ECL Timb | | 0% | - 0% | Г | 340 | G | 4200 | G | 2001 |
| D 11 1 C | | | | | | LCL Time | oci vine | | | | | | | | |
| Rockingham Cour | 1tv | | | From: | | ECL Timb | erville | | | | | | | | |
| (211) | 3.58 | 4100 | G | 90% | 0% | 2% | 2% | 6% | 0% | F | 340 | G | 4200 | G | 2001 |
| | | | | To: | Sh | enandoah C | ounty Line | | | | | | | | |
| Town of Grottoes | | | | | | | | | | | | | | | |
| | | | _ | From: | | ckingham C | | 101 | | _ | | | | _ | |
| 256 3rd St | 0.42 | 4300 | G | 89% | 1% | 3% | 3% | 4% | 0% | С | 410 | G | 4400 | G | 2001 |
| $\overline{\bigcirc}$ | | | | To: From: | | Dogwood | | |] | | | | | | |
| 256 3rd St | 0.37 | 3600 | G | 89% | 1% | 3% | 3% | 4% | 0% | F | 330 | G | 3600 | G | 2001 |
| | | | | To: From: | | Aspen 3 | | | | | | | | | |
| (256) Aspen St | 0.14 | 2600 | G | 91% | 0% | 3% | 3% | 3% | 0% | F | 270 | G | 2600 | G | 2001 |
| 230 | | | | To: | | Cary | | | | | | | | <u> </u> | |
| | | | _ | From: | | Aspen | St | | | _ | | _ | | _ | |
| 256 Cary St | 0.14 | 4300 | G | 91% | 0% | 3% | 3% | 3% | 0% | С | 400 | G | 4300 | G | 2001 |
| | | | | To: | | East Side | Hwy | | | | | | | | |
| Rockingham Cour | ntv | | | From: | | 82-92 | 24 | | 1 | | | | | | |
| (257) | 2.89 | 760 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 80 | G | 780 | G | 2001 |
| 257 | 2.00 | | - | To: | . , , | | | .,, | ¬ | • | | _ | | - | |
| 057 | 2.78 | 2100 | G | From: 95% | 1% | W 82-7 | ⁷³¹ 2% | 1% | 0% | F | 240 | G | 2200 | G | 2001 |
| 257 | 2.10 | £ 100 | G | JJ /6 | 1 /0 | | | 1 /0 | J /0 | ' | 270 | J | 2200 | J | 200 I |
| | 2.04 | 2022 | | From: | 40/ | E 82-6 | | 10/ | | Г | 270 | | 2600 | | 2004 |
| 257) | 3.94 | 2600 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 270 | G | 2600 | G | 2001 |
| | | | | From: | | 82-73 | | | | | A | | | | • • • • |
| 257) | 1.86 | 3300 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 370 | G | 3400 | G | 2001 |
| | | | | To: | | WCL Da | ayton | | | | | | | | |

| | | | | F | Rocking | ham Mair | ntenance | Area | | | | | | | |
|--------------------------|--------|-------|------------|--------------|---------|--------------------|--------------|---------------|---------|----|--------|-----|--------------|----------|-------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru | ıck | | QC | Design | OK | AAWDT | OW | Year |
| | Longin | ו עמה | ≪ ^ | 1 II C | טטט | 2Axle | 3+Axle | 1Trail | 2Trail | Qυ | Hour | ωι\ | , v (v v D 1 | ₩ | , cai |
| Town of Davton | | | | From: | | WCL Da | ovton | | 1 | | | | | | |
| (257) | 0.42 | 3300 | N | 95% | 1% | 2% | 2% | 1% | 0% | N | 370 | Ν | 3400 | N | 2001 |
| | | | | To | | W SR 42 | 2 Bus | | _ | | | | | | |
| Bus | 0.03 | 5700 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 500 | G | 5800 | G | 2001 |
| 257 42 | 0.00 | 0,00 | • | To: | 170 | | | 0 70 | 7 | • | 000 | Ü | 0000 | Ü | 2001 |
| 257)(42) | 0.42 | 15000 | М | From: | | E RT 42 | BUS | | | | NA | | NA | | 2001 |
| 237 (42) | | | | To: | | CL Day | /ton | | 7 | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| | 0.00 | | | From: | 40/ | CL Day | | 00/ | | _ | 4500 | _ | 10000 | _ | 0004 |
| 257 42 | 0.63 | 15000 | F | 94% To: | 1% | 2% CL Bridge | 1% | 2% | 0% | F | 1500 | F | 16000 | F | 2001 |
| T CD 11 | | | | I | | CL Bridge | ewater | | | | | | | | |
| Town of Bridgewater | | | | From: | | CL Bridge | ewater | | | | | | | | |
| (257) (42) | 0.30 | 14000 | N | 94% | 1% | 2% | 1% | 2% | 0% | Ν | 1400 | Ν | 15000 | Ν | 2001 |
| \bigcirc | | | | To: From: | N | CL BRIDG | EWATER | | 7 | | | | | | |
| (257) (42) N Main Street | 1.00 | 14000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 1400 | G | 15000 | G | 2001 |
| | | | | To: From: | 1 | NORTH RI | VER RD | |] | | | | | | |
| (257) (42) N Main Street | 0.08 | 16000 | G | 94% | 1% | 2% | 1% | 2% | 0% | С | 1400 | G | 16000 | G | 2001 |
| | | | | To: From: | M | T CRAWFO | ORD AVE | | | | | | | | |
| (257) (42) N Main Street | 0.30 | 14000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | 1200 | G | 14000 | G | 2001 |
| | | | | To: From: | | SR 42 MA | IN ST | | 7 | | | | | | |
| (257) Dinkel Ave | 1.76 | 8200 | G | 91% | 1% | 2% | 2% | 4% | 0% | С | 740 | G | 8300 | G | 2001 |
| | | | | То: | | ECL Bridg | ewater | | | | | | | | |
| Rockingham County | | | | | | | | | - | | | | | | |
| 057 | 0.80 | 9800 | G | 91% | 1% | ECL Bridg | ewater 2% | 4% | 0% | F | 860 | G | 9900 | G | 2001 |
| 257 | 0.00 | 3000 | G | 9170 | 1 /0 | | | 4 /0 | ¬ 0 //0 | ' | 800 | G | 9900 | G | 2001 |
| | 0.60 | 8100 | G | From: 91% | 1% | W US 2% | 2% | 4% | 0% | F | 750 | G | 8200 | G | 2001 |
| (257) | 0.00 | 0100 | G | 3170 | | | | 4 /0 | ¬ 0 /0 | ' | 750 | O | 0200 | O | 2001 |
| 057 | 0.26 | 8000 | G | From: 91% | 1% | Old State Re 2% | 2% | 4% | 0% | F | 730 | G | 8100 | G | 2001 |
| (257) | 0.20 | 8000 | G | 70: | 1 /0 | 82-68 | | 4 /0 | 7 0 /% | ' | 730 | G | 0100 | G | 2001 |
| | | | | From: | | US 1 | | | 1 | | | | | | |
| (259) | 2.34 | 6200 | G | 92% | 1% | 3% | 1% | 4% | 0% | F | 530 | G | 6300 | G | 2001 |
| | | | | To | | 82-61 | 9 | | ٦ | | | | | | |
| (259) | 1.61 | 6800 | G | 92% | 1% | 3% | 1% | 4% | 0% | F | 610 | G | 6900 | G | 2001 |
| | | | | To: | | ECL Broa | idway | | | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| | 0.45 | C000 | | From: | 40/ | ECL Broa | | 40/ | | N. | 040 | N | 0000 | N | 2004 |
| 259 | 0.45 | 6800 | N | 92% To: | 1% | 3% 42 East of | 1% | 4% | □ 0% | N | 610 | N | 6900 | N | 2001 |
| P. I. J. G. 4 | | | | I | SIN | 42 East 01 | Dioauway | | | | | | | | |
| Rockingham County | | | | From: | SR 42 | EAST OF I | BROADWA | ΑY | | | | | | | |
| (259) (42) | 0.29 | 8300 | N | 93% | 1% | 2% | 1% | 4% | 0% | Ν | 680 | Ν | 8400 | Ν | 2001 |
| | | | | To: | | CL Broad | dway | | | | | | | | |
| Town of Broadway | | | | r | | ar n | | | - | | | | | | |
| 250 (42) | 0.33 | 8300 | G | 93% | 1% | CL Broad | dway 1% | 4% | 0% | F | 680 | G | 8400 | G | 2001 |
| 259 42 | 0.00 | 5500 | J | JJ /0 | | | | -T /U | 7/0 | ' | 300 | J | 5-00 | J | 2001 |
| (250) | 0.36 | 6900 | G | From: 92% | S 1% | 3% | ADWAY 1% | 4% | 0% | F | 640 | G | 7000 | G | 2001 |
| 259 | 0.00 | 5500 | J | 70: | 1 /0 | WCL Bro | | - T /U | 7 " | ' | 5-10 | J | , 000 | J | 2001 |
| Rockingham County | | | | • | | | | | • | | | | | | |
| AVENIE MAIII COUIIIV | | | | From: | | WCL Bro | adway | | | | | | | | |
| 259 | 2.92 | 6900 | N | 92% | 1% | 3% | 1% | 4% | 0% | N | 640 | Ν | 7000 | Ν | 2001 |
| $\overline{}$ | | | | To: From: | | E 82-6 | 13 | | | | | | | | |
| (259) | 3.75 | 4900 | G | 86% | 1% | 2% | 2% | 9% | 0% | F | 440 | G | 4900 | G | 2001 |
| | | | | To: | - | 82-61 | 2 | | | | | | | | |
| | | | | | | | | | | | | | | | |

| | | | | | ROCKING | nam Mair | | | | | | | | | |
|--------------------|--------|------------------|----|--------------|---------|---------------------|---------------|---------------|--------------|-----|------------------|-----|-------------------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Trι 3+Axle | uck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Rockingham County | | | | From: | | | | | | | | | | | |
| 259 | 7.35 | 2900 | G | 86% | 1% | 82-61 2% | 2% | 9% | 0% | F | 240 | G | 2900 | G | 2001 |
| 259) | 2.41 | 2100 | G | From: 86% | 1% | 82-820 Fitz 2% | zwater 2% | 9% | 0% | F | 170 | G | 2200 | G | 2001 |
| | | | | To: | W | est Virginia | State Line | | | | | | | | |
| Town of Broadway | | | | From: | | SR 259 SC | MITH | | 1 | | | | | | |
| ALT (259) (42) | 0.32 | 6900 | G | 93% | 1% | 2% | 1% | 4% | 0% | F | 640 | G | 7000 | G | 2001 |
| \bigcirc | | | | To: From: | | SR 42 | 2 | | 1— | | | | | | |
| ALT (259) | 0.72 | 2000 | G | 92% | 1% | 3% | 1% | 4% | 0% | F | 210 | G | 2100 | G | 2001 |
| | | | | To: | | SR 25 | 9 | | | | | | | | |
| Rockingham County | | | | From: | | • | , T. | | <u> </u> | | | | | | |
| 276 | 3.04 | 2900 | G | 92% | 1% | Augusta Cou 3% | 2% | 3% | 0% | F | 300 | G | 2900 | G | 2001 |
| 276 | | | | To: | | 82-68 | | | ٦ | | | | | | |
| 276 | 2.42 | 3400 | G | 94% | 0% | 2% | 1% | 2% | 0% | F | 370 | G | 3500 | G | 2001 |
| | | | | To: From: | | 82-65 | 9 | | | | | | | | |
| 276) | 2.20 | 4400 | G | 94% | 0% | 2% | 1% | 2% | 0% | F | 430 | G | 4500 | G | 2001 |
| | | | | To: | | US 33 | 3 | | | | | | | | |
| Town of Davton | | | | From: | | ECL Day | vton | | | | | | | | |
| 290) | 0.15 | 7500 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 710 | G | 7600 | G | 2001 |
| | | | | To: | | SR 42 | 2 | | — | | | | | | |
| 290 | 0.06 | 2700 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 260 | G | 2800 | G | 2001 |
| | | | | To: From: | | S SR 42 | Bus | | _ | | | | | | |
| 290) (42) | 0.07 | 4200 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 440 | G | 4300 | G | 2001 |
| 200 (42) | | | | To | | N SR 42 | BUS | | 1 | | | | | | |
| 290) | 0.33 | 2100 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 190 | G | 2100 | G | 2001 |
| | | | | To: | | NCL Day | yton | | | | | | | | |
| Town of Grottoes | | | | | | | | | | | | | | | |
| (242) | 0.05 | 4900 | N | 93% | 1% | SCL Gro | ttoes 2% | 2% | 0% | N | 460 | N | 4900 | N | 2001 |
| 340 | 0.00 | 4300 | 14 | To: | | ckingham Co | | | ٦ | 11 | 400 | 11 | 4300 | 11 | 2001 |
| Cont Oids Have | 0.40 | =400 | _ | From: | | Augusta Cou | | 00/ | 00/ | 0 | F.40 | 0 | 5000 | 0 | 0004 |
| East Side Hwy | 0.46 | 5100 | G | 92% | 0% | 2% | 2% | 3% | 0% | С | 540 | G | 5200 | G | 2001 |
| 340 East Side Hwy | 0.47 | E400 | G | From: 92% | 0% | Cary S 2% | 8t 2% | 3% | 0% | F | 490 | G | 5200 | G | 2001 |
| 2340 East Side Hwy | 0.47 | 5100 | G | 92 70 To: | 076 | NCL Gro | | 370 | 7 0% | Г | 490 | G | 5200 | G | 2001 |
| Rockingham County | | | | • | | | | | | | | | | | |
| ~~~ | | | | From: | | NCL Gro | | | | | | _ | | _ | |
| 340 | 1.39 | 5000 | G | 91% | 0% | 3% | 3% | 3% | 0% | F | 520 | G | 5100 | G | 2001 |
| ~~~ | | | | From: | 221 | 82-65 | | 201 | <u> </u> | | | | 0.400 | | |
| 340 | 8.27 | 3300 | G | 91% | 0% | 3% | 3% | 3% | 0% | F | 330 | G | 3400 | G | 2001 |
| ~~ <u>`</u> | 2.07 | 4400 | | From: | 00/ | 82-64 | | 20/ | | | 200 | | 4400 | | 2004 |
| 340 | 2.97 | 4100 | G | 91% | 0% | 3% | 3% | 3% | 0% | F | 390 | G | 4100 | G | 2001 |
| 340 | 2.88 | 4500 | G | From: 93% | 0% | 82-75- 3% | 4 1% | 2% | 0% | F | 470 | G | 4600 | G | 2001 |
| 340) | 2.00 | - 500 | _ | 93 /0 To: | J /0 | SCL Elk | | <u></u> | | _ ' | - 770 | _ | - 5000 | _ | |
| Town of Elkton | | | | • | | | | | - | | | | | | |
| | | | _ | From: | 001 | SCL Elk | | 001 | | - | 000 | | 7-00 | _ | 000: |
| 340 Stuart Ave | 0.03 | 7600 | G | 91% | 0% | 3% | 3% | 3% | 0% | F | 660 | G | 7700 | G | 2001 |
| Ctuart A | 0.00 | 7000 | | From: | 00/ | US 33 | | 20/ | | N.I | 600 | N.I | 7700 | N. | 2004 |
| Stuart Ave | 0.08 | 7600 | N | 91% To: | 0% | 3% Bus US | 3% | 3% | 0% | N | 660 | N | 7700 | N | 2001 |
| | | | | ı | | Dus US | رر | | | | | | | | |

| | | | | F | Rocking | ham Mair | ntenance | Area | | | | | | | |
|----------------------|--------|-------|-----|--------------|---------|---------------------|---------------|--------|----------|----|--------|------|---------------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru | | | QC | Design | ОК | AAWDT | QW | Year |
| | Longar | ,,,,, | ٠., | 110 | Duo | 2Axle | 3+Axle | 1Trail | 2Trail | QU | Hour | Q. C | , , , , , , , | ٠ | . oui |
| Town of Elkton | | | | From: | | Bus US | 33 | | | | | | | | |
| 340 Stuart Ave | 0.19 | 8000 | N | 92% | 1% | 3% | 2% | 2% | 0% | Ν | 740 | N | 8100 | Ν | 2001 |
| ~~~~ | | | | From: | 40/ | Spottswoo | | 201 | <u> </u> | | = | | 0.400 | | |
| 340 Stuart Ave | 0.59 | 8000 | G | 92% To: | 1% | 3% NCL EI | 2% | 2% | 0% | F | 740 | G | 8100 | G | 2001 |
| Rockingham County | | | | | | TICE EI | Kton | | 1 | | | | | | |
| | | | | From: | | NCL EI | | | J | | | | | | |
| 340 Stuart Ave | 3.30 | 8000 | N | 92% To: | 1% | 3% Page Coun | 2% tv Line | 2% | 0% □ | N | 740 | N | 8100 | N | 2001 |
| City of Harrisonburg | | | | | | - ug u | -, | | | | | | | | |
| | 0.07 | NIA | | From: | Ro | ckingham C | ounty Line | | | | NIA | | NIA | | |
| 238 | 0.07 | NA | | To: | | Dead I | End | | | | NA | | NA | | |
| Page County | | | | | | | | | | | | | | | |
| | 0.00 | | , | From: | | Dead I | End | | | | NIA | | NIA | | 00/07/200/ |
| 600 | 0.60 | 90 | R | To: | Ro | ckingham C | ounty Line | | 7 | | NA | | NA | | 08/07/2000 |
| Rockingham County | | | | | | | | | | | | | | | |
| | 0.40 | 00 | | From: | | Page Coun | ty Line | | | | NIA | | NIA | | 00/07/000 |
| (600) | 0.10 | 90 | R | To: | | 82-60 |)1 | | 7 | | NA | | NA | | 08/07/2000 |
| | | | | From: | | 82-60 | | | | | | | | | |
| (601) | 1.90 | 480 | G | 97% | 1% | 1% | 0% | 0% | 0% | С | 60 | G | 490 | G | 2001 |
| | | | | To: From: | | 82-60 | | |] | | | | | | |
| 601) | 0.10 | 280 | G | 97% To: | 1% | 1% Page Coun | 0% | 0% | O% | F | 40 | G | 280 | G | 2001 |
| Page County | | | | | | rage Coun | ty Line | | | | | | | | |
| | | | | From: | | Page Coun | ty Line | | | | | | | | |
| (601) | 0.50 | 240 | R | To: | | Dead I | End | | 7 | | NA | | NA | | 1997 |
| Rockingham County | | | | | | Dead I | ZHQ. | | | | | | | | |
| | | | _ | From: | | US 33; 82 | | | J | _ | | | | | |
| (602) | 3.34 | 3400 | G | 97% | 1% | 2% | 1% | 0% | 0% | F | 320 | G | 3400 | G | 2001 |
| 600 | 2.44 | 3700 | G | From: 97% | 1% | 82-637 NO 2% | ORTH 1% | 0% | 0% | F | 360 | G | 3800 | G | 2001 |
| 602 | 2.44 | 3700 | G | 31 /0 | 1 70 | | | 0 70 | 7 | ' | 300 | 0 | 3000 | J | 2001 |
| 602 | 1.78 | 3800 | G | From: 97% | 1% | 82-63 2 % | 1% | 0% | 0% | С | 380 | G | 3900 | G | 2001 |
| | | | | To: From: | | 82-60 |)1 | | _ | | | | | | |
| 602 | 0.58 | 4300 | G | 97% | 1% | 2% | 1% | 0% | 0% | F | 430 | G | 4400 | G | 2001 |
| | | | | To: | | Page Coun | | | | | | | | | |
| (00) | 1.60 | 820 | R | From: | | 82-60 |)7 | | | | NA | | NA | | 08/03/2000 |
| 603 | 1.00 | 020 | .`` | To: | | 82-60 | 19 | | 7 | | | | 10. | | 00/00/2000 |
| | | | | From: | | Dead I | End | | | | | | | | |
| 604 | 0.70 | 160 | R | To: | | GD 24 | | | _ | | NA | | NA | | 10/05/2000 |
| | | | | From: | | SR 25 | | | | | | | | | |
| 605) | 2.33 | 460 | R | | F | Augusta Cou | mty Line | | _ | | NA | | NA | | 07/27/2000 |
| | | | | To: From: | | 82-16 | 05 | | ─ | | | | | | |
| 605 | 0.45 | 430 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-65 | i9 | |]—— | | | | | | |
| 605 | 0.07 | 45 | R | To: | | 00.16 | 02 | | _ | | NA | | NA | | 07/20/2000 |
| - | | | | From: | | 82-16 | | | | | | | | | |
| 607) | 0.56 | 30 | R | | | Dead I | SHQ. | | _ | | NA | | NA | | 08/03/2000 |
| | | | | To: | | US 34 | 10 | |] | | | | | | |
| | | | | | | | | | | | | | | | |

| | | | | F | Rocking | ham Main | itenance | Area | | | | | | | |
|------------------------------|--------|-------|----|--------------|---------|-------------------------|---------------|--------|-------------|----|--------|-----|-------|-----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Trι | ıck | | QC | Design | OK | AAWDT | ΟW | Year |
| | Longui | AADI | QД | 71110 | Dus | 2Axle | 3+Axle | 1Trail | 2Trail | QO | Hour | QIV | AAWDI | QVV | i cai |
| Rockingham County | | | | From: | | US 34 | .0 | | | | | | | | |
| 607 | 1.12 | 1500 | G | 94% | 2% | 2% | 1% | 1% | 0% | С | 160 | G | 1500 | G | 2001 |
| | | | | To: From: | | 82-96 | 5 | | — | | | | | | |
| 607 | 1.49 | 860 | G | 94% | 2% | 2% | 1% | 1% | 0% | F | 90 | G | 870 | G | 2001 |
| | | | | From: | | 82-75 | 9 | | _ | | | | | | |
| 607 | 1.13 | 330 | R | To: | | D C | T.i | | _ | | NA | | NA | | 1997 |
| | | | | From: | | Page Count US 11 | | | <u> </u> | | | | | | |
| 608) | 0.57 | 820 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 110 | G | 830 | G | 2001 |
| | | | | To | | 82-71 | | | ٦ | | | | | | |
| 608 | 1.28 | 440 | G | 95% | 1% | 2% | 1% | 1% | 0% | С | 60 | G | 450 | G | 2001 |
| | | | | To: From: | | 82-80 | 7 | | ٦ —— | | | | | | |
| 608 | 1.24 | 480 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | 82-62 | 0 | | | | | | | | |
| | 0.74 | 4.400 | | From: | 40/ | US 34 | | 40/ | | 0 | 400 | 0 | 4500 | 0 | 0004 |
| 609 | 0.74 | 1400 | G | 97% | 1% | 1% | 1% | 1% | 0% | С | 160 | G | 1500 | G | 2001 |
| | 1.20 | 850 | G | From: 97% | 1% | 69-603 W | <u>EST</u> 1% | 1% | 0% | F | 90 | G | 860 | G | 2001 |
| 609 | 1.20 | 050 | G | 97% | 1 70 | | | 170 | U% — | Г | 90 | G | 000 | G | 2001 |
| | 1.46 | 890 | G | From: 97% | 1% | 82-603 E. 1% | AST 1% | 1% | 0% | F | 80 | G | 900 | G | 2001 |
| 609 | 1.40 | 090 | G | To: | 1 /0 | 82-75 | | 1 /0 | 7 0 / 0 | ' | 00 | J | 300 | O | 2001 |
| | | | | From: | She | enandoah Co | | | i | | | | | | |
| (610) | 6.30 | 540 | R | | | | , | | - ' | | NA | | NA | | 08/30/2000 |
| | | | | To: | | 82-612 | 2 | | | | | | | | |
| \bigcirc | 4 = 0 | _ | _ | From: | She | enandoah Co | ounty Line | | | | | | | | 00/00/000 |
| 611) | 1.70 | 7 | R | | | | | | _ | | NA | | NA | | 08/28/2000 |
| | 2.50 | • | R | From: | | 82-81 | 3 | | _ | | NA | | NA | | 08/28/2000 |
| 611) | 2.50 | 8 | ĸ | | | | | | _ | | INA | | INA | | 00/20/2000 |
| (M) | 0.20 | 10 | R | From: | GV | W NATL FO | OR BNDY | | _ | | NA | | NA | | 08/28/2000 |
| 611) | 0.20 | 10 | | To: | | 82-612 | 2 | | | | INA | | INA | | 00/20/2000 |
| | | | | From: | | US 33 | 3 | | | | | | | | |
| (612) | 1.49 | 330 | G | 93% | 1% | 4% | 2% | 0% | 0% | С | 30 | G | 340 | G | 2001 |
| | | | | To: From: | | 82-76 | 2 | | — | | | | | | |
| 612) | 3.15 | 420 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-76 | | | | | | | | | |
| (612) | 4.97 | 560 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 60 | G | 570 | G | 2001 |
| <u> </u> | | | | From: | | 82-81 | | | | | | | | | |
| 612 612 | 0.46 | 400 | G | 95% To: | 0% | 2% | 1% | 1% | 0% | F | 40 | G | 410 | G | 2001 |
| | | | | From: | | 0.46 M N 8 0.46 MN 8 | | | | | | | | | |
| (612) | 2.21 | 410 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 40 | G | 420 | G | 2001 |
| | | | | To: From: | GV | W NATL FO | R BNDY | | | | | | | | |
| (612) | 1.50 | 550 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 60 | G | 560 | G | 2001 |
| | | | | To: From: | | 82-81 | | | | | | | | | |
| (612) | 0.39 | 1100 | G | 95% | 1% | 2% | 1% | 1% | 0% | С | 110 | G | 1100 | G | 2001 |
| 612) 612) 612) 612) | | | | From: | 401 | 82-97 | | 401 |] <u></u> | | 105 | | 400- | _ | |
| (612) | 1.21 | 1300 | G | 95% To: | 1% | 2% | 1% | 1% | O% | F | 130 | G | 1300 | G | 2001 |
| | | | | From: | | SR 259 W SR 259 E | | | | | | | | | |
| 612 612 | 0.81 | 1200 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 140 | G | 1200 | G | 2001 |
| | | | | To: From: | | 82-92 | 9 | |]—— | | | | | | |
| (612) | 1.45 | 970 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 100 | G | 990 | G | 2001 |
| | | | | To: | | 82-61 | 0 | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | | | uck 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|---------------------|-----|-------------------------|------------|---------------|----------|----|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | | 82-61 | 0 | | | | | | | | |
| 612 | 0.45 | 30 | R | | | | | | | | NA | | NA | | 08/30/2000 |
| <u>(612)</u> | 0.72 | 10 | R | From: | De | ad End; Gap | Terminu | 8 |] | | NA | | NA | | 08/28/2000 |
| | | | | To: From: | G' | W NATL FO | OR BNDY | |] | | | | | | |
| 612 | 0.20 | 10 | R | Tex | | 02.61 | | | - | | NA | | NA | | 08/28/2000 |
| 612) | 0.89 | 60 | R | From: | | 82-61 | 1 | | _ | | NA | | NA | | 08/28/2000 |
| 612 | 0.50 | 60 | R | From: | G' | W NATL FO | OR BNDY | | _ | | NA | | NA | | 08/28/2000 |
| <u>612</u> | 0.94 | 60 | R | From: | G' | W NATL FO | OR BNDY | |]—— | | NA | | NA | | 08/28/2000 |
| | | | | From: | | 82-81 | 3 | | | | | | | | |
| 612 | 0.27 | 60 | R | To: | Sh | enandoah C | ounty Line | ; | 7 | | NA | | NA | | 08/28/2000 |
| | | | | From: | | Augusta Cou | | | | | | | | | |
| 613 | 0.60 | 60 | R | _ | | | | | _ | | NA | | NA | | 10/16/2000 |
| 613) | 0.03 | 110 | R | From: | | 0.60 MN 0 | 07-613 | | | | NA | | NA | | 10/16/2000 |
| 613 | 1.04 | 150 | R | From: | | 82-72 | 9 | |] | | NA | | NA | | 1997 |
| 613) | 3.30 | 970 | G | From: 93% | 0% | 82-727 E 3% | 2% | 2% | 0% | F | 100 | G | 990 | G | 2001 |
| | | | | To: From: | | SR 257; 8 SR 25 | | | | | | | | | |
| 613 | 2.18 | 1600 | G | 93% | 0% | 3% | 2% | 2% | 0% | F | 150 | G | 1600 | G | 2001 |
| 613) | 0.49 | 1900 | G | 93% | 0% | 82-743 NO 3% | 2% | 2% | 0% | С | 190 | G | 2000 | G | 2001 |
| | 0.00 | 2000 | | From: | 00/ | 82-714 SC | | 20/ | | | 200 | | 2000 | | 2004 |
| 613) | 0.66 | 2900 | G | 93% | 0% | 3% 82-732 SC | 2% | 2% | 0% | F | 280 | G | 2900 | G | 2001 |
| 613) | 0.85 | 2600 | G | 93% | 0% | 3% | 2% | 2% | 0% | F | 240 | G | 2600 | G | 2001 |
| | | | | From: | | US 3: | | | <u> </u> | | | | | | |
| (613) | 1.82 | 850 | G | 88% | 0% | 5% | 4% | 3% | 0% ¬ | F | 90 | G | 870 | G | 2001 |
| 613) | 1.69 | 510 | G | From: 88% | 0% | 82-76 5% | 4% | 3% | 0% | F | 50 | G | 520 | G | 2001 |
| | 0.50 | | | From: | 00/ | 82-763 W | | 00/ | | | | | 040 | | |
| 613 | 0.59 | 890 | G | 88% | 0% | 5% | 4% | 3% | 0% | F | 90 | G | 910 | G | 2001 |
| 613) | 2.44 | 1000 | G | From: 88% | 0% | 82-763 E 5% | 4% | 3% | 0% | F | 150 | G | 1100 | G | 2001 |
| 613) | 1.04 | 860 | G | To: From: 88% | 0% | 82-777 SC 5% | OUTH 4% | 3% | 0% | F | 90 | G | 880 | G | 2001 |
| | | | | To: From: | | 82-72 | | | ¬— | • | | | | | |
| 613 | 3.17 | 480 | G | 88% To: | 0% | 5% | 4% | 3% | 0% | F | 50 | G | 490 | G | 2001 |
| 613 | 4.06 | 940 | G | 88% To: | 0% | 82-75 5% SR 259 E | 4% | 3% | 0% | С | 90 | G | 960 | G | 2001 |
| | | | | From: | | SR 259 W | /EST | | | | | | | | |
| 613) | 3.56 | 770 | G | 88% | 0% | 5% | 4% | 3% | 0% | F | 80 | G | 780 | G | 2001 |
| 613) | 2.51 | 380 | G | From: 88% | 0% | 82-88 5 % | 4% | 3% | 0% | F | 48 | G | 390 | G | 2001 |
| | | | | To: | | enandoah C | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | ıck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|-------------|------|---|--------------|-------|--------------------|---------------|---------------|--|----|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | | 82-88 | | | | | | | | | |
| 614) | 2.12 | 330 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 30 | G | 330 | G | 2001 |
| (614) | 0.80 | 120 | R | From: | | 82-812 | 2 | |]— | | NA | | NA | | 1997 |
| 614 | 0.00 | 120 | | To: | Sh | enandoah Co | ounty Line | | | | 101 | | 10.0 | | 1007 |
| | | | | From: | | 82-88 | 1 | | | | | | | | |
| 615) | 0.30 | 70 | R | To | | 0.20.101.0 | 2 001 | | _ | | NA | | NA | | 08/24/2000 |
| 615) | 1.12 | 30 | R | From: | | 0.30 MN 8 | 2-881 | | _ | | NA | | NA | | 08/24/2000 |
| <u>(615)</u> | 2.00 | 40 | R | From: | | 82-79 | 1 | | | | NA | | NA | | 08/28/2000 |
| | | | | To: | | SR 42 SO | | | | | | | | | |
| (615) | 0.28 | 100 | R | From: | | SR 42 NO | RTH | | | | NA | | NA | | 08/24/2000 |
| 013 | 0.20 | | • | To: | Sh | enandoah Co | ounty Line | | | | | | | | 00/2 //200 |
| | | | | From: | | 82-61 | 7 | | | | | | | | |
| 616 | 1.00 | 40 | R | | | | | | _ _ | | NA | | NA | | 08/24/2000 |
| (616) | 1.10 | 60 | R | From: | | 82-87 | 4 | | | | NA | | NA | | 08/24/2000 |
| | | | | To: | Sh | enandoah Co | ounty Line | | | | | | | | |
| \bigcirc | 0.00 | 70 | - | From: | | 82-75 | 3 | | | | NIA | | NIA | | 00/40/0000 |
| 617) | 0.66 | 70 | R | To: | | 92.79 | <u> </u> | | 7 | | NA | | NA | | 09/18/2000 |
| 617) | 0.58 | 40 | R | From: | | 82-78 | 2 | | | | NA | | NA | | 09/18/2000 |
| | | | | To: From: | | 82-784 SO | UTH | |]—— | | | | | | |
| 617) | 0.22 | 40 | R | | | | | | | | NA | | NA | | 10/19/2000 |
| | 0.78 | 90 | R | From: | | 82-784 NC | RTH | | | | NA | | NA | | 10/19/2000 |
| 617) | 0.70 | 30 | IX | To: | | 82-809 E. | AST | | | | INA | | IVA | | 10/13/2000 |
| | 4.05 | 200 | , | From: | | 82-809 W | EST | | | | NIA | | NIA | | 4007 |
| 617) | 1.65 | 280 | R | | | | | | _ | | NA | | NA | | 1997 |
| <u>(617)</u> | 0.39 | 390 | G | From: 95% | 1% | 82-78 2% | 2% | 1% | 0% | F | 40 | G | 400 | G | 2001 |
| (017) | | | | To: | . , 0 | SCL Broad | | .,, | | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| (617) | 0.24 | 390 | N | 95% | 1% | SCL Broad | dway 2% | 1% | 」 0% | N | 40 | N | 400 | N | 2001 |
| 017 | V. <u> </u> | | ., | To: | . , , | 82-142 | | .,, | ¬ | | | | | | |
| 617) | 0.66 | 850 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 90 | G | 870 | G | 2001 |
| | | | | To: | | NCL Broa | dway | | | | | | | | |
| Rockingham County | | | | From: | | NGL D | 1 | | | | | | | | |
| (617) | 0.22 | 850 | N | 95% | 1% | NCL Broa 2% | 2% | 1% | 0% | N | 90 | N | 870 | N | 2001 |
| | | | | To: | | SR 259 W | EST | | | | | | | | |
| Town of Broadway | | | | From: | | GD 250 F | A CT | | | | | | | | |
| (617) | 0.10 | 1900 | G | 95% | 1% | SR 259 E 2% | 2% | 1% | 0% | F | 180 | G | 1900 | G | 2001 |
| 011) | | | | To: | | NCL Broa | | | | | | | | | |
| Rockingham County | | | | Erom | | NGY - | , | | | | | | | | |
| 617) | 0.05 | 1900 | N | 95% | 1% | NCL Broa | dway 2% | 1% | 」 ○% | N | 180 | N | 1900 | N | 2001 |
| <u>(617)</u> | 0.00 | | ., | To: | . , , | 82-78 | | . 70 | ¬ | | | ., | .500 | ., | |
| 617) | 1.97 | 1300 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 140 | G | 1300 | G | 2001 |
| | | | | From: | | 82-79 | | |] | | | | | | |
| 617) | 0.52 | 1200 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 120 | G | 1300 | G | 2001 |
| | | | | To: | | WCL Timb | erville | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | | | JCK | | QC | Design | QK | AAWDT | QW | Year |
|---------------------|--------|------|---|--------------|------|----------------------|---------------|--------|---------------|----|--------|----|-------|----|------------|
| Town of Timberville | | | | | | | | 1Trail | 21raii | | Hour | | | | |
| | 0.06 | 1600 | G | 95% | 1% | WCL Timb | erville 2% | 1% | 0% | С | 150 | G | 1600 | G | 2001 |
| (617) | 0.00 | 1000 | G | To: | 1 /0 | SR 42 NO | | 1 /0 | 7 0 /% | C | 150 | G | 1000 | G | 2001 |
| | 2.12 | | _ | From: | 401 | SR 42 SO | UTH | 10/ | | _ | 4-0 | | 4.400 | | 2224 |
| 617 | 0.19 | 1400 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 150 | G | 1400 | G | 2001 |
| | 0.17 | 1200 | G | From: 95% | 1% | 82-150 2 % | 2% | 1% | 0% | F | 120 | G | 1200 | G | 2001 |
| 617) | 0.17 | 1200 | G | 70: | | ECL TIMBE | | 1 /0 | 7 0 /% | | 120 | G | 1200 | G | 2001 |
| Rockingham County | | | | • | | | | | | | | | | | |
| | | | | From: | | ECL TIMBE | | | | | | _ | | _ | |
| 617 | 2.69 | 790 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 80 | G | 800 | G | 2001 |
| | 0.05 | 700 | | From: | | 82-61 | 6 | | | | NIA | | NIA | | 4007 |
| 617) | 0.65 | 760 | R | To: | Sh | enandoah Co | ounty Line | | 1 | | NA | | NA | | 1997 |
| | | | | From: | 51. | SR 42 | | | | | | | | | |
| (618) | 0.90 | 1200 | R | | | SK 42 | 2 | | _ | | NA | | NA | | 1997 |
| 0.09 | | | | To: | | 82-80 | 0 | | | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | |
| | 0.50 | 1600 | R | From: | | 82-80 | 0 | | | | NA | | NA | | 08/21/2000 |
| 618 | 0.50 | 1000 | K | | | | | | _ | | INA | | INA | | 00/21/2000 |
| 640 | 0.16 | 1500 | G | From: 98% | 0% | 82-79 1% | 3 0% | 1% | 0% | С | 130 | G | 1600 | G | 2001 |
| 618) | 0.10 | 1500 | G | To: | 0 70 | SR 21 | | 1 70 | 7 0 / 0 | C | 130 | O | 1000 | O | 2001 |
| Rockingham County | | | | | | | | | • | | | | | | |
| | | | | From: | | 82-72 | | | | | | | | | |
| (619) | 2.64 | 860 | G | 97% | 0% | 2% | 1% | 1% | 0% | С | 90 | G | 870 | G | 2001 |
| | | | | From: | | 82-806 W | | |] | | | | | | |
| 619 | 2.85 | 450 | G | 97% | 0% | 2% | 1% | 1% | 0% | F | 50 | G | 460 | G | 2001 |
| | 0.50 | 200 | | From: | 00/ | SR 25 | | 40/ | | | 40 | | 220 | | 2004 |
| 619 | 2.50 | 320 | G | 97% | 0% | 2% | 1% | 1% | 0% | F | 40 | G | 330 | G | 2001 |
| | 1 10 | 45 | R | From: | | 82-79 | 3 | | _ | | NΙΔ | | NΙΔ | | 08/24/2000 |
| 619 | 1.10 | 45 | ĸ | _ | | | | | _ | | NA | | NA | | 06/24/2000 |
| | 0.20 | 70 | R | From: | | 82-799 W | EST | | | | NA | | NA | | 08/24/2000 |
| 619 | 0.20 | 70 | K | | | | | | _ | | INA | | INA | | 00/24/2000 |
| (619) | 0.03 | 80 | R | From: | | 82-799 E | AST | | | | NA | | NA | | 1997 |
| 019 | 0.00 | 00 | • | To: | | 02.00 | 0 | | 7 | | 10. | | | | 1001 |
| (619) | 0.20 | 70 | R | From: | | 82-89 | 0 | | | | NA | | NA | | 08/24/2000 |
| 019 | | | ••• | To | | 0.20 ME 8 | 2 800 | | | | | | | | |
| 619 | 2.67 | 90 | R | From: | | 0.20 NIE 8 | 2-090 | | | | NA | | NA | | 08/24/2000 |
| 0.09 | | | | To: | Sh | enandoah Co | ounty Line | | | | | | | | |
| | | | | From: | | SR 276; U | JS 33 | | | | | | | | |
| 620 | 1.72 | 1700 | G | 96% | 1% | 2% | 1% | 0% | 0% | С | 180 | G | 1700 | G | 2001 |
| | | | | To: From: | | 82-71 | | |] | | | | | | |
| 620 | 0.85 | 940 | G | 96% | 1% | 2% | 1% | 0% | 0% | F | 100 | G | 950 | G | 2001 |
| | | | | From: | | 82-758 SC | | |] | | | | | | |
| 620 | 1.70 | 600 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 60 | G | 610 | G | 2001 |
| | 0.05 | 000 | | To: From: | | 82-71 | 6 | | _ | | N. A | | N. A. | | 4007 |
| 620 | 0.25 | 380 | R | | | | | | _ | | NA | | NA | | 1997 |
| | 4.05 | 270 | | From: | | 82-94 | 2 | | _ | | NA | | NIA | | 00/44/0000 |
| 620 | 1.35 | 370 | R | _ | | | | | _ | | NA | | NA | | 08/14/2000 |
| | 0.30 | 440 | B | From: | | 82-71 | 8 | | _ | | NA | | NA | | 1997 |
| 620 | 0.30 | 440 | R | To: | | 82-724 SC | ПТН | | 7 | | INA | | INA | | 1997 |
| | | | | | | 02 /27 DC | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|--------------|------|---------------------|----------|----|-----------------|----|----------------|----|-------|----|-------------|
| Rockingham County | | | | From: | { | 82-724 SO | UTH | | | | | | | | |
| 620 | 0.30 | 390 | R | | | | | | _ | | NA | | NA | | 08/14/2000 |
| 620 | 0.80 | 360 | R | To: From: | 8 | 82-724 NO | RTH | | | | NA | | NA | | 1997 |
| | | | | From: | { | 82-722 SO | UTH | | | | | | | | |
| 620 | 2.00 | 260 | R | . — | | | | | =1 | | NA | | NA | | 08/21/2000 |
| 620 | 0.50 | 440 | R | From: | | 82-811 | | | | | NA | | NA | | 1997 |
| | 1.25 | 340 | R | From: | 8 | 82-722 NO | RTH | | | | NA | | NA | | 08/21/2000 |
| 620 | 1.25 | 340 | K | To: From: | | 82-922 | ! | | 7 | | INA | | INA | | 00/2 1/2000 |
| 620 | 0.55 | 490 | R | From: | | | | | _ | | NA | | NA | | 1997 |
| 620 | 0.60 | 370 | R | From: | | 82-806 | | | | | NA | | NA | | 08/21/2000 |
| | | | | To: From: | | 82-885 | | | | | | | | | |
| 620 | 0.80 | 300 | R | т | | 02.600 | | | _ | | NA | | NA | | 1997 |
| 620 | 2.40 | 120 | R | From: | | 82-608 | <u> </u> | | | | NA | | NA | | 08/21/2000 |
| | 0.10 | 220 | R | To: From: | { | 82-798 SO | UTH | | | | NIA | | NIA | | 1007 |
| 620 | 0.10 | 330 | К | To: | 8 | 32-798 NO | RTH | | | | NA | | NA | | 1997 |
| 620 | 1.60 | 90 | R | From: | | | | | _ | | NA | | NA | | 08/24/2000 |
| 620 | 1.39 | 60 | R | To: From: | | 82-796 | i | | | | NA | | NA | | 08/21/2000 |
| | | | | To: From: | 1 | .39 MN 82 | 2-796 | |]—— | | | | | | |
| 620 | 0.11 | 60 | R | | | | | | _ | | NA | | NA | | 1997 |
| 620 | 0.11 | 90 | R | From: | | 82-793 | | | | | NA | | NA | | 08/21/2000 |
| | 4.04 | | | To: From: | 0 |).11 MN 82 | 2-793 | |]—— | | NIA. | | NIA | | 00/04/0000 |
| 620 | 1.01 | 60 | R | To: | | 82-794 | | | | | NA | | NA | | 08/21/2000 |
| (620) | 0.78 | 70 | R | From: | | | | | <u>-</u> - | | NA | | NA | | 08/21/2000 |
| | | | | To: From: | Shen | andoah Co 82-623 | | | | | | | | | |
| 621) | 0.20 | 20 | R | To: | | | | | _ _ | | NA | | NA | | 08/03/2000 |
| | | | | From: | | Dead Er 82-623 | | | | | | | | | |
| 622 | 0.15 | 90 | R | | | | | | | | NA | | NA | | 1997 |
| 622 | 0.95 | 80 | R | From: | C |).15 ME 82 | 2-623 | | | | NA | | NA | | 08/03/2000 |
| | | | | To: | | Dead Er | | | | | | | | | |
| 623 | 1.05 | 1200 | G | 96% | 1% | ECL ELKT 2% | 0% | 0% | 0% | F | 130 | G | 1300 | G | 2001 |
| | | | | To: From: | | 82-634 WI | | |] | | | | | | |
| 623) | 0.35 | 1200 | G | 96% | 1% | 2% | 0% | 0% | 0% | С | 110 | G | 1200 | G | 2001 |
| 623) | 0.95 | 590 | G | 96% | 1% | 82-634 EA 2% | 0% | 0% | 0% | F | 70 | G | 600 | G | 2001 |
| | 0.95 | 350 | R | To: From: | | 82-624 | | | | | NA | | NA | | 1997 |
| 623 | 0.90 | J30 | Λ. | To: | | 82-622 | ! | | — | | INA | | INA | | 1991 |
| 623 | 1.03 | 260 | R | From: | | | | | | | NA | | NA | | 08/03/2000 |
| | | | | To: | | 82-621 | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | | | | | - QC | Design | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|---------------|-----|----------------------|----------|--------|----------|------|--------|----|-------|----|------------|
| Rockingham County | · · | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | Hour | | | | |
| | 0.53 | 230 | R | From: | | 82-62 | | | | | NA | | NA | | 1997 |
| (623) | 0.55 | 230 | K | To: | | 82-625 | 5 | | 1 | | INA | | INA | | 1997 |
| | | | | From: | | US 33 | | | | | | | | | |
| (624) | 2.10 | 250 | G | 97% | 0% | 2% | 0% | 0% | 0% | С | 30 | G | 260 | G | 2001 |
| | | | | To: | | 82-623 | 3 | | | | | | | | |
| \sim | | | | From: | | 82-759 |) | | | | | | | | |
| 625 | 1.00 | 830 | R | | | | | | | | NA | | NA | | 08/07/2000 |
| | 4.00 | | | From: | | 82-841 | Į | |] | | | | | | 4007 |
| 625) | 1.00 | 450 | R | | | | | | _ | | NA | | NA | | 1997 |
| $\overline{}$ | 0.50 | 040 | | From: | | 82-623 | 3 | | | | NIA | | NIA | | 00/02/200/ |
| 625) | 0.50 | 310 | R | | | | | | _ | | NA | | NA | | 08/03/2000 |
| | 4.00 | 200 | | From: | SHE | N NATL PI | S BNDY S | 3 | | | NIA | | NIA | | 08/03/2000 |
| 625) | 1.26 | 200 | R | | | | | | _ | | NA | | NA | | 06/03/2000 |
| | 0.00 | 400 | | From: | SHE | N NATL Pk | BNDY N | 1 | _ | | NA | | NΙΔ | | 00/02/2000 |
| 625 | 0.80 | 190 | R | To: | | Page Count | v Line | | 7 | | NA | | NA | | 08/03/2000 |
| | | | | From: | | 82-628 | | | | | | | | | |
| 626 | 1.29 | 220 | R | <u> </u> | | 62-020 | <u> </u> | | _ | | NA | | NA | | 08/07/2000 |
| 020 | | | | To: | | 1.29 ME 82 | 2 628 | | | | | | | | |
| 626) | 0.71 | 50 | R | From: | | 1,29 MIE 62 | 2-028 | | _ | | NA | | NA | | 08/07/2000 |
| 020 | - | | | To: | SH | EN NATL P | K BNDY | | | | | | | | |
| | | | | From: | | 82-628 | 3 | | | | | | | | |
| (627) | 0.30 | 30 | R | | | | | | _ | | NA | | NA | | 08/03/2000 |
| | | | | To: | | Dead E | | | | | | | | | |
| \bigcirc | 0.00 | | _ | From: | SHE | EN NATL FO | OR BNDY | • | | | | | | | 00/00/000 |
| 628 | 2.09 | 20 | R | | | | | | _ | | NA | | NA | | 08/03/2000 |
| | 0.04 | 400 | | To: From: | 2 | .10 MN OF | BNDY | |] | | NIA | | NIA | | 00/07/000/ |
| 628 | 0.91 | 160 | R | | | | | | _ | | NA | | NA | | 08/07/2000 |
| | 1 70 | 400 | | From: | | 82-627 | 7 | | | | NA | | NA | | 1007 |
| 628 | 1.70 | 420 | R | | | | | | _ | | NA | | INA | | 1997 |
| | 0.60 | C40 | | From: | 20/ | 82-626 | | 20/ | 0% | | 70 | | GEO | | 2001 |
| 628 | 0.60 | 640 | G | 93% To: | 3% | 1% US 33 | 0% | 3% | 7 0% | С | 70 | G | 650 | G | 2001 |
| | | | | From: | | Dead E | | | | | | | | | |
| (629) | 0.05 | 20 | R | | | Deua El | ici | | _ | | NA | | NA | | 07/17/2000 |
| 020 | | | | To: | | 82-71 | | | | | | | | | |
| | | | | From: | | 82-754 SO | UTH | | | | | | | | |
| 630 | 1.50 | 340 | R | _ | | | | | _ | | NA | | NA | | 07/31/2000 |
| | | | | To: | | 82-754 NO | | | | | | | | | |
| | 0.30 | 00 | ь | From: | | Dead E | nd | | _ | | NA | | NA | | 08/30/2000 |
| 631) | 0.30 | 80 | R | To: | | 82-818 | 3 | | 7 | | INA | | INA | | 00/30/2000 |
| | | | | From: | | 82-619 | | | | | | | | | |
| 632 | 0.25 | 120 | R | <u> </u> | | 02 01 | <u> </u> | | | | NA | | NA | | 09/14/2000 |
| | | | | To | | Dead E | nd | | | | | | | | |
| | | | | From: | | US 34 | 0 | | | | | | | | |
| 634 | 0.43 | 200 | R | | | | | | | | NA | | NA | | 08/07/2000 |
| | | | | To: From: | | 0.43 ME U | S 340 | |]— | | | | | | |
| 634 | 0.96 | 60 | R | _{T-} | | **** | n.mr- | | - | | NA | | NA | | 08/07/2000 |
| | | | | To: From: | | US 33 NO US 33 SO | | | - | | | | | | |
| 634) | 0.55 | 800 | G | 97% | 1% | 2% | 1% | 0% | 0% | С | 80 | G | 810 | G | 2001 |
| | | | | To: | | 82-623 W | | | 7 | | | | | | |

| | | | | | TOCKING | nam Main | | | | | Design | | | | |
|-----------------------|--------|----------|-----|--------------|---------|--------------|--------|--------|----|----|------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | | 1Trail | | QC | Hour | QK | AAWDT | QW | Year |
| Rockingham County | | | | From: | | 82-623 E | | | 1 | | | | | | |
| (634) | 1.20 | 310 | R | | | 82-023 E | 451 | | _ | | NA | | NA | | 1997 |
| | | | | To: | | Dead E | nd | | | | | | | | |
| \bigcirc | 0.70 | | | From: | 00/ | US 33 B | | 00/ | | 0 | 4.40 | _ | 4500 | _ | 0004 |
| 635) | 0.70 | 1500 | G | 91% | 3% | 1% | 3% | 2% | 0% | С | 140 | G | 1500 | G | 2001 |
| | 2.58 | 800 | G | From: 91% | 3% | 82-630 1% | 3% | 2% | 0% | F | 80 | G | 810 | G | 2001 |
| 635) | 2.00 | | | To: | 070 | 82-602 | | 270 | ¬ | | | | 010 | | 2001 |
| 635) | 0.32 | 310 | R | From: | | 82-002 | 2 | | | | NA | | NA | | 1997 |
| | | | | To: | | 82-66 | 5 | | | | | | | | |
| \bigcirc | 0.00 | | | From: | | Dead E | nd | | | | NIA | | NIA | | 4000 |
| 636 | 0.20 | 60 | R | _ | | | | | _ | | NA | | NA | | 1996 |
| (36) | 0.98 | 190 | R | From: | G\ | W NATL FO | R BNDY | | | | NA | | NA | | 1996 |
| 636) | 0.00 | 130 | | To: | | 92.71 | - | | | | 14/1 | | 10.0 | | 1000 |
| 636 | 0.92 | 420 | R | From: | | 82-71: |) | | | | NA | | NA | | 1997 |
| | | | | To: | | 82-602 NC | | | | | | | | | |
| (626) | 1.50 | 450 | R | From: | | 82-602 SO | UTH | | | | NA | | NA | | 08/10/2000 |
| 636) | 1.00 | 400 | | To: | | 82-63: | 5 | | | | 14/1 | | 10.0 | | 00/10/2000 |
| | | | | From: | | Dead E | nd | | | | | | | | |
| 637 | 0.37 | 300 | R | | | | | | | | NA | | NA | | 08/10/2000 |
| | | | | To: From: | | 0.37 ME De | ad End | | _ | | | | | | |
| 637 | 2.12 | 300 | R | To | | 82-602 W | гст | | _ | | NA | | NA | | 08/10/2000 |
| | | | | From: | | 82-602 W | | | | | | | | | |
| 637 | 1.20 | 530 | G | 94% | 3% | 1% | 0% | 1% | 0% | С | 50 | G | 540 | G | 2001 |
| | | | | To: From: | | US 33 B | | | | | | | | | |
| 639 | 0.24 | 340 | R | rioni. | | 82-759 |) | | _ | | NA | | NA | | 08/03/2000 |
| 638 | J | <u> </u> | .`` | To: | | 82-86 | 1 | | | | | | | | 00/00/200 |
| 638) | 0.64 | 280 | R | From: | | 82-80 | | | | | NA | | NA | | 1997 |
| | | | | To: | | Dead E | nd | | | | | | | | |
| | | | | From: | | 82-640 |) | | | | | | | | 00//0/000 |
| 639 | 0.87 | 60 | R | To: | | 0.87 MN 8 | 2-640 | | _ | | NA | | NA | | 08/10/2000 |
| | | | | From: | | 0.88 MN 8 | | | | | | | | | |
| (639) | 0.47 | 150 | R | | | | | | | | NA | | NA | | 08/10/2000 |
| $\overline{\bigcirc}$ | 0.00 | 0.4.0 | | From: | | US 33 | | | | | NIA | | NIA | | 4007 |
| (639) | 0.30 | 210 | R | | | | | | _ | | NA | | NA | | 1997 |
| <u></u> | 0.14 | 210 | R | From: | | 82-900 |) | | | | NA | | NA | | 1997 |
| 639 | 0.14 | 210 | IX. | To: | | US 33 B | US | | 7 | | INA | | INA | | 1997 |
| | | | | From: | | US 33 | | | | | | | | | |
| (640) | 2.40 | 300 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-980 |) | |]— | | | | | | |
| 640 | 1.50 | 48 | R | _ | | | | | | | NA | | NA | | 08/10/2000 |
| | 0.00 | 46 | | To: From: | | 82-639 |) | | | | N10 | | NIA | | 00/40/0000 |
| 640 | 0.60 | 46 | R | To: | | Dead E | nd | | _ | | NA | | NA | | 08/10/2000 |
| | | | | From: | | 82-843 | | | 1 | | | | | | |
| 641) | 0.77 | 60 | R | | | 02 04. | - | | | | NA | | NA | | 07/31/2000 |
| | | | | To: From: | | 0.77 ME 8 | 2-843 | | | | | | | | |
| (641) | 0.33 | 170 | R | | | | | | _ | | NA | | NA | | 07/31/2000 |
| | | | | To: | | 82-649 W | EST | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2010 | Tru | ıck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|-----|--------------|-----|-----------------|-------|---------------|------------|----|----------------|----|-------|----|------------|
| Rockingham County | | | | | | | | HHAII | ZIIali | | Hour | | | | |
| 641) | 0.99 | 160 | R | From: | | 82-649 E. | AST | | | | NA | | NA | | 1997 |
| | 0.90 | 70 | R | To: From: | | 82-64 | 8 | |]— | | NA | | NA | | 07/31/2000 |
| 641) | 0.90 | 70 | , N | To | | 82-64 | 3 | | | | INA | | INA | | 0773172000 |
| 641) | 1.00 | 40 | R | From: | | | | | | | NA | | NA | | 07/31/2000 |
| | 0.20 | 9 | R | To: From: | | 82-64 | 4 | | | | NA | | NA | | 07/31/2000 |
| 641) | 0.20 | | | To: | | Dead E | nd | | 1 | | | | | | |
| | 0.09 | 80 | R | From: | | 0.09 MS 8 | 2-649 | | | | NA | | NA | | 1967 |
| 642 | 0.00 | | | To | | 82-64 | 9 | | | | 14/-4 | | IVA | | 1501 |
| 642) | 3.40 | 1100 | R | From: | | | | | <u>-</u> | | NA | | NA | | 07/31/2000 |
| | | | | To: From: | | US 34 82-64 | | | | | | | | | |
| 643) | 1.30 | 40 | R | | | 82-04 | + | | _ | | NA | | NA | | 1997 |
| | | | | To: | | 82-64 | | | | | | | | | |
| 644) | 1.40 | 120 | R | From: | | 82-64 | 1 | | | | NA | | NA | | 07/31/2000 |
| | | | | To: From: | | 82-64 | 3 | | | | | | | | |
| 644) | 0.60 | 550 | R | | | | | | _ | | NA | | NA | | 1997 |
| 644) | 1.60 | 6800 | Α | From: 98% | 0% | US 33 | 0% | 0% | 0% | Α | 770 | Α | 6700 | Α | 2001 |
| | | | | To: From: | | 1.60 MN U | | | 7 | | | | | | |
| 644) | 1.70 | 3000 | R | | | | | | <u> </u> | | NA | | NA | | 1997 |
| | 0.40 | 440 | R | To: From: | | 82-646 NC | RTH | | | | NA | | NA | | 08/14/2000 |
| 644) | 0.10 | 7-10 | | To | | 82-64: | 5 | | | | | | | | |
| 644) | 0.90 | 350 | R | From: | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-602; 82 | | | | | | | | | |
| (645) | 0.60 | 80 | R | | | 82-64 | 4 | | _ | | NA | | NA | | 08/10/2000 |
| | | | | To: From: | | 82-60 | | | | | | | | | |
| (646) | 0.12 | 220 | R | From: | | 82-99 | 6 | | | | NA | | NA | | 08/10/2000 |
| - | | | | To: From: | | US 33 | 3 | | | | | | | | |
| 646 | 1.68 | 410 | R | | | | | | _ | | NA | | NA | | 08/10/2000 |
| | 1.29 | 80 | R | From: | | 82-644 SC | UTH | | | | NA | | NA | | 08/14/2000 |
| 646) | 1.20 | | | To | | 1.29 MN 8 | 2-644 | | | | | | | | |
| 646) | 0.21 | 70 | R | From: | | | | | _ | | NA | | NA | | 1997 |
| | 2.20 | 40 | | To: From: | | 82-644 NC | RTH | |] | | NΙΔ | | NIA | | 00/44/2000 |
| 646 | 2.30 | 40 | R | To: | | 82-602; 82 | 2-644 | | 7 | | NA | | NA | | 08/14/2000 |
| | | | | From: | | 82-99 | 6 | | | | | | | | |
| 647) | 0.12 | 300 | R | | | | | | _ | | NA | | NA | | 1997 |
| (647) | 0.60 | NA | | From: | | US 33 | 5 | | | | NA | | NA | | |
| | | | | To: From: | | 82-105 | 0 | |]—— | | | | | | |
| 647) | 1.54 | 130 | R | To: | | | | | - - | | NA | | NA | | 08/10/2000 |
| | | | | From: | | Dead E 82-99 | | | 1 | | | | | | |
| 648) | 1.60 | 140 | R | | | | | | - | | NA | | NA | | 1997 |
| | | | | To: | | 82-64 | 1 | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | uck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|---------------------|-----|--------------------------|--------|---------------|---------------------|----|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | | 82-75 | | | 1 | | | | | | |
| 649 | 0.52 | 650 | R | | | | | | _ | | NA | | NA | | 1997 |
| 649 | 1.57 | 3400 | G | 88% | 0% | US 34 1% | 2% | 7% | 0% | F | 370 | G | 3400 | G | 2001 |
| 649 | 1.21 | 3600 | G | From: 88% | 0% | 82-64 1% | 2% | 7% | 0% | С | 430 | G | 3700 | G | 2001 |
| 649 | 0.03 | 150 | R | To: | | US 33 | | |]—— 7 | | NA | | NA | | 1997 |
| 650) | 1.50 | 50 | R | From: | | 82-65 | 5 | | | | NA | | NA | | 07/27/2000 |
| (650) | 1.00 | 90 | R | To: From: | | 82-652 W 82-652 E | | | | | NA | | NA | | 08/03/2000 |
| 650 | 0.30 | 230 | R | To: From: | | 82-65 | | | <u>-</u> | | NA | | NA | | 1997 |
| (650) | 1.70 | 80 | R | To: From: | | 0.30 MN 8 1.30 MN 8 | | | | | NA | | NA | | 07/31/2000 |
| (650) | 0.28 | 100 | R | To: | | 2.00 MN 8 | | |]—— ¬ | | NA | | NA | | 1997 |
| (651) | 1.40 | 340 | R | From: | | 82-64 82-99 | | | | | NA | | NA | | 07/31/2000 |
| 651 | 0.77 | 220 | R | To: From: | | 82-84 | | |]—— | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-65 82-67 | | | 1 | | | | | | |
| 652 | 2.00 | 170 | R | To | | | | | ⊒ ¬ | | NA | | NA | | 07/27/200 |
| 652 | 0.20 | 140 | R | From: | | 82-650 W | | | | | NA | | NA | | 1997 |
| 652) | 0.50 | 20 | R | From: | | 82-650 E Dead E | | | _ ¬ | | NA | | NA | | 07/27/200 |
| (653) | 0.10 | 60 | R | From: | | US 1 | 1 | | <u> </u> | | NA | | NA | | 1997 |
| (654) | 0.11 | 30 | R | From: | | Dead E 82-84 | | | | | NA | | NA | | 08/10/2000 |
| 654) | 0.07 | 160 | R | To: From: | | US 3: | 3 | |]—— | | NA | | NA | | 1997 |
| 654) | 1.43 | 60 | R | From: | | 0.07 MN I | | |]—— ¬ | | NA | | NA | | 08/10/2000 |
| 655) | 0.83 | 210 | R | To: | | 82-842; 82 US 33 W | EST | | <u> </u> | | NA | | NA | | 1997 |
| 655 | 2.48 | 780 | G | To: From: 95% | 1% | US 33 N US 33 E 2% | | 2% | 0% | С | 90 | G | 800 | G | 2001 |
| 655 | 0.70 | 530 | G | To: From: 95% | 1% | 82-67 2 % | 1% | 2% | 0% | F | 60 | G | 540 | G | 2001 |
| 655) | 0.90 | 460 | G | To: From: 95% | 1% | 82-65 2% | 7 1% | 2% | 0% | F | 47 | G | 460 | G | 2001 |

| | | | | | - | ham Main | Tru | | | | Design | | | | |
|-------------------|--------|-------|----|--------------|------|----------------------|----------|------|----------|----|--------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | | 2Trail | QC | Hour | QK | AAWDT | QW | Year |
| Rockingham County | | | | | | | | | | | | | | | |
| (CEF) | 0.90 | 410 | G | 95% | 1% | 82-650 2 % | 0 1% | 2% | 0% | F | 40 | G | 420 | G | 2001 |
| (655) | 0.00 | 410 | | To: | 170 | 82-708 SO | | 270 | 7 | | 40 | | 720 | | 2001 |
| 655 | 0.20 | 540 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 50 | G | 550 | G | 2001 |
| | | | | To: From: | | 82-708 NC | ORTH | | | | | | | | |
| 655) | 1.20 | 420 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 46 | G | 420 | G | 2001 |
| | 2.12 | | | From: | 40/ | 82-65 | | 22/ |] | | | | | | |
| 655) | 0.10 | 480 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 48 | G | 490 | G | 2001 |
| 655 | 0.90 | 280 | G | From: 95% | 1% | 82-67 2 % | 1 1% | 1% | 0% | F | 40 | G | 280 | G | 2001 |
| 655) | 0.00 | 200 | • | To: | 170 | 82-65 | | 170 | 7 | | 40 | 0 | 200 | | 2001 |
| | | | | From: | | 82-65 | 5 | | | | | | | | |
| 656 | 0.10 | 45 | R | | | | | | | | NA | | NA | | 07/20/2000 |
| | | | | To: From: | | 82-67 | 1 | | | | | | | | |
| 656 | 0.50 | 80 | R | To: | | Dead E | 1 | | _ | | NA | | NA | | 07/20/2000 |
| | | | | From: | | 82-70 | | | 1 | | | | | | |
| (657) | 0.60 | 100 | R | | | 82-70 | 8 | | _ | | NA | | NA | | 1997 |
| | | | | To: | | 82-65 | 8 | | — | | | | | | |
| (657) | 0.50 | 60 | R | From: | | 02 00 | 0 | | | | NA | | NA | | 07/31/2000 |
| | | | | To: | | 82-65 | 5 | | | | | | | | |
| \bigcirc | 0.70 | 200 | | From: | | 82-67 | 2 | | | | NIA | | NIA | | 07/04/0000 |
| 658 | 0.70 | 200 | R | To: | | 82-65 | 7 | | 1 | | NA | | NA | | 07/31/2000 |
| | | | | From: | SC | CL HARRISO | | | | | | | | | |
| (659) | 0.59 | 5600 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 600 | G | 5700 | G | 2001 |
| | | | | To: From: | | 82-71 | 0 | | — | | | | | | |
| 659 | 2.32 | 11000 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 1100 | G | 11000 | G | 2001 |
| | | | | To: From: | | 82-68 | | |]— | | | | | | |
| 659 | 0.96 | 5200 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 570 | G | 5200 | G | 2001 |
| | 0.00 | 5000 | | From: | 00/ | SR 27 | | 40/ | | | 550 | | F400 | | 2004 |
| 659 | 0.33 | 5000 | G | 96% | 0% | 2% | 1% | 1% | 0% | С | 550 | G | 5100 | G | 2001 |
| 650 | 4.28 | 5500 | G | From: 96% | 0% | 82-70 2% | 8 1% | 1% | 0% | F | 570 | G | 5600 | G | 2001 |
| 659 | 4.20 | 3300 | G | To: | 0 70 | SR 33 | | 1 70 | ¬ 0 / 0 | ' | 370 | O | 3000 | O | 2001 |
| 659) | 0.22 | 5200 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 560 | G | 5300 | G | 2001 |
| (659) | | | | To: | | 82-65 | | | | | | | | | |
| 659 | 0.76 | 5300 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 580 | G | 5400 | G | 2001 |
| | | | | To: From: | | 82-160 |)3 | | — | | | | | | |
| 659 | 0.91 | 3100 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 310 | G | 3100 | G | 2001 |
| | | | | To: From: | | US 34 | 0 | |]— | | | | | | |
| (659) | 1.88 | 660 | R | | | 00.00 | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | 82-66 | | | | | | | | | |
| (660) | 0.80 | 240 | R | From: | | 82-66 | 3 | | | | NA | | NA | | 07/27/2000 |
| 000 | | | | To: | | Dead E | nd | | | | | | | | |
| | | | | From: | | ECL GROT | TOES | | | | | | | | |
| 661) | 0.75 | 630 | R | | | | | | | | NA | | NA | | 1997 |
| | 2.22 | | | To: From: | SH | IEN NATL I | PK BNDY | |] | | | | | | 07/07/2005 |
| 661) | 0.60 | 140 | R | To: | | Augusta Cou | nty Lina | | _ | | NA | | NA | | 07/27/2000 |
| | | | | From: | | ECL GROT | | | 1 | | | | | | |
| 663 | 0.91 | 850 | G | 87% | 10% | 3% | 1% | 0% | 0% | С | 90 | G | 870 | G | 2001 |
| | | | | To: | | 20-66 | | | 7 | | | | | | |

| Route | Length | AADT | QA | 4Tire | Rue | Truck- 3+Axle 1 | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|-----|--------------|-----------------|--------------------|---|----|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | 82-66 | 0 | | | | | | | |
| 663 | 0.83 | 420 | R | | | | | | NA | | NA | | 07/27/2000 |
| | 0.16 | 400 | R | From: | SHEN NATL F | OR BNDY | - | | NA | | NA | | 07/27/2000 |
| 663 | | | | To: From: | 82-65 | 9 | | | | | | | |
| 663) | 0.44 | 210 | R | From: | | | | | NA | | NA | | 1997 |
| | 0.07 | | | To: From: | 82-70 | 8 | - | | NΙΛ | | NΙΛ | | 1007 |
| 663 | 0.07 | 60 | R | To: | Dead E | nd | | | NA | | NA | | 1997 |
| | | | | From: | 82-80 | 3 | | | | | | | |
| 664 | 0.25 | 80 | R | To: | Dead E | nd | | | NA | | NA | | 09/14/2000 |
| | | | | From: | Dead E | | | | | | | | |
| 665) | 0.50 | 120 | R | | | | | | NA | | NA | | 08/10/2000 |
| | 0.05 | 400 | R | From: | 82-63 | 5 | | | NA | | NA | | 1997 |
| (665) | 0.03 | 400 | K | To: | 82-60 | 2 | | | INA | | INA | | 1997 |
| $\overline{}$ | | | | From: | Dead E | nd | | | | | | | |
| 666 | 0.50 | 60 | R | To: | 82-82 | 2 | | | NA | | NA | | 09/05/2000 |
| | | | | From: | 82-66 | | | | | | | | |
| 667) | 1.00 | 30 | R | To: | D1T | | | | NA | | NA | | 09/05/2000 |
| | | | | From: | Dead E | | | | | | | | |
| 668 | 0.30 | 180 | R | | | | | | NA | | NA | | 07/13/2000 |
| | 4.47 | | | To: From: | SR 27 | 6 | | | | | | | 00/00/000 |
| 668 | 1.47 | 250 | R | т | | | | | NA | | NA | | 08/03/2000 |
| (668) | 0.64 | 210 | R | From: | 82-67 | 2 | | | NA | | NA | | 08/03/2000 |
| | | | | To: From: | 82-82 | 8 | | | | | | | |
| (668) (668) | 0.21 | 230 | R | | | | | | NA | | NA | | 08/03/2000 |
| | 0.63 | 200 | R | From: | 82-86 | 3 | - | | NA | | NA | | 08/03/2000 |
| 668 | 0.00 | 200 | | To: | 82-67 | 7 | | | IVA | | IVA | | 00/03/2000 |
| (668) | 0.19 | 360 | R | From: | 02-07 | <u>/</u> | | | NA | | NA | | 08/03/2000 |
| | | | | To: From: | 82-66 | 9 | } | | | | | | |
| (668) | 1.51 | 220 | R | | | | | | NA | | NA | | 08/03/2000 |
| 668 | 0.18 | 210 | R | From: | 82-66 | 7 | | | NA | | NA | | 08/03/2000 |
| | | | | To: From: | 82-605 NO | | | | | | | | |
| 668 | 0.99 | 48 | R | | 82-605 SC | UIH | | | NA | | NA | | 07/27/2000 |
| | | | | To: | Augusta Cou | | | | | | | | |
| 660 | 0.10 | 30 | R | From: | Dead E | nd | | | NA | | NA | | 07/20/2000 |
| 669 | | | | To | 82-67 | 8 | | | | | | | |
| (669) | 0.90 | 40 | R | From: | | | | | NA | | NA | | 07/20/2000 |
| | | | | To: From: | 82-66 Dead E | | | | | | | | |
| 670 | 0.30 | 30 | R | _ | | | | | NA | | NA | | 07/20/2000 |
| $\overline{}$ | | | | To: | 82-67 | | | | | | | | |
| 671) | 0.20 | 410 | R | From: | SR 27 | 6 | | | NA | | NA | | 07/20/2000 |
| | -: | | - • | To: | 82-84 | 8 | | | • | | * | | |

| | | | | | | ham Mair | Tru | | | | Design | | | | |
|-------------------|--------|------|----|--------------|-----|------------------------|--------|--------|------------|----|--------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Hour | QK | AAWDT | QW | Year |
| Rockingham County | | | | From: | | 82-84 | .8 | | | | | | | | |
| 671) | 1.80 | 60 | R | | | | | | _ | | NA | | NA | | 07/27/2000 |
| | 2.22 | | | To: From: | | 82-672 NO | ORTH | |]—— | | | | | | 07/00/0000 |
| 671) | 0.30 | 100 | R | т | | | | | _ | | NA | | NA | | 07/20/2000 |
| 671) | 0.80 | 60 | R | From: | | 82-672 SC | DUTH | | | | NA | | NA | | 07/27/2000 |
| | | | | To: From: | | 82-82 | 8 | | | | | | | | |
| 671) | 0.30 | 240 | R | | | | | | | | NA | | NA | | 07/20/2000 |
| | 0.40 | 270 | R | From: | | 82-67 | 0 | |] | | NA | | NA | | 07/20/2000 |
| 671) | 0.40 | 270 | K | To | | 82-65 | '0 | | | | INA | | INA | | 0112012000 |
| 671) | 1.00 | 300 | R | From: | | 82-03 | 9 | | | | NA | | NA | | 07/20/2000 |
| | | | | To: From: | | 82-65 | 5 | |]—— | | | | | | |
| 671) | 0.05 | 100 | R | To: | | 02.65 | 16 | | _ | | NA | | NA | | 07/27/2000 |
| | | | | From: | | 82-65 82-66 | | | | | | | | | |
| 672 | 0.84 | 80 | R | <u> </u> | | 82-00 | 10 | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-671 SC 82-671 NO | | | | | | | | | |
| 672) | 0.35 | 130 | R | | | 02 071 100 | 3K111 | | | | NA | | NA | | 07/27/2000 |
| | | | | To: From: | | 82-67 | '3 | |]— | | | | | | |
| 672) | 0.83 | 40 | R | | | | | | _ | | NA | | NA | | 07/20/2000 |
| | 1.00 | 880 | G | From: 95% | 1% | 82-65 3 % | 0% | 0% | 0% | F | 100 | G | 900 | G | 2001 |
| 672 | | | | To: | .,, | 82-70 | | | ¬ <u> </u> | • | | | | | |
| 672) | 1.59 | 1200 | G | 95% | 1% | 3% | 0% | 0% | 0% | F | 160 | G | 1300 | G | 2001 |
| | | | | To: From: | | 82-65 | | |]—— | | | | | | |
| 672 | 1.57 | 900 | G | 95% To: | 1% | 3% 82-99 | 0% | 0% | 0% | С | 160 | G | 920 | G | 2001 |
| | | | | From: | | 82-67 | | | | | | | | | |
| 673) | 0.80 | 180 | R | т | | 00.5 | | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-65 82-70 | | | | | | | | | |
| 674) | 0.40 | 40 | R | <u> </u> | | 82-70 | | | _ | | NA | | NA | | 07/27/2000 |
| | | | | To: From: | | 82-676 E 82-676 W | | | | | | | | | |
| 674) | 0.80 | 60 | R | | | 02-070 V | LSI | | <u>-</u> | | NA | | NA | | 07/20/2000 |
| | | | | To: | | 82-65 | | | | | | | | | |
| 675 | 0.08 | 50 | R | From: | | US 1 | 1 | | | | NA | | NA | | 1997 |
| 675) | | | | To: | | Cul-de- | Sac | | | | | | | | |
| \bigcirc | 4.00 | | _ | From: | | SR 27 | 76 | | | | | | | | 07/00/0000 |
| 676 | 1.00 | 250 | R | т | | 00 (01) | TD G M | | _ | | NA | | NA | | 07/20/2000 |
| 676 | 0.20 | 240 | R | From: | | 82-674 W | /EST | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-674 E | AST | |] | | | | | | |
| 676 | 1.40 | 200 | R | | | | | | _ | | NA | | NA | | 07/20/2000 |
| | | | | To: From: | | 82-708 E 82-708 W | | | | | | | | | |
| 676 | 0.30 | 240 | R | | | | | | | | NA | | NA | | 1997 |
| | 0.40 | 420 | | To: From: | | 82-75 | 7 | |] | | NIA | | NI A | | 07/20/2022 |
| 676) | 0.10 | 130 | R | To: | | 82-65 | 9 | | 7 | | NA | | NA | | 07/20/2000 |
| | | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Trι 3+Axle | uck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|--------------|-----|-----------|---------------|---------------|----------|----|----------------|----|-------|----|--------------|
| Rockingham County | | | | From: | | 82-67 | 8 | | | | | | | | |
| 677) | 1.40 | 350 | R | | | | | | | | NA | | NA | | 07/20/2000 |
| | 0.20 | 10 | R | To: From: | | 82-66 | 8 | | | | NA | | NA | | 07/20/2000 |
| 677 | 0.20 | 10 | K | To: | | Dead E | nd | | 7 | | INA | | IVA | | 0112012000 |
| | | | | From: | | 82-99: | | | | | | | | | |
| 678) | 2.00 | 60 | R | | | | | | | | NA | | NA | | 07/17/2000 |
| | | | | To: | | SR 276 NO | | | | | | | | | |
| 678) | 0.60 | 480 | R | From: | | SR 276 SC | OUTH | | | | NA | | NA | | 07/20/200 |
| | | | | To: From: | | 82-67 | 7 | |] | | | | | | |
| 678 | 1.40 | 50 | R | | | | | | _ | | NA | | NA | | 07/20/200 |
| | | | | To: | | 82-66 | 9 | | | | | | | | |
| | | | | From: | | L HARRISO | | | | | | | | | |
| 679 | 0.53 | 1100 | G | 96% | 1% | 2% | 0% | 0% | 0% | F | 140 | G | 1100 | G | 2001 |
| | | | | To: From: | | 82-704 W | EST | | | | | | | | |
| 679 | 0.68 | 1400 | G | 96% | 1% | 2% | 0% | 0% | 0% | С | 180 | G | 1400 | G | 2001 |
| | | | | To: From: | | 82-704 E. | AST | | — | | | | | | |
| 679 | 0.78 | 940 | G | 96% | 1% | 2% | 0% | 0% | 0% | F | 110 | G | 950 | G | 2001 |
| 0.0 | | | | To: | | 82-689 | 0 | | | | | | | | |
| 670 | 2.29 | 370 | G | From: 96% | 1% | 2% | 0% | 0% | 0% | F | 40 | G | 370 | G | 2001 |
| 679 | 2.20 | 0.0 | | To: | 170 | SR 276 SC | | 070 | ٦ | • | .0 | Ū | 0.0 | Ū | 2001 |
| | | | | From: | | SR 276 NO | | | | | | | | | |
| 679 | 1.33 | 120 | R | | | | | | _ | | NA | | NA | | 07/20/2000 |
| | | | | To: | | 82-65 | 9 | | | | | | | | |
| | | | | From: | | 82-68 | 2 | | | | | | | | |
| 680 | 1.50 | 380 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 40 | G | 390 | G | 2001 |
| | | | | To: | | 82-679 | 9 | | ٦ | | | | | | |
| (680) | 0.90 | 720 | G | 95% | 1% | 1% | 0% | 2% | 0% | С | 100 | G | 730 | G | 2001 |
| 000) | | | | To: | | 82-65 | | | | | | | | | |
| | | | | From: | | 82-682 | | | | | | | | | |
| 681 | 1.40 | 190 | R | L | | 02 00. | _ | | _ | | NA | | NA | | 07/13/200 |
| 001) | | | | To: | | 02.04 | | | 7 | | | | | | |
| | 0.20 | 120 | R | From: | | 82-84 | 6 | | | | NA | | NA | | 07/13/2000 |
| 681) | 0.20 | 120 | ĸ | | | | | | _ | | INA | | INA | | 07/13/2000 |
| | | | | From: | | 82-988 NC | ORTH | | ┵ | | | | | | |
| (681) | 0.10 | 260 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-988 SO | UTH | |] | | | | | | |
| 681) | 1.60 | 100 | R | | | | | | | | NA | | NA | | 07/13/2000 |
| | | | | To: | | 82-67 | 9 | | | | | | | | |
| | | | | From: | | SR 25 | 7 | | | | | | | | |
| (682) | 0.52 | 2600 | G | 87% | 3% | 3% | 4% | 3% | 0% | С | 290 | G | 2600 | G | 2001 |
| 682 682 682 | | | | To: | | 82-86 | 7 | | ٦ | | | | | | |
| 682 | 2.08 | 1700 | G | 87% | 3% | 3% | 4% | 3% | 0% | F | 180 | G | 1700 | G | 2001 |
| 002) | | | | To | | 82-99: | | | _ | | | | | | |
| 600 | 1.70 | 1300 | G | From: 86% | 3% | 3% | 4% | 3% | 0% | F | 150 | G | 1400 | G | 2001 |
| 002 | 1.70 | 1000 | J | To: | 070 | SR 27 | | 070 | 7 ~~ | | 100 | Ü | 1400 | O | 2001 |
| | | | | From: | | 82-65: | | | | | | | | | |
| 602) | 0.60 | 480 | R | <u> </u> | | 82-03. | 3 | | _ | | NA | | NA | | 08/14/2000 |
| 683 | 0.00 | 700 | 1 | To: | | Dead E | nd | | 7 | | 14/1 | | 14/1 | | 55/ 1-7/Z000 |
| | | | | From: | | | | | 1 | | | | | | |
| 604 | 0.20 | 280 | R | | | 82-62 | U | | _ | | NA | | NA | | 1997 |
| (684) | 0.20 | 200 | K | | | | | | | | INA | | INA | | 1881 |
| | | | | From: | | 0.20 ME 8 | 2-620 | | _ | | | | | | 0011 |
| 684) | 0.15 | 270 | R | | | | | | _ | | NA | | NA | | 08/14/2000 |
| \sim | | | | To: | | 82-83 | 3 | | | | | | | | |

| | | 445- | | | | nam Main | | | | | Design | 011 | A A14/5= | 0111 | |
|-------------------|--------|------|----|--------------|-----|------------------|----------|--------|---------------|----|--------|-----|----------|------|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Hour | QK | AAWDT | QW | Year |
| Rockingham County | | | | From: | | 82-833 | 3 | | | | | | | | |
| (684) | 0.35 | 80 | R | | | | | | _ | | NA | | NA | | 08/14/2000 |
| | | | | To: From: | | Dead E | | | | | | | | | |
| (685) | 0.60 | 48 | R | rioni. | | 82-620 |) | | _ | | NA | | NA | | 1997 |
| | | | | To: | | Dead E | nd | | | | | | | | |
| \bigcirc | 0.00 | | _ | From: | | 82-689 |) | | | | NIA | | NIA | | 07/47/000/ |
| 686 | 0.60 | 80 | R | To: | | SR 270 | 5 | | 1 | | NA | | NA | | 07/17/2000 |
| | | | | From: | | Dead E | nd | | | | | | | | |
| 687 | 0.60 | 770 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 80 | G | 790 | G | 2001 |
| | 0.20 | 4000 | | From: | 40/ | 82-689 | | 00/ | | | 100 | | 4000 | | 2004 |
| 687) | 0.36 | 1200 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 120 | G | 1200 | G | 2001 |
| 687) | 1.09 | 2100 | G | From: 97% | 0% | 82-688 1% | 1% | 0% | 0% | С | 200 | G | 2200 | G | 2001 |
| (007) | | | | To: | | US 33 | | | | | | | | | |
| \sim | | | | From: | | Dead E | nd | | | | | | | | |
| 688 | 0.10 | 30 | R | | | | | | _ | | NA | | NA | | 07/20/2000 |
| | 0.92 | 910 | R | From: | | 82-704 | 1 | | | | NA | | NA | | 1997 |
| (688) (688) | 0.02 | 010 | | To: | | 82-100 | 5 | | | | 1471 | | 101 | | 1007 |
| (688) | 0.08 | 330 | R | From: | | 82-100 | <u> </u> | | | | NA | | NA | | 1997 |
| | | | | To: | | 82-687 | 7 | | | | | | | | |
| | 1.10 | 170 | R | From: | | 82-988 | 3 | | | | NA | | NA | | 07/13/2000 |
| 689 | 1.10 | 170 | K | To | | 92 (70 | ` | | 7 | | INA | | INA | | 07/13/2000 |
| 689 | 1.52 | 920 | R | From: | | 82-679 | , | | | | NA | | NA | | 07/20/2000 |
| | | | | To: From: | | 82-659 |) | | 7 | | | | | | |
| (689) | 0.74 | 3800 | G | 96% | 1% | 1% | 1% | 0% | 0% | F | 420 | G | 3900 | G | 2001 |
| | | | | From: | 10/ | 82-687 | | 201 |] | | | | | | |
| 689 | 1.28 | 2900 | G | 96% To: | 1% | 1% SR 276 | 1% | 0% | 0% T | С | 300 | G | 2900 | G | 2001 |
| | | | | From: | | Dead E | | | | | | | | | |
| (690) | 0.22 | 100 | R | | | | | | | | NA | | NA | | 07/13/2000 |
| | | | | To: From: | | 82-802 | 2 | |]—— | | | | | | |
| 690 | 0.18 | 170 | R | | | | | | _ | | NA | | NA | | 07/17/2000 |
| | 0.07 | 210 | R | From: | | 82-887 | 7 | | | | NA | | NA | | 07/13/2000 |
| 690 | 0.07 | 210 | | To: | | US 11 | | | | | IVA | | IVA | | 01/10/2000 |
| 690 | 0.50 | 280 | R | From: | | 0511 | | | | | NA | | NA | | 07/13/2000 |
| | | | | To: | A | Augusta Cour | nty Line | | | | | | | | |
| | 0.80 | 90 | R | From: | | FR-237; 82 | 2-992 | | | | NA | | NA | | 07/12/2000 |
| 691) | 0.00 | 90 | K | To: | | Dead E | nd | | 7 | | INA | | INA | | 07/13/2000 |
| | | | | From: | | Dead E | | | | | | | | | |
| 692 | 0.60 | 160 | R | To: | | 00.000 | , | | 7 | | NA | | NA | | 07/13/2000 |
| | | | | From: | | 82-693 82-867 | | | | | | | | | |
| 693 | 1.20 | 390 | R | <u> </u> | | 62-86 | | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-692 | 2 | | 7 | | | | | | |
| 693) | 0.70 | 220 | R | | | | | | _ | | NA | | NA | | 07/13/2000 |
| | | | | To: | | 82-995 | 5 | | | | | | | | |

| 0.35 0.75 0.85 | 45 | R | From: | | US 1 | | 1Trail | ı | | Hour | | | | |
|----------------------|--|---|---|-------------------------|-----------------------|-----------------|--------------------------------------|------------|----|---|------|------|------|-------------|
| 0.75 | | R | Tar | | CD I | | | | | | | | | |
| | 40 | | To | | | | | <u>-</u> 1 | | NA | | NA | | 07/13/2000 |
| | 40 | | | | Dead E | | | | | | | | | |
| | | R | From: | | US 340 SC | OUTH | | | | NA | | NA | | 07/27/2000 |
| 0.85 | | .` | To: | | US 340 NO |)RTH | | ¬ | | | | | | |
| | 120 | R | From: | | | | | _ | | NA | | NA | | 07/31/2000 |
| | | | To: | | 82-65 | | | | | | | | | |
| 1 70 | 380 | R | From: | A | Augusta Cou | nty Line | | _ | | NΑ | | NΑ | | 07/13/2000 |
| 0 | | .` | To: | | 82-72 | 7 | | | | | | | | 0171072000 |
| | | | From: | | 82-69 | 8 | | | | | | | | |
| 0.40 | 30 | R | To: | | Dead F | 'nd | | 7 | | NA | | NA | | 07/13/2000 |
| | | | From: | | | | | | | | | | | |
| 0.60 | 70 | R | <u> </u> | | rugusta coa | ing Line | | _ | | NA | | NA | | 07/13/2000 |
| | | | To: From: | | 82-69 | 7 | | | | | | | | |
| 0.25 | 140 | R | | | | | | | | NA | | NA | | 07/13/2000 |
| 0.05 | 280 | Р | From: | | 0.26 MN 8 | 2-697 | | | | NΑ | | NΔ | | 07/13/2000 |
| 0.55 | 200 | | To: | | 82-72 | 7 | | | | 19/3 | | IVA | | 01713/2000 |
| | | | From: | | | | | | | | | | | |
| 0.40 | 590 | G | 95% | 1% | 3% | 1% | 1% | 0% | С | 60 | G | 600 | G | 2001 |
| 1 30 | 760 | G | From: | 1% | | | 1% | 0% | F | 80 | G | 780 | G | 2001 |
| 1.59 | 700 | 3 | To: | 1 70 | | | 1 /0 |] | ' | 00 | 0 | 700 | 0 | 2001 |
| | | | From: | | Dead E | nd | | | | | | | | |
| 0.27 | 100 | R | To: | | 92.92 | 6 | | 7 | | NA | | NA | | 09/05/2000 |
| | | | From: | WC | | | | | | | | | | |
| 1.38 | 2900 | G | 92% | 0% | 2% | 2% | 4% | 0% | F | 260 | G | 2900 | G | 2001 |
| | | | To: From: | | | ORTH | |] | | | | | | |
| 0.44 | 6800 | G | | 0% | | 2% | 4% | 0% ¬ | С | 670 | G | 7000 | G | 2001 |
| | | | From: | | NCL DAY | TON | | | | | | | | |
| 0.79 | 1900 | G | 92% | 0% | 2% | 2% | 4% | 0% | F | 170 | G | 1900 | G | 2001 |
| 1 70 | 1600 | G | From: | 0% | | | 1% | 0% | F | 140 | G | 1600 | G | 2001 |
| 1.79 | 1000 | 3 | 70: | 0 70 | | | 7 70 |] | ' | 140 | 0 | 1000 | 0 | 2001 |
| 1 45 | 940 | G | From: | 3% | | | 3% | 0% | C | 80 | G | 960 | G | 2001 |
| 1.40 | 340 | | To: | 370 | | | 370 | 7 | | 00 | 0 | 300 | 0 | 2001 |
| 1.10 | 1200 | G | 92% | 0% | 2% | 2% | 4% | 0% | F | 130 | G | 1200 | G | 2001 |
| | | | To: | | 82-76 | 3 | | | | | | | | |
| 0.46 | 240 | P | From: | | 82-70 | 1 | | | | NΑ | | NΔ | | 09/28/2000 |
| 0.40 | 240 | IX. | To: | | 92 1125 E | EAST | | | | INA | | INA | | 09/20/2000 |
| 0.17 | 210 | R | From: | | 02-1133 E | 21 1.0 1 | | | | NA | | NA | | 09/28/2000 |
| | | | To: | | | | | 1 | | | | | | |
| 0.25 | 40 | P | From: | | Dead E | ind | | | | NΔ | _ | NΔ | | 07/31/2000 |
| 0.20 | | | To: | | 82-99 | 6 | | | | : 1/-1 | | INC | | 3773 172000 |
| | | | From: | | CL BRIDGE | EWATER | | | | | | | | |
| 1.52 | 2600 | G | 97% | 0% | 1% | 1% | 1% | 0% | С | 240 | G | 2700 | G | 2001 |
| | 0.25 0.95 0.40 1.39 0.27 1.38 0.44 0.79 1.79 1.45 1.10 0.46 0.17 | 0.40 30 0.60 70 0.25 140 0.95 280 0.40 590 1.39 760 0.27 100 1.38 2900 0.44 6800 0.79 1900 1.79 1600 1.45 940 1.10 1200 0.46 240 0.17 210 0.25 49 | 0.40 30 R 0.60 70 R 0.25 140 R 0.95 280 R 0.40 590 G 1.39 760 G 0.27 100 R 1.38 2900 G 0.44 6800 G 0.79 1900 G 1.79 1600 G 1.45 940 G 1.10 1200 G 0.46 240 R 0.17 210 R | 0.40 30 R From: | 0.40 30 R From: | To S2-72 | 1.38 2900 G 92% 0% 2% 2% | 1.40 | 15 | 1.40 30 R 1 1 1 1 1 1 1 1 1 | 1.39 | 1.38 | 1.39 | 1.39 |

| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Tra | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|--------------|-----|------------------------------|---------------|----|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | | US 11 | | | | | | | |
| 704) | 1.15 | 2000 | G | 97% | 0% | 1% 1% 1% | 0% | F | 240 | G | 2100 | G | 2001 |
| | 0.02 | 800 | R | To: From: | | 82-988 WEST | | | NA | | NA | | 1994 |
| (704) | 0.02 | 000 | K | To | | 82-988 EAST | | | INA | | INA | | 1334 |
| 704) | 0.38 | 1400 | R | From: | | 02 900 EARD 1 | | | NA | | NA | | 07/17/2000 |
| | 0.40 | 4000 | R | To: From: | | 82-705 | | | NA | | NA | | 1997 |
| 704) | 0.40 | 1000 | ĸ | To: | | 82-679 | | | INA | | INA | | 1997 |
| 704) | 0.40 | 1100 | R | From: | | 82-679 EAST | | | NA | | NA | | 07/17/2000 |
| 704) | | | | To: From: | | 82-711 | | | | | | | |
| 704) | 0.60 | 800 | R | rioii. | | | | | NA | | NA | | 1997 |
| | 0.80 | 1200 | R | From: | | 82-709 | | | NA | | NA | | 07/17/2000 |
| 704) | 0.60 | 1200 | K | To: | | 82-659 EAST | | | INA | | INA | | 07/17/2000 |
| 704) | 0.40 | 3300 | R | From: | | 82-659 WEST | | | NA | | NA | | 1997 |
| (04) | | | | To: From: | | 82-688 | | | | | | | |
| 704) | 1.50 | 2800 | R | rioni. | | | | | NA | | NA | | 07/17/2000 |
| | 0.61 | 220 | R | From: | ECL | HARRISONBURG GT | | | NA | | NA | | 08/14/2000 |
| 704) | 0.01 | 220 | K | To: | | 82-925 | | | INA | | INA | | 06/14/2000 |
| | | | | From: | | 82-988 | | | | | | | |
| 705 | 0.52 | 740 | R | To: | | 82-704 | | | NA | | NA | | 07/17/2000 |
| | | | | From: | | 82-778 | | | | | | | |
| 706 | 0.05 | 20 | R | To: | | Dead End | | | NA | | NA | | 09/21/2000 |
| | | | | From: | | Cul-de-Sac | i | | | | | | |
| 707) | 0.23 | 100 | R | To: | | 00 550 | | | NA | | NA | | 09/21/2000 |
| | | | | From: | | 82-773 82-659 | | | | | | | |
| 708) | 0.71 | 320 | R | <u> </u> | | 82-037 | | | NA | | NA | | 07/20/2000 |
| | | | | To: From: | | 82-674 | | | | | | | 100= |
| 708) | 1.26 | 290 | R | | | | | | NA | | NA | | 1997 |
| (708) | 0.27 | 380 | R | From: | | 82-676 WEST | | | NA | | NA | | 08/03/2000 |
| _ | | | | To: From: | | 82-676 EAST | | | | | | | |
| 708 | 0.24 | 200 | R | | | | | | NA | | NA | | 1997 |
| 708) | 1.48 | 200 | R | From: | | 82-672 | | | NA | | NA | | 07/31/2000 |
| (700) | | | | To: From: | | 82-657 | | | | | | | |
| 708) | 0.66 | 180 | R | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-655 NORTH 82-655 SOUTH | | | | | | | |
| 708) | 0.91 | 390 | R | | | | | | NA | | NA | | 07/27/2000 |
| (708) | 0.15 | 430 | R | From: | | 82-788 WEST | | | NA | | NA | | 1997 |
| 708) | 0.10 | | | To: | | 82-788 EAST | | | , . | | | | .507 |
| 708) | 0.52 | 440 | R | From: | | | | | NA | | NA | | 07/27/2000 |
| _ | 0.00 | 000 | | To: From: | | US 340 | | | NIA | | NIA | | 4007 |
| 708) | 0.03 | 200 | R | To: | | 82-967 | $\overline{}$ | | NA | | NA | | 1997 |
| | | | | | | | • | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | | | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|--------------|-----|-----------------|-------|-----|----------|----|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | | 82-967 | | | | | | | | | |
| 708) | 0.11 | 240 | R | | | | | | _ | | NA | | NA | | 07/27/2000 |
| \bigcirc | 2.40 | 040 | | To: From: | | 0.12 ME 82 | -967 | | | | NIA | | NIA | | 07/07/000 |
| 708) | 3.46 | 210 | R | To: | | 82-663 | | | 7 | | NA | | NA | | 07/27/2000 |
| | | | | From: | | 82-704 | | | | | | | | | |
| 709 | 0.69 | 100 | R | | | 82-704 | | | <u></u> | | NA | | NA | | 07/17/2000 |
| 709 | 0.41 | 220 | R | From: | (| 0.70 MN 82 | 2-704 | | | | NA | | NA | | 07/20/2000 |
| | | | | To: | | 82-710 | | | | | | | | | |
| | | | | From: | ECL | HARRISO | NBURG | | | | | | | | |
| 710 | 1.48 | 3400 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 330 | G | 3400 | G | 2001 |
| 710 | 0.83 | 5000 | G | From: 98% | 0% | 82-659 1% | 1% | 0% | 0% | С | 520 | G | 5100 | G | 2001 |
| | | | | To: | ECL | HARRISO | NBURG | | | | | | | | |
| | | | | From: | | 82-710 | | | | | | | | | |
| 711) | 0.70 | 1300 | R | | | | | | _ | | NA | | NA | | 07/17/2000 |
| <i>(</i> (1) | 0.21 | 510 | R | From: | | 82-629 | | | | | NA | | NA | | 1997 |
| 711 | 0.21 | 310 | K | To: | | 82-704 | | | 7 | | INA | | INA | | 1991 |
| | | | | From: | | 82-704 | | | <u> </u> | | | | | | |
| 712 | 0.96 | 210 | R | <u> </u> | | 82-704 | | | _ | | NA | | NA | | 09/28/2000 |
| | | | | To: From: | | 82-756 | | |]—— | | | | | | |
| (712) | 0.90 | 200 | R | _ | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-701 SOI | | | | | | | | | |
| 712 | 1.54 | 4200 | G | 92% | 0% | 82-701 NO 2% | 2% | 4% | 0% | С | 430 | G | 4300 | G | 2001 |
| 712 | 1.01 | 4200 | · | To: | | L HARRISC | | 170 | ٦ | Ü | 100 | Ū | 1000 | Ū | 2001 |
| | | | | From: | | Dead Er | | | | | | | | | |
| 713) | 0.07 | 80 | R | <u> </u> | | Dead Li | iu . | | _ | | NA | | NA | | 1997 |
| (713) | | | | To: | | CD 42 | | | _ | | | | | | |
| 740 | 0.10 | 1000 | R | From: | | SR 42 | | | | | NA | | NA | | 09/28/2000 |
| 713 | 0.10 | 1000 | | To: | | Dead Er | ıd | | 7 | | | | 10. | | 00/20/2000 |
| | | | | From: | | 82-613 | | | 1 | | | | | | |
| 714) | 0.27 | 70 | R | | | 62-013 | | | | | NA | | NA | | 1997 |
| | | | | To: | | 82-613 | | | | | | | | | |
| | | | | From: | | Dead Er | ıd | | | | | | | | |
| (715) | 0.44 | 100 | R | <u></u> | | | | | | | NA | | NA | | 08/10/2000 |
| | | | | To: | | 82-636 | | | | | | | | | |
| | | | | From: | | 82-717 | | | | | | | | | |
| 716) | 1.30 | 200 | R | · · | | | | | | | NA | | NA | | 08/14/2000 |
| | | | | To | | 82-620 | | | 1 | | | | | | |
| 716 | 1.10 | 140 | R | From: | | | | | | | NA | | NA | | 1997 |
| | | | | To: | | Dead Er | ıd | | | | | | | | |
| | | | | From: | | 82-620 | | | | | | | | | |
| 717) | 2.60 | 560 | R | <u></u> | | | | | | | NA | | NA | | 08/14/2000 |
| | | | | To: From: | | 82-716 | | | _ | | | | | | |
| 717) | 0.20 | 570 | R | rioii. | | | | | _ | | NA | | NA | | 1997 |
| | | • | | From: | | 82-718 SO | JTH | | | | | | | | 0011:155: |
| (717) (717) | 0.60 | 680 | R | To | | 00 710 NO | DTU | | ¬ | | NA | | NA | | 08/14/2000 |
| (717) | 1.60 | 250 | R | From: | | 82-718 NO | KIH | | | | NA | | NA | | 1997 |
| 717 | 1.00 | 230 | 11 | , I | | | | | | | 13/-1 | | 1471 | | 1001 |
| | 0.30 | 240 | R | From: | | 82-724 SOI | JTH | | | | NA | | NA | | 08/14/2000 |
| 717) | 0.30 | 210 | ĸ | To: | | 82-724 NO | RTH | | 7 | | INA | | INA | | 00/14/2000 |
| | | | | | | 02-124 NU | N 111 | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | ıck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|----------------------------------|--------|------|---|--------------|------|----------------------|---------------|---------------|-----------|----|----------------|----|-------|----|-------------|
| Rockingham County | | | | From: | | 82-724 NO |)RTH | | 1 | | | | | | |
| (717) | 2.00 | 250 | R | | | 02 /21110 | | | | | NA | | NA | | 1997 |
| 717 | 0.40 | 440 | R | To: From: | | 82-72 | 1 | | | | NA | | NA | | 08/21/2000 |
| 717 | 0.10 | | • | To: From: | | 82-81 | 1 | | | | | | | | 00/2 1/2000 |
| 717) | 1.00 | 80 | R | Prom: | | | | | | | NA | | NA | | 08/14/2000 |
| | 0.30 | 90 | R | To: From: | | 82-934 | 4 | | | | NA | | NA | | 08/14/2000 |
| 717) | | | | To: From: | | 82-806 | 6 | | _ | | | | | | |
| 717) | 0.10 | 540 | R | rioin: | | | | | | | NA | | NA | | 1997 |
| | 0.34 | 160 | R | From: | | 82-764 | 4 | | _ | | NA | | NA | | 08/24/2000 |
| (717) | | | | To: From: | | 0.35 MN 8 | 2-764 | | _ | | | | | | |
| 717) | 2.08 | 47 | R | From: | | | | | | | NA | | NA | | 08/21/2000 |
| | 0.30 | 40 | R | From: | | 2.42 MN 8 | 2-764 | | | | NA | | NA | | 08/21/2000 |
| 717 | 0.30 | 40 | ĸ | To: | | 82-608 | 3 | | | | INA | | INA | | 06/21/2000 |
| | | | | From: | ECI | L HARRISO | | | | | | | | | |
| 718) | 1.04 | 1200 | G | 95% | 0% | 3% | 1% | 1% | 0% | С | 120 | G | 1300 | G | 2001 |
| | 1.19 | 790 | G | From: 95% | 1% | 82-719 3 % | 1% | 1% | 0% | F | 80 | G | 800 | G | 2001 |
| 718) | | | | To: | | 82-717 SO | UTH | .,, | Ţ <u></u> | • | | | | | |
| (718) | 1.11 | 280 | R | From: | | 82-717 NO | RTH | | | | NA | | NA | | 08/14/2000 |
| (110) | | | | To: | | 82-620 |) | | | | | | | | |
| | 2.25 | | _ | From: | | 82-925 | 5 | | | | | | | | 0011710001 |
| 719 | 2.25 | 550 | R | To: | | 82-718 | 3 | | ī | | NA | | NA | | 08/17/2000 |
| | | | | From: | | 82-753 | | | | | | | | | |
| 720 | 0.90 | 500 | R | | | | | | | | NA | | NA | | 1997 |
| | 0.80 | 140 | R | From: | | 82-765 | 5 | | _ | | NA | | NA | | 09/18/2000 |
| 720 | 0.00 | 140 | K | To: | Dea | d End; Gap | Terminus | | | | INA | | INA | | 09/10/2000 |
| 7200 | 0.10 | 40 | R | From: | Dea | d End; Gap | Terminus | | | | NA | | NA | | 1997 |
| 720 | 0.10 | | | To: | | US 11 | | | | | | | | | 1001 |
| 720 | 0.75 | 2100 | R | From: | | 0511 | | | _ | | NA | | NA | | 08/14/2000 |
| | | | | To: | WC. | L HARRIS | | | | | | | | | |
| (721) | 0.73 | 640 | G | 94% | 0% | 82-613 2 % | 3 1% | 3% | 0% | F | 60 | G | 650 | G | 2001 |
| 721) | 0.70 | 040 | | To: | | 82-752 NO | | | ¬ | • | | | | | 2001 |
| (721) (721) | 1.04 | 780 | G | 94% | 0% | 2% | 1% | 3% | 0% | F | 80 | G | 790 | G | 2001 |
| | | | | To: From: | | 82-76 | | |] | | | | | | |
| (721) | 1.98 | 1000 | G | 95% To: | 1% | 2% SR 42 | 1% | 1% | 0% | С | 90 | G | 1000 | G | 2001 |
| $\overline{}$ | | | | From: | | SR 42 NO | RTH | | | | | | | | |
| (721) | 1.31 | 540 | G | 94% To: | 0% | 2% 82-753 SO | 1% | 3% | 0% | F | 60 | G | 550 | G | 2001 |
| $\overline{}$ | | | | From: | | 82-753 NO | RTH | | | | | | | | |
| (721) | 1.23 | 1500 | G | 94% | 0% | 2% | 1% | 3% | 0% | С | 160 | G | 1600 | G | 2001 |
| 721 | 2.06 | 580 | G | From: 94% | 1% | 82-619 2 % | 1% | 3% | 0% | F | 60 | G | 590 | G | 2001 |
| (721) (721) (721) (721) | 2.00 | | | To: | 1 /0 | US 11 NO | RTH | 5 /0 | | | | | | | 2001 |
| <u> </u> | 1 1 1 | 700 | • | From: | 00/ | US 11 SO | | 20/ | 00/ | | 90 | | 710 | | 2004 |
| (721) | 1.14 | 700 | G | 94% To: | 0% | 2% 82-717 | 1% | 3% | 0% | F | 80 | G | 710 | G | 2001 |

| Route | Length | AADT | QA | 4Tire | Due | Tru 3+Axle | | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|-----|--------------|----------------------|----------------------|-------------|----------|----|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | 82-620 S | OUTH | | 1 | | | | | | |
| 722 | 0.20 | 140 | R | | | | | | | NA | | NA | | 08/14/200 |
| | 0.40 | | | To: From: | 82-72 | 23 | | | | | | | | 00/44/000 |
| 722 | 2.40 | 80 | R | | | | | _ | | NA | | NA | | 08/14/2000 |
| | 0.20 | 240 | R | From: | 2.40 MN | 82-723 | | | | NA | | NA | | 1997 |
| 722 | | | | To: | 82-86 | 68 | | | | | | | | |
| 722 | 0.20 | 310 | R | From: | 02 00 | ,,, | | _ | | NA | | NA | | 08/21/2000 |
| | | | | To: | 82-620 N | | | | | | | | | |
| | 0.30 | 40 | R | From: | 82-72 | 22 | | | | NA | | NA | | 08/14/200 |
| 723 | 0.50 | 40 | IX. | To: | Dead 1 | End | | | | 14/3 | | 14/-3 | | 00/14/200 |
| | | | | From: | 82-72 | 25 | | | | | | | | |
| (724) | 1.80 | 410 | R | | | | | | | NA | | NA | | 09/18/2000 |
| | | | | To: From: | 1.80 ME | 82-725 | |] | | | | | | |
| 724) | 1.10 | 410 | R | | | | | _ | | NA | | NA | | 09/18/2000 |
| | 0.08 | 340 | R | From: | US 1 | .1 | | _ | | NA | | NA | | 1997 |
| 724 | 0.00 | 340 | | To: | FR-2 | 20 | | | | 14/3 | | 14/-3 | | 1557 |
| 724) | 0.01 | 160 | R | From: | FR-2. | 36 | | | | NA | | NA | | 1997 |
| | | | | To: From: | 0.01 ME I | FR-238 | | | | | | | | |
| 724) | 0.45 | 160 | R | From: | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | 0.46 MN l | FR-238 | | | | | | | | |
| 724) | 1.86 | 100 | R | To: | 00 515 0 | OLITELIA . | | _ | | NA | | NA | | 08/17/2000 |
| | | | | From: | 82-717 S 82-717 N | ORTH | | | | | | | | |
| 724) | 1.30 | 40 | R | | | | | _ | | NA | | NA | | 08/14/2000 |
| | | | | To: From: | 82-620 N 82-62 | | | | | | | | | |
| 724) | 0.40 | 100 | R | | | | | <u> </u> | | NA | | NA | | 08/14/2000 |
| | | | | To: | Dead l | End | | | | | | | | |
| | 0.20 | 470 | Б | From: | 82-7: | 53 | | | | NA | | NA | | 00/19/200/ |
| 725 | 0.20 | 170 | R | | | | | _ | | NA | | INA | | 09/18/2000 |
| 725) | 0.10 | 200 | R | From: | 82-72 | 24 | | | | NA | | NA | | 09/18/2000 |
| (723) | | | | To: | 82-72 | 21 | | | | | | | | |
| | | | | From: | 82-6 | 12 | | | | | | | | |
| (726) | 1.22 | 400 | R | To: | 02 (12 0 | OLITELIA OLITELIA | | _ | | NA | | NA | | 09/28/2000 |
| | | | | From: | 82-613 S 82-613 N | | | + | | | | | | |
| 726 | 1.18 | 390 | R | | | | | <u> </u> | | NA | | NA | | 09/28/2000 |
| | | | | To: From: | 82-76 | 60 | |] | | | | | | |
| 726 | 0.08 | 740 | R | | | | | | | NA | | NA | | 1997 |
| | 2.02 | 4400 | | From: | 82-75 0% 1% | 52 1% | 20/ | | | 100 | | 1200 | | 2001 |
| 726 | 3.82 | 1100 | G | 95% To: | 0% 1% US 33 E | | 2% | 0% | F | 100 | G | 1200 | G | 2001 |
| \bigcirc | 0.0= | | _ | From: | US 33 V | VEST | 001 | | - | 400 | | F100 | _ | 0001 |
| 726 | 0.37 | 5000 | G | 95% | 0% 1% | 1% | 2% | 0% | F | 430 | G | 5100 | G | 2001 |
| 7200 | 0.75 | 6500 | G | From: 95% | 82-11 0% 1% | 1% | 2% | 0% | С | 570 | G | 6600 | G | 2001 |
| 726 | 0.75 | | _ | 95 76 To: | WCL HARRIS | | 4 /0 | | _ | <i>310</i> | _ | | _ | 2001 |
| | 0.70 | 0700 | | From: | ECL HARRIS | SONBURG | 40/ | | | 070 | | 0000 | | 0001 |
| 726 | 0.76 | 3700 | G | 96% | 1% 2% | 1% | 1% | 0% | С | 370 | G | 3800 | G | 2001 |
| (726) | 0.22 | 500 | R | From: | 82-65 | 59 | | | | NA | | NA | | 07/17/2000 |
| 726 | 0.22 | 300 | ĸ | To: | Cul-de- | -Sac | | 7 | | INA | | 11/7 | | 3111112000 |
| | | | | - | *** | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | | uck 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|--------------|-----|-----------------------|----------|---------------|----------|----|----------------|----|-------|----|-----------|
| Rockingham County | | | | From: | A | ugusta Cou | nty Line | | | | | | | | |
| (727) | 1.96 | 1400 | G | 95% | 0% | 3% | 1% | 1% | 0% | F | 170 | G | 1500 | G | 2001 |
| | | | | To: From: | | 82-613 W 82-613 EA | | | | | | | | | |
| (727) | 2.37 | 3000 | G | 95% | 0% | 3% | 1% | 1% | 0% | С | 280 | G | 3000 | G | 2001 |
| | | | | To: From: | | SR 42 NO | | | 1 | | | | | | |
| (727) | 1.31 | 1100 | G | 95% | 0% | SR 42 SOI | 1% | 1% | 0% | F | 110 | G | 1100 | G | 2001 |
| (727) | | | | To: | | 82-888 | | | | | | | | | |
| 727) | 1.79 | 920 | G | 95% | 0% | 3% | 1% | 1% | 0% | F | 100 | G | 930 | G | 2001 |
| | | | | To: | | US 11 | | | | | | | | | |
| | 1.20 | 50 | R | From: | | SR 42 | | | | | NA | | NA | | 10/19/200 |
| 728 | 1.20 | 30 | K | To: | | 82-727 | 7 | | 7 | | INA | | INA | | 10/19/200 |
| | | | | From: | A | ugusta Cou | nty Line | | | | | | | | |
| 729 | 1.00 | 160 | R | _ | | | | | _ | | NA | | NA | | 10/16/200 |
| | | | | To: From: | | 82-613 | | | | | | | | | |
| 730 | 1.30 | 360 | G | 91% | 0% | 82-731 2% | 5% | 1% | 0% | С | 40 | G | 370 | G | 2001 |
| (730) | | | | To: | | ugusta Cour | | | | | | | | | |
| | | | | From: | A | ugusta Cou | nty Line | | | | | | | | |
| 731) | 0.60 | 190 | R | | | | | | _ | | NA | | NA | | 10/05/200 |
| \bigcirc | 0.70 | 400 | | From: | 40/ | 82-730 | | 20/ | | | | | 400 | | 2004 |
| 731) | 0.70 | 480 | G | 91% | 1% | 2% | 4% | 2% | 0% | С | 60 | G | 490 | G | 2001 |
| (724) | 0.86 | 900 | G | 91% | 1% | 82-750 2 % | 4% | 2% | 0% | F | 100 | G | 920 | G | 2001 |
| 731) | 0.00 | | | To: | 170 | SR 257 SO | | 270 | <u> </u> | • | .00 | | 020 | | 2001 |
| | 1.60 | 230 | R | From: | | SR 257 NO | RTH | | _ | | NA | | NA | | 10/19/200 |
| 731) | 1.00 | 230 | K | т | | 00.51 | | | _ | | INA | | INA | | 10/19/200 |
| (731) | 1.80 | 30 | R | From: | | 82-742 | 2 | | | | NA | | NA | | 10/05/200 |
| (731) | | | | To | | 82-613 | 3 | | | | | | | | |
| (731) | 0.50 | 160 | R | From: | | 02 013 | , | | _ | | NA | | NA | | 10/05/200 |
| <u> </u> | | | | To: From: | | 82-743 | 3 | |] | | | | | | |
| (731) | 0.60 | 190 | R | | | | | | | | NA | | NA | | 10/19/200 |
| | | | | To: From: | | 82-738 | 3 | |] | | | | | | |
| 731) | 0.20 | 30 | R | To: | | Dead E | nd | | 7 | | NA | | NA | | 10/05/200 |
| | | | | From: | | US 33 | | | | | | | | | |
| (732) | 0.10 | 270 | R | <u> </u> | | 0000 | <u>'</u> | | _ | | NA | | NA | | 09/28/200 |
| | | | | To: From: | | 82-840 |) | |]—— | | | | | | |
| 732 | 0.40 | 560 | R | · <u> </u> | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | GV | V NATL FO | R BNDY | |] | | | | | | |
| 732 | 0.86 | 480 | R | | | | | | _ | | NA | | NA | | 09/28/200 |
| <u> </u> | 1.24 | 460 | R | From: | C | 0.86 ME OF | BNDY | | _ | | NA | | NA | | 1997 |
| (732) | 1.24 | +00 | ri | To | | 82-613 SO | UTH | | 1 | | INA | | INA | | 1881 |
| \bigcirc | 4.00 | 4=0 | _ | From: | | 82-613 NO | | | | | N. A | | N/A | | 40/05/000 |
| (732) | 1.60 | 150 | R | To: | | 82-752 SO | UTH | | 7 | | NA | | NA | | 10/05/200 |
| | | | | From: | | 82-752 NO | | | | | | | | | |
| 732 | 1.09 | 140 | R | _ | | | | | | | NA | | NA | | 1997 |
| | 0.40 | 240 | | To: From: | | 82-734 W | EST | |] | | NI A | | NIA | | 10/10/000 |
| (732) | 0.10 | 340 | R | To: | | 82-734 E | AST | | 1 | | NA | | NA | | 10/16/200 |
| | | | | | | 02 /JT E/ | 1 | | | | | | | | |

| | | | | | | ham Mai | Tru | | | | Design | | | | |
|-------------------|--------|------|----|--------------|-----|-----------------------|-------------|--------|------------|----|--------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Hour | QK | AAWDT | QW | Year |
| Rockingham County | | | | From: | | 82-734 I | EAST | | | | | | | | |
| 732 | 0.40 | 210 | R | <u> </u> | | 02-7341 | ZAS1 | | | | NA | | NA | | 1997 |
| | | | | To: | | 82-91 | 14 | | | | | | | | |
| 732 | 0.10 | 220 | R | | | | | | | | NA | | NA | | 10/16/2000 |
| | 2.22 | 400 | | From: | | 82-91 | 13 | |] | | | | | | 40/40/000 |
| 732 | 0.80 | 130 | R | . — | | | | | - 1 | | NA | | NA | | 10/16/2000 |
| 732 | 0.70 | 140 | R | From: | | 82-83 | 31 | | | | NA | | NA | | 10/16/2000 |
| (132) | | | | To: | | 82-736 S0 | | | | | | | | | |
| (722) | 1.09 | 610 | G | 91% | 1% | 82-736 N | ORTH 2% | 3% | 0% | F | 80 | G | 620 | G | 2001 |
| (732) | | | | To: | .,, | 82-12 | | | ¬ | | | | | | |
| 732) | 0.35 | 1200 | G | 91% | 1% | 3% | 2% | 3% | 0% | F | 120 | G | 1200 | G | 2001 |
| <u> </u> | | | | To: | | 82-12 | 07 | | | | | | | | |
| Town of Davton | | | | From: | | 92.12 | 07 | | | | | | | | |
| (732) | 0.06 | 1800 | G | 91% | 1% | 82-12 3 % | 2% | 3% | 0% | F | 180 | G | 1900 | G | 2001 |
| | | | | To: | Sl | R 290; Gap | Terminus | | | | | | | | |
| Rockingham County | | | | From: | | | | | | | | | | | |
| (732) | 0.24 | 2100 | G | 91% | 1% | 32-701 Gap | Terminus 2% | 3% | 0% | С | 200 | G | 2100 | G | 2001 |
| (132) | | | | To: | .,, | SR 42 BY | | | | | | | | | |
| | | | | From: | | 82-73 | 34 | | | | | | | | |
| (733) | 1.00 | 80 | R | To: | | LIC 2 | 2 | | _ | | NA | | NA | | 1997 |
| | | | | From: | | US 3 | | | 1 | | | | | | |
| (734) | 0.83 | 350 | R | <u> </u> | | SR 2: | 37 | | _ | | NA | | NA | | 10/05/2000 |
| | | | | To: | | 82-74 | 13 | | 1 | | | | | | |
| 734) | 0.85 | 290 | R | From: | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-738 S0 82-738 N | | | | | | | | | |
| (734) | 0.40 | 220 | R | <u> </u> | | 82-738 IN | OKIII | | | | NA | | NA | | 10/19/2000 |
| | | | | To: From: | | 82-752 N | | | | | | | | | |
| (734) | 0.60 | 110 | R | rioni. | | 82-752 S | JUTH | | | | NA | | NA | | 1997 |
| (104) | | | | To: | | 82-914 S0 | OUTH | | 1 | | | | | | |
| (734) | 0.10 | 130 | R | From: | | 02)11.0 | 30111 | | | | NA | | NA | | 10/23/2000 |
| | | | | To: From: | | 82-914 N | ORTH | |] | | | | | | |
| 734) | 0.80 | 120 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-732 V 82-732 F | | | | | | | | | |
| 734) | 1.10 | 160 | G | 91% | 1% | 4% | 1% | 2% | 0% | С | 20 | G | 160 | G | 2001 |
| | | | | To: | | US 3 | | | | | | | | | |
| | 0.34 | 180 | R | From: | | 82-70 | 01 | | | | NA | | NA | | 1997 |
| 735) | 0.34 | 100 | K | т | | 0.051.01 | | | _ | | INA | | INA | | 1991 |
| 735 | 0.66 | 70 | R | From: | | 0.35 MN | 82-701 | | | | NA | | NA | | 10/16/2000 |
| | | | | To | | 82-73 | 36 | | | | | | | | |
| | | | | From: | | Dead I | End | | | | | | | | |
| 736) | 0.30 | 90 | R | | | | | | | | NA | | NA | | 10/16/2000 |
| | 0.00 | 400 | | From: | 00/ | 82-737 V | | 40/ | 00/ | | E0 | | 420 | | 2004 |
| 736 | 0.80 | 420 | G | 91% | 0% | 2% | 2% | 4% | 0% | С | 50 | G | 430 | G | 2001 |
| 726 | 0.50 | 110 | R | From: | | 82-732 N | ORTH | | | | NA | | NA | | 10/16/2000 |
| 736 | 0.50 | | | To: | | 82-73 | 35 | | l | | 11/2 | | 11/7 | | |
| | | | | • | | | | | - | | | | | | |

| | | _ | | | | ham Mair | ntenance Tru | | | | Design | | | | _ |
|-------------------|--------|------|----|--------------|-----|----------------------|-----------------|----|----------------|----|--------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | 2Trail | QC | Hour | QK | AAWDT | QW | Year |
| Rockingham County | | | | From: | | 82-73 | :5 | | | | | | | | |
| 736) | 0.40 | 130 | R | | | 02-73 | | | _ | | NA | | NA | | 10/23/2000 |
| | | | | To: From: | | 82-913 SC | OUTH | | | | | | | | |
| 736 | 0.10 | 200 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | | 82-913 NO | ORTH | |] | | | | | | 404004000 |
| 736) | 0.80 | 110 | R | To: | | 82-70 |)1 | | 7 | | NA | | NA | | 10/23/2000 |
| | | | | From: | | 82-75 | | | | | | | | | |
| 737) | 0.90 | 500 | G | | | | | | | | 60 | G | 500 | G | 2001 |
| | | | | From: | | 82-81 | 0 | |]—— | | | | | | |
| 737) | 0.40 | 520 | G | To: | | 82-736 SC | MITH | | 7 | | 60 | G | 530 | G | 2001 |
| | | | | From: | | 82-736 NO | | | | | | | | | |
| 737) | 1.40 | 240 | R | | | | | | _ | | NA | | NA | | 10/16/2000 |
| | | | | To: From: | | SR 257 NO | | | | | | | | | |
| 737) | 0.80 | 290 | R | | | | | | _ | | NA | | NA | | 10/23/2000 |
| | | | | To: | | 82-73 | | | | | | | | | |
| (739) | 1.71 | 1000 | G | 93% | 0% | 82-61 3 % | 1% | 3% | 」 0% | F | 100 | G | 1000 | G | 2001 |
| 738 | | | | To | | 82-734 NO | | | ¬ | • | | | | | |
| 738) | 1.10 | 990 | G | 93% | 1% | 3% | 1% | 3% | 0% | С | 90 | G | 1000 | G | 2001 |
| | | | | To: From: | | 82-752 NO | ORTH | | 1— | | | | | | |
| 738 | 2.05 | 1200 | G | 93% | 1% | 3% | 1% | 3% | 0% | F | 110 | G | 1200 | G | 2001 |
| | | | | To: From: | | SR 257 V SR 257 F | | | + | | | | | | |
| 738) | 1.13 | 2100 | G | 95% | 0% | 2% | 1% | 1% | 0% | С | 210 | G | 2100 | G | 2001 |
| <u> </u> | | | | To: | N | CL BRIDG | | | | | | | | | |
| <u> </u> | 0.20 | 60 | R | From: | | Dead I | End | | | | NA | | NA | | 10/05/2000 |
| 739 | 0.20 | 00 | K | To: | | 82-743 E | EAST | | 1 | | INA | | INA | | 10/03/2000 |
| \bigcirc | 0.70 | 00 | _ | From: | | 82-743 V | | | | | NIA | | NIA | | 40/40/2000 |
| 739 | 0.70 | 80 | R | To: | | 32-73 | 18 | | 7 | | NA | | NA | | 10/19/2000 |
| | | | | From: | | 82-73 | | | | | | | | | |
| 739 | 0.35 | 90 | R | To: | | Dead I | and and | | 7 | | NA | | NA | | 10/05/2000 |
| | | | | From: | | Dead I | | | | | | | | | |
| (740) | 0.50 | 230 | R | <u> </u> | | Dead I | and . | | _ | | NA | | NA | | 1997 |
| | | | | To: | | 82-88 | 31 | | | | | | | | |
| | 0.00 | 000 | | From: | | 82-74 | 12 | | | | NIA | | NIA | | 40/05/0000 |
| (741) | 0.60 | 280 | R | To: | | Dead I | End | | 7 | | NA | | NA | | 10/05/2000 |
| | | | | From: | | SR 257; 8 | | | | | | | | | |
| (742) | 1.48 | 460 | G | 92% | 1% | 2% | 4% | 1% | 0% | С | 40 | G | 470 | G | 2001 |
| | | | | To: From: | | 82-73 | 1 | |] | | | | | | |
| (742) | 0.50 | 490 | R | | | | | | | | NA | | NA | | 1997 |
| | 0.00 | 220 | | From: | | 82-75 | 1 | | | | NIA | | NIA | | 10/05/2000 |
| 742 | 0.89 | 330 | R | Tax | | | | | _ | | NA | | NA | | 10/05/2000 |
| (742) | 0.70 | 350 | R | From: | | 82-93 | 13 | | | | NA | | NA | | 1997 |
| 742) | 0.70 | | | To: | | 82-74 | 13 | | | | | | | | |
| 742 | 0.60 | 150 | R | From: | | 02-74 | r.J | | | | NA | | NA | | 10/19/2000 |
| | | | | To: From: | | 82-74 | 1 | | 1 | | | | | | |
| 742 | 0.90 | 280 | R | | | | | | <u>-</u> | | NA | | NA | | 1997 |
| | | | | To: | | 82-86 | 59 | | | | | | | | |

| Length | AADT | QA | 4Tire | Rue | | QC | Design Hour | QK AAW | DT (| QW Year |
|--------|--|------|---|-------------------|--|--|----------------|--|----------|---|
| | | | From: | 82-869 | 1 | | | | | |
| 0.50 | 580 | R | | | _ | | NA | NA | ı | 10/05/2000 |
| | | | To: | | | | | | | |
| 1 20 | 450 | В | From: | 82-742 | | | NΙΛ | N/A | | 10/05/200 |
| 1.30 | 450 | ĸ | To: | 82-613 NORTH | \neg | | INA | INA | | 10/05/2000 |
| | | | From: | 82-613 SOUTH | | | | | | |
| 0.30 | 200 | R | | | | | NA | NA | 1 | 1997 |
| | | | From: | 82-731 |] | | | | | |
| 1.00 | 70 | R | | | | | NA | NA | | 10/05/2000 |
| | | | From: | 82-739 WEST | | | | | | |
| 0.42 | 110 | R | | | | | NA | NA | | 10/05/2000 |
| 0.07 | | | From: | 82-739 EAST | _ | | | | | 40/05/000 |
| 0.07 | 150 | R | | | | | NA | N/ | ı | 10/05/2000 |
| 0.05 | | | From: | 0.07 ME 82-739 | _ | | | | | 4007 |
| 0.05 | 110 | R | | | | | NA | N/ | ı | 1997 |
| 0.00 | | | From: | 82-734 | _ | | | | | 40/05/000 |
| 0.93 | 40 | R | | | | | NA | N/ | ı | 10/05/2000 |
| 0.40 | 400 | | From: | 82-752 WEST | _ | | | | | 40/05/000 |
| 0.10 | 120 | R | | | | | NA | N/ | ı | 10/05/2000 |
| 0.40 | | | From: | 82-752 EAST | _ | | | | | 40/05/000 |
| 0.40 | 80 | R | To: | 92 729 | _ | | NA | N/ | ı | 10/05/2000 |
| | | | | | 1 | | | | | |
| 0.70 | 120 | R | | 82-743 | _ | | NA | NA | | 10/05/2000 |
| | | | To: | SR 257 | | | | | | |
| | | | From: | SR 257 | | | | | | |
| 0.50 | 90 | R | | | _ | | NA | NA | | 10/05/2000 |
| | | | To: From: | 82-744 |]—— | | | | | |
| 0.90 | 30 | R | | | _ | | NA | NA | | 10/05/2000 |
| | | | | | | | | | | |
| 0.25 | 50 | _ | From: | SR 42 SOUTH | | | NIA | NI A | | 1007 |
| 0.25 | 50 | ĸ | To: | SR 42 NORTH | 7 | | INA | INA | | 1997 |
| | | | From: | | | | | | | |
| 0.80 | 70 | R | l. | ragasa County Eme | | | NA | NA | | 10/16/2000 |
| | | | To | 82-835 | ¬ | | | | | |
| 0.80 | 140 | R | From: | 02 030 | _ | | NA | NA | ı | 10/16/2000 |
| | | | To: | 82-727 | | | | | | |
| | | | From: | 82-613 | | | | | | |
| 0.69 | 200 | R | | | | | NA | NA | | 1997 |
| | | | From: | 0.69 ME 82-613 | | | | | | |
| 0.91 | 130 | R | | | | | NA | NA | | 10/16/2000 |
| | | | From: | 82-870 | | | | | | |
| 1.10 | 200 | R | | | | | NA | NA | ı | 10/16/2000 |
| | | | To: From: | 82-909 |] | | | | | |
| 0.40 | 690 | R | To: | CD 257 | _ | | NA | NA | ı | 10/05/2000 |
| | | | | | 1 | | | | <u> </u> | |
| 1.50 | 45 | R | . TOHI. | 82-730 | | | NΑ | NΔ | | 10/05/2000 |
| 1.00 | 75 | 13 | To: | 82-755 | 7 | | 14/1 | 14/- | | 10/00/2000 |
| | | | From: | | | | | | | |
| 1.10 | 440 | R | | v= .v- | | | NA | NA | ı | 10/05/2000 |
| | | | To: | 82-755 WEST | _ | | | | | |
| | 0.50 1.30 0.30 1.00 0.42 0.07 0.05 0.93 0.10 0.40 0.70 0.50 0.90 0.25 0.80 0.80 0.69 0.91 1.10 0.40 1.50 | 0.50 | 0.50 580 R 1.30 450 R 0.30 200 R 1.00 70 R 0.42 110 R 0.07 150 R 0.05 110 R 0.93 40 R 0.40 80 R 0.40 80 R 0.50 90 R 0.50 90 R 0.90 30 R 0.80 70 R 0.80 70 R 0.80 140 R 0.69 200 R 0.10 200 R 0.80 70 R 0.80 70 R 0.40 R R 0.40 R R 0.40 R R 1.50 45 R | 0.50 | Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail | Company Comp | 1.30 | Company Comp | 1.00 | 2.2 2.2 |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | | uck 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|--------------|------|------------------------|-----------|---------------|---------------|----|----------------|----|-------|----|-------------|
| Rockingham County | | | | From: | | 82-755 W | EST | | | | | | | | |
| (750) | 0.60 | 500 | R | <u> </u> | | 02,00 | | | | | NA | | NA | | 1997 |
| | 1.70 | 200 | | To: From: | | 82-755 EA | AST | |]— | | NIA | | NIA | | 10/10/2000 |
| (750) | 1.70 | 390 | R | To: | | 82-613 | 3 | | 1 | | NA | | NA | | 10/19/2000 |
| | | | | From: | | Dead E | nd | | | | | | | | |
| 751) | 0.40 | 80 | R | т | | 00.54 | | | _ | | NA | | NA | | 10/05/2000 |
| | | | | To: From: | | 82-742 | | | | | | | | | |
| 752 | 2.60 | 340 | R | | | 82-613 | , | | _ | | NA | | NA | | 10/05/2000 |
| | | | | To: From: | | SR 25 | 7 | | — | | | | | | |
| 752 | 0.57 | 110 | R | | | | | | _ | | NA | | NA | | 10/05/2000 |
| | | | | To: From: | | 82-743 EA 82-743 W | | | | | | | | | |
| 752) | 0.43 | 90 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-738 NO 82-738 EA | | | | | | | | | |
| 752 | 0.46 | 570 | G | 86% | 1% | 4% | 5% | 4% | 0% | F | 80 | G | 580 | G | 2001 |
| | | | | To: From: | | 82-737 | 7 | | | | | | | | |
| 752 | 0.86 | 740 | G | 86% | 1% | 4% | 6% | 4% | 0% | F | 110 | G | 750 | G | 2001 |
| | | | | From: | | 82-734 NO | | |] | | | | | | |
| 752 | 1.99 | 550 | G | 86% To: | 1% | 4% US 33 WI | 5% EST | 4% | 0% | С | 70 | G | 560 | G | 2001 |
| | | | | From: | | US 33 EA | | | | | | | | | |
| 752 | 1.72 | 520 | G | 88% | 1% | 3% | 4% | 4% | 0% | С | 50 | G | 530 | G | 2001 |
| | 4.00 | | | From: | 40/ | 82-726 | | 40/ |] | | | | 500 | | 0004 |
| 752 | 1.90 | 520 | G | 86% To: | 1% | 4% 82-763 EA | 6% | 4% | 0% | F | 50 | G | 530 | G | 2001 |
| | | | | From: | | 82-763 W | | | | | | | | | |
| 752 | 2.44 | 320 | R | | | | | | | | NA | | NA | | 1997 |
| | 4.04 | | _ | From: | | 82-777 W | EST | | _ | | | | | | 00/04/000 |
| 752 | 1.04 | 60 | R | _ | | | | | _ | | NA | | NA | | 09/21/2000 |
| | 0.70 | 50 | R | From: | | 82-876 | 5 | | | | NA | | NA | | 09/21/2000 |
| 752 | 0.70 | 30 | | To: | | 82-721 SO | UTH | | | | 14/1 | | 14/1 | | 00/2 1/2000 |
| \bigcirc | 4.70 | 070 | _ | From: | | 82-721 NO | RTH | | | | NIA | | NIA | | 1007 |
| (752) | 1.73 | 270 | R | _ | | | | | _ | | NA | | NA | | 1997 |
| (752) | 0.56 | 500 | G | From: 86% | 1% | 82-753 W 4% | EST 5% | 4% | 0% | F | 49 | G | 500 | G | 2001 |
| 752 | 0.50 | 300 | 3 | To: | 1 70 | 82-753 EA | | 770 | 7 | ' | 40 | 0 | 300 | 0 | 2001 |
| 752 | 2.18 | 280 | R | From: | | 82-733 EA | 451 | | | | NA | | NA | | 1997 |
| | | | | To: | | 82-809 |) | | | | | | | | |
| 752 | 3.06 | 380 | R | From: | | | | | - | | NA | | NA | | 09/07/2000 |
| | | | | To: | | SR 259 | 9 | | | | | | | | |
| | 1.36 | 240 | | From: | 00/ | 82-613 2 % | | 20/ | | F | 20 | | 250 | 0 | 2001 |
| 753) | 1.30 | 240 | G | 91% To: | 0% | 82-752 W | 3% EST | 3% | 0% | Г | 20 | G | 250 | G | 2001 |
| | | | _ | From: | 40/ | 82-752 EA | AST | 201 | | _ | | | | _ | 2221 |
| (753) | 1.17 | 760 | G | 91% | 1% | 2% | 3% | 3% | 0% | F | 70 | G | 770 | G | 2001 |
| <u></u> | 1.49 | 890 | G | From: 93% | 1% | 82-617 1 % | 3% | 1% | 0% | С | 90 | G | 900 | G | 2001 |
| (753) (753) | 1.48 | 090 | G | 93% To: | 1 70 | SR 42 NO | | 1 /0 | 7 0 /% | C | 90 | G | 900 | G | 2001 |
| | | 4000 | _ | From: | 401 | SR 42 SO | UTH | 001 | ا م | _ | 100 | - | 1000 | _ | 0601 |
| (753) (753) | 1.65 | 1200 | G | 91% | 1% | 2% | 3% | 3% | 0% | F | 120 | G | 1200 | G | 2001 |
| <u> </u> | 1.42 | 2200 | C | From: | 10/ | 82-721 NO | | 30/₋ | 0% | F | 240 | G | 2300 | G | 2001 |
| (/53) | 1.42 | 2200 | G | 91% To: | 1% | 2% 82-765 | 3% | 3% | 7 | Г | 24 0 | G | 2300 | G | 200 I |

| Route | Length | AADT | QA | 4Tire | Bus | | Trι 3+Axle | uck 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------------|--------|------|-----|--------------|------|---------------------|---------------|---------------|--------------|----|----------------|------------|-------|----|-----------|
| Rockingham County | | | | From: | | 82-76 | | | 1 | | | | | | |
| 753) | 0.78 | 2500 | G | 91% | 1% | 2% | 3% | 3% | □ 0% □ | F | 240 | G | 2600 | G | 2001 |
| 753) | 1.29 | 2700 | G | 91% | 1% | 82-90 2 % | 3% | 3% | 0% | С | 270 | G | 2700 | G | 2001 |
| | | | | To: | | CL HARRIS | | | | | | | | | |
| | | | | From: | | US 340 SC | UTH | | | | | | | | |
| 754) | 0.20 | 410 | R | | | | | | | | NA | | NA | | 1997 |
| $\overline{}$ | 0.45 | 070 | | To: From: | | 82-89 | 2 | | | | NIA | | NIA | | 07/24/20 |
| 754) | 0.15 | 370 | R | | | | | | _ | | NA | | NA | | 07/31/20 |
| 754) | 1.08 | 200 | R | From: | | 82-95 | 8 | | | | NA | | NA | | 1997 |
| 754) | | | .`` | To: | | 82-64 | 0 | | | | | | | | |
| 754) | 2.10 | 640 | R | From: | | 82-04 | 9 | | _ | | NA | | NA | | 07/31/20 |
| | | | | To | | 82-630 SC | UTH | | | | | | | | |
| 754) | 0.90 | 650 | R | From: | | 02 030 50 | 0111 | | | | NA | | NA | | 1997 |
| | | | | To: From: | | JS 340 SOU | | | | | | | | | |
| 754) | 0.70 | 200 | R | FIOII. | L | JS 340 NOR | TH MID | | | | NA | | NA | | 07/31/200 |
| 754) | | | | To: | | 82-630 NO | ND TH | | | | | | | | |
| 754) | 0.40 | 800 | R | From: | | 82-030 INC | ЖПП | | | | NA | | NA | | 1997 |
| | | | | To: | | US 340 NO | ORTH | | | | | | | | |
| \sim | | | | From: | 1 | Augusta Cou | nty Line | | | | | | | | |
| 755) | 0.04 | 130 | R | | | | | | | | NA | | NA | | 10/05/20 |
| | 0.00 | 400 | | To: From: | | 82-82 | 1 | | | | NIA | | NIA. | | 40/05/00 |
| 755 | 0.90 | 120 | R | | | | | | _ | | NA | | NA | | 10/05/200 |
| <u> </u> | 0.50 | 190 | R | From: | | 82-74 | 9 | | | | NA | | NA | | 10/05/200 |
| 755) | 0.50 | 190 | K | To: | | 82-750 E | AST | | 7 | | INA | | INA | | 10/03/200 |
| $\overline{}$ | | | | From: | | 82-750 W | | | | | | | | | |
| 755) | 1.19 | 340 | R | To: | | SR 25 | 7 | | _ | | NA | | NA | | 1997 |
| | | | | From: | | 82-71 | | | | | | | | | |
| 756 | 0.93 | 120 | R | <u> </u> | | 62-71 | <u> </u> | | _ | | NA | | NA | | 09/28/20 |
| | | | | To: | SC | CL HARRISO | ONBURG | | | | | | | | |
| | | | | From: | | 82-67 | 6 | | | | | | | | |
| 757) | 0.30 | 210 | R | To: | | 02.65 | 2 | | _ | | NA | | NA | | 1997 |
| | | | | From: | | 82-65 | | | | | | | | | |
| 758 | 1.50 | 200 | R | rioni. | | 82-620 SC | UIH | | | | NA | | NA | | 1997 |
| (130) | | | | To: | | 1.50 MN 8 | 2-620 | | | | | | | | |
| 758) | 1.00 | 90 | R | From: | | 1.30 MIN 8 | 2-020 | | | | NA | | NA | | 08/14/200 |
| (758) (758) | | | | To: | | 82-620 NO | RTH | | | | | | | | |
| | | | _ | From: | | ECL Elk | | | | | | _ | | _ | |
| (759) | 0.78 | 2500 | G | 96% | 1% | 2% | 1% | 0% | 0% | С | 230 | G | 2500 | G | 2001 |
| | 4.47 | 4000 | | From: | 40/ | 82-86 | | 00/ | | | 470 | | 4000 | | 0004 |
| (759) | 1.17 | 1800 | G | 96% | 1% | 2% | 1% | 0% | 0% | F | 170 | G | 1800 | G | 2001 |
| (TEO) | 2.40 | 900 | G | From: 96% | 1% | 82-62 2 % | 5 1% | 0% | 0% | F | 90 | G | 920 | G | 2001 |
| (759) (759) (759) | 2.40 | 300 | 3 | To: | 1 /0 | Page Count | | 0 /0 | 7 | ' | 50 | J | 320 | J | 2001 |
| | | | | From: | | 82-61 | | | | | | | | | |
| (760) | 1.50 | 130 | R | | | | | | <u> </u> | | NA | | NA | | 10/19/200 |
| | | | | To: | | 82-72 | | | | | | | | | |
| | 1 60 | 250 | В | From: | | 82-75 | 2 | | | | NA | · <u> </u> | NIA | | 1007 |
| 761) | 1.60 | 250 | R | To: | | 82-76 | 3 | | 7 | | NA | | NA | | 1997 |
| | | | | | | 02-70 | | | | | | | | | |

| Recking | | | | | | KOCKING | ham Mair | | | | | Design | | | | |
|--|-------------------|---|------|----|--------------|---------|-----------|--------|-----|------------------|----|--------|----|-------|----|------------|
| No. No. | Route | Length | AADT | QA | 4Tire | Bus | | | | | QC | _ | QK | AAWDT | QW | Year |
| Ref | Rockingham County | | | | From: | | 92.76 | 2 | | 1 | | | | | | |
| | (761) | 0.90 | 370 | R | | | 82-70 | 13 | | | | NA | | NA | | 10/19/2000 |
| 190 190 R 190 R | | 0.50 | 000 | | To: From: | | 82-76 | 8 | | | | NIA | | NIA | | 1007 |
| Record R | (761) | 0.50 | 220 | К | To: | | 92.70 | .0 | | _ | | NA | | INA | | 1997 |
| Test | (761) | 0.90 | 190 | R | From: | | 82-70 | 19 | | | | NA | | NA | | 09/21/2000 |
| | | 0.50 | 360 | R | To: From: | | 82-77 | 2 | |]—— | | NA | | NA | | 1997 |
| Total | | | | | From: | | 82-77 | 7 | | | | | | | | |
| | (761) | 0.70 | 340 | R | | | | | | = | | NA | | NA | | 09/21/2000 |
| Total 160 160 R | (761) | 0.70 | 360 | R | From: | | 82-93 | .5 | | | | NA | | NA | | 1997 |
| 1.60 | | | | | | | | | | | | | | | | |
| | (762) | 1 60 | 160 | R | From: | | 82-61 | 2 | | | | NA | | NA | | 09/28/2000 |
| Test | (102) | 1.00 | | | To: | | 82-61 | 3 | |] | | | | | | 00/20/2000 |
| 10 | | | | | From: | | 82-61 | 2 | | | | | | | | |
| 1.74 1800 G 94% 1% 2% 2% 1% 0% F 160 G 1800 G 2001 | (763) | 2.25 | 640 | G | | 1% | | | 1% | 0% | F | 60 | G | 650 | G | 2001 |
| Total Part Tot | | | | | | | | | | | | | | | | |
| Total Part Tot | (763) | 0.54 | 1800 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 160 | G | 1800 | G | 2001 |
| Second S | | | | | To: From: | | | | |] | | | | | | |
| Second S | (763) | 1.74 | 2000 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 180 | G | 2000 | G | 2001 |
| Test | | 2.40 | 4000 | | From: | 40/ | | | 40/ | | | 400 | | 4000 | | 2004 |
| Test | (763) | 2.18 | 1800 | G | 94% | 1% | | | 1% | U% - 7 | Г | 160 | G | 1900 | G | 2001 |
| S2-910 EAST S2-910 EAST WCL HARRISONBURG | | 0.18 | 3600 | G | | 1% | | | 1% | 0% | F | 390 | G | 3600 | G | 2001 |
| Total Tota | (103) | 00 | | | To: | .,, | | | .,, | ¬ | • | | | | | |
| Tem | (763) | 0.42 | 4000 | G | | 1% | | | 1% | 0% | С | 380 | G | 4000 | G | 2001 |
| Total Control Contro | | | | | To: | W | CL HARRIS | ONBURG | | | | | | | | |
| To Dead End NA | \bigcirc | 0.00 | 222 | | From: | | 82-71 | 7 | | | | NIA | | NIA | | 4007 |
| Total S2-701 | (764) | 0.33 | 200 | R | To: | | Dead F | End | | 7 | | NA | | NA | | 1997 |
| Total NA | | | | | From: | | | | | | | | | | | |
| Total S2-763 NA | (765) | 1.00 | 700 | R | <u></u> | | | | | | | NA | | NA | | 09/21/2000 |
| To | | | | | To: From: | | 82-76 | 3 | | | | | | | | |
| To | (765) | 1.30 | 160 | R | | | | | | | | NA | | NA | | 10/19/2000 |
| To | | 0.50 | 400 | | From: | | 82-76 | 9 | | | | NIA | | NIA. | | 40/40/0000 |
| To | (765) | 0.50 | 160 | К | To: | | 82-910 SC | DUTH | | 7 | | NA | | NA | | 10/19/2000 |
| To SR 42 NORTH SR 42 SOUTH SR 42 SOU | | | | | | | | | | | | | | | | |
| To SR 42 NORTH SR 42 SOUTH SR 42 SOU | (765) | 1.22 | 110 | R | | | | | | | | NA | | NA | | 09/21/2000 |
| SR 42 NORTH SR 42 SOUTH | | 0.10 | | | To: From: | | 1.22 ME 8 | 32-910 | | | | | | | | 4007 |
| Total SR 42 SOUTH SR 42 | (765) | 0.16 | 120 | R | To: | | SR 42 NC |)RTH | | _ | | NA | | NA | | 1997 |
| 765 2.39 910 G 88% 1% 6% 2% 2% 0% C 110 G 930 G 2001 To US 11 From 82-753 US 11 NA NA 09/21/2000 | | | | | From: | | SR 42 SO | | | | | | | | | |
| 765 2.39 910 G 88% 1% 6% 2% 2% 0% C 110 G 930 G 2001 To US 11 From: 82-726 NA NA 09/21/2000 | (765) | 1.58 | 690 | G | 88% | 1% | 7% | 2% | 2% | 0% | F | 60 | G | 700 | G | 2001 |
| 766) 1.40 380 R NA NA 09/21/2000 | | • | | | From: | 461 | | | 601 | <u> </u> | | | | | | |
| 766) 1.40 380 R NA NA 09/21/2000 | (765) | 2.39 | 910 | G | | 1% | | | 2% | □ 0% | С | 110 | G | 930 | G | 2001 |
| (766) 1.40 380 R NA NA 09/21/2000 | | | | | | | | | | + | | | | | | |
| то 82-910 | (766) | 1.40 | 380 | R | <u> </u> | | 82-72 | ·U | | _ | | NA | | NA | | 09/21/2000 |
| | | | | | To: | | 82-91 | 0 | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Rue | Tru 3+Axle | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|--------------|-----------------------|---------------|----------|----|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | 82-91 | 10 | | | | | | | |
| 767) | 1.29 | 70 | R | | | | | | NA | | NA | | 09/21/2000 |
| | 0.11 | 80 | R | To: From: | 1.30 ME | 82-910 | | | NA | | NA | | 1997 |
| 767 | 0.11 | 80 | K | To: | SR 42 NO | ORTH | 7 | | INA | | INA | | 1991 |
| \bigcirc | 0.20 | 400 | | From: | SR 42 SC | | | | NIA | | NIA | | 00/04/000/ |
| 767) | 0.30 | 190 | R | To: | Dead I | End | 7 | | NA | | NA | | 09/21/2000 |
| | | | | From: | 82-76 | | | | | | | | |
| 768) | 0.70 | 60 | R | - | | | | | NA | | NA | | 09/21/2000 |
| | 0.40 | | | From: | 82-769 S | OUTH |] | | NIA. | | NIA | | 40/40/000 |
| 768 | 0.10 | 60 | R | | | | _ | | NA | | NA | | 10/19/2000 |
| | 0.90 | 60 | R | From: | 82-769 N | ORTH | | | NA | | NA | | 09/21/200 |
| 768 | 0.00 | | ., | To: | 82-91 | 10 | | | | | | | 00/2 1/200 |
| | | | | From: | 82-75 | 52 | | | | | | | |
| 769 | 1.30 | 40 | R | | | | | | NA | | NA | | 10/19/2000 |
| | 0.00 | | | From: | 82-76 | 51 |] | | NIA. | | NIA | | 00/04/000 |
| 769 | 0.80 | 40 | R | To: | 82-768 N | ORTH | 7 | | NA | | NA | | 09/21/2000 |
| \bigcirc | | | | From: | 82-768 S | | | | | | | | |
| 769 | 0.60 | 70 | R | To: | 82-76 | 55 | 7 | | NA | | NA | | 10/19/2000 |
| | | | | From: | 82-613 S0 | | | | | | | | |
| 770) | 0.80 | 60 | R | | 02 013 5 | 00111 | _ | | NA | | NA | | 09/28/200 |
| | | | | To: | 82-613 | NE | | | | | | | |
| | 0.50 | 20 | R | From: | Dead I | End | | | NIA | | NIA | | 10/10/2004 |
| 771) | 0.50 | 30 | ĸ | | | | _ | | NA | | NA | | 10/19/2000 |
| 771) | 1.60 | 110 | R | From: | 82-77 | 73 | | | NA | | NA | | 1997 |
| 771) | | | | To: | 82-61 | 13 | | | | | | | |
| | | | | From: | Dead I | End | | | | | | | |
| 772) | 0.30 | 80 | R | | | | _ | | NA | | NA | | 1997 |
| | 0.15 | 440 | R | From: | 82-773 S | OUTH | | | NA | | NA | | 09/21/2000 |
| 772) | 0.15 | 110 | ĸ | т | | | _ | | INA | | INA | | 09/21/2000 |
| 772) | 0.29 | 280 | R | From: | 82-773 N | ORTH | | | NA | | NA | | 1997 |
| 112 | | | | To: | 82-77 | 74 | | | | | | | |
| 772 | 0.84 | 320 | R | From: | 02 7 | , . | | | NA | | NA | | 09/21/2000 |
| | | | | To: From: | 82-613 N 82-613 S | | | | | | | | |
| 772 | 0.65 | 60 | R | <u> </u> | 82-013 50 | ОСТП | | | NA | | NA | | 1997 |
| | | | | To: From: | 82-75 | 52 | — | | | | | | |
| 772 | 1.11 | 240 | R | rioiii. | | | _ | | NA | | NA | | 09/21/2000 |
| | | | | To: From: | 82-761 S0 82-761 N | | | | | | | | |
| 772) | 1.03 | 360 | R | | 02 701 11 | 011111 | | | NA | | NA | | 1997 |
| | | | | To: From: | 82-91 | 10 |] | | | | | | |
| 772) | 1.35 | 630 | R | | | | _ | | NA | | NA | | 09/21/2000 |
| | | | | To: | SR 4 | | <u> </u> | | | | | | |
| 773) | 0.80 | 90 | R | From: | 82-77 | /1 | _ | | NA | | NA | | 09/21/2000 |
| | 0.00 | | | To: | 82-772 S | | | | | | 14/1 | | 33,21,2000 |
| \bigcirc | 0.00 | 070 | _ | From: | 82-772 N | | | | NI A | _ | NIA | | 00/04/0004 |
| 773 | 0.06 | 270 | R | To: | 82-70 | | _ | | NA | | NA | | 09/21/2000 |

| | | | | | | ham Maiı | Tru | | | Design | | | | |
|-------------------|--------|------|-----|--------------|-----|----------------------|---------|-------------|----|--------|----|-------|----|-------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | 2Trail | QC | Hour | QK | AAWDT | QW | Year |
| Rockingham County | | | | From: | | | | 1 | | | | | | |
| (773) | 1.14 | 130 | R | FIOIII. | | 82-70 |)/ | | | NA | | NA | | 10/19/2000 |
| <u> </u> | | | | To: From: | | 82-87 | 77 | | | | | | | |
| (773) | 0.70 | 110 | R | To: | | 92.77 | 76 | _ | | NA | | NA | | 10/19/2000 |
| | | | | From: | | 82-77 | | | | | | | | |
| 774) | 0.50 | 70 | R | | | 82-77 | 12 | | | NA | | NA | | 09/21/2000 |
| | | | | To: From: | | 82-77 | 77 | | | | | | | 00/01/000 |
| 774) | 0.70 | 80 | R | To | | 82-87 | 77 | | | NA | | NA | | 09/21/2000 |
| 774) | 0.50 | 180 | R | From: | | 02-07 | 11 | | | NA | | NA | | 1997 |
| | | | | To: | | 82-61 | 13 | | | | | | | |
| \bigcirc | 0.04 | 20 | - | From: | | SR 257 V | VEST | | | NIA | | NIA | | 40/05/000 |
| 775) | 0.24 | 20 | R | To: | | SR 257 I | FAST | \neg | | NA | | NA | | 10/05/2000 |
| | | | | From: | | 82-613 SC | | | | | | | | |
| 776 | 0.60 | 450 | R | <u> </u> | | 82-013 50 | 30111 | | | NA | | NA | | 09/18/2000 |
| | | | | To | | 82-77 | 73 | ¬ | | | | | | |
| 776 | 1.80 | 200 | R | From: | | 02 // | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-78 | 33 | <u> </u> | | | | | | |
| 776 | 1.70 | 70 | R | | | | | _ | | NA | | NA | | 09/18/2000 |
| | | | | To: | | 82-613 N | | | | | | | | |
| \bigcirc | 0.70 | 50 | _ | From: | | 82-77 | 74 | ╛ | | NIA | | NΙΔ | | 10/10/2000 |
| 777 | 0.70 | 50 | R | To: | | 82-613 N | ORTH | 7 | | NA | | NA | | 10/19/2000 |
| _ | | | | From: | | 82-613 SC | | | | | | | | |
| (777) | 0.40 | 80 | R | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | | 82-752 V 82-752 F | | | | | | | | |
| 777 | 1.00 | 70 | R | | | 62-732 1 | ZASI | | | NA | | NA | | 09/21/2000 |
| | | | | To | | 82-76 | 51 | ¬ | | | | | | |
| 777 | 0.80 | 40 | R | From: | | <u> </u> | | 1 | | NA | | NA | | 09/21/2000 |
| | | | | To: | | 82-91 | 10 | | | | | | | |
| \bigcirc | | | | From: | | 82-77 | 79 | | | | | | | |
| 778) | 0.12 | 80 | R | | | | | | | NA | | NA | | 09/21/2000 |
| | 0.40 | 440 | | From: | | 0.12 ME 8 | 82-779 | _ | | NIA | | NIA. | | 4007 |
| 778) | 0.18 | 140 | R | | | | | _ | | NA | | NA | | 1997 |
| | 0.93 | 190 | R | From: | | 82-70 | 06 | | | NA | | NA | | 09/21/2000 |
| 778) | 0.93 | 130 | IX. | To: | | SR 4 | .2 | 7 | | INA | | INA | | 03/21/2000 |
| | | | | From: | | 82-91 | | ì | | | | | | |
| 779 | 0.10 | 90 | R | | | | | | | NA | | NA | | 09/21/2000 |
| | | | | To: From: | | 82-77 | 78 | 7 | | | | | | |
| 779 | 0.60 | 30 | R | Prom. | | | | | | NA | | NA | | 09/21/2000 |
| | | | | To: | | 82-72 | 21 | _ | | | | | | |
| | 0.50 | 40 | _ | From: | | 82-61 | 13 | | | | | | | 40/40/0000 |
| 780 | 0.50 | 40 | R | | | | | _ | | NA | | NA | | 10/19/2000 |
| | 0.60 | 60 | R | From: | | 82-78 | 31 | | | NA | | NA | | 09/18/2000 |
| 780 | 0.00 | 60 | ĸ | To: | | 82-752 V | VEST | 1 | | INA | | INA | | Jai 1012000 |
| | | | | From: | | 82-752 F | | | | | | | | |
| 780 | 2.10 | 60 | R | | | | | | | NA | | NA | | 09/18/2000 |
| | | | | To: From: | | 82-91 | 10 | | | | | | | |
| 780 | 1.80 | 60 | R | To | | GD 42 22 | NI ITTI | _ | | NA | | NA | | 09/18/2000 |
| | | | | To: | | SR 42 SC | JUTH | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
|-------------------|--------|------|----|--------------|------------------------------|----------|----|----------------|----------|------------|
| Rockingham County | | | | | | 2110 | | 11001 | | |
| (780) | 0.70 | 110 | R | From: | SR 42 NORTH | | | NA | NA | 1997 |
| (780) | | | | To: | 82-753 | | | | | |
| \bigcirc | 4.40 | | _ | From: | 82-613 | | | | . | 00/40/000 |
| (781) | 1.10 | 80 | R | | | _ | | NA | NA | 09/18/2000 |
| (704) | 1.10 | 60 | R | From: | 82-780 | | | NA | NA | 09/18/2000 |
| 781 | 1.10 | | | To: | 82-752 | | | 14/1 | 101 | 00/10/2000 |
| | | | | From: | 82-785 | | | | | |
| 782 | 1.00 | 20 | R | | | _ | | NA | NA | 09/18/2000 |
| | 2.01 | 80 | R | From: | 82-617 | _ | | NA | NA | 09/18/2000 |
| 782 | 2.01 | 80 | ĸ | To: | SR 42 | 7 | | INA | INA | 09/16/2000 |
| | | | | From: | 82-776 | | | | | |
| 783 | 0.70 | 190 | R | | | | | NA | NA | 1997 |
| | | | | From: | 82-613 |] | | | | |
| 783 | 0.90 | 200 | R | To: | 82-753 | 7 | | NA | NA | 09/18/2000 |
| | | | | From: | 82-752 | | | | | |
| 784) | 0.89 | 50 | R | | 02 132 | | | NA | NA | 10/19/2000 |
| | | | | To: From: | 0.90 ME 82-752 | | | | | |
| 784) | 0.51 | 40 | R | | | _ | | NA | NA | 1997 |
| | | | | To: From: | 82-617 NORTH 82-617 SOUTH | | | | | |
| 784) | 1.58 | 30 | R | | | _ | | NA | NA | 10/19/2000 |
| | | | | To: | SR 42 | | | | | |
| | 0.50 | 90 | ь | From: | 82-753 | | | NA | NA | 09/18/2000 |
| 785 | 0.50 | 80 | R | | | _ | | NA | INA | 09/16/2000 |
| 795 | 0.50 | 48 | R | From: | 82-782 | | | NA | NA | 1997 |
| 785 | 0.00 | | | To: | 82-752; 82-784 | 1 | | | | 1007 |
| | | | | From: | 82-880 | | | | | |
| 786 | 0.70 | 70 | R | т | 22 222 227777 | _ | | NA | NA | 09/07/2000 |
| | | | | From: | 82-752 SOUTH 82-752 NORTH | | | | | |
| (786) | 2.00 | 170 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 82-617 | | | | | |
| (707) | 0.30 | 30 | R | From: | 82-613 | | | NA | NA | 09/07/2000 |
| 787) | 0.50 | 30 | K | To: | Dead End | 7 | | INA | INA | 09/01/2000 |
| | | | | From: | 82-708 WEST | | | | | |
| (788) | 0.25 | 20 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 82-708 EAST | | | | | |
| 700 | 1.10 | 350 | R | From: | 82-617 | | | NA | NA | 08/28/2000 |
| (789) | 1.10 | 330 | | To: | 1 10 MOI 02 (17 | _ | | 14/1 | 101 | 00/20/2000 |
| 789 | 1.20 | 350 | R | From: | 1.10 MN 82-617 | | | NA | NA | 08/28/2000 |
| | | | | To: | 82-792 | — | | | | |
| 789 | 0.70 | 420 | R | From: | V# 12# | _ | | NA | NA | 08/28/2000 |
| | | | | To: From: | 82-790 SOUTH | | | | | |
| 789 | 0.40 | 200 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 82-790 NORTH |] | | | | |
| 789 | 0.88 | 340 | R | To: | 02.001 | 7 | | NA | NA | 08/24/2000 |
| | | | | To: | 82-881 | | | | | |

| Route | Length | AADT | QA | 4Tire | Rue | | uck 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|--------------|-----------------|---------|---------------|----------|----|----------------|----|-------|----|-------------|
| Rockingham County | | | | From: | 82-61 | 13 | | | | | | | | |
| 790) | 1.20 | 80 | R | <u>-</u> | | | | | | NA | | NA | | 08/30/2000 |
| <u> </u> | 1.00 | 400 | | To: From: | 1.20 ME 8 | 32-613 | |]— | | NIA | | NIA | | 1007 |
| (790) | 1.00 | 120 | R | To: | 82-789 SC | OUTH | | 7 | | NA | | NA | | 1997 |
| | 1 40 | 400 | | From: | 82-789 No | | | | | NIA | | NIA | | 00/20/200/ |
| 790 | 1.40 | 160 | R | To: | 82-61 | 17 | | 7 | | NA | | NA | | 08/28/2000 |
| _ | | | | From: | 82-61 | 4 | |] | | | | | | |
| (791) | 0.70 | 70 | R | To: | 02.61 | - | | 7 | | NA | | NA | | 08/24/200 |
| | | | | From: | 82-61 Dead F | | | | | | | | | |
| 792) | 0.40 | 110 | R | <u> </u> | Deau I | SHQ | | _ | | NA | | NA | | 08/24/2000 |
| | | | | To: From: | 0.40 ME De | ead End | | | | | | | | |
| 792 | 0.30 | 120 | R | | | | | | | NA | | NA | | 1997 |
| | 1.00 | | | From: | 82-78 | 39 | |]—— | | | | | | 00/00/000 |
| 792 | 1.00 | 720 | R | To: | 82-61 | 7 | | 7 | | NA | | NA | | 08/28/2000 |
| | | | | From: | 82-61 | | | | | | | | | |
| 793 | 1.40 | 410 | G | 98% | 0% 1% | 0% | 0% | 0% | С | 46 | G | 420 | G | 2001 |
| | | | | From: | 82-61 | 9 | |]—— | | | | | | |
| 793) | 1.00 | 400 | R | | | | | - | | NA | | NA | | 08/21/2000 |
| | 0.10 | 360 | R | From: | 82-799 SC | OUTH | | _ | | NA | | NA | | 08/24/2000 |
| 793 | 0.10 | | | To: | 82-799 No | ОРТИ | | | | | | | | 00/2 1/2000 |
| 793) | 1.00 | 290 | R | From: | 02-199 IN | OKIII | | | | NA | | NA | | 08/24/2000 |
| | | | | To: From: | 82-79 | 97 | | | | | | | | |
| 793) | 0.70 | 290 | R | | | | | | | NA | | NA | | 08/21/2000 |
| | 0.54 | 200 | | To: From: | 82-98 | 33 | | | | NIA | | NIA | | 00/04/000 |
| 793 | 0.54 | 330 | R | To: | US 11 NO | ORTH | | 7 | | NA | | NA | | 08/21/2000 |
| | 1.00 | 240 | , | From: | US 11 SC | | | | | NIA | | NIA | | 00/24/2000 |
| 793) | 1.00 | 310 | R | Tax | 00.00 | • | | 7 | | NA | | NA | | 08/21/2000 |
| 793) | 0.20 | 280 | R | From: | 82-85 | 00 | | | | NA | | NA | | 08/21/2000 |
| | | | | To: | 82-62 | 20 | | | | | | | | |
| | 1.00 | 420 | _ | From: | US 1 | 1 | | | | NIA | | NIA | | 00/24/2000 |
| (794) | 1.28 | 130 | R | To: | 82-62 | 20 | | 7 | | NA | | NA | | 08/21/2000 |
| | | | | From: | US 1 | 1 | | | | | | | | |
| 795) | 1.00 | 60 | R | т | | | | _ | | NA | | NA | | 08/24/2000 |
| | | | | To: From: | Dead I | | | | | | | | | |
| 796) | 0.60 | 70 | R | | 82-79 | 19 | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | 82-797 V | VEST | | 7 | | | | | | |
| 796) | 0.20 | 140 | R | | | | | • | | NA | | NA | | 08/24/2000 |
| | 0.50 | 4 | | From: | 82-797 E | EAST | | | | N/ A | | N 1 A | | 4007 |
| 796 | 0.50 | 140 | R | | | | | _ | | NA | | NA | | 1997 |
| | 0.60 | 120 | R | From: | 82-98 | 32 | | | | NA | | NA | | 08/21/2000 |
| 796 | 0.00 | .20 | | To: | US 11 SC | OUTH | | | | 101 | | 101 | | 33,21,2000 |
| (796) | 1.30 | 120 | R | From: | US 11 NO | ORTH | | J | | NA | | NA | | 1997 |
| (196) | 1.30 | 120 | ĸ | To: | 82-62 | 10 | | 7 | | INA | | INA | | 1551 |

| Route | Length | AADT | QA | 4Tire | Rue | 2Axle 3 | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|---------------------|--------|------|----|--------------|-------|---------------------------|----------|----|--------------|----|----------------|----|-------|----|-----------|
| Rockingham County | | | | From: | | 82-798 | | | 1 | | | | | | |
| 797) | 0.30 | 100 | R | _ | | | | | _ | | NA | | NA | | 08/21/200 |
| | | | | To: From: | | 32-796 EAS 32-796 WES | | | + | | | | | | |
| 797) | 1.20 | 70 | R | | | | | | _ | | NA | | NA | | 08/21/200 |
| | | | | To: From: | | 82-793 | | | | | | | | | |
| 798) | 1.10 | 180 | R | | | 82-1419 | | | _ | | NA | | NA | | 08/21/200 |
| | | | | To: From: | | 82-619 | | | | | | | | | |
| 798) | 0.20 | 190 | R | rion: | | | | | _ | | NA | | NA | | 08/21/200 |
| | | | | To: From: | | 82-799 | | | | | | | | | |
| 798) | 0.50 | 50 | R | | | | | | _ | | NA | | NA | | 08/21/200 |
| <u></u> | 1.00 | 90 | R | From: | | 82-830 | | | _ | | NA | | NA | | 08/21/200 |
| 798) | 1.00 | 90 | ĸ | To | | 02.505 | | | 7 | | INA | | INA | | 00/21/200 |
| 798) | 1.09 | 200 | R | From: | | 82-797 | | | | | NA | | NA | | 08/24/200 |
| 7.50 | | | | To | | US 11 | | | | | | | | | |
| 798) | 1.90 | 430 | G | 96% | 1% | 1% | 1% | 0% | 0% | С | 40 | G | 440 | G | 2001 |
| | | | | To: From: | | 2-620 NOR 2-620 SOU | | | | | | | | | |
| 798) | 0.60 | 60 | R | | 82 | 2-020 800 | IH | | _ | | NA | | NA | | 08/21/200 |
| | | | | To: | | Dead End | | | | | | | | | |
| $\overline{}$ | | | _ | From: | | 82-798 | | | | | | | | | |
| 799 | 1.00 | 110 | R | | | | | | _ | | NA | | NA | | 1997 |
| | 1.00 | 70 | R | From: | | 82-796 | | |] | | NIA | | NΙΔ | | 08/24/200 |
| 799 | 1.00 | 70 | ĸ | To: | 82 | 2-793 SOU | TH | | 7 | | NA | | NA | | 00/24/200 |
| $\overline{}$ | | | | From: | | 2-793 NOR | | | | | | | | | |
| 799 | 0.80 | 130 | R | To: | C | 32-619 EAS | er. | | _ | | NA | | NA | | 1997 |
| | | | | From: | | 2-619 EAS | | | | | | | | | |
| 799 | 0.90 | 120 | R | | | | | | | | NA | | NA | | 08/24/200 |
| _ | | | | From: | | SR 211 | | |] | | | | | | |
| 799) | 0.80 | 120 | R | To: | | Dead End | | | _ | | NA | | NA | | 08/28/200 |
| | | | | From: | | Dead End | | | + | | | | | | |
| 800) | 0.60 | 60 | R | | | Dead End | | | _ | | NA | | NA | | 08/21/200 |
| | | | | To: From: | | 82-801 | | | _ | | | | | | |
| 800 | 0.66 | 140 | R | rioni. | | | | | | | NA | | NA | | 08/21/200 |
| | | | | To: From: | | 82-1518 | | |] | | | | | | |
| 800 | 0.20 | 400 | R | | | | | | | | NA | | NA | | 08/21/200 |
| | | | | To: From: | 82 | 2-618 SOU | TH | | | | | | | | |
| 800 | 0.01 | 1200 | R | To: | SC | CL Timberv | rillo | | 7 | | NA | | NA | | 1994 |
| | | | | | 50 | L I IIIIOCI V | ville | | | | | | | | |
| Town of Timberville | | | | From: | SC | CL Timberv | ville | | | | | | | | |
| 800) | 0.01 | 1200 | N | | | | | | | | NA | | NA | | 1994 |
| | | | | From: | 82 | 2-618 NOR | TH | |] | | | | | | 00/05/5 |
| 800) | 0.36 | 1200 | R | To: | Daadi | End; Gap T | `arminus | | _ | | NA | | NA | | 08/28/200 |
| | | | | From: | | End; Gap T 2 S; Gap Te | | | | | | | | | |
| 800 | 0.06 | 7800 | R | | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | 82 | -1512 SOU | JTH | |] | | | | | | |
| 800 | 0.07 | 4800 | R | т | | == | | | _ | | NA | | NA | | 08/30/200 |
| | | | | To: | 82 | -1511 SOU | ΙH | | | | | | | | |

| Route | Longth | AADT | QA | 4Tire | Bus | | Tru | ıck | | QC | Design | OK | AAWDT | O\\\ | Year |
|---------------------|--------|------|----|--------------|-------|----------------------|---------|--------|----------|----|--------|----|-------|------|------------|
| | Length | AADI | QA | 41116 | bus 2 | 2Axle 3 | 3+Axle | 1Trail | 2Trail | QC | Hour | QK | AAWDI | QVV | real |
| Town of Timberville | | | | From: | 82- | 1511 SOU | UTH | | | | | | | | |
| 800 | 0.04 | 6200 | R | | | | | | | | NA | | NA | | 1997 |
| (000) | 0.02 | 5500 | R | From: | 82 | 2-1510 EA | AST | | | | NA | | NA | | 1997 |
| 800) | | | | To: | 82- | -1510 WF | EST | | | | | | | | |
| 800 | 0.05 | 4700 | R | From: | | | | | _ | | NA | | NA | | 08/28/2000 |
| | 0.04 | 5200 | R | To: From: | | 82-1509 | ١ | | | | NA | | NA | | 1997 |
| 800 | 0.04 | 5200 | K | To | 92 | 1508 SOU | ITU | | | | INA | | INA | | 1991 |
| (800) | 0.09 | 3800 | R | From: | 82- | 1300 300 | 0111 | | <u> </u> | | NA | | NA | | 1997 |
| | | | | To: | WCL T | ΓIMBERV | VILLE S | | | | | | | | |
| Rockingham County | | | | From: | WCL T | ΓIMBERV | VILLE S | | | | | | | | |
| 800 | 0.36 | 1400 | R | To: | WCLT | TIMBEDX | /ILLE N | | 7 | | NA | | NA | | 08/28/2000 |
| Town of Timberville | | | | | WCL I | IMBERV | /ILLE N | | | | | | | | |
| | 0.04 | 000 | | From: | WCL T | TIMBERV | /ILLE N | | | | NIA | | NIA | | 4007 |
| 800) | 0.04 | 600 | R | To: | 92 | 1500 NO | DTH | | _ | | NA | | NA | | 1997 |
| 800 | 0.08 | 1100 | R | From: | 82- | 1508 NOI | KIH | | | | NA | | NA | | 1997 |
| | | | | To: From: | 82- | 1509 NOI | RTH | |] | | | | | | |
| 800 | 0.05 | 1200 | R | | | | | | | | NA | | NA | | 08/24/2000 |
| 800 | 0.08 | 1800 | R | From: | 82- | 1510 NOI | RTH | | | | NA | | NA | | 1997 |
| 800 | | | | To: From: | 82- | 1511 NOI | RTH | | 7 | | | | | | |
| 800 | 0.02 | 1400 | R | From: | | | | | | | NA | | NA | | 1994 |
| | 0.05 | 4400 | | To: From: | | 82-1507 | 1 | | | | NIA | | NIA | | 00/24/2000 |
| 800 | 0.05 | 1100 | R | To: | 02 | 1512 NOI | DTH | | _ | | NA | | NA | | 08/24/2000 |
| (800) | 0.06 | 990 | R | From: | 82- | 1512 NOI | KIH | | | | NA | | NA | | 1997 |
| | | | | To: | SR | R 42 NOR | TH | | | | | | | | |
| Town of Broadway | | | | From: | | SR 42 | | | | | | | | | |
| 801) | 0.15 | 350 | R | To: | T-(| 31 D 1 | | | _ | | NA | | NA | | 08/24/2000 |
| Rockingham County | | | | To: | EC | CL Broady | way | | | | | | | | |
| | | | | From: | EC | CL Broady | way | | | | | | | | |
| 801) | 1.05 | 350 | R | т | | 00.000 | | | _ | | NA | | NA | | 08/24/2000 |
| (801) | 0.70 | 280 | R | From: | | 82-800 | | | | | NA | | NA | | 1997 |
| | | | | To: | | 82-619 | | | | | | | | | |
| 600 | 0.09 | 20 | R | From: | | Dead End | d | | | | NA | | NA | | 1997 |
| 802 | 0.00 | | | To: | | 82-690 | | | | | 14/1 | | 107 | | 1007 |
| | 0.05 | 000 | _ | From: | | Dead End | d | | | | NIA | | NIA | | 00/40/0000 |
| 803 | 0.95 | 290 | R | To: | | 02.006 | | | _ | | NA | | NA | | 09/18/2000 |
| 803) | 1.00 | 540 | G | 94% | 1% | 82-806 2% | 2% | 1% | 0% | F | 50 | G | 550 | G | 2001 |
| | | | | To: From: | | 82-809 | | |]—— | | | | | | |
| 803 | 2.30 | 640 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 70 | G | 650 | G | 2001 |
| | 0.23 | 4600 | G | From: 94% | 1% | 82-1421 2% | 2% | 1% | 0% | С | 430 | G | 4700 | G | 2001 |
| 803) | 0.23 | 4000 | G | 94 % To: | 1 /0 | SR 259 | | 1 /0 | 7 0 /0 | C | +30 | G | 77 00 | G | 2001 |

| | | | | | Rocking | ıham Maiı | | | | | | | | | |
|-------------------|--------|------|---|--------------|---------|------------------------|------------------|--------|------------|----|----------------|----|-------|----|-------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2 A vla | TrıTrı 3+Axle | | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Rockingham County | | | | | | ZAXIE | 3+Axie | IIIali | ZITali | | Hour | | | | |
| | 0.20 | 40 | R | From: | | 82-80 |)9 | | | | NIA | | NIA | | 09/18/2000 |
| 804) | 0.20 | 40 | ĸ | To: | | Dead I | End | | 7 | | NA | | NA | | 09/18/2000 |
| | | | | From: | | 82-72 | | | | | | | | | |
| 805 | 2.00 | 90 | R | | | | | | | | NA | | NA | | 09/18/2000 |
| | | | | To: | | 82-80 | | | | | | | | | |
| (One) | 1.00 | 570 | G | 96% | 0% | 82-80 1% | 1% | 1% | 0% | F | 60 | G | 580 | G | 2001 |
| 806) | 1.00 | 0.0 | | To: | 070 | 82-619 V | VEST | 170 | J | • | | | | | 2001 |
| | 1.30 | 440 | R | From: | | 82-619 E | EAST | | _ | | NA | | NA | | 1997 |
| 806 | 1.30 | 440 | K | т | | 00.00 | | | _ | | INA | | INA | | 1997 |
| 806) | 0.50 | 550 | R | From: | | 82-80 |)5 | | | | NA | | NA | | 1997 |
| (800) | | | | To: | | US 11 NO | ORTH | | | | | | | | |
| | 3.40 | 910 | G | 96% | 0% | US 11 SC 1% | OUTH 1% | 1% | 0% | С | 90 | G | 930 | G | 2001 |
| 806 | 3.40 | 910 | G | To: | 0 70 | 82-62 | | 1 /0 | 7 0 /% | C | 90 | G | 930 | G | 2001 |
| | | | | From: | | 82-80 | | | | | | | | | |
| 807 | 2.57 | 170 | R | | | | | | _ | | NA | | NA | | 08/21/2000 |
| | | | | To: | | 82-60 | | | | | | | | | |
| 600 | 0.17 | 30 | R | From: | | US 1 | 1 | | | | NA | | NA | | 1997 |
| 808) | 0.17 | 30 | K | To: | | Dead I | End | | 1 | | INA | | INA | | 1991 |
| | | | | From: | | 82-75 | | | | | | | | | |
| 809 | 1.04 | 540 | G | 91% | 2% | 3% | 1% | 3% | 0% | F | 47 | G | 560 | G | 2001 |
| | | | | To: From: | | 82-617 V | VEST | |] | | | | | | |
| 809 | 1.12 | 750 | G | 91% | 2% | 3% | 1% | 3% | 0% | С | 70 | G | 760 | G | 2001 |
| | | | | To: From: | | SR 4 | 2 | |]— | | | | | | |
| 809 | 0.80 | 320 | R | | | | | | _ | | NA | | NA | | 09/18/2000 |
| | 0.30 | 200 | R | To: From: | | 82-80 |)4 | | _ | | NA | | NA | | 10/19/2000 |
| 809 | 0.30 | 300 | K | | | | | | _ | | INA | | INA | | 10/19/2000 |
| 809 | 0.33 | 70 | R | From: | | 82-80 |)3 | | | | NA | | NA | | 1997 |
| (809) | 0.00 | | • | To: | | 0.33 ME 8 | 22 202 | | | | | | | | |
| (809) | 0.87 | 80 | R | From: | | 0.33 MIE (| 32-803 | | _ | | NA | | NA | | 09/14/2000 |
| | | | | To: From: | | 82-619 N | | | | | | | | | |
| (000) | 2.20 | 310 | R | From: | | 82-619 SC | OUTH | | | | NA | | NA | | 09/14/2000 |
| 809 | 2.20 | 010 | | To: | | US 11 SC | OUTH | | 1 | | | | | | 00/1 //2000 |
| | 0.24 | 20 | _ | From: | | US 11 NO | ORTH | | | | NIA | | NIA | | 00/44/2000 |
| 809 | 0.24 | 20 | R | To: | | Dead I | ∃nd | | 7 | | NA | | NA | | 09/14/2000 |
| | | | | From: | | 82-83 | | | | | | | | | |
| 810 | 0.40 | 110 | R | | | | | | _ | | NA | | NA | | 10/16/2000 |
| | | | | To: | | 82-73 | | | | | | | | | |
| | 2.35 | 360 | R | From: | | 82-71 | 17 | | _ | | NA | | NA | | 08/21/2000 |
| 811) | 2.33 | 360 | K | To | | 82-62 | 20 | | 1 | | INA | | INA | | 00/21/2000 |
| | | | | From: | | 82-61 | | | | | | | | | |
| 812) | 0.64 | 180 | R | | | | | | _ | | NA | | NA | | 08/28/2000 |
| | | | | To: From: | | 82-613 S0 82-613 No | | | - | | | | | | |
| 812 | 1.50 | 90 | R | <u></u> | | 02 013 IV | | | | | NA | | NA | | 08/28/2000 |
| | | | | To: | | 82-61 | 14 | | | | | | | | |
| | 2.22 | | _ | From: | | 82-61 | 11 | | | | . | | | | 00/00/00 |
| 813) | 0.80 | 20 | R | To: | C | W NATL FO | JB BNIDV | | 7 | | NA | | NA | | 08/28/2000 |
| | | | | | U | W INVITED | AY DUD I | | | | | | | | |

| | | | | ŀ | ≺ocking! | nam Maint | | | | | Dooise | | | | |
|-------------------|--------|------|----|--------------|----------|---------------------|---------------|---------------|----------------|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Trι 3+Axle | ıcк 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Rockingham County | | | | From: | GV | V NATL FOI | | | 1 | | | | | | |
| (813) | 1.30 | 20 | R | | | | | | | | NA | | NA | | 08/28/2000 |
| | | | | To: From: | | 82-612 Dead En | | | 1 | | | | | | |
| 814) | 0.20 | 40 | R | | | Dead En | IU | | | | NA | | NA | | 08/30/2000 |
| | | | | To: | | 82-815 | | | | | | | | | |
| (815) | 0.60 | 440 | G | 90% | 6% | 82-817 1% | 3% | 0% | 」 ○% | С | 50 | G | 450 | G | 2001 |
| 815) | | | | To | | 82-612 | | | | | | | | | |
| 815) | 1.45 | 70 | R | Piolii. | | | | | | | NA | | NA | | 09/05/2000 |
| | 0.00 | | | From: | | 82-814 | | | | | NIA | | NIA | | 00/20/2000 |
| 815) | 0.60 | 20 | R | To: | | Dead En | nd | | 1 | | NA | | NA | | 08/30/2000 |
| | | | | From: | | Dead En | | | | | | | | | |
| 816) | 0.50 | 180 | R | To: | | 02.015 | , | | | | NA | | NA | | 08/30/2000 |
| | | | | From: | | 82-817 82-612 | | | | | | | | | |
| 817) | 1.90 | 50 | R | | | 82-012 | | | | | NA | | NA | | 08/30/2000 |
| | | | | To: From: | GW | V NATL FOI | R BNDY | | | | | | | | |
| 817) | 1.40 | 60 | R | | | | | | _ | | NA | | NA | | 08/30/2000 |
| | 0.40 | 240 | R | From: | | 82-815 | | | | | NA | | NA | | 08/30/2000 |
| 817) | 0.40 | 310 | ĸ | To: | | 92.916 | | | 7 | | INA | | INA | | 06/30/2000 |
| 817) | 0.10 | 130 | R | From: | | 82-816 | | | | | NA | | NA | | 1997 |
| | | | | To: From: | | 0.10 MN 82 | 2-816 | | | | | | | | |
| (817) | 0.79 | 110 | R | | | | | | | | NA | | NA | | 08/30/2000 |
| | 0.42 | 400 | | To: From: | | 0.90 MN 82 | 2-816 | | | | NIA | | NIA | | 08/20/2000 |
| 817) | 0.43 | 120 | R | Tax | | 1 22 3 51 02 | . 016 | | - i | | NA | | NA | | 08/30/2000 |
| (817) | 0.14 | 180 | R | From: | | 1.32 MN 82 | 2-816 | | | | NA | | NA | | 1997 |
| | | | | To: | | 82-818 | | | | | | | | | |
| | 1.45 | 20 | _ | From: | | Dead En | nd | | | | NIA | | NIA | | 08/30/2000 |
| 818) | 1.45 | 30 | R | To: | | 1.45.ME D | 15 1 | | _ | | NA | | NA | | 00/30/2000 |
| (818) | 2.90 | 190 | R | From: | | 1.45 ME Dea | ia ena | | | | NA | | NA | | 08/30/2000 |
| | | | | To: From: | | 82-631 | | | | | | | | | |
| 818) | 3.52 | 440 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 46 | G | 450 | G | 2001 |
| | 0.69 | 630 | G | From: 97% | 1% | 82-817 1% | 1% | 0% | 0% | С | 80 | G | 640 | G | 2001 |
| 818 | 0.09 | 630 | G | 70 To: | 1 /0 | SR 259 | | 0 70 | | C | 80 | G | 040 | G | 2001 |
| | | | | From: | | Dead En | nd | | | | | | | | |
| 819 | 0.88 | 80 | R | | | | | | _ | | NA | | NA | | 09/11/2000 |
| | 0.15 | 150 | R | From: | (|).88 ME Dea | id End | | | | NA | | NA | | 09/11/2000 |
| 819 | 0.10 | 100 | | To: | | SR 259 |) | | | | | | | | 00/11/2000 |
| | | | | From: | 10/ | SR 259 | | 201 | | | | | | | 2224 |
| 820 | 2.00 | 1200 | G | 93% | 1% | 1% | 1% | 3% | 0% | С | 110 | G | 1200 | G | 2001 |
| | 0.50 | 900 | G | From: 94% | 1% | 82-826 1% | 1% | 3% | 0% | F | 100 | G | 910 | G | 2001 |
| 820 | | | | To: | | 82-865 | | | 7— | | | | | | |
| 820 | 0.40 | 470 | G | 93% | 1% | 1% | 1% | 3% | 0% | F | 47 | G | 480 | G | 2001 |
| · | | | | From: | | 82-822 SOI | | |] | | | | | | |
| 820 | 1.70 | 280 | G | 94% To: | 1% | 1% 82-822 NO | 1% | 3% | 0% | F | 30 | G | 280 | G | 2001 |
| | | | | | | 04-044 NU | 1111 | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Rus | 2Axle | | ıck 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|--------------|-------|---------------------|-----------|---------------|-------------|----|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | 8 | 32-822 NOI | RTH | | | | | | | | |
| 820 | 0.50 | 220 | R | <u> </u> | | | | | | | NA | | NA | | 1997 |
| | 1.00 | 200 | R | To: From: | | 82-961 | | | | | NA | | NA | | 09/05/2000 |
| 820 | 1.00 | 200 | K | To: | West | t Virginia S | tate Line | | | | IVA | | INA | | 09/03/2000 |
| | | | | From: | | 82-755 | | | | | | | | | |
| 821) | 0.30 | 170 | R | To: | Aus | gusta Coun | tv Line | | 7 | | NA | | NA | | 1997 |
| | | | | From: | | 82-820 SOU | | | | | | | | | |
| 822 822 | 2.70 | 70 | R | | | | | | | | NA | | NA | | 08/30/2000 |
| | 0.40 | 80 | R | From: | | 82-666 | | | | | NA | | NA | | 09/05/2000 |
| (822) | 0.40 | 80 | ĸ | To: | 8 | 32-820 NOI | RTH | | 1 | | INA | | INA | | 09/05/2000 |
| | | | | From: | West | t Virginia S | tate Line | | | | | | | | |
| 823) | 4.40 | 80 | R | To: | | 82-865 | | | 7 | | NA | | NA | | 08/30/2000 |
| | | | | From: | | Dead En | | | | | | | | | |
| 824) | 3.15 | 40 | R | | | Deud En | u | | | | NA | | NA | | 09/05/2000 |
| | | | | To: From: | 3.1 | 15 ME Dea | d End | |] | | | | | | |
| 824) | 1.15 | 80 | R | To: | | 82-865 | | | 7 | | NA | | NA | | 09/05/2000 |
| | | | | From: | N | CL GROT | | | | | | | | | |
| 825) | 1.22 | 3200 | G | 97% | 1% | 1% | 0% | 0% | 0% | С | 340 | G | 3200 | G | 2001 |
| | | | | To: From: | | 82-659 | | | | | | | | | |
| 826 | 2.70 | 70 | R | 110in. | | Dead En | ıd | | | | NA | | NA | | 08/30/2000 |
| | | | | To: From: | 2.7 | 70 ME Dea | d End | | — | | | | | | |
| 826 | 1.10 | 160 | R | 110111 | | | | | _ | | NA | | NA | | 08/30/2000 |
| | 4.70 | 4=0 | | To: From: | | 82-865 | | | | | NIA | | NIA. | | 00/05/000 |
| 826) | 1.70 | 470 | R | т | | 0.0 | | | _ | | NA | | NA | | 09/05/2000 |
| 826) | 2.20 | 660 | G | From: 88% | 4% | 82-700 4% | 1% | 4% | 0% | С | 60 | G | 670 | G | 2001 |
| | | | | To: | | 82-820 | | | | | | | | | |
| | 1.60 | 90 | _ | From: | | 82-668 | | | | | NA | | NA | | 1997 |
| 828 | 1.00 | 80 | R | To: | | 82-671 | | | | | INA | | INA | | 1997 |
| | | | | From: | | 82-981 | | | | | | | | | |
| 829 | 0.05 | 470 | R | | | | | | _ | | NA | | NA | | 1997 |
| 600 | 0.45 | 120 | R | From: | | US 33 | | | | | NA | | NA | | 08/10/2000 |
| 829 | 0.40 | 120 | | To: | | 82-979 | | | | | 14/4 | | IVA | | 00/10/2000 |
| | | | | From: | : | SR 259 WI | EST | | | | | | | | |
| 830 | 0.50 | 80 | R | To: | | SR 259 M | IID | | 1 | | NA | | NA | | 1997 |
| $\overline{}$ | | | | From: | | SR 259 EA | AST | | <u> </u> | | | | | | |
| 830 | 1.30 | 140 | G | 89% To: | 3% | 7% 82-798 | 1% | 0% | 0% | С | 30 | G | 140 | G | 2001 |
| | | | | From: | | 82-914 | | | | | | | | | |
| 831) | 1.00 | 60 | R | | | | | | _ | | NA | | NA | | 10/23/2000 |
| | | | | To: From: | | 82-810 | | |]— | | | | | | 40/46/202 |
| 831) | 0.40 | 80 | R | To: | | 82-732 | | | 7 | | NA | | NA | | 10/16/2000 |
| | | | | From: | Shena | andoah Coi | | | 1 | | | | | | |
| 832 | 0.05 | 40 | R | _ | | | | | _ _ | | NA | | NA | | 08/28/2000 |
| | | | | To: | | 82-613 | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
|-------------------|--------|------|-----|--------------|-------------------------|-----|----|----------------|----------|------------|
| Rockingham County | | | | From: | 82-684 | 1 | | | | |
| 833) | 0.30 | 80 | R | | 02 001 | _ | | NA | NA | 08/14/2000 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | 0.00 | | | From: | 82-747 | | | | | 40/40/000 |
| 835) | 0.60 | 40 | R | To: | SR 42 | 7 | | NA | NA | 10/16/2000 |
| | | | | From: | | + - | | | | |
| (836) | 0.06 | 45 | R | | Cul-de-Sac | _ | | NA | NA | 1997 |
| 836 | | | | To: | 82-689 | 1 | | | | |
| | | | | From: | 82-699 | | | | | |
| 837) | 0.15 | 30 | R | | | _ | | NA | NA | 07/13/2000 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | | | | From: | 82-753 | | | | | 400- |
| 838 | 0.11 | 20 | R | To: | D 1F 1 | _ | | NA | NA | 1997 |
| | | | | From: | Dead End | 1 | | | | |
| 640 | 0.05 | 500 | R | Piolii. | 82-732 | | | NA | NA | 09/28/2000 |
| 840 | 0.00 | 300 | IX. | To: | US 33 | 1 | | IVA | 14/3 | 03/20/2000 |
| | | | | From: | Dead End | | | | | |
| 841) | 0.32 | 180 | R | | Boud End | | | NA | NA | 08/03/2000 |
| | | | | To: | 82-625 | | | | | |
| | | | | From: | US 33 WEST | | | | | |
| 842 | 1.02 | 140 | R | | | | | NA | NA | 08/10/2000 |
| | | | | To: From: | US 33 EAST |] | | | | |
| 842 | 0.40 | 300 | R | | | _ | | NA | NA | 08/17/2000 |
| | | | | To: | 82-654; 82-996 | | | | | |
| \bigcirc | | | | From: | 82-651 | | | | | |
| 843 | 0.50 | 80 | R | | | | | NA | NA | 07/31/2000 |
| | | | | From: | 82-641 | | | | | |
| 843) | 0.69 | 50 | R | | | | | NA | NA | 07/31/2000 |
| | | | | To: From: | 0.70 MN 82-641 | | | | | |
| 843) | 0.41 | 100 | R | | | | | NA | NA | 07/31/2000 |
| | | | | From: | 82-996 NORTH | | | | | |
| 843) | 0.30 | 160 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | 82-996 SOUTH | | | | | |
| | 0.26 | 500 | В | From: | Augusta County Line | | | NA | NA | 1997 |
| 844) | 0.20 | 500 | R | To: | SCL GROTTOES | 7 | | INA | INA | 1997 |
| | | | | From: | US 11 | | | | | |
| 845) | 0.20 | 110 | R | <u> </u> | 0511 | | | NA | NA | 08/21/2000 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | 82-989 | | | | | |
| 846) | 0.60 | 30 | R | | | _ | | NA | NA | 07/13/2000 |
| | | | | To: | 82-681 | | | | | |
| \bigcirc | | | | From: | Dead End | | | | | 22/22/22 |
| 847) | 0.40 | 210 | R | To: | 110.22 | _ | | NA | NA | 09/28/2000 |
| | | | | From: | US 33 | 1 | | | | |
| 040 | 1.60 | 310 | R | | 82-671 | _ | | NA | NA | 1997 |
| 848 | 1.00 | 010 | 11 | To: | 82-659 | 7 | | . 4/ 1 | 14/1 | 1007 |
| | | | | From: | US 11 | i | | | | |
| 850 | 1.40 | 60 | R | <u> </u> | | _ | | NA | NA | 08/21/2000 |
| | | | | To: | 82-793 | | | | | |
| | | | | From: | 82-710 | | | | | |
| 851) | 0.10 | 90 | R | | | _ | | NA | NA | 07/17/2000 |
| \sim | | | | To: | Cul-de-Sac | | | | | |

| Route | Length | AADT | QA | 4Tire | Rus | Truck -Axle 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|-----------|----|--------------|--------------|-----------------------|-------------|----|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | SR 42 SOUT | Н | 1 | | | | | | |
| 853) | 0.20 | 80 | R | | SK 42 500 H | 11 | | | NA | | NA | | 1997 |
| _ | | | | To: From: | 82-910 | | | | | | | | |
| (853) | 0.30 | 40 | R | т | an 14 11 an | | | | NA | | NA | | 1997 |
| | | | | To: From: | SR 42 NORT | H | | | | | | | |
| (854) | 0.10 | 46 | R | rioni. | Dead End | | | | NA | | NA | | 07/17/200 |
| 004) | | | | To: | 82-679 | | | | | | | | |
| | | | | From: | Dead End | | | | | | | | |
| 855 | 0.15 | 120 | R | To: | 02 627 | | _ | | NA | | NA | | 08/17/200 |
| | | | | From: | 82-637 | | | | | | | | |
| 956 | 1.00 | 320 | R | Piolii. | Dead End | | | | NA | | NA | | 08/07/2000 |
| 856 | 1.00 | 020 | ., | To: | 82-340 | | | | 101 | | | | 00/01/200 |
| | 0.00 | | _ | From: | US 340 | | | | NIA | | N10 | | 00/07/000/ |
| 856 | 0.20 | 50 | R | To: | 0.20 MW US 3 | 40 | _ | | NA | | NA | | 08/07/2000 |
| | | | | From: | Dead End | 40 | <u> </u> | | | | | | |
| 857) | 0.12 | 70 | R | | Dead End | | | | NA | | NA | | 08/03/2000 |
| | | | | To | 82-858 | | | | | | | | |
| 857) | 0.58 | 180 | R | From: | | | | | NA | | NA | | 08/07/2000 |
| | | | | To: | 82-609 | | | | | | | | |
| \bigcirc | 2.22 | | _ | From: | 82-857 | | | | | | | | 00/00/000 |
| 858 | 0.22 | 80 | R | To: | Dead End | | _ | | NA | | NA | | 08/03/2000 |
| | | | | From: | SR 42 | | | | | | | | |
| 859 | 0.27 | 110 | R | | SR 42 | | | | NA | | NA | | 09/18/2000 |
| 000 | | | | To: | 82-721 | | <u> </u> | | | | | | |
| 859 | 0.69 | 130 | R | From: | 02 721 | | | | NA | | NA | | 09/18/2000 |
| | | | | To: From: | 82-780 SOUT | Н | \neg — | | | | | | |
| 859 | 0.11 | 130 | R | rion. | | | | | NA | | NA | | 09/18/2000 |
| | | | | To: From: | 82-780 NORT | Н | | | | | | | |
| 859 | 0.03 | NA | | | | | | | NA | | NA | | |
| | | | | To: | Dead End | | | | | | | | |
| (000) | 0.37 | 110 | R | From: | 82-718 WES | Γ | | | NA | | NA | | 1997 |
| 860 | 0.57 | 110 | IX | To: | 82-718 EAST | Γ | \neg | | IVA | | IVA | | 1007 |
| | | | | From: | 82-759 | | | | | | | | |
| 861) | 0.14 | 110 | R | | | | | | NA | | NA | | 1997 |
| | | | | To: | 82-638 | | | | | | | | |
| | 0.47 | 50 | В | From: | Dead End | | | | NA | | NA | | 07/20/2000 |
| 863) | 0.47 | 50 | R | To: | 82-668 | | \neg | | INA | | INA | | 07/20/2000 |
| | | | | From: | Dead End | | Ī | | | | | | |
| 865) | 1.80 | 150 | R | <u> </u> | | | | | NA | | NA | | 08/30/2000 |
| | | | | To: From: | 82-826 WES | Γ | \neg — | | | | | | |
| 865 | 0.60 | 290 | R | | | <u> </u> | _ | | NA | | NA | | 1997 |
| | | | | To: From: | 82-826 EAST | Γ | | | | | | | |
| 865 | 2.10 | 60 | R | | | | | | NA | | NA | | 08/30/2000 |
| | | | | To: From: | 82-824 | | _ | | | | | | |
| 865) | 1.12 | 150 | R | | | | | | NA | | NA | | 1997 |
| 865) | 1.40 | 310 | _ | From: | 82-823 | 1% 0% | | _ | | | | | |
| | | | G | 96% | 1% 2% | 1% 0% | 0% | С | 30 | G | 320 | G | 2001 |

| | | | | | Rockingha | | | | | , | Design | | | | |
|----------------------|--------|------|----|--------------|-----------|---------------------|---|------|----------|-----|--------|----|-------|----|--------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | | | | QC | Hour | QK | AAWDT | QW | Year |
| Rockingham County | | | | From: | | 82-613 | | | | | | | | | |
| (866) | 0.01 | 510 | R | | | 02 013 | | | | | NA | | NA | | 09/07/2000 |
| | | | | To: | | SR 259 | | | | | | | | | |
| | 0.54 | 640 | _ | From: | 10/ | SR 257 | | 20/ | | F | 70 | 0 | 620 | 0 | 2004 |
| 867 | 0.54 | 610 | G | 87% To: | 1% WCI | 4% L MT CRA | 4% WFORD | 3% | 0% | Г | 70 | G | 620 | G | 2001 |
| Town of Mt. Crawford | | | | | | | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | ı | | | | | | |
| | 0.07 | | | From: | | L MT CRA | | 00/ | | _ | 70 | _ | 0.40 | _ | 0004 |
| 867) | 0.37 | 620 | G | 97% | 2% | 1% | 1% | 0% | 0% | С | 70 | G | 640 | G | 2001 |
| (867) | 0.20 | 660 | G | From: 87% | 2% | US 11 4% | 4% | 3% | 0% | С | 70 | G | 680 | G | 2001 |
| 607 | 0.20 | | | To: | | MT CRA | | 0,0 | | | . • | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| | 1.09 | 460 | G | 87% | ECI 2% | 4% | WFORD 4% | 4% | 0% | F | 50 | G | 460 | G | 2001 |
| (867) | 1.09 | 400 | G | O7 /0 | 2 /0 | | | 7 /0 | 7 | · · | 30 | O | 400 | O | 2001 |
| 867) | 0.57 | 450 | G | From: 87% | 2% | 82-693 4% | 4% | 4% | 0% | F | 60 | G | 460 | G | 2001 |
| 007 | | | | To: | | 82-682 | | | | | | | | | |
| $\widehat{}$ | | | | From: | | 82-722 | | | | | | | | | |
| 868 | 0.30 | 160 | R | To: | | D. I.E. | 1 | | _ | | NA | | NA | | 1997 |
| | | | | From: | | Dead Er | | | | | | | | | |
| (869) | 0.30 | 46 | R | | | Dead Er | ıa | | | | NA | | NA | | 10/19/2000 |
| 000) | | | | To: | | 82-742 | | | | | | | | | |
| | | | | From: | | Dead Er | nd | | | | | | | | |
| (870) | 0.10 | 20 | R | To: | | 82-748 | | | _ | | NA | | NA | | 10/16/2000 |
| | | | | From: | | | | | | | | | | | |
| 871) | 1.09 | 60 | R | | | SR 257 | ' | | | | NA | | NA | | 10/05/2000 |
| | | | | To: | | 82-613 | | | | | | | | | |
| \bigcirc | | | | From: | | 82-619 | | | | | | | | | |
| 872 | 0.50 | 140 | R | To: | | 82-721 | | | 1 | | NA | | NA | | 09/18/2000 |
| | | | | From: | | 82-619 | | | | | | | | | |
| (873) | 0.60 | 90 | R | <u> </u> | | 02-01) | | | | | NA | | NA | | 09/14/2000 |
| | | | | To: From: | (|).60 MN 82 | 2-619 | | - | | | | | | |
| 873) | 0.80 | 80 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: | | SR 259 | | | | | | | | | |
| (074) | 1.10 | 270 | R | From: | | 82-617 | ' | | | | NA | | NA | | 1997 |
| 874) | 1.10 | | | To: | | 82-616 | | | | | | | | | 1001 |
| | | | | From: | | US 33 | | | | | | | | | |
| (875) | 1.10 | 150 | R | . — | | | | | _ | | NA | | NA | | 09/28/2000 |
| | | | | To: | | 82-752 | | | | | | | | | |
| 876) | 0.04 | 210 | R | From: | | 82-613 | | | | | NA | | NA | | 09/21/2000 |
| 670 | 0.0. | | | To: | | 82-889 | | | | | | | | | 00/2 11/2000 |
| 876 | 0.11 | 160 | R | From: | | 02-009 | | | | | NA | | NA | | 09/21/2000 |
| | | | | To: From: | (| 0.12 ME 82 | -889 | | 1 | | | | | | |
| 876 | 0.51 | 40 | R | | | | | | | | NA | | NA | | 09/21/2000 |
| | | | | To: | | 82-752 | | | <u> </u> | | | | | | |
| <u> </u> | 0.50 | 420 | B | From: | | 82-773 | | | | | NIA | | NIA | | 10/10/2000 |
| 877) | 0.50 | 130 | R | To: | | 82-774 | | | 1 | | NA | | NA | | 10/19/2000 |
| | | | | | | //I | | | | | | | | | |

| | | | | | Rocking | ham Mair | | | | | | | | | |
|---------------------|--------|------|----|--------------|---------|-----------------|----------------|--------|------------|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Rockingham County | | | | | | | | TITAII | ZIIdli | | ⊓∪ui | | | | |
| 878) | 0.90 | 90 | R | From: | | 82-75 | | | | | NA | | NA | | 09/07/2000 |
| 878) | 0.90 | 190 | R | From: | | 82-87 | 9 | | | | NA | | NA | | 09/11/2000 |
| 676) | | | | To: | | 82-61 | 3 | | | | | | | | |
| \sim | | | | From: | | 82-87 | 8 | | | | | | | | |
| 879 | 0.90 | 230 | R | To: | | 82-75 | 2 | | _ | | NA | | NA | | 09/07/2000 |
| | | | | From: | | 82-87 | | | | | | | | | |
| 880 | 1.60 | 47 | R | | | 02 07 | | | _ | | NA | | NA | | 09/07/2000 |
| | 0.50 | 20 | R | From: | | 82-78 | 6 | | | | NA | | NA | | 09/11/2000 |
| 880 | 0.50 | 20 | IX | To: | D. | 15.1.6 | т : | | _ | | IVA | | IVA | | 03/11/2000 |
| 880 | 0.10 | 10 | R | From: | De | ad End; Gap | Terminus | | | | NA | | NA | | 09/07/2000 |
| 000 | | | | To: | | 82-61 | 3 | | | | | | | | |
| | | | | From: | | 82-61 | | | | | | | | | |
| 881) | 1.73 | 860 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 90 | G | 880 | G | 2001 |
| | 0.00 | 4400 | | From: | 40/ | 82-78 | | 40/ | | | 400 | | 4400 | | 0004 |
| 881) | 0.36 | 1100 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 120 | G | 1100 | G | 2001 |
| (881) | 1.55 | 1700 | G | 97% | 1% | 82-61 1% | <u>4</u> 0% | 1% | 0% | F | 160 | G | 1700 | G | 2001 |
| (601) | | | | To: | | ICL TIMBE | | | | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | |
| | 0.24 | 2100 | G | From: 97% | 1% | ICL TIMBE 1% | RVILLE 0% | 1% | 0% | С | 200 | G | 2100 | G | 2001 |
| (881) | 0.24 | 2100 | G | To: | 1 /0 | SR 42 | | 1 /0 | 7 0 / 0 | C | 200 | J | 2100 | O | 2001 |
| Rockingham County | | | | • | | | | | • | | | | | | |
| | | | | From: | | 82-72 | 1 | | | | | | | | |
| 882 | 0.21 | 30 | R | To: | | 82-75 | 2 | | _ | | NA | | NA | | 09/18/2000 |
| | | | | From: | | Dead E | | | _ | | | | | | |
| (883) | 1.10 | 500 | R | | | Dead E | na | | _ | | NA | | NA | | 10/05/2000 |
| 000 | | | | To: | | 82-73 | 1 | | | | | | | | |
| | | | | From: | | Dead E | nd | | | | | | | | |
| 884) | 1.15 | 310 | R | т | | | | | _ | | NA | | NA | | 08/07/2000 |
| | | | | To: From: | | US 34 | | | | | | | | | |
| (885) | 0.50 | 130 | R | Piolii. | | 82-62 | 0 | | _ | | NA | | NA | | 08/28/2000 |
| 0000 | | | | To: | | Dead E | nd | | | | | | | | |
| _ | | | | From: | | Dead E | nd | | | | | | | | |
| 886 | 0.15 | 2 | R | | | | | | _ | | NA | | NA | | 09/18/2000 |
| | | | | To: | | 82-76 | | | _ | | | | | | |
| 007 | 0.10 | 30 | R | From: | | 82-69 | 0 | | _ | | NA | | NA | | 07/13/2000 |
| 887) | 0.10 | 00 | | To: | | Dead E | nd | | | | 14/1 | | 147. | | 0171072000 |
| | | | | From: | | 82-72 | 7 | | | | | | | | |
| 888 | 0.20 | 40 | R | | | | | | _ | | NA | | NA | | 07/13/2000 |
| | | | | To: | | Dead E | | | | | | | | | |
| <u></u> | 0.24 | 70 | P | From: | | 82-61 | 3 | | | | NA | | NA | | 1997 |
| 889 | 0.24 | 70 | R | To: | | 82-87 | 6 | | 7 | | IVA | | INA | | 1997 |
| | | | | From: | | 82-61 | | | | | | | | | |
| 890 | 0.70 | 20 | R | | | 02 01 | - | | - | | NA | | NA | | 08/28/2000 |
| \bigcup | | | | To: | | Dead E | ind | | | | | | | | |
| | | | | | | | | | | | | | | | |

| 0.49 | | | | | | | | | | | |
|------|--|---|---|-----------------------------|----------|------|------|-------|-------|-------|------------|
| 0.49 | | | From: | 82-759 | | | | | | | |
| | 140 | R | | 02 137 | - | | NA | | NA | | 08/03/2000 |
| | | | To: | Dead End | | | | | | | |
| 1.40 | 390 | R | From: | 82-754 | | | NA | | NA | | 07/31/2000 |
| 1.40 | 390 | K | To: | Dead End | 7 | | INA | | INA | | 07/31/2000 |
| | | | From: | 82-659 | | | | | | | |
| 0.08 | 49 | R | | | _ _ | | NA | | NA | | 1997 |
| | | | | | | | | | | | |
| 0.16 | 80 | R | | 82-893 | | | NA | | NA | | 1997 |
| | | | To: | 82-710 | | | | | | | |
| | | | From: | WCL HARRISONBURG | | | | | | | |
| 0.09 | 520 | R | | | | | NA | | NA | | 07/20/2000 |
| 0.00 | 000 | | From: | 82-896 | | | NIA | | NIA | | 1007 |
| 0.02 | 880 | ĸ | | | _ | | NA | | NA | | 1997 |
| 0.18 | 610 | R | From: | 0.03 ME 82-896 | | | NΑ | | NΑ | | 07/17/2000 |
| 0.10 | 010 | | To | 92 904 | | | 1471 | | 14/ \ | | 0771772000 |
| 0.04 | 670 | R | From: | 82-894 | | | NA | | NA | | 07/17/2000 |
| | | | To: | 82-710 | | | | | | | |
| 0.45 | | _ | From: | 82-895 | | | | | | | |
| 0.15 | 80 | R | To: | Cul da Sac | _ | | NA | | NA | | 1997 |
| | | | From: | | | | | | | | |
| 0.09 | 270 | R | | cui de buc | _ | | NA | | NA | | 07/17/2000 |
| | | | To: | 82-895 | | | | | | | |
| 0.54 | 4000 | _ | From: | 82-705 | | | NIA | | NIA | | 07/47/0000 |
| 0.51 | 1200 | ĸ | To: | 82-679 | ╗ | | NA | | NA | | 07/17/2000 |
| | | | From: | | | | | | | | |
| 0.10 | NA | | | | _ | | NA | | NA | | |
| | | | | | | | | | | | |
| 0.06 | 30 | R | From: | Dead End | | | NΑ | | NΑ | | 1997 |
| 0.00 | 30 | | To: | 82-639 | | | 1471 | | 14/ (| | 1007 |
| | | | From: | Dead End | | | | | | | |
| 0.33 | 100 | R | | | _ | | NA | | NA | | 09/18/2000 |
| | | | | | | | | | | | |
| 0.80 | 350 | R | From: | 82-752 | | | NA | | NA | | 10/05/2000 |
| | | | To: | 82-748 | | | | | | | |
| | | | From: | SR 42 |] | | | | | | |
| 0.55 | 2300 | G | | | 0% | С | 220 | G | 2300 | G | 2001 |
| | | | From: | NCL HARRISONBURG | | | | | | | |
| 1.16 | 1300 | G | 91% | 0% 2% 3% 4% | 0% | F | 140 | G | 1300 | G | 2001 |
| | | | To: From: | | + | | | | | | |
| 0.50 | 600 | G | 91% | 0% 2% 3% 4% | 0% | F | 50 | G | 610 | G | 2001 |
| | | | To: From: | 82-767 | | | | | | | |
| 0.90 | 500 | G | 91% | 0% 2% 3% 4% | 0% | F | 50 | G | 510 | G | 2001 |
| | _ | | To: From: | 82-765 SOUTH | <u> </u> | | | | | | |
| 0.30 | 340 | G | 91% To: | 0% 2% 3% 4% 82-765 NORTH | 一 0% | F | 45 | G | 350 | G | 2001 |
| | 0.16 0.09 0.02 0.18 0.04 0.15 0.09 0.51 0.10 0.06 0.33 0.80 0.55 1.16 0.50 | 0.16 80 0.09 520 0.02 880 0.18 610 0.04 670 0.15 80 0.09 270 0.51 1200 0.10 NA 0.06 30 0.33 100 0.80 350 0.55 2300 1.16 1300 0.50 600 0.90 500 | 0.16 80 R 0.09 520 R 0.02 880 R 0.18 610 R 0.04 670 R 0.15 80 R 0.09 270 R 0.51 1200 R 0.10 NA 0.06 30 R 0.33 100 R 0.80 350 R 0.55 2300 G 1.16 1300 G 0.50 600 G 0.90 500 G | 0.08 | No. | Note | Note | 10.08 | NA | 10.08 | 0.08 |

| Route | Length | AADT | QA | 4Tire | Bus | | TrTr- 3+Axle | | | QC | Design Hour | QK | AAWDT | QW | Year |
|----------------------|--------|------|---|--------------|-----|--------------|-----------------|----|--------------|----|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | | 82-765 N | | | ı | | | | | | |
| 910 | 1.30 | 310 | G | 91% | 0% | 2% | 3% | 4% | 0% | F | 30 | G | 320 | G | 2001 |
| 910 | 0.30 | 140 | R | From: | | 82-7 | 72 | | | | NA | | NA | | 1997 |
| 910 | 1.10 | 140 | R | From: | | 82-7 | 77 | |]— | | NA | | NA | | 10/19/2000 |
| | | | | To: From: | | 82-7 | 79 | | | | | | | | |
| 910 | 0.40 | 140 | R | To | | 82-7 | 21 | | | | NA | | NA | | 1997 |
| 910 | 0.90 | 100 | R | From: | | 82-7 | | | _ _ | | NA | | NA | | 09/21/2000 |
| | 0.40 | 240 | _ | From: | | US | | | | | NIA | | NIA | | 00/24/2000 |
| 911) | 0.40 | 210 | R | To: | | Dead | End | | | | NA | | NA | | 09/21/2000 |
| \bigcirc | 0.14 | | | From: | | Dead | End | | | | NIA | | NIA | | 00/07/2000 |
| 912) | 0.14 | 60 | R | To: | | SR 2 | 59 | | | | NA | | NA | | 09/07/2000 |
| | | | | From: | | 82-7 | | | | | | | | | |
| 913) | 1.58 | 160 | R | To: | | 82-736 N | ORTH | | 1 | | NA | | NA | | 10/16/2000 |
| 613 | 0.40 | 270 | R | From: | | 82-736 S | | | | | NA | | NA | | 10/16/2000 |
| 913) | 0.10 | | • | To: | | 82-7 | 01 | | | | 101 | | | | 10/10/2000 |
| | 0.25 | 80 | R | From: | | Dead | End | | | | NA | | NA | | 10/23/2000 |
| 914) | 0.25 | 00 | K | To: | | 82-734 N | ORTH | |] | | INA | | INA | | 10/23/2000 |
| 914) | 0.20 | 140 | R | From: | | 82-734 S | OUTH | | | | NA | | NA | | 10/23/2000 |
| | | | | To: From: | | 82-8 | 31 | | | | | | | | |
| 914) | 0.60 | 90 | R | To: | | 92.7 | 22 | | _ | | NA | | NA | | 10/16/2000 |
| | | | | From: | | 82-7 Dead | | | <u> </u> | | | | | | |
| 915) | 0.50 | 90 | R | | | | | | - | | NA | | NA | | 10/19/2000 |
| | | | | To: | | 82-7 | | | | | | | | | |
| 916) | 0.10 | 40 | R | From: | | 82-7 | 52 | | | | NA | | NA | | 10/05/2000 |
| 910 | | | | To: | | Dead | End | | | | | | | | .0/00/2000 |
| | 0.60 | 400 | | From: | | Dead | End | | | | NA | | NA | | 08/30/2000 |
| 917) | 0.00 | 100 | R | To: | | SR 2 | 59 | | | | INA | | INA | | 06/30/2000 |
| Town of Mt. Crawford | | | | • | | | | | • | | | | | | |
| 918) | 0.25 | 100 | R | From: | | US | 11 | | | | NA | | NA | | 1997 |
| (910) | | | | To: | | 82-8 | 67 | | | | | | | | |
| $\widehat{}$ | | | | From: | | US | 11 | | | | | | | | |
| 919 | 0.05 | 100 | R | To: | E/ | CL MT CR | A W/EODD | | _ | | NA | | NA | | 07/13/2000 |
| Rockingham County | | | | | 150 | CL WIT CK | AWIORD | | | | | | | | |
| | | | | From: | Е | CL MT CR | AWFORD | | | | | | | | |
| 919 | 0.03 | 100 | R | To: | | Dead | End | | 7 | | NA | | NA | | 07/13/2000 |
| | | | | From: | | Dead | | | 1 | | | | | | |
| 920 | 0.10 | 270 | R | <u> </u> | | Dead | LIIU | | _ | | NA | | NA | | 07/13/2000 |
| | | | | To: | | SR 2 | 57 | | | | | | | | |
| | 0.64 | 440 | | From: | | Dead | End | | | | NIA | | NIA | | 08/20/2000 |
| 921) | 0.61 | 110 | R | To: | | SR 2 | 59 | | _ | | NA | | NA | | 08/30/2000 |
| | | | | | | SIX Z | | | 1 | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle | | uck 1Trail | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|--------------|---------------|--|---------------|----------|------------|----------------|------------|-------|----|------------|
| Rockingham County | | | | From: | 82-620 |) | | J | | | | | | |
| 922) | 0.40 | 90 | R | To: | Dead E | nd | | 7 | | NA | | NA | | 08/28/2000 |
| | | | | From: | 82-72° | | | + | | | | | | |
| 923) | 0.38 | 120 | R | | 02-72 | | | _ | | NA | | NA | | 10/16/200 |
| | | | | To: | Dead E | ad | | | | | | | | |
| \bigcirc | 7.00 | 440 | | From: | West Virginia | State Line | | | | | | | | 4007 |
| 924) | 7.00 | 110 | R | To: | SR 25 | 7 | | 7 | | NA | | NA | | 1997 |
| | | | | From: | ECL Harriso | | | 1 | | | | | | |
| 925 | 1.03 | 1700 | G | 97% | 1% 1% | 1% | 0% | 0% | С | 180 | G | 1700 | G | 2001 |
| | | | | To: From: | 82-70- | 1 | | 1— | | | | | | |
| 925) | 0.88 | 1500 | G | 97% | 1% 1% | 1% | 0% | 0% | F | 150 | G | 1500 | G | 2001 |
| | | | | To: | 82-620 |) | | | | | | | | |
| \bigcirc | 0.00 | 00 | _ | From: | Dead E | nd | | | | NIA | | NIA | | 00/20/200 |
| 929 | 0.02 | 60 | R | To: | 82-612 | , | | 7 | | NA | | NA | | 08/30/200 |
| | | | | From: | Dead E | | | + | | | | | | |
| 933) | 1.38 | 340 | R | | Dead E | ICI | | | | NA | | NA | | 10/05/2000 |
| | | | | To: | 82-742 | 2 | | | | | | | | |
| | | | | From: | 82-71 | 7 | | | | | | | | |
| 934) | 0.10 | 4 | R | To: | D 15 | . | | _ | | NA | | NA | | 08/14/2000 |
| | | | | From: | Dead E | | | <u> </u> | | | | | | |
| 025 | 0.40 | 100 | R | From: | Dead E | nd | | _ | | NA | | NA | | 10/19/2000 |
| 935 | 0.10 | | | To: | 82-76 | İ | | 1 | | | | | | 10/10/200 |
| | | | | From: | 82-00752 | (B)/ | | | | | | | | |
| 936 | 0.05 | NA | | _ | | | | _ | | NA | | NA | | |
| | | | | To: | Dead E | | | | | | | | | |
| | 0.15 | 60 | R | From: | 82-818 | } | | | | NA | | NA | | 08/30/200 |
| 937 | 0.15 | 00 | K | To: | SR 25 | 9 | | 7 | | INA | | INA | | 00/30/2000 |
| | | | | From: | SR 25 | | | | | | | | | |
| 938) | 0.22 | 40 | R | | | | | | | NA | | NA | | 08/30/2000 |
| | | | | To: | SR 25 |) | | | | | | | | |
| \bigcirc | 0.50 | 400 | _ | From: | Dead E | nd | | | | NIA | | NIA | | 00/44/000/ |
| 940 | 0.50 | 160 | R | To: | 82-602 | , | | 7 | | NA | | NA | | 08/14/2000 |
| | | | | From: | 82-620 | | | + | | | | | | |
| 942) | 0.80 | 90 | R | | 82-020 | <u>, </u> | | | | NA | | NA | | 08/14/2000 |
| | | | | To: | Dead E | nd | | | | | | | | |
| | | | | From: | SR 25 | 9 | | | | | | | | |
| 946) | 0.60 | 180 | R | т | | | | _ | | NA | | NA | | 09/14/2000 |
| | | | | To: | Dead E | | | | | | | | | |
| 047 | 0.49 | 120 | R | From: | 82-602 | 1 | | _ | | NA | | NA | | 08/10/2000 |
| 941) | 0.40 | | | To: | 92.70 | 1 | | | | | | | | |
| 947) | 0.40 | 90 | R | To: From: | 82-60 | <u> </u> | | | | NA | | NA | | 08/07/2000 |
| (947) (947) | | | | To: | Dead E | nd | | 1 | | | | | | |
| | | | | From: | Dead E | nd | | | | | | | | |
| 948) | 1.10 | 210 | R | | | | | _ | | NA | | NA | | 09/18/2000 |
| | | | | To: | 82-72 | | | <u> </u> | | | | | | |
| | 0.98 | 400 | Б | From: | Dead E | nd | | _ | · <u> </u> | NA | · <u> </u> | NA | | 07/27/2000 |
| 949 | 0.98 | 180 | R | To: | 82-672 | , | | 7 | | INA | | INA | | 0112112000 |
| | | | | | 02-072 | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
|-------------------|-------------|------|----|----------|-------------------------|----------|----|----------------|----------|------------|
| Rockingham County | | | | From: | SR 211 | 1 | | | | |
| 953) | 2.20 | 60 | R | | SK 211 | _ | | NA | NA | 08/24/2000 |
| | | | | To: | Shenandoah County Line | | | | | |
| \bigcirc | 0.40 | 400 | _ | From: | 82-1603 | | | NIA | NIA | 07/07/0000 |
| 955 | 0.10 | 180 | R | | | _ | | NA | NA | 07/27/2000 |
| | 1.75 | 80 | R | From: | 82-1604 | | | NA | NA | 07/27/2000 |
| 955) | 1.73 | 00 | IX | To: | US 340 | 7 | | INA | INA | 0112112000 |
| | | | | From: | Dead End | | | | | |
| 958) | 0.50 | 240 | R | _ | | _ | | NA | NA | 07/31/2000 |
| | | | | To: | 82-754 | | | | | |
| 959 | 0.80 | 120 | R | From: | 82-617 | | | NA | NA | 1997 |
| (939) | 0.00 | | | To: | Dead End | 1 | | | | |
| | | | | From: | 82-953 | | | | | |
| 960 | 0.30 | 80 | R | . — | | _ | | NA | NA | 08/24/2000 |
| | | | | To: | SR 211 | | | | | |
| 061 | 0.50 | 50 | R | From: | Dead End | | | NA | NA | 08/30/2000 |
| 961) | 0.00 | | | To: | 82-820 | 1 | | | | 00/00/2000 |
| | | | | From: | 82-963 | | | | | |
| 963 | 0.20 | 90 | R | | | _ | | NA | NA | 08/14/2000 |
| | | | | To: | US 11 | | | | | |
| 660 | 0.13 | 20 | R | From: | 82-963 | | | NA | NA | 08/14/2000 |
| 964) | 0.10 | 20 | | To: | Dead End | 7 | | IVA | IN/A | 00/14/2000 |
| | | | | From: | 82-607 | | | | | |
| 965) | 0.30 | 270 | R | | | _ | | NA | NA | 08/07/2000 |
| | | | | To: | Dead End | | | | | |
| | 0.15 | 20 | R | From: | 82-708 | | | NA | NA | 07/27/2000 |
| 967) | 0.13 | 20 | K | To: | Dead End | 1 | | INA | INA | 0772772000 |
| | | | | From: | Dead End | | | | | |
| 972) | 0.50 | 220 | R | | | _ | | NA | NA | 08/30/2000 |
| | | | | To: | 82-612 | | | | | |
| 976) | 0.04 | NA | | From: | 82-00978(B)/ | | | NA | NA | |
| (976) | 0.04 | NA. | | To: | Cul-de-Sac/ | 7 | | IVA | INA | |
| | | | | From: | 82-996 | | | | | |
| 978 | 0.09 | 50 | R | | | _ | | NA | NA | 08/10/2000 |
| | | | | To: | 82-999 | | | | | |
| | 0.64 | 200 | R | From: | 82-602 | | | NA | NA | 08/10/2000 |
| 979 | 0.04 | 200 | K | To | 00.000 | _ | | INA | INA | 00/10/2000 |
| 070 | 0.26 | 290 | R | From: | 82-829 | | | NA | NA | 08/10/2000 |
| 979 | | | | To | US 33 | | | | | |
| 979 | 0.10 | 130 | R | From: | 0333 | | | NA | NA | 08/10/2000 |
| | | | | To: | 82-981 | | | | | |
| | ^ =- | | _ | From: | 82-981 | | | | | 2011-1-11 |
| 980 | 0.50 | 240 | R | To: | 82-640 | 7 | | NA | NA | 08/14/2000 |
| | | | | From: | US 33 WEST | 1 | | | | |
| 981) | 2.63 | 620 | R | <u> </u> | OB 33 WEST | _ | | NA | NA | 08/10/2000 |
| | | | | To | 82-979 | | | | | |
| 981) | 0.22 | 780 | R | From: | <u> </u> | _ | | NA | NA | 08/10/2000 |
| \bigcup | | | | To: | US 33 EAST | | | | | |

| Route | Length | AADT | QA | 4Tire | Rue | Truck 3+Axle 1 | | QC | Design Hour | QK A | AAWDT | QW | Year |
|-------------------|--------|-------|----|--------------|------------------------|-------------------|----|----|----------------|------|--------|----|--------------|
| Rockingham County | | | | From: | 82-79 | 6 | | | | | | | |
| (982) | 0.06 | 20 | R | | | | | | NA | | NA | | 1997 |
| | | | | To: | Dead E | nd | | | | | | | |
| | 0.05 | 20 | , | From: | 82-79 | 3 | | | NIA | | NIA | | 00/24/2000 |
| 983 | 0.25 | 20 | R | To: | Dead E | ind | | | NA | | NA | | 08/21/2000 |
| | | | | From: | SR 259 W | | | | | | | | |
| 984) | 0.11 | 47 | R | | 3R 237 W | ESI | | | NA | | NA | | 09/14/2000 |
| | | | | To: | SR 259 E | AST | | | | | | | |
| | | | | From: | Dead E | nd | | | | | | | |
| 985 | 0.24 | 40 | R | . — | | | | | NA | | NA | | 08/21/2000 |
| | | | | To: | US 1 | | | | | | | | |
| | 0.62 | 00 | R | From: | 82-80 | 6 | | | NA | | NA | | 00/21/200/ |
| 986) | 0.02 | 90 | ĸ | _ | | | | | INA | | INA | | 08/21/2000 |
| | 0.83 | 40 | R | From: | 82-98 | 7 | | | NA | | NA | | 08/21/2000 |
| 986 | 0.03 | 40 | ĸ | To: | Dead E | end. | | | INA | | INA | | 00/2 1/2000 |
| | | | | From: | 82-98 | | | | | | | | |
| 987) | 0.14 | 20 | R | | 62-76 | <u>o</u> | | | NA | | NA | | 08/21/2000 |
| 001) | | | | To: | Dead E | nd | | | | | | | |
| | | | | From: | 82-68 | 2 | | | | | | | |
| 988 | 1.37 | 120 | R | | | | | | NA | | NA | | 07/17/2000 |
| | | | | To: From: | 82-681 NO 82-681 SC | | | | | | | | |
| 988 | 0.30 | 260 | R | | 82-081 SC | 70111 | | | NA | | NA | | 07/13/2000 |
| (500) | | | | To: | 82-68 | 0 | | | | | | | |
| 988 | 0.50 | 240 | R | From: | 82-08 | 9 | | | NA | | NA | | 07/13/2000 |
| 988 | | | | To: | 82-98 | 0 | | | | | | | |
| 988 | 0.80 | 330 | R | From: | 82-98 | 9 | | | NA | | NA | | 07/13/2000 |
| 000 | | | | To: | 82-704 NO | | | | | | | | |
| | 0.00 | 4.400 | _ | From: | 82-704 SC | UTH | | | NIA | | NIA | | 07/47/000 |
| 988 | 0.30 | 1400 | R | | | | | | NA | | NA | | 07/17/2000 |
| | 0.42 | 4000 | | From: | 82-70 | 5 | | | NIA | | NIA | | 07/17/2000 |
| 988 | 0.42 | 1800 | R | To: | SCL HARRISO | ONBURG | | | NA | | NA | | 07/17/2000 |
| | | | | From: | 82-68 | | | | | | | | |
| 989) | 0.37 | 80 | R | L | 02-00. | | | | NA | | NA | | 07/13/2000 |
| | | | | To: | Dead End; Gap | Terminus | | | | | | | |
| 989 | 0.40 | 30 | R | From: | Doud Elia, Gup | reminas | | | NA | | NA | | 07/13/2000 |
| | | | | To | 82-84 | -6 | | | | | | | |
| 989 | 0.40 | 100 | R | From: | 02 01 | <u>v</u> | | | NA | | NA | | 07/13/2000 |
| | | | | To: | 82-98 | 8 | | | | | | | |
| | | | | From: | US 1 | 1 | | | | | | | |
| (990) | 0.20 | 190 | R | | | | | | NA | | NA | | 07/13/2000 |
| <u> </u> | | | | To: From: | 0.20 ME U | JS 11 | | | | | | | |
| 990 | 0.40 | 190 | R | | | | | | NA | | NA | | 07/13/2000 |
| | | | | To: From: | 0.60 ME U | JS 11 | | | | | | | 0=44545 |
| 990 | 0.80 | 90 | R | To: | R 15 | and | | | NA | | NA | | 07/13/2000 |
| | | | | From: | Dead E | | | | | | | | |
| 001 | 0.19 | 80 | R | . 10111. | Dead E | nd | | | NA | | NA | | 08/14/2000 |
| 991) | 0.10 | 00 | 11 | To | *** | 2 | | | | | . 4/ \ | | 35, 1-7,2000 |
| 600 | 0.21 | 480 | R | From: | US 33 | 5 | | | NA | | NA | | 08/14/2000 |
| 991) | 0.21 | -100 | 11 | To: | 82-996 W | /EST | | | INC | | 11/7 | | JUI 1712000 |
| | | | | | 02 //0 11 | | J. | | | | | | , |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle | 3+Axle | ıcк 1Trail | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|--------------|--------------|-------------|---------------|----------------|----|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | 82-996 | | | | | | | | | |
| 991) | 1.08 | 330 | R | | 02 //0 | 2.7.10.1 | | | | NA | | NA | | 07/31/2000 |
| | 0.25 | 270 | R | To: From: | 82-6 | 41 | | | | NA | | NA | | 07/31/2000 |
| 991) | 0.25 | 270 | ĸ | To: | 82-6 | 549 | | 1 | | INA | | INA | | 07/31/2000 |
| | | | | From: | Augusta Co | ounty Line | | | | | | | | |
| 992 | 0.30 | 180 | R | To: | FR-237; | 82-691 | | 1 | | NA | | NA | | 07/13/2000 |
| | | | | From: | Augusta Co | | | | | | | | | |
| 993 | 0.62 | 270 | R | | | | | | | NA | | NA | | 07/13/2000 |
| | 0.40 | | | To: From: | 0.62 MN | OF CL | | | | NIA | | NIA. | | 07/40/000 |
| 993) | 0.48 | 100 | R | To: | Dead | End | | 1 | | NA | | NA | | 07/13/2000 |
| | | | | From: | Dead | | | | | | | | | |
| 994) | 1.10 | 100 | R | · | | | | | | NA | | NA | | 07/20/2000 |
| | 0.25 | 420 | | From: | 1.10 MN I | Dead End | | | | NIA | | NIA | | 1007 |
| 994) | 0.35 | 130 | R | To: | SR 2 | 276 | | | | NA | | NA | | 1997 |
| | | | | From: | Dead | End | | | | | | | | |
| 995) | 0.40 | 120 | R | | | | | _ | | NA | | NA | | 07/17/2000 |
| 605 | 1.49 | 300 | R | From: | 82-6 | 593 | | | | NA | | NA | | 07/13/2000 |
| (995) | 1.43 | 300 | K | To: | 82-6 | 70 | | | | INA | | INA | | 07713/2000 |
| (995) (995) | 0.30 | 450 | R | From: | 02-0 | 776 | | | | NA | | NA | | 07/13/2000 |
| | | | | To: | 82-6 | | | | | | | | | |
| (006) | 0.82 | 1500 | G | 95% | 1% 2% | WEST 1% | 1% | 」 ○% | С | 200 | G | 1600 | G | 2001 |
| 990) | | | | To: | 82-6 | | .,, | ¬ | | | | | | |
| 996 996 996 | 1.57 | 1800 | R | From: | | ·, <u>-</u> | | | | NA | | NA | | 1997 |
| | | | | To: From: | 82-843 | WEST | |]—— | | | | | | |
| (996) | 0.78 | 1500 | R | _ | | | | _ | | NA | | NA | | 1997 |
| 996) | 0.98 | 1200 | R | From: | 82-6 | 549 | | | | NA | | NA | | 1997 |
| 990) | | | | To: | US 33 | EAST | | | | | | | | |
| \bigcirc | 0.04 | 70 | _ | From: | 82-9 | 96 | | | | NIA | | NIA | | 4007 |
| 997) | 0.24 | 70 | R | To: | Dead | End | | | | NA | | NA | | 1997 |
| | | | | From: | Dead | End | | | | | | | | |
| 998 | 0.04 | 20 | R | To: | 92.6 | 20.6 | | _ | | NA | | NA | | 1997 |
| | | | | From: | 82-9 82-9 | | | 1 | | | | | | |
| 999 | 0.08 | 20 | R | <u> </u> | 62-7 | 790 | | | | NA | | NA | | 1999 |
| | | | | To: From: | Dead End; Ga | ap Terminus | |] | | | | | | |
| 999 | 0.10 | 20 | R | To: | US | 22 | | _ | | NA | | NA | | 1997 |
| | | | | From: | 82-6 | | | + | | | | | | |
| 1000 | 0.29 | 300 | R | | 22 (| | | | | NA | | NA | | 1996 |
| | | | | To: From: | 82-1 | 002 | |] | | | | | | |
| (1000) | 0.08 | 100 | R | | | | | _ | | NA | | NA | | 1996 |
| (1000) | 0.11 | 260 | R | From: | 82-1 | 001 | | _ | | NA | | NA | | 1996 |
| | V | | | | | | | | | , . | | | | . 555 |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT QW | Year |
|-------------------|--------|------|----|--------------|-------------------------|----------|----|----------------|-------------|------------|
| Rockingham County | | | | From: | 82-1000 | 1 | | | | |
| (1001) | 0.06 | 80 | R | <u> </u> | 02 1000 | _ | | NA | NA | 1996 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.08 | 400 | R | From: | 82-1003 | | | NA | NA | 1996 |
| (1002) | 0.00 | 400 | K | To | 02.1004 | 7 | | INA | NA. | 1990 |
| (1002) | 0.10 | 410 | R | From: | 82-1004 | | | NA | NA | 1996 |
| (1002) | | | | To: | 82-1000 | 7 | | | | |
| 1002 | 0.20 | 200 | R | From: | | _ | | NA | NA | 1996 |
| | | | | To: | Cul-de-Sac | | | | | |
| | 0.27 | 230 | R | From: | Dead End | | | NA | NA | 1996 |
| (1003) | 0.27 | 230 | ĸ | т | 22.422 | _ | | INA | NA | 1990 |
| (1002) | 0.15 | 130 | R | From: | 82-1002 | | | NA | NA | 1996 |
| 1003 | | | | To: | 82-688 | | | | | |
| | | | | From: | Dead End | | | | | |
| (1004) | 0.42 | 100 | R | | | | | NA | NA | 1996 |
| | 0.45 | 400 | | From: | 82-1002 | | | NIA | NIA | 4000 |
| (1004) | 0.15 | 120 | R | To: | 82-688 | 7 | | NA | NA | 1996 |
| | | | | From: | Cul-de-Sac | 1 | | | | |
| 1005 | 0.10 | 160 | R | | cui de sue | | | NA | NA | 1996 |
| | | | | To: | 82-688 | | | | | |
| \bigcirc | 0.00 | 200 | | From: | 82-1004 | | | NIA | NIA | 07/47/2004 |
| 1006 | 0.09 | 280 | R | To: | 82-1003 | | | NA | NA | 07/17/2000 |
| | | | | From: | Cul-de-Sac | | | | | |
| (1007) | 0.18 | 180 | R | | cui de sue | | | NA | NA | 07/17/2000 |
| | | | | To: | 82-1000 | | | | | |
| | 0.04 | 400 | _ | From: | 82-630 | | | NIA | NIA | 07/04/000/ |
| 1010 | 0.34 | 190 | R | _ | | | | NA | NA | 07/31/2000 |
| (100) | 0.36 | 110 | R | From: | 82-1011 | | | NA | NA | 07/31/2000 |
| (1010) | 0.00 | 110 | | To: | Dead End | | | | | 0170112000 |
| | | | | From: | Dead End | | | | | |
| (1011) | 0.08 | 40 | R | _ | | _ | | NA | NA | 07/31/2000 |
| | | | | To: | 82-1010 | | | | | |
| (100) | 0.23 | 260 | R | From: | Cul-de-Sac | | | NA | NA | 07/20/2000 |
| 1013 | 0.20 | 200 | ., | To: | 82-704 | | | | 101 | 0172072000 |
| | | | | From: | 82-1016 | | | | | |
| 1014) | 0.23 | 280 | R | | | _ | | NA | NA | 07/20/2000 |
| | | | | To: | 82-704 | | | | | |
| | 0.07 | 70 | R | From: | 82-1014 | | | NA | NA | 07/20/2000 |
| 1015 | | | | To: | Cul-de-Sac | _ | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| 1016 | 0.12 | 100 | R | | | _ | | NA | NA | 07/20/2000 |
| | | | | To: From: | 82-1014 |] | | | | |
| 1016) | 0.08 | 70 | R | | 0.11.6 | _ | | NA | NA | 07/20/2000 |
| | | | | To: | Cul-de-Sac | _ | | | | |
| 1020 | 0.07 | 260 | R | From: | 82-738 | _ | | NA | NA | 10/16/2000 |
| (1020) | 0.07 | _00 | 11 | To: | 82-1021 | 7 | | / ١ | 1 1/1 | 10/10/2000 |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
|----------------------|--------|------|----|--------------|--------------------------|---------------|----|----------------|----------|------------|
| Rockingham County | | | | From: | 82-1021 | 1 | | | | |
| (1020) | 0.07 | 150 | R | <u> </u> | V | _ | | NA | NA | 10/16/2000 |
| | | | | To: From: | 82-1022 |] | | | | 40/40/000 |
| 1020 | 0.04 | 30 | R | To: | Dead End | 7 | | NA | NA | 10/16/2000 |
| | | | | From: | Cul-de-Sac | 1 | | | | |
| (1021) | 0.06 | 50 | R | | ou de sue | _ | | NA | NA | 10/16/2000 |
| | | | | To: | 82-1020 | | | | | |
| | 0.07 | 80 | R | From: | 82-1020 | | | NA | NA | 10/16/2000 |
| (1022) | 0.07 | 80 | K | To: | Cul-de-Sac | 7 | | INA | IVA | 10/10/2000 |
| Town of Mt. Crawford | | | | | | | | | | |
| | 0.06 | NA | | From: | 82-01024(B)/ | | | NA | NA | |
| (1023) | 0.00 | NA | | To: | 82-00867(B)/ | 7 | | INA | INA | |
| | | | | From: | Cul-de-Sac/ | 1 | | | | |
| 1024 | 0.10 | NA | | | | _ | | NA | NA | |
| | | | | To: | Cul-de-Sac/ | | | | | |
| Rockingham County | | | | From: | 82-689 | 1 | | | | |
| (1025) | 0.20 | 46 | R | | V= VV | - | | NA | NA | 07/17/2000 |
| <u> </u> | | | | To: | Cul-de-Sac | | | | | |
| | 0.48 | 660 | R | From: | 82-1031 | | | NA | NA | 07/20/2000 |
| 1030) | 0.46 | 660 | ĸ | To: | 82-689 | 7 | | INA | INA | 07/20/2000 |
| | | | | From: | Dead End | | | | | |
| (1031) | 0.59 | NA | | | | - | | NA | NA | |
| | | | | To: | Dead End | | | | | |
| | 0.02 | NA | | From: | 82-1031 | _ | | NA | NA | |
| 1032 | 0.02 | INA | | To: | Dead End | ٦ | | INA | IVA | |
| | | | | From: | 82-1031 | | | | | |
| (1033) | 0.04 | NA | | | | _ | | NA | NA | |
| | | | | To: | Dead End | 1 | | | | |
| (100) | 0.15 | 290 | R | From: | US 33 BUS | _ | | NA | NA | 08/10/2000 |
| 1040 | 0.10 | 200 | | To | 82-1041 | | | | | 00/10/2000 |
| (1040) | 0.08 | 160 | R | From: | 02-1041 | _1 | | NA | NA | 08/10/2000 |
| | | | | To: | 82-1042 | | | | | |
| \bigcirc | | | _ | From: | Dead End | | | | | 22/12/22 |
| 1041) | 0.05 | 80 | R | To: | 82-1040 | 7 | | NA | NA | 08/10/2000 |
| | | | | From: | Cul-de-Sac | | | | | |
| (1042) | 0.05 | 60 | R | | Cui-uc-Sac | _ | | NA | NA | 08/10/2000 |
| | | | | To: | 82-1040 | | | | | |
| \bigcirc | 0.40 | 400 | _ | From: | 82-647 | | | NIA | NIA | 00/44/2006 |
| 1050 | 0.10 | 130 | R | To: | 82-1052 | 7 | | NA | NA | 08/14/2000 |
| | | | | From: | Cul-de-Sac | 1 | | | | |
| (1051) | 0.09 | 70 | R | | | - | | NA | NA | 08/14/2000 |
| | | | | To: | 82-1050 | <u> </u> | | | | |
| \bigcirc | 0.07 | 70 | В | From: | Cul-de-Sac | | | NA | NA | 08/14/2000 |
| 1052 | 0.07 | 70 | R | To: | 82-1050 | 7 | | INA | INA | 00/14/2000 |
| | | | | From: | Cul-de-Sac | | | | | |
| 1060 | 0.39 | NA | | | | <u>-</u> - | | NA | NA | |
| | | | | To: | 82-00704(B)/82-00712(U)/ | | | | | |

| Route | Length | AADT | QA | 4Tir | e Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Yea |
|---------------------|--------|------|-----|--------------|------------------------------|----|----|----------------|----------|---------|
| Rockingham County | | | | From: | Cul-de-Sac/ | 1 | | | | |
| (1061) | 0.31 | NA | | _ | Cui-de-Sac/ | _ | | NA | NA | |
| | | | | To: | 82-01060(B)/NORTH | | | | | |
| \bigcirc | | | | From: | 82-01060(B)/ | | | | | |
| (1062) | 0.09 | NA | | To: | 92 00704/D)/ | _ | | NA | NA | |
| | | | | From: | 82-00704(B)/ | | | | | |
| 1080 | 0.11 | NA | | | 82-00649(B)/ | _ | | NA | NA | |
| (1000) | - | | | To: | 82-01081(L)/82-01082(R)/ | | | | | |
| | | | | From: | Cul-de-Sac/ | | | | | |
| (1081) | 0.07 | NA | | . — | | _ | | NA | NA | |
| | | | | To: | 82-01080(R)/82-01082(L)/ | | | | | |
| | 0.06 | NA | | From: | 82-01080(R)/82-01081(L)/ | | | NA | NA | |
| 1082 | 0.00 | NA. | | To: | Cul-de-Sac/ | 7 | | IVA | 14/4 | |
| | | | | From: | Dead End/ | | | | | |
| 1090 | 0.20 | NA | | | | | | NA | NA | |
| $\bigcup_{i=1}^{n}$ | | | | To: | 82-00996(B)/ | | | | | |
| | 0.44 | | | From: | Dead End/ | | | | | |
| 1093 | 0.14 | NA | | To: | 82-00842(B)/ | _ | | NA | NA | |
| | | | | From: | 82-01093(B)/WEST | | | | | |
| (1094) | 0.14 | NA | | <u> </u> | 82-01093(B)/ WES1 | _ | | NA | NA | |
| | | | | To: | 82-01093(B)/EAST | | | | | |
| | | | | From: | RT 1101 ANNEXED HARRISONBURG | | | | | |
| (1109) | 0.07 | NA | | . — | | _ | | NA | NA | |
| | | | | To: | RT 1102 ANNEXED HARRISONBURG | | | | | |
| | 0.13 | 450 | R | From: | Cul-de-Sac | | | NA | NA | 09/28/2 |
| 1128 | 0.10 | 430 | IX. | To: | 82-1130 | 7 | | IVA | 14/4 | 03/20/2 |
| | | | | From: | 82-1128 | | | | | |
| (1129) | 0.16 | 320 | R | | | _ | | NA | NA | 09/28/2 |
| | | | | To: | Cul-de-Sac | | | | | |
| | | | | From: | 82-1128 | | | | | 00/00/0 |
| 1130 | 0.14 | 840 | R | To: | WCL HARRISONBURG | _ | | NA | NA | 09/28/2 |
| | | | | From: | | | | | | |
| (1131) | 0.18 | 360 | R | <u> </u> | Dead End | _ | | NA | NA | 09/28/2 |
| | | | | To: | 82-1130 | | | | | |
| | | | | From: | US 33 | | | | | |
| (1132) | 0.06 | 390 | R | | | | | NA | NA | 1996 |
| | | | | To: From: | 82-1133 | | | | | |
| (1132) | 0.26 | 290 | R | . — | | _ | | NA | NA | 1996 |
| | | | | To: | Dead End | | | | | |
| | 0.08 | 130 | R | From: | 82-1132 | | | NA | NA | 1996 |
| 1133 | 0.00 | | | To: | Dead End | ユ | | | ING | |
| | | | | From: | 82-763 | | | | | |
| (1134) | 0.46 | 540 | R | _ | - / •• | | | NA | NA | 10/23/2 |
| | | | | To: | Cul-de-Sac | | | | | |
| \sim | | _ | | From: | 82-702 WEST | | | | | |
| 1135 | 0.06 | 220 | R | | | | | NA | NA | 1996 |
| | | | | To: From: | 82-1139 |]— | | | | |
| 1135 | 0.03 | 130 | R | To: | 92.1129 | _ | | NA | NA | 1996 |
| | | | | 10. | 82-1138 | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC | Design Hour | QK AAWDT QW | Year |
|-------------------|--------|------|----|--------------|---------------------------|----------|----|----------------|-------------|-----------|
| Rockingham County | | | | From: | 82-1138 | | | | | |
| (1135) | 0.04 | 160 | R | | 02 1130 | | | NA | NA | 1996 |
| | 0.13 | 210 | R | To: From: | 82-1137 | | | NA | NA | 1996 |
| (1135) | 0.13 | 210 | ĸ | To | 92 1126 | | | INA | NA | 1990 |
| (1135) | 0.05 | 210 | R | From: | 82-1136 | | | NA | NA | 1996 |
| | | | | To: From: | 82-702 EAST | <u> </u> | | | | |
| (1135) | 0.02 | 690 | R | To: | US 33 | _ | | NA | NA | 1996 |
| | | | | From: | 82-1135 | | | | | |
| (1136) | 0.06 | 48 | R | | | _ | | NA | NA | 1996 |
| | | | | To: From: | Cul-de-Sac | | | | | |
| (1137) | 0.09 | 60 | R | From: | Cul-de-Sac | | | NA | NA | 1996 |
| | | | | To: | 82-1135 | | | | | |
| \bigcirc | | | | From: | Dead End | | | | | 1000 |
| (1138) | 0.07 | 70 | R | | | _ | | NA | NA | 1996 |
| 1138 | 0.16 | 140 | R | From: | 82-1141 | | | NA | NA | 1996 |
| 1130 | | | | To: | 82-1135 | | | | | |
| \bigcirc | | | | From: | 82-1135 | | | | | 1000 |
| (1139) | 0.22 | 280 | R | _ | | | | NA | NA | 1996 |
| (1120) | 0.07 | 400 | R | From: | 82-1140 | | | NA | NA | 1996 |
| (1139) | | | | To | 82-1141 | | | | | |
| (1139) | 0.20 | 500 | R | From: | 02 1111 | | | NA | NA | 1996 |
| | | | | To: From: | 82-1142 | | | | | |
| 1139 | 0.12 | 920 | R | To: | 82-726 | | | NA | NA | 1996 |
| | | | | From: | Cul-de-Sac | | | | | |
| (1140) | 0.06 | 45 | R | | Cur-uc-Suc | | | NA | NA | 1996 |
| | | | | To: | 82-1139 | | | | | |
| (1141) | 0.04 | 60 | R | From: | Dead End | | | NA | NA | 1996 |
| (1141) | 0.04 | - 00 | | To: | 82-1139 | _ | | INA | IVA | 1000 |
| (1141) | 0.06 | 100 | R | From: | 02-1139 | | | NA | NA | 1996 |
| | | | | To: | 82-1138 | | | | | |
| | 0.09 | 170 | R | From: | 82-1182 | | | NA | NA | 09/29/200 |
| (1142) | 0.09 | 170 | K | To: | 82-1143 | | | INA | NA. | 09/29/200 |
| (1142) | 0.11 | 390 | R | From: | 82-1143 | | | NA | NA | 1996 |
| | | | | To: | 82-1139 | | | | | |
| \bigcirc | 0.30 | 220 | R | From: | 82-1146 | | | NA | NA | 1996 |
| 1143 | 0.30 | 220 | K | To: | 82-1142 | | | INA | NA | 1990 |
| | | | | From: | Dead End | | | | | |
| 1144 | 0.19 | 90 | R | To: | 110.22 | _ | | NA | NA | 1997 |
| | | | | From: | US 33 82-1174; 82-1173 | | | | | |
| (1146) | 0.43 | 130 | R | <u> </u> | 02-11/4, 02-11/3 | | | NA | NA | 1996 |
| | | | | To: From: | 82-1185 | | | | | |
| (1146) | 0.05 | 130 | R | | | _ | | NA | NA | 1996 |
| | | | | To: | 82-1149 | | | | | |

| Route | Length | AADT | QA | 4Tire | Rue | Tru 3+Axle | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------|--------|------|----|--------------|-------------------|---------------|---------------|----|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | 82-114 | | 1 | | | | | | |
| (1146) | 0.09 | 250 | R | | 02-11- | | _ | | NA | | NA | | 1996 |
| | 0.07 | 170 | R | To: From: | 82-114 | 47 |] | | NA | | NA | | 1996 |
| 1146 | 0.07 | 170 | ĸ | To: | 92.11. | 12 | | | INA | | INA | | 1990 |
| (1146) | 0.10 | 100 | R | From: | 82-114 | +3 | | | NA | | NA | | 1996 |
| | | | | To: | Cul-de- | | | | | | | | |
| | 0.14 | 320 | R | From: | 82-114 | 46 | | | NA | | NA | | 1996 |
| (1147) | | | .` | To: | 82-114 | 48 | 7 | | | | | | |
| (1147) | 0.19 | 240 | R | From: | 02 11 | 10 | | | NA | | NA | | 09/28/2000 |
| | | | | To: From: | 82-11 | 82 |] | | | | | | |
| (1147) | 0.19 | 1100 | R | To: | 82-72 | 26 | 7 | | NA | | NA | | 09/28/2000 |
| | | | | From: | 82-118 | | | | | | | | |
| 1148 | 0.06 | 130 | R | <u> </u> | | - | | | NA | | NA | | 09/28/2000 |
| | | | | To: From: | 82-113 | 84 |]—— | | | | | | |
| (1148) | 0.11 | 80 | R | ī | | | 1 | | NA | | NA | | 1996 |
| (1148) | 0.06 | 100 | R | From: | 82-114 | 47 | | | NA | | NA | | 1996 |
| (1146) | | | .` | To: | 82-114 | 43 | | | | | | | |
| | 0.00 | | _ | From: | Dead F | End | | | | | | | 00/00/0000 |
| (1149) | 0.23 | 80 | R | To: | 82-113 | 84 | 7 | | NA | | NA | | 09/28/2000 |
| | | | | From: | SR 4. | | | | | | | | |
| (1151) | 0.18 | 160 | R | | | | _ | | NA | | NA | | 1997 |
| | | | | To: From: | Dead F | | | | | | | | |
| (1153) | 0.26 | NA | | T KAIII. | 82-114 | 10 | | | NA | | NA | | |
| | | | | To: | 82-11 | 74 | | | | | | | |
| | 0.06 | NA | | From: | Cul-de- | Sac | | | NA | | NA | | |
| 1154 | 0.00 | NA | | To: | 82-11: | 53 | | | INA | | INA | | |
| | | | | From: | Cul-de- | Sac | | | | | | | |
| (1161) | 0.13 | 280 | R | To: | 82-72 | 26 | 7 | | NA | | NA | | 07/17/2000 |
| | | | | From: | Cul-de- | | | | | | | | |
| (1163) | 0.05 | 20 | R | | | | | | NA | | NA | | 1996 |
| | | | | To: From: | 82-110 | 66 | | | | | | | 1000 |
| (1163) | 0.08 | 240 | R | | | | _ | | NA | | NA | | 1996 |
| (1163) | 0.15 | 500 | R | From: | 82-110 | 54 | | | NA | | NA | | 1996 |
| | | | | To: | 82-65 | 9 | | | | | | | |
| \bigcirc | 0.00 | 400 | _ | From: | Cul-de- | Sac | | | NIA | | NIA | | 4000 |
| (1164) | 0.08 | 160 | R | To: | 82-110 | 63 | | | NA | | NA | | 1996 |
| | | | | From: | US 3 | | | | | | | | |
| (1165) | 0.18 | 100 | R | To: | 2.1. | G | _ | | NA | | NA | | 10/23/2000 |
| | | | | From: | Cul-de- 82-110 | | | | | | | | |
| 1166 | 0.05 | 120 | R | | 02-110 | ر ر | _ | | NA | | NA | | 1996 |
| | | | | To: | Cul-de- | | | | | | | | |
| | 0.17 | NA | | From: | Dead F | end | | | NA | | NA | | |
| (1167) | 0.17 | INA | | To: | CAVALRY | LANE | 1 | | IN/A | | IN/A | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
|-------------------|--------|------|----|--------------|-------------------------|----------|----|----------------|----------|------------|
| Rockingham County | | | | From: | 82-1193 | 1 | | | | |
| (1167) | 0.35 | 570 | R | <u> </u> | | | | NA | NA | 07/17/2000 |
| \bigcirc | 0.06 | 040 | | To: From: | 82-1169 | | | NIA | NΙΛ | 07/47/200/ |
| (1167) | 0.06 | 640 | R | To: | 02.11(0 | _ | | NA | NA | 07/17/2000 |
| (1167) | 0.22 | 840 | R | From: | 82-1168 | | | NA | NA | 07/17/2000 |
| | | | | To: | US 33 | | | | | |
| | 0.08 | 70 | R | From: | Cul-de-Sac | | | NA | NA | 07/17/2000 |
| (1168) | 0.00 | | | To: | 82-1167 | | | 147 (| 107 | 0771772000 |
| | | | | From: | Dead End | | | | | |
| 1169 | 0.12 | 110 | R | To: | 82-1167 | 1 | | NA | NA | 07/17/2000 |
| | | | | From: | 82-1174 | 1 | | | | |
| (1173) | 0.07 | NA | | | | | | NA | NA | |
| | | | | To: | 82-726 | | | | | |
| (1174) | 0.22 | NA | | From: | 82-1173 | | | NA | NA | |
| (1174) | | | | To: | 82-1147 | | | | | |
| \bigcirc | | | | From: | 82-726 SOUTH | | | | | |
| 1175 | 0.06 | 150 | R | | | _ | | NA | NA | 1996 |
| (1475) | 0.09 | 100 | R | From: | 82-1177 | _ | | NA | NA | 1996 |
| 1175 | 0.00 | 100 | | To: | 82-1176 | | | | | |
| (175) | 0.05 | 200 | R | From: | 62-11/0 | | | NA | NA | 1996 |
| | | | | To: From: | 82-1178 | | | | | |
| (1175) | 0.03 | 290 | R | To: | 82-726 NORTH | _ | | NA | NA | 1996 |
| | | | | From: | Cul-de-Sac | | | | | |
| 1176 | 0.10 | 130 | R | <u> </u> | Cul-uc-bac | | | NA | NA | 1996 |
| | | | | To: From: | 82-1179 | | | | | |
| 1176 | 0.07 | 220 | R | To: | 82-1175 | _ | | NA | NA | 1996 |
| | | | | From: | Cul-de-Sac | | | | | |
| (1177) | 0.05 | 70 | R | | | _ | | NA | NA | 1996 |
| | | | | To: | 82-1175 | | | | | |
| | 0.05 | 40 | R | From: | Cul-de-Sac | | | NA | NA | 1996 |
| 1178 | 0.03 | 40 | K | To: | 82-1175 | 1 | | INA | INA | 1990 |
| | | | | From: | Cul-de-Sac | | | | | |
| (1179) | 0.03 | 60 | R | To: | 00.1177 | _ | | NA | NA | 1996 |
| | | | | From: | 82-1176 | | | | | |
| 1182 | 0.16 | 200 | R | | 82-1146 | | | NA | NA | 09/28/2000 |
| | | | | To: From: | 82-1148 | — | | | | |
| (1182) | 0.09 | 230 | R | From: | | _ | | NA | NA | 09/28/2000 |
| | | | | To: From: | 82-1147 | | | | | |
| (1182) | 0.06 | 240 | R | | | _ | | NA | NA | 09/28/2000 |
| | 0.14 | 100 | | From: | 82-1142 | | | NA | NA | 09/28/2000 |
| 1182 | 0.14 | 100 | R | To: | Cul-de-Sac | 1 | | INA | INA | 09/28/2000 |
| | | | | From: | 82-1184 | | | | | |
| (1183) | 0.04 | 40 | R | | | _ | | NA | NA | 09/28/2000 |
| \bigcup | | | | To: | Cul-de-Sac | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
|-------------------|--------|------|----|--------------|-------------------------|---|----|----------------|----------|------------|
| Rockingham County | | | | From: | 82-1186 | | | | | |
| (1184) | 0.11 | 200 | R | | 02 1100 | | | NA | NA | 09/28/2000 |
| | | | | To: From: | 82-1146 |] | | | | |
| (1184) | 0.08 | 120 | R | _ | | _ | | NA | NA | 09/28/2000 |
| (1194) | 0.07 | 90 | R | From: | 82-1149 | | | NA | NA | 09/28/2000 |
| (1184) | | | | To: | 82-1148 | | | | | |
| \bigcirc | | | _ | From: | Dead End | | | | | 00/00/000 |
| (1185) | 0.03 | 20 | R | _ | | _ | | NA | NA | 09/28/2000 |
| (1105) | 0.12 | 120 | R | From: | 82-1186 | | | NA | NA | 09/28/2000 |
| (1185) | ···- | | | To: | 82-1146 | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| 1186 | 0.15 | 80 | R | | | _ | | NA | NA | 09/28/2000 |
| | 0.03 | 10 | R | From: | 82-1185 | | | NA | NA | 09/28/2000 |
| 1186 | 0.03 | 10 | K | To: | Dead End | | | INA | IVA | 09/20/2000 |
| _ | | | | From: | Cul-de-Sac | | | | | |
| 1190 | 0.08 | NA | | To: | 02.11/7 | 7 | | NA | NA | |
| | | | | From: | 82-1167 Dead End | 1 | | | | |
| (1191) | 0.11 | NA | | | Dead End | _ | | NA | NA | |
| | | | | To: | 82-1167 | | | | | |
| | 0.06 | NA | | From: | Cul-de-Sac | | | NA | NA | |
| 1192 | 0.00 | NA | | To: | 82-1167 | | | INA | IVA | |
| _ | | | | From: | 82-1167 | | | | | |
| 1193 | 0.11 | NA | | To: | 0.1.1.0 | 7 | | NA | NA | |
| | | | | From: | Cul-de-Sac 82-1167 | | | | | |
| (1194) | 0.15 | NA | | | 82-1107 | _ | | NA | NA | |
| \bigcup | | | | To: | Cul-de-Sac | | | | | |
| Town of Dayton | | | | From: | 82-1203 | I | | | | |
| (1201) | 0.08 | 30 | R | | 02 1205 | _ | | NA | NA | 09/28/2000 |
| | | | | To: | 82-1204 | | | | | |
| | 0.17 | 200 | R | From: | SR 257 | | | NA | NA | 10/16/2000 |
| 1202 | 0.17 | | | To: | 82-1209 | 1 | | | | 10/10/2000 |
| (1202) | 0.12 | 280 | R | From: | 0Z-120) | _ | | NA | NA | 10/16/2000 |
| | | | | To: | WCL DAYTON; 82-1208 | | | | | |
| Rockingham County | | | | From: | WCL DAYTON; 82-1208 | | | | | |
| (1202) | 0.29 | 200 | R | | | _ | | NA | NA | 10/16/2000 |
| | | | | To: | Dead End | | | | | |
| Town of Davton | | | | From: | SR 257 | I | | | | |
| (1203) | 0.45 | 310 | R | | | | | NA | NA | 10/16/2000 |
| | | | | То: | 82-732 | | | | | |
| (1204) | 0.45 | 970 | R | From: | SR 257 | _ | | NA | NA | 09/28/2000 |
| 1204 | 0.70 | 310 | | To: | 82-732 | | | 14/7 | IVA | |
| | | | | From: | SR 257 | | | | • | |
| 1205 | 0.16 | 150 | R | т. | | 7 | | NA | NA | 09/28/2000 |
| | | | | To: | 82-1209 | 1 | | | | |

| | | | | | Rocking | ham Maintenance | | | | | | | | |
|-------------------|--------|------|----|--------------|---------|--------------------|--------|--------------|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tr 2Axle 3+Axle | | 2Troil | QC | Design Hour | QK | AAWDT | QW | Year |
| Town of Davton | | | | | | ZAXIE 3+AXIE | ıııalı | ∠ I I dll | | HOUF | | | | |
| | 0.12 | 70 | | From: | | 92-1209 | | | | NIA | | NIA | | 00/20/2000 |
| (1205) | 0.12 | 70 | R | To: | | 82-1208 | | | | NA | | NA | | 09/28/2000 |
| | | | | From: | | SR 257 | | | | | | | | |
| 1206 | 0.12 | 280 | R | | | | | _ | | NA | | NA | | 09/28/2000 |
| | | | | To: From: | | 82-1209 | |] | | | | | | |
| 1206 | 0.13 | 260 | R | To: | | 82-1208 | | 7 | | NA | | NA | | 09/28/2000 |
| | | | | From: | | 82-1208 | | | | | | | | |
| (1207) | 0.40 | 260 | R | <u> </u> | | 02-120) | | | | NA | | NA | | 09/28/2000 |
| | | | | To: | | 82-732 | | | | | | | | |
| \bigcirc | 0.50 | =00 | _ | From: | | WCL DAYTON | | | | NIA | | NIA | | 40/40/000 |
| 1208 | 0.56 | 730 | R | To: | | SR 42 BUS | | 7 | | NA | | NA | | 10/16/2000 |
| | | | | From: | | 82-1202 | | | | | | | | |
| (1209) | 0.07 | 80 | R | <u> </u> | | 02-1202 | | | | NA | | NA | | 1986 |
| | | | | To: From: | | 82-1203 | | 1 | | | | | | |
| 1209 | 0.09 | 160 | R | rioni. | | | | | | NA | | NA | | 1986 |
| | | | | To: From: | | 82-1204 | |]—— | | | | | | |
| 1209 | 0.26 | 460 | R | т | | | | _ | | NA | | NA | | 09/28/2000 |
| | | | | To: From: | | 82-1207 | | | | | | | | |
| (1210) | 0.09 | 160 | R | Piolii. | | 82-1203 | | | | NA | | NA | | 10/16/2000 |
| 1210 | | | | To: | | 82-1204 | | | | | | | | |
| (1210) | 0.09 | 40 | R | From: | | 82-1204 | | | | NA | | NA | | 10/16/2000 |
| | | | | To: | | 82-1205 | | | | | | | | |
| \bigcirc | | | | From: | S | SR 257; SR 42 BUS | | | | | | | | |
| (1211) | 0.10 | 140 | R | To: | | SR 42 | | _ | | NA | | NA | | 1997 |
| | | | | From: | | Dead End | | | | | | | | |
| (1212) | 0.23 | 450 | R | <u> </u> | | Dead Liid | | | | NA | | NA | | 10/16/2000 |
| | | | | To: | | 82-732 | | | | | | | | |
| Rockingham County | | | | From: | | D 1E 1 | | | | | | | | |
| (1301) | 0.08 | 60 | R | Troni. | | Dead End | | | | NA | | NA | | 1997 |
| (1301) | | | | To | | 82-1302 | | | | | | | | |
| (1301) | 0.09 | 180 | R | From: | | 02 1302 | | | | NA | | NA | | 1997 |
| | | | | To: | | SR 42 | | | | | | | | |
| \bigcirc | 0.00 | | _ | From: | | 82-1302 | | | | NIA | | NIA | | 4007 |
| (1302) | 0.06 | 20 | R | To: | | Dead End | | 7 | | NA | | NA | | 1997 |
| | | | | From: | | Cul-de-Sac | | | | | | | | |
| (1304) | 0.15 | 110 | R | | | | | | | NA | | NA | | 10/19/2000 |
| | | | | To: | | 82-728 | | | | | | | | |
| \bigcirc | 0.59 | 070 | | From: | | Dead End | | | | NA | | NIA | | 10/16/2000 |
| 1306 | 0.59 | 270 | R | To: | W | CL BRIDGEWATER | | 7 | | INA | | NA | | 10/10/2000 |
| | | | | From: | | CL BRIDGEWATER | | | | | | | | |
| 1310 | 0.95 | 2600 | R | | | | | - | | NA | | NA | | 1997 |
| | | | | To: | | SR 257 | | | | | | | | |
| \bigcirc | 0.01 | 150 | Р | From: | | Dead End | | | | NIA | | N/A | | 1007 |
| (1311) | 0.21 | 150 | R | To: | | SR 257 | | | | NA | | NA | | 1997 |
| | | | | From: | | Dead End | | - | | | | | | |
| (1314) | 0.05 | 20 | R | | | | | _ | | NA | | NA | | 10/23/2000 |
| | | | | To: | | 82-1315 | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Truck | | QC | Design | QK AAWDT | QW Year |
|-------------------|--------|------|-----|--------------|------------------------------|----------|----|--------|----------|------------|
| | Length | AADI | QА | 41116 | 2Axle 3+Axle 1Trail | 2Trail | QC | Hour | QK AAWDI | Qvv real |
| Rockingham County | | | | From: | 82-1315 | | | | | |
| (1314) | 0.08 | 150 | R | To: | SR 257 | _ | | NA | NA | 10/23/2000 |
| | | | | From: | Dead End | | | | | |
| 1315 | 0.09 | 90 | R | | Dead End | | | NA | NA | 10/23/2000 |
| | | | | To: | 82-1314 | | | | | |
| \bigcirc | | | _ | From: | 82-644 | | | | | |
| 1330 | 0.09 | 190 | R | | | _ | | NA | NA | 08/10/2000 |
| | 0.12 | 60 | R | From: | 82-1331 | | | NA | NA | 08/10/2000 |
| 1330 | 0.12 | 00 | K | To: | Cul-de-Sac | 7 | | INA | INA | 00/10/2000 |
| | | | | From: | Cul-de-Sac West | | | | | |
| (1331) | 0.08 | 90 | R | | | <u> </u> | | NA | NA | 08/10/2000 |
| | | | | To: From: | 82-1330 | | | | | |
| (1331) | 0.09 | 70 | R | To: | | _ | | NA | NA | 08/10/2000 |
| | | | | 10. | Cul-de-Sac East | | | | | |
| Town of Broadway | | | | From: | SR 259 ALT | | | | | |
| (1401) | 0.09 | 50 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | Dead End | | | | | |
| (1402) | 0.11 | 90 | R | From: | Dead End | | | NA | NA | 1997 |
| 1402 | 0.11 | 00 | | To: | SR 259 ALT | | | 14/1 | 10.0 | 1007 |
| | | | | From: | SR 259 ALT | | | | | |
| (1403) | 0.29 | 600 | R | | | | | NA | NA | 09/07/2000 |
| | | | | To: From: | SR 42 | | | | | |
| 1403 | 0.15 | 190 | R | To: | Dead End | _ | | NA | NA | 09/07/2000 |
| | | | | From: | Dead End | | | | | |
| (1404) | 0.07 | 220 | R | | Dead End | | | NA | NA | 1997 |
| | | | | To: | SR 259 ALT | | | | | |
| | 2.11 | | | From: | SR 259 ALT | | | | | 00/07/0000 |
| (1405) | 0.11 | 200 | R | | | _ | | NA | NA | 09/07/2000 |
| \bigcap | 0.07 | 210 | R | From: | 82-1408 | _ | | NA | NA | 09/07/2000 |
| (1405) | 0.07 | 210 | ĸ | т | 20.410. | _ | | INA | INA | 09/01/2000 |
| (1405) | 0.10 | 390 | R | From: | 82-1407 | | | NA | NA | 09/07/2000 |
| (1403) | | | | To: | SR 42 | | | | | |
| | | | | From: | 82-1426 | | | | | |
| (1406) | 0.16 | 210 | R | | | | | NA | NA | 09/07/2000 |
| | 0.11 | 4000 | | From: | SR 259 ALT | | | | | 00/07/0000 |
| 1406 | 0.11 | 1000 | R | | | _ | | NA | NA | 09/07/2000 |
| | 0.07 | 930 | R | From: | 82-1408 | | | NA | NA | 09/07/2000 |
| 1406) | 0.01 | 330 | IX. | To: | 82-1407 | 7 | | INA | INA | 03/01/2000 |
| | | | | From: | SR 42 | | | | | |
| (1407) | 0.12 | 620 | R | | | _ | | NA | NA | 09/07/2000 |
| | | | | To: From: | 82-1405 EAST 82-1405 WEST | | | | | |
| (1407) | 0.12 | 280 | R | | | - | | NA | NA | 09/07/2000 |
| | | | | To: | 82-1403 | | | | | |
| \bigcirc | 0.04 | 222 | | From: | SR 42 | | | NI C | | 00/07/0000 |
| (1408) | 0.04 | 990 | R | _ | | _ | | NA | NA | 09/07/2000 |
| (m) | 0.06 | 520 | R | From: | 82-1406 | | | NA | NA | 09/07/2000 |
| 1408) | 0.00 | 320 | | To: | 82-1405 | | | 13/7 | INA | |
| | | | | | | | | | | |

| | | | | - F | Rockingl | ham Mainte | | | | | | | | | |
|---------------------|--------|------|----|--------------|----------|------------------------------|---------|--------|--------------|----|----------------|----|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3 | Tru | | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Town of Broadway | | | | | | | | TITAII | ZIIali | | Houi | | | | |
| | 0.14 | 360 | R | From: | | 82-1405 | | | | | NA | | NA | | 09/07/2000 |
| (1408) | 0.14 | 300 | | To: | | 82-1403 | | | | | IVA | | 14/3 | | 03/01/2000 |
| | | | | From: | | SR 42 | | | | | | | | | |
| (1409) | 0.13 | 200 | R | To: | | 02 1410 | | | _ | | NA | | NA | | 09/07/2000 |
| | | | | From: | | 82-1410 SR 42 | | | 1 | | | | | | |
| 1410 | 0.09 | 110 | R | | | 3K 42 | | | _ | | NA | | NA | | 09/07/2000 |
| | | | | To: | | 82-1409 | ı | | | | | | | | |
| | 0.07 | 240 | | From: | | SR 259 | | | | | NIA | | NIA | | 1007 |
| (1411) | 0.07 | 310 | R | _ | | | | | _ | | NA | | NA | | 1997 |
| | 0.13 | 310 | R | From: | 0. | .08 M FRM S | SR 259 | | | | NA | | NA | | 1997 |
| (1411) | 0.10 | 310 | | To | 0 | 21 M EDM C | D 250 | | | | 1471 | | 14/1 | | 1007 |
| (1411) | 0.05 | 80 | R | From: | 0. | .21 M FRM S | ok 239 | | | | NA | | NA | | 09/07/2000 |
| | | | | To: | N | NCL BROAD | WAY | | | | | | | | |
| Rockingham County | | | | | | | | | _ | | | | | | |
| (144) | 0.07 | 80 | R | From: | N | NCL BROAD | WAY | | | | NA | | NA | | 09/07/2000 |
| (1411) | 0.01 | 00 | | To: | | Dead Enc | d | | | | 1471 | | 14/1 | | 00/01/2000 |
| Town of Broadway | | | | | | | | | | | | | | | |
| | 0.00 | 000 | , | From: | | Dead End | d | | | | NIA | | NIA | | 1007 |
| (1412) | 0.22 | 900 | R | To: | | SR 259 | | | 7 | | NA | | NA | | 1997 |
| | | | | From: | | 82-1414 | | | | | | | | | |
| (1413) | 0.43 | 880 | R | <u>L</u> | | | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | SR 259 | | | | | | | | | |
| \bigcirc | 0.44 | 4000 | - | From: | | 82-617 | | | | | NIA | | NIA | | 1007 |
| (1414) | 0.41 | 1600 | R | | | | | | _ | | NA | | NA | | 1997 |
| | 0.14 | 2100 | R | From: | | 82-1413 | | | | | NA | | NA | | 1997 |
| (1414) | 0.14 | 2100 | | To: | | SR 42 | | | | | IVA | | IVA | | 1007 |
| Rockingham County | | | | | | | | | | | | | | | |
| | 0.34 | 400 | , | From: | | SR 42 | | | | | NA | | NA | | 1997 |
| (1415) | 0.34 | 400 | R | To: | | SCL Broady | wav | | 1 | | INA | | INA | | 1997 |
| Town of Broadway | | | | | | | | | | | | | | | |
| | 2.42 | | | From: | | SCL Broady | way | | | | | | | | 400= |
| (1415) | 0.18 | 400 | N | To: | | 82-1421 | | | 7 | | NA | | NA | | 1997 |
| | | | | From: | | SR 42 | | | <u> </u> | | | | | | |
| (1416) | 0.16 | 410 | R | <u> </u> | | SK 42 | | | _ | | NA | | NA | | 09/14/2000 |
| $\bigcup_{i=1}^{n}$ | | | | To: From: | | 82-1424 | | | _ | | | | | | |
| 1416 | 0.21 | 300 | R | Piolii. | | | | | _ | | NA | | NA | | 09/14/2000 |
| | | | | To: From: | | -1417 GAP TI 2-1423 Gap T | | | - | | | | | | |
| (1416) | 0.07 | 150 | R | <u> </u> | 0. | 2-1423 Gap 1 | CIIIIII | | _ | | NA | | NA | | 09/14/2000 |
| | | | | То: | | 82-1425 | | | | | | | | | |
| | | | | From: | | Cul-de-Sa | ıc | | | | | | | | |
| (1417) | 0.02 | 50 | R | | | | | | _ | | NA | | NA | | 09/07/2000 |
| | 0.00 | 400 | | To: From: | | 82-1433 | | | | | NIA | | NIA | | 00/07/0000 |
| (1417) | 0.08 | 180 | R | | | | | | _ | | NA | | NA | | 09/07/2000 |
| · | 0.06 | 380 | R | From: | | 82-1428 | | | | | NA | | NA | | 09/07/2000 |
| 1417) | 0.00 | | | To: | | 00 1417 | | | | | | | | | |
| (1417) | 0.06 | 570 | R | From: | | 82-1416 | | | | | NA | | NA | | 09/07/2000 |
| | | - | | To: | | 82-1418 | | | | | | | | | |
| | | | | | | | | | | | | | | | |

| | | | | | Rockingha | m Main | tenance | Area | | | | | | | |
|-----------------------|--------|------|-----|--------------|-----------|----------------------|----------|--------|-----------|----|--------|----|--|-----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru | | | QC | Design | OK | AAWDT | OW | Year |
| | Lengui | יאטי | WM | 71110 | סטט | 2Axle | 3+Axle | 1Trail | 2Trail | QU | Hour | Qι | ~~\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ | ۷۷۷ | ı caı |
| Town of Broadwav | | | | From: | | 82-141 | 8 | | 1 | | | | | | |
| (1417) | 0.07 | 780 | R | | | 02 111 | | | 1 | | NA | | NA | | 09/14/2000 |
| | | | | To: | | 82-142 | .2 | | | | | | | | |
| (1417) | 0.06 | 1100 | R | From L | | | | | _ | | NA | | NA | | 09/14/2000 |
| | | | | To: | | 82-142 | .1 | | | | | | | | |
| \bigcirc | | | | From: | | Dead E | nd | | | | | | | | |
| 1418 | 0.12 | 170 | R | To: | 02.1 | 1.424 C | т | | _ | | NA | | NA | | 09/14/2000 |
| | | | | From: | | 1424 Gap End; Gap | Terminus | | + | | | | | | |
| (1418) | 0.07 | 130 | R | | | | | | _ | | NA | | NA | | 09/14/2000 |
| | | | | To: | | 82-141 | 7 | | | | | | | | |
| Rockingham County | | | | From: | C) | D 250 CC | NITTII | | 1 | | | | | | |
| 1419 | 0.20 | 180 | R | | 51 | R 259 SC | JUTH | | | | NA | | NA | | 1997 |
| (1419) | | | | To | | 82-79 | 0 | | | | | | | | |
| 1419 | 0.45 | 350 | R | From: | | 02-19 | 8 | | | | NA | | NA | | 1997 |
| (1413) | | | | To: | SI | R 259 NO | ORTH | | | | | | | | |
| | | | | From: | | SR 42 | 2 | | | | | | | | |
| (1420) | 0.30 | 310 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | To: From: | 0 | .30 ME S | SR 42 | |] | | | | | | |
| (1420) | 0.20 | 20 | R | | | | | | _ | | NA | | NA | | 09/07/2000 |
| | | | | To: | | Dead E | nd | | | | | | | | |
| Town of Broadway | | | | From: | | Dead E | nd | | | | | | | | |
| (1421) | 0.20 | 100 | R | <u> </u> | | Deau E | iiu . | | | | NA | | NA | | 1997 |
| | | | | To: | | 82-61 | 7 | | | | | | | | |
| (1421) | 0.42 | 680 | R | From: | | 02-01 | , | | | | NA | | NA | | 1997 |
| | | | | To | | 82-141 | 5 | | ٦ | | | | | | |
| (1421) | 0.24 | 500 | R | From: | | 02 111 | .5 | | | | NA | | NA | | 1997 |
| \bigcirc | | | | То: | | 82-142 | | | | | | | | | |
| | 0.54 | 3700 | R | From: | | SR 42 | 2 | | | | NA | | NA | | 1997 |
| (1421) | 0.54 | 3700 | IX. | To: | E | ECL Broa | dwav | | \exists | | INA | | 11/3 | | 1557 |
| Rockingham County | | | | • | | | | | | | | | | | |
| | | | | From: | Е | ECL Broa | dway | | | | | | | | |
| (1421) | 0.11 | 3700 | N | т | | 0.00 | | | _ | | NA | | NA | | 1997 |
| | | | | To: | | 82-80 | 3 | | | | | | | | |
| Town of Broadway | | | | From: | | Dead E | nd | | | | | | | | |
| (1422) | 0.10 | 180 | R | <u></u> | | | | | | | NA | | NA | | 09/14/2000 |
| | | | | To: | | 82-141 | 7 | | | | | | | | |
| | | | | From: | | 82-142 | .9 | | | | | | | | |
| (1423) | 0.05 | 180 | R | | | | | | | | NA | | NA | | 1986 |
| <u> </u> | | | | To: From: | SCI | L BROA | DWAY | |] | | | | | | |
| (1423) | 0.17 | 280 | R | | | | | | | | NA | | NA | | 09/14/2000 |
| $\overline{\bigcirc}$ | | | _ | To: From: | | 82-141 | 6 | | | | | | | | |
| (1423) | 0.19 | 600 | R | To: | | 82-142 | 1 | | _ | | NA | | NA | | 09/14/2000 |
| | | | | From: | | | | | | | | | | | |
| (1424) | 0.06 | 100 | R | <u> </u> | | 82-142 | .0 | | | | NA | | NA | | 09/14/2000 |
| 1727 | | | | To | | 02 141 | 6 | | | | | | | | |
| (1424) | 0.06 | 220 | R | From: | | 82-141 | U | | | | NA | | NA | | 09/14/2000 |
| | | | | To: | | 82-141 | Q. | | | | | | | | |
| (1424) | 0.13 | 480 | R | From: | | U4-141 | J | | | | NA | | NA | | 09/14/2000 |
| | | | | To: | | 82-142 | 1 | | | | | | | | |
| | | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Trι 3+Axle | | | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------|--------|------|----|--------------|-----|-------------------|---------------|--------|-------------|----|----------------|----|-------|----|-----------|
| Town of Broadway | | | | | | | | IIIali | ZIIali | | Tioui | | | | |
| (1425) | 0.12 | 120 | R | From: | | Dead E | end | | _ | | NA | | NA | | 09/14/200 |
| $\frac{\circ}{\circ}$ | | | | To: From: | | 82-141 | 16 | |] | | | | | | |
| (1425) | 0.06 | 30 | R | To: | N | ICI DDOA | DWAY | | | | NA | | NA | | 09/14/200 |
| | | | | From: | IN | ICL BROA SR 42 | | | 1 | | | | | | |
| (1426) | 0.03 | 200 | R | | | 5K 42 | | | | | NA | | NA | | 09/07/200 |
| | | | | To: From: | | 82-140 | 06 | | | | | | | | |
| 1426 | 0.06 | 40 | R | To: | | Dead E | and . | | 7 | | NA | | NA | | 09/07/200 |
| | | | | From: | | 82-143 | | | | | | | | | |
| 1427) | 0.18 | 320 | R | | | 02-14. |)1 | | _ | | NA | | NA | | 09/07/200 |
| | | | | To: | | 82-141 | 14 | | | | | | | | |
| | 2.42 | | | From: | | SR 42 | 2 | | | | | | | | 00/0=/00/ |
| 1428 | 0.16 | 480 | R | | | | | | | | NA | | NA | | 09/07/200 |
| | 0.21 | 440 | | From: | | 82-142 | 24 | | | | NIA | | NΙΔ | | 00/07/200 |
| 1428 | 0.21 | 440 | R | To: | | 82-141 | 17 | | 7 | | NA | | NA | | 09/07/200 |
| | | | | From: | | 82-142 | | | | | | | | | |
| 1429 | 0.13 | 150 | R | | | 02 111 | | | | | NA | | NA | | 09/14/200 |
| | | | | To: From: | | 82-143 | 30 | | | | | | | | |
| 1429 | 0.04 | 40 | R | | | | | | | | NA | | NA | | 09/14/200 |
| | | | | To: | | Dead E | | | | | | | | | |
| | 0.11 | 60 | В | From: | | 82-142 | 29 | | | | NA | | NA | | 00/14/200 |
| 1430 | 0.11 | 60 | R | To: | | Cul-de- | Sac | | 7 | | INA | | INA | | 09/14/200 |
| | | | | From: | | 82-141 | | | 1 | | | | | | |
| (1431) | 0.08 | 100 | R | | | 02 111 | | | ! | | NA | | NA | | 09/07/200 |
| | | | | To: | | 82-142 | 27 | | | | | | | | |
| \bigcirc | | | | From: | | SR-00042 | 2(B)/ | | | | | | | | |
| 1432 | 0.20 | NA | | To: | | Dead E | nd/ | | _ | | NA | | NA | | |
| | | | | From: | | Cul-de- | | | | | | | | | |
| 1433 | 0.06 | 100 | R | | | Cul-de- | Sac | | | | NA | | NA | | 09/07/200 |
| | | | | To: | | 82-141 | 17 | | | | | | | | |
| $\widehat{}$ | | | | From: | | Dead E | and | | | | | | | | |
| (1434) | 0.11 | 260 | R | To: | | 02.146 | | | _ | | NA | | NA | | 09/14/200 |
| | | | | From: | | 82-142 | | | 1 | | | | | | |
| (1435) | 0.09 | NA | | r toin. | | 82-01436 | o(L)/ | | _ | | NA | | NA | | |
| (1433) | | | | To: | | SR-00042 | 2(B)/ | | 1 | | | | | | |
| | | | | From: | | Dead E | nd/ | | | | | | | | |
| 1436 | 0.16 | NA | | | | | | | _ | | NA | | NA | | |
| | | | | To: | | 82-01435 | | | | | | | | | |
| (400) | 0.04 | 450 | R | From: | | Cul-de- | Sac | | | | NA | | NA | | 08/21/200 |
| (1438) | 0.04 | 450 | ĸ | To: | | SR 25 | 19 | | 7 | | INA. | | INA | | 00/21/200 |
| | | | | From: | | SR 42 | | | | | | | | | |
| 1440 | 0.07 | 180 | R | | | | | | | | NA | | NA | | 09/07/200 |
| | | | | To: | | Cul-de- | Sac | | | | | | | | |
| \bigcirc | 0.10 | 4.4- | _ | From: | | 82-144 | 40 | | | | | | | | 00/07/22 |
| (1441) | 0.12 | 140 | R | To: | | Cul-de- | Sac | | | | NA | | NA | | 09/07/200 |
| | | | | | | Cui-ue- | odu | | | | | | | | |

| Length | AADT | QA | 4Tire | Rue | ()C | Design Hour | QK AAWDT QW | Year |
|--------|--|---|---|----------------|-----------------|----------------|-------------|--|
| | | | Erom- | | | | | |
| 0.05 | 200 | R | rion. | SR 42 | | NA | NA | 1997 |
| | | | To: From: | 82-1503 | | | | |
| 0.06 | 130 | R | | | | NA | NA | 1997 |
| 0.06 | 80 | R | From: | 82-1502 | | NΑ | NΔ | 1997 |
| 0.00 | | - 1\ | To: | 82-1504 | | IVA | IVA | 1007 |
| | | | From: | 82-1505 | | | | |
| 0.10 | 60 | R | To: | 82-1501 | \neg | NA | NA | 1997 |
| | | | From: | | | | | |
| 0.12 | 100 | R | | | | NA | NA | 1997 |
| | | | | | | | | |
| 0.20 | 160 | R | From: | 82-617 | | NA | NA | 1997 |
| 0.20 | 100 | ., | To: | 82 1505 | | | | 1001 |
| 0.15 | 80 | R | From: | | | NA | NA | 1997 |
| | | | To: | 82-1501 | | | | |
| 0.07 | 260 | В | From: | SR 42 | | NΙΛ | NΙΔ | 1997 |
| 0.07 | 260 | K | To | 02.1502 | _ | INA | INA | 1997 |
| 0.08 | 170 | R | From: | 82-1503 | | NA | NA | 1997 |
| | | | To | 82-1502 | | | | |
| 0.01 | 160 | R | | | <u></u> | NA | NA | 1997 |
| | | | | | | | | |
| 0.33 | 100 | | From: | SR 42 | | NΑ | NΔ | 1997 |
| 0.00 | 100 | | To: | 82-1507 | | 147 (| 14/1 | 1001 |
| | | | From: | 82-800 | | | | |
| 0.24 | 660 | R | | | | NA | NA | 1997 |
| 0.55 | | | From: | SR 42 | | NIA | NIA | 4007 |
| 0.55 | 680 | ĸ | To: | 82-1519 NORTH | \neg | NA | NA | 1997 |
| | | _ | From: | 82-1519 SOUTH | | | | 400- |
| 0.02 | 800 | R | To: | SR 211 | \neg | NA | NA | 1997 |
| | | | From: | | <u> </u> | | | |
| 0.19 | 600 | R | <u>. </u> | 02-000 | | NA | NA | 1997 |
| | | | To: | 82-800 | | | | |
| 0.40 | 000 | _ | From: | 82-800 SOUTH | | NIA | NIA | 4007 |
| 0.13 | 620 | К | | | _ | NA | NA | 1997 |
| 0.05 | 560 | R | From: | 82-1517 | | NΑ | NΔ | 1997 |
| 0.00 | 300 | | To: | 82-800 NORTH | | IVA | IVA | 1557 |
| | | | | | | | | |
| 0.10 | 60 | ь | From: | Dead End | | NΙΛ | NΙΔ | 1997 |
| 0.10 | 60 | ĸ | To: | 82-800 EAST | \neg | INA | INA | 1997 |
| | | | • | | | | | |
| 0.10 | | | From: | 82-800 WEST | | . | A1A | 400- |
| 0.13 | 140 | R | | | | NA | NA | 1997 |
| | | | | | _ | | | |
| 0.05 | 120 | R | To: From: | 82-1517 | | NA | NA | 1997 |
| | 0.05 0.06 0.06 0.10 0.12 0.20 0.15 0.07 0.08 0.01 0.33 0.24 0.55 0.02 0.19 0.13 0.05 | 0.05 200 0.06 130 0.06 80 0.10 60 0.12 100 0.20 160 0.15 80 0.07 260 0.08 170 0.01 160 0.33 100 0.24 660 0.55 680 0.02 800 0.19 600 0.13 620 0.05 560 | 0.05 200 R 0.06 130 R 0.06 80 R 0.10 60 R 0.12 100 R 0.20 160 R 0.15 80 R 0.07 260 R 0.08 170 R 0.01 160 R 0.33 100 R 0.24 660 R 0.55 680 R 0.02 800 R 0.19 600 R 0.13 620 R 0.13 620 R 0.10 60 R | 0.05 200 R | Column | SR 42 | Care | Carry Carr |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | ()(: | Design Hour | QK AAWDT QW | Year |
|---------------------|--------|------|-----|---------------|-------------------------|------------|----------------|-------------|------|
| Town of Timberville | | | | From: | | 1 | | | |
| 1511) | 0.07 | 240 | R | rioin. | 82-800 SOUTH | | NA | NA | 1997 |
| | | | | To: From: | 82-1513 |] | | | |
| 1511 | 0.08 | 240 | R | | | | NA | NA | 1997 |
| | 0.10 | 200 | R | From: | 82-1517 | | NA | NA | 1997 |
| 1511 | 0.10 | 200 | IX. | To: | 82-800 NORTH | 7 | INA | INA | 1337 |
| | | | | From: | 82-800 SOUTH | | | | |
| 1512 | 0.08 | 190 | R | | | | NA | NA | 1997 |
| | | | | From: | 82-1513 | | | | 400- |
| 1512 | 0.08 | 260 | R | | | _ | NA | NA | 1997 |
| | 0.10 | 200 | R | From: | 82-1517 | | NA | NA | 1997 |
| 1512 | 0.10 | 200 | ĸ | To: | 82-800 NORTH | \neg | INA | INA | 1997 |
| | | | | From: | 82-1511 | | | | |
| 1513 | 0.06 | 130 | R | | V | | NA | NA | 1997 |
| | | | | To: From: | 82-1512 | | | | |
| 1513) | 0.05 | 130 | R | | | _ | NA | NA | 1997 |
| | | | | To: | SR 42 | | | | |
| 1514 | 0.07 | 420 | R | From: | SR 42 | | NA | NA | 1997 |
| 1514 | 0.01 | 720 | | To: | 92 1515 | _ | 14/ (| 14/ (| 1007 |
| 1514) | 0.28 | 230 | R | From: | 82-1515 | | NA | NA | 1997 |
| 1014 | | | | To: | SR 211 | | | | |
| | | | | From: | SR 211 | | | | |
| 1515) | 0.10 | 310 | R | · <u> </u> | | | NA | NA | 1997 |
| <u> </u> | | | | To: From: | 82-1516 | | | | |
| 1515) | 0.10 | 220 | R | To: | 22.444 | _ | NA | NA | 1997 |
| | | | | From: | 82-1514 | | | | |
| 1516) | 0.08 | 80 | R | From: | 82-1515 | | NA | NA | 1997 |
| 1516) | 0.00 | | | To: | Dead End | | | 101 | 1007 |
| | | | | From: | 82-1509 | | | | |
| 1517) | 0.03 | 80 | R | | | | NA | NA | 1997 |
| | | | | To: From: | 82-1510 |]—— | | | |
| (1517) | 0.06 | 110 | R | | | | NA | NA | 1997 |
| <u> </u> | | | | To: From: | 82-1511 | | | | |
| (1517) | 0.06 | 160 | R | | | | NA | NA | 1997 |
| | 0.05 | 000 | | From: | 82-1512 | | NIA | NIA | 100- |
| (1517) | 0.05 | 260 | R | To: | SR 42 SR 211 | \exists | NA | NA | 1997 |
| Rockingham County | | | | ı | OK 12 OK 211 | | | | |
| CONTRACTOR COUNTY | | | | From: | Dead End | | | | |
| 1518 | 0.10 | 130 | R | Tai | 02.000 | _ | NA | NA | 1997 |
| | | | | To: | 82-800 | | | | |
| Town of Timberville | | | | From: | 82-1507 SOUTH | | | | |
| 1519) | 0.06 | 380 | R | | | | NA | NA | 1997 |
| | | | | To: From: | 82-1520 SOUTH | | | | |
| (1519) | 0.20 | 110 | R | | | | NA | NA | 1997 |
| | | | | To: From: | 82-1520 NORTH | | | | |
| 1519 | 0.13 | 170 | R | _{T-} | 02.15 | — 1 | NA | NA | 1997 |
| | | | | To: | 82-1507 NORTH | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT QV | V Year |
|---------------------|--------|------|----|--------------|---|----------|----|----------------|-------------|------------|
| Town of Timberville | | | | From: | 82-1519 SOUTH | | | | | |
| (1520) | 0.09 | 150 | R | | 02 1017 000 111 | | | NA | NA | 1997 |
| <u> </u> | | | | To: From: | 82-1522 |] | | | | |
| (1520) | 0.11 | 50 | R | т | 22 4 44 4 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 | - | | NA | NA | 1997 |
| | | | | To: From: | 82-1519 NORTH | <u> </u> | | | | |
| (1524) | 0.43 | 470 | R | From: | 82-617 WEST | | | NA | NA | 1997 |
| (1521) | 00 | • | | To: | ECL TIMBERVILLE | 1 | | | | |
| Rockingham County | | | | | | | | | | |
| | 0.02 | 280 | R | From: | ECL TIMBERVILLE | | | NA | NA | 1997 |
| (1521) | 0.02 | 200 | K | To: | 82-617 EAST | 1 | | INA | NA. | 1997 |
| Town of Timberville | | | | | | | | | | |
| | 0.05 | | | From: | 82-1507 | | | | | 4007 |
| (1522) | 0.05 | 90 | R | To: | 82-1520 | 1 | | NA | NA | 1997 |
| | | | | From: | Dead End | | | | | |
| (1523) | 0.10 | 260 | R | | Dead Fild | | | NA | NA | 1997 |
| | | | | To: | 82-617 | | | | | |
| \bigcirc | | | | From: | Cul-de-Sac | | | | | |
| (1524) | 0.08 | 150 | R | | | _ | | NA | NA | 1997 |
| | 0.00 | 200 | | From: | 82-1528 |] | | NIA | NIA | 4007 |
| (1524) | 0.03 | 360 | R | | | _ | | NA | NA | 1997 |
| | 0.07 | 440 | R | From: | 82-1525 | | | NA | NA | 1997 |
| (1524) | 0.07 | 440 | K | To: | SR 211 | 1 | | INA | NA | 1997 |
| | | | | From: | 82-1524 | | | | | |
| (1525) | 0.07 | 140 | R | | | | | NA | NA | 1997 |
| | | | | To: From: | 82-1526 | | | | | |
| 1525 | 0.06 | 100 | R | | | _ | | NA | NA | 1997 |
| | | | | To: | Cul-de-Sac | <u> </u> | | | | |
| (1500) | 0.06 | 130 | R | From: | 82-1525 | | | NA | NA | 1997 |
| (1526) | 0.00 | 100 | 1 | To: | 02.1527 | 7 | | 14/1 | 107 | 1007 |
| (1526) | 0.03 | 380 | R | From: | 82-1527 | | | NA | NA | 1997 |
| 1020) | | | | To: | SR 211 | | | | | |
| | | | | From: | 82-1526 | | | | | |
| (1527) | 0.10 | 170 | R | To: | 0.11.0 | 7 | | NA | NA | 1997 |
| | | | | From: | Cul-de-Sac | 1 | | | | |
| (1528) | 0.08 | 160 | R | rioni. | Cul-de-Sac | | | NA | NA | 1997 |
| 1320 | | | | To: | 82-1524 | | | | | |
| | | | | From: | Cul-de-Sac | | | | | |
| (1529) | 0.18 | 370 | R | | | _ | | NA | NA | 08/24/2000 |
| | | | | To: | 82-1507 | | | | | |
| Rockingham County | | | | From: | 82-617 | | | | | |
| (1540) | 0.13 | 180 | R | | | | | NA | NA | 08/24/2000 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | 0.05 | 40 | | From: | Cul-de-Sac | | | NA | NA | 00/24/202 |
| (1541) | 0.05 | 40 | R | To: | 82-1540 | 1 | | NA | INA | 08/24/2000 |
| | | | | From: | 82-1540 | 1 | | | | |
| (1542) | 0.04 | 30 | R | | 52 AU 10 | | | NA | NA | 08/24/2000 |
| \smile | | | | To: | Cul-de-Sac | 1 | | | | |

| Route | Length | AADT | QA | 4Tire | BusTruck | | QC | Design | QK AAWDT | QW | Year |
|-------------------|--------|------|-----|--------------|---------------------|------------|----|--------|-----------|-----|------------|
| Rockingham County | Longar | AADI | Q,A | 71110 | 2Axle 3+Axle 1Trail | 2Trail | QU | Hour | QIC 70WD1 | QVV | rear |
| | | | | From: | Dead End | | | | | | |
| (1601) | 0.39 | 30 | R | To: | 82-659 | 7 | | NA | NA | | 1997 |
| | | | | From: | 82-605 | 1 | | | | | |
| (1602) | 0.06 | 30 | R | <u> </u> | 82-003 | | | NA | NA | (| 07/20/2000 |
| | | | | To: | 82-1605 | | | | | | |
| | | | | From: | 82-955 | | | | | | |
| (1603) | 0.10 | 170 | R | To: | 82-659 | - 1 | | NA | NA | | 1997 |
| | | | | From: | 82-955 | 1 | | | | | |
| (1604) | 0.35 | 70 | R | | 82-933 | | | NA | NA | (| 07/27/200 |
| | | | | To: | 82-659 | | | | | | |
| | | | | From: | 82-605 | | | | | | |
| (1605) | 0.34 | 80 | R | | | | | NA | NA | | 1997 |
| | 0.45 | | | From: | 82-1607 |] | | | | | 4007 |
| (1605) | 0.15 | 130 | R | | | | | NA | NA | | 1997 |
| $\overline{}$ | 0.06 | E0. | R | From: | 82-659 | | | NA | NA | | 1997 |
| (1605) | 0.06 | 50 | ĸ | To: | 82-1602 | 1 | | INA | INA | | 1997 |
| | | | | From: | Dead End | l | | | | | |
| (1606) | 0.40 | 100 | R | | Dead Did | | | NA | NA | (| 07/27/2000 |
| | | | | To: | 82-605 | | | | | | |
| | 0.45 | | _ | From: | 82-659 | | | | | | 4007 |
| 1610 | 0.15 | 70 | R | To | Cul-de-Sac | _ | | NA | NA | | 1997 |
| | | | | From: | ECL ELKTON | 1 | | | | | |
| (1701) | 0.05 | 1200 | R | <u> </u> | ECL ELKTON | | | NA | NA | | 1996 |
| | | | | To: From: | US 340 | 1 | | | | | |
| (1701) | 0.20 | 400 | R | From: | | | | NA | NA | | 1996 |
| | | | | To: From: | 82-1708 | 1 | | | | | |
| (1701) | 0.03 | 240 | R | | | | | NA | NA | | 1996 |
| | | | | To: From: | 82-1704 |] | | | | | |
| (1701) | 0.09 | 90 | R | To: | 02.1702 | _ | | NA | NA | | 1996 |
| | | | | From: | 82-1702 82-1701 | | | | | | |
| (1702) | 0.07 | 40 | R | 10.11. | 82-1/01 | | | NA | NA | | 1996 |
| (1702) | | | | To: | 82-1705 | | | | | | |
| (1702) | 0.05 | 20 | R | From: | 02-1/03 | _ | | NA | NA | | 1996 |
| $\overline{}$ | | | | To: | Dead End | 1 | | | | | |
| \bigcirc | 2.6- | 0.10 | _ | From: | US 340 | | | | | | 400= |
| 1703 | 0.25 | 640 | R | | | _ | | NA | NA | | 1997 |
| \bigcirc | 0.38 | 200 | R | From: | 82-1704 | _ | | NA | NA | | 1997 |
| 1703 | 0.56 | 300 | K | To: | US 33 | 1 | | INA | INA | | 1991 |
| | | | | From: | 82-1710 | l | | | | | |
| (1704) | 0.08 | 200 | R | | • • | _ | | NA | NA | | 1996 |
| | | | | To: From: | 82-1703 | | | | | | |
| 1704 | 0.09 | 170 | R | | | _ | | NA | NA | | 1996 |
| | | | | To: | 82-1701 | | | | | | |
| | 0.14 | 40 | R | From: | Dead End | | | NA | NA | | 1996 |
| 1705 | 0.14 | 40 | ĸ | To: | 02 1700 | 7 | | 11/7 | INA | | 1990 |
| (1705) | 0.12 | 48 | R | From: | 82-1708 | | | NA | NA | | 1996 |
| | | | | | | | | | 1 1/ 1 | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
|-------------------|--------|------|-----|--------------|-------------------------|--------------|----|----------------|----------|------------|
| Rockingham County | | | | From: | NCL ELKTON | 1 | | | | |
| (1706) | 0.50 | 1200 | R | | NCL ELKTON | _ | | NA | NA | 1997 |
| | | | | To: | US 340 | | | | | |
| \bigcirc | 0.07 | 70 | | From: | Cul-de-Sac | | | NIA | NA | 09/40/2000 |
| (1707) | 0.07 | 70 | R | To: | US 33 BUS | 7 | | NA | NA | 08/10/2000 |
| | | | | From: | 82-1701 | | | | | |
| 1708 | 0.06 | 150 | R | | | _ | | NA | NA | 1996 |
| | | | | To: From: | 82-1705 |] | | | | |
| 1708 | 0.09 | 30 | R | To: | Dead End | 1 | | NA | NA | 1996 |
| | | | | From: | SCL ELKTON | | | | | |
| (1709) | 0.30 | 6 | R | <u> </u> | SCL ELKTON | _ | | NA | NA | 08/03/2000 |
| | | | | To: | US 340 | | | | | |
| \bigcirc | 0.40 | | _ | From: | 82-1704 | | | | | 4000 |
| 1710 | 0.10 | 100 | R | To: | Dead End | 7 | | NA | NA | 1996 |
| | | | | From: | ECL ELKTON | † | | | | |
| (1711) | 0.43 | 850 | R | | DOD BERT OIL | _ | | NA | NA | 1997 |
| | | | | To: | 82-9750 | | | | | |
| \bigcirc | 0.22 | 420 | _ | From: | Dead End | | | NIA | NA | 1007 |
| (1720) | 0.23 | 120 | R | To: | US 340 | 7 | | NA | NA | 1997 |
| | | | | From: | 82-655 NORTH | | | | | |
| (1801) | 0.49 | 90 | R | <u> </u> | | _ | | NA | NA | 08/10/2000 |
| | | | | To: From: | 82-1805 |] | | | | |
| (1801) | 0.13 | 230 | R | | | | | NA | NA | 10/26/2000 |
| | | | | To: From: | 82-1804 |] | | | | |
| (1801) | 0.06 | 310 | R | | | _ | | NA | NA | 10/26/2000 |
| | 0.14 | 410 | R | To: From: | 82-1803 | _ | | NA | NA | 10/26/2000 |
| (1801) | 0.14 | 410 | K | To: | 82-655 SOUTH | 7 | | INA | INA | 10/20/2000 |
| \bigcirc | 0.04 | | _ | From: | 82-655 MID | | | | | 40/00/000 |
| (1801) | 0.04 | 230 | R | | | _ | | NA | NA | 10/23/2000 |
| | 0.09 | 90 | R | From: | 82-1802 | _ | | NA | NA | 10/23/2000 |
| (1801) | 0.00 | 30 | IX. | To: | Dead End | 7 | | IVA | IVA | 10/20/2000 |
| | | | | From: | 82-1801 | | | | | |
| 1802 | 0.06 | 130 | R | | | _ | | NA | NA | 10/23/2000 |
| | | | | To: | Dead End | <u> </u> | | | | |
| (1993) | 0.03 | 40 | R | From: | 82-1801 | _ | | NA | NA | 10/26/2000 |
| 1803 | 0.00 | 40 | | To: | Dead End | 1 | | 14/1 | 10/1 | 10/20/2000 |
| | | | | From: | 82-1801 | | | | | |
| (1804) | 0.08 | 100 | R | . — | | _ | | NA | NA | 10/26/2000 |
| | | | | To: | Cul-de-Sac | | | | | |
| (1805) | 0.05 | 100 | R | From: | 82-1801 | J | | NA | NA | 10/26/2000 |
| 1003 | 0.00 | | | To: | Cul-de-Sac | 1 | | | | 10,20,2000 |
| | | | | From: | 82-683 | | | | | |
| 1810 | 0.35 | 210 | R | | | _ | | NA | NA | 08/10/2000 |
| | | | | To: | Dead End | | | | | |
| | 0.17 | 110 | R | From: | Dead End | J | | NA | NA | 1997 |
| (1901) | 0.17 | 110 | ĸ | To: | 82-763 | 1 | | INA | INA | 1331 |
| | | | | | • | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | Design Hour | QK AAWDT | QW Year |
|-------------------|--------|------|-----|--------------|--------------------------------------|---------------------|----|----------------|----------|------------|
| Rockingham County | | | | From: | 82-800 | | | | | |
| (9366) | 0.25 | 870 | R | | 02 000 | _ | | NA | NA | 10/26/2000 |
| | | | | To: | PLAINS ELEM SCH | | | | | |
| \bigcirc | | | | From: | 82-726 | | | | | 10/00/000 |
| 9367 | 0.12 | 60 | R | To: | 0.13 ME 82-726 | \neg | | NA | NA | 10/23/2000 |
| | | | | From: | MT CLINTON ELEM SCH | + | | | | |
| 9367 | 0.03 | 40 | R | | | <u></u> | | NA | NA | 10/23/2000 |
| | | | | To: | 82-726 | | | | | |
| \bigcirc | 0.05 | | | From: | 82-613 SINGERS | | | | | 4004 |
| 9368 | 0.05 | 70 | R | To: | CLEN ELEM SCH | \neg | | NA | NA | 1994 |
| | | | | From: | GLEN ELEM SCH 82-721 LINVILLE- | | | | | |
| 9369) | 0.04 | 150 | R | 110.11. | 82-721 LINVILLE- | | | NA | NA | 10/26/2000 |
| (9309) | | | | To: | EDOM ELEM SCH | 7 | | | | |
| Town of Dayton | | | | | | | | | | |
| | | | | From: | 82-732 TURNER | | | | | |
| (9370) | 0.46 | 540 | R | т | L GYPNY Y Y G GYY | _ | | NA | NA | 10/26/2000 |
| | | | | To: From: | ASHBY HIGH SCH 0.47 MN 82-732 | + | | | | |
| 9370 | 0.04 | 280 | R | | 0.17 11111 02 732 | | | NA | NA | 10/26/2000 |
| | | | | To: | DAYTON ELEM SCH | | | | | |
| | 0.05 | 400 | _ | From: | 0.51 MN 82-732 | | | NIA | NIA | 40/00/000 |
| 9370 | 0.05 | 130 | R | To: | DAYTON ELEM SCH | \neg | | NA | NA | 10/26/2000 |
| | | | | | DATION ELEMISCH | | | | | |
| Rockingham County | | | | From: | 82-620 KEEZLE- | 1 | | | | |
| 9371) | 0.06 | 320 | R | | | _ | | NA | NA | 10/23/2000 |
| | | | | To: | TOWN ELEM SCH | | | | | |
| | | | | From: | MCGAHEYSVILLE ELEM | | | | | |
| 9372 | 0.04 | 160 | R | | | | | NA | NA | 10/26/2000 |
| | | | | To: From: | SCHOOL CAR TERMINUS | | | | | |
| 9372 | 0.07 | 100 | R | | GAP TERMINUS | | | NA | NA | 10/23/2000 |
| (9312) | | | | To: | VINTEDSECTION | ¬ | | | | |
| 9372) | 0.19 | 620 | R | From: | Y-INTERSECTION | _ | | NA | NA | 10/23/2000 |
| (9372) | | 0_0 | ••• | To: | US 33 | 7 | | | | |
| | | | | From: | NCL GROTTOES | 7 | | | | |
| 9373) | 0.10 | 140 | R | | | _ | | NA | NA | 10/23/2000 |
| | | | | To: | NCL GROTTOES | <u> </u> | | | | |
| | | | | From: | SR 259 | | | | | |
| (9374) | 0.05 | 820 | R | | | _ | | NA | NA | 10/26/2000 |
| | | | | To: From: | FULKS RUN ELEM SCH 0.05 ME SR 259 | | | | | |
| 9374) | 0.05 | 820 | R | | 0.03 WE SR 239 | _ | | NA | NA | 10/26/2000 |
| 3314) | | | | To: | Dead End | 1 | | | | |
| | | | | From: | PORT REPUBLIC ELEM | | | | | |
| 9375 | 0.03 | 20 | R | | | _ | | NA | NA | 10/23/2000 |
| | | | | To: From: | SCHOOL | _ | | | | |
| | 0.04 | 3 | R | rioiii. | 0.04 MN Dead End | _ | | NA | NA | 10/23/2000 |
| 9375 | 0.04 | J | 11 | To: | Dead End | 7 | | INA | 14/5 | 10/23/2000 |
| | | | | From: | 82-9373 SOUTH | $\dot{\overline{}}$ | | | | |
| 9376) | 0.14 | 350 | R | | 02-7373 BOU III | _ | | NA | NA | 10/23/2000 |
| | | | | To: | END LOOP | | | | | |
| Fown of Broadway | | | | | | | | | | |
| | _ | | | From: | 82-1421 WEST | | | | | |
| (9383) | 0.18 | NA | | т | 00.444. | _ | | NA | NA | |
| | | | | To: | 82-1417; 82-1421 EAST | | | | | |

| Route | Length | AADT | QA | 4Tire | Rus | Truck 3+Axle 1Tra | | (.)(: | Design Hour | QK | AAWDT | QW | Year |
|----------------------|--------|-------|-----|--------------|----------------------|----------------------|----------------|-------|----------------|----|-------|----|------------|
| Rockingham County | | | | From: | | | | | | | | | |
| 9467) | 0.34 | 1100 | R | 110 | 82-996 | 1 | | | NA | | NA | | 10/23/2000 |
| 646.7 | | | | To: | MONTEVIDEO | SCHOOL | | | | | | | |
| | | | | From: | US 33 | | | | | | | | |
| 9563 | 0.60 | 2800 | R | . — | | | | | NA | | NA | | 10/23/2000 |
| | | | | To: | Cul-de-S | | | | | | | | |
| | 0.33 | 1200 | R | From: | SR 259 |) | | | NA | | NA | | 10/23/2000 |
| 9565 | 0.55 | 1200 | IX. | To: | BROADWAY H | IGH SCH | _ | | INA | | INA | | 10/23/2000 |
| | | | | From: | RT 42 | | | | | | | | |
| 9568) | 0.32 | 820 | R | | | | | | NA | | NA | | 10/26/2000 |
| | | | | To: From: | Turner Ashby Drive N | | | | | | | | |
| (F00) | 0.10 | 940 | R | riom. | T Intersection N | orth; Gap | | | NA | | NA | | 10/26/2000 |
| 9568 | 0.10 | 040 | | To: | Turner Ashby Driv | ve mid; Gap | | | | | 101 | | 10/20/2000 |
| | | | | From: | T-Intersection S | | | | | | | | |
| 9568 | 0.09 | 660 | R | To: | Town on Ashley Do | C4l4 | _ | | NA | | NA | | 10/26/2000 |
| | | | | From: | Turner Ashby Dr | | | | | | | | |
| 0500 | 0.09 | 100 | R | Piolii. | Dead Er | nd | | | NA | | NA | | 10/26/2000 |
| 9569 | 0.00 | 100 | | To: | 82-742 | | | | 14/1 | | 147. | | 10/20/2000 |
| | | | | From: | Cul-de-Sac NORTH CIF | | | | | | | | |
| 9749 | 0.33 | 520 | R | | | | | | NA | | NA | | 10/23/2000 |
| | | | | To: | US 11; G | | | | | | | | |
| | 0.15 | 410 | R | From: | Cul-de-Sac; | Gap | | | NA | | NA | | 10/23/2000 |
| 9749 | 0.13 | 410 | K | To: | End Loc | n | 1 | | INA | | INA | | 10/23/2000 |
| | | | | From: | US 33 | | | | | | | | |
| 9750 | 0.15 | 420 | R | <u> </u> | 0833 | | | | NA | | NA | | 10/23/2000 |
| | | | | To: | ELKTON COMB | | | | | | | | |
| | 0.04 | 700 | R | From: | 0.16 MN U | S 33 | | | NA | | NA | | 10/22/2000 |
| 9750 | 0.04 | 700 | ĸ | To: | 82-171 | 1 | | | INA | | INA | | 10/23/2000 |
| | | | | From: | 82-1414 JOI | | | | | | | | |
| 9870 | 0.11 | 1000 | R | <u> </u> | 02 1111301 | | | | NA | | NA | | 10/26/2000 |
| | | | | To: | MYERS JR HI | GH SCH | | | | | | | |
| | | | | From: | SR 42 | | | | | | | | |
| (9912) | 0.12 | 1200 | R | _ | | | | | NA | | NA | | 10/26/2000 |
| | | | | To: | SR 42 | | | | | | | | |
| | 0.10 | 30 | R | From: | 82-826 | | | | NA | | NA | | 1994 |
| 9913) | 0.10 | 30 | K | To: | 82-826 | | | | INA | | INA | | 1994 |
| City of Harrisonburg | | | | | 02 020 | | · · | | | | | | |
| | | | | From: | E Market | St | | | | | | | |
| 1 Vine St | 1.42 | 11000 | G | 94% | 1% 2% | 1% 1% | 0% | С | 1100 | G | 11000 | G | 2001 |
| | | | | To: | N Main | | | | | | | | |
| 3 Eastover Dr | 0.44 | 1800 | c | 96% | Paul St 0% 2% | 0% 2% | 0% | F | 220 | G | 1900 | G | 2001 |
| (3) Eastover Dr | 0.44 | 1000 | G | 90 70 To: | Reservoir | | — U% | Г | 220 | G | 1900 | G | 2001 |
| | | | | From: | SR 42 | | - | | | | | | |
| 5 Acorn Dr | 1.16 | 3100 | G | 96% | 0% 2% | 0% 2% | 0% | С | 360 | G | 3300 | G | 2001 |
| 115/ | | | | To: | Mt Clinton | | | | | | | | |
| | | | | From: | Mt Clinton | | | | | | | | |
| 6 Park Rd | 0.58 | 2100 | G | 98% | 0% 1% | 0% 0% | 0% | С | 270 | G | 2200 | G | 2001 |
| _ | | | | To: From: | Shank D | | | | | | | | |
| 6 Park Rd | 0.34 | 1300 | G | 98% | 0% 1% | 0% 0% | 0% | F | 140 | G | 1300 | G | 2001 |
| ••• | | | | To: | Harmony | Rd | | | | | | | |

| | | | | F | KOCKING | ham Maintenan | ruck | | | Doolan | | | | |
|------------------------------|--------|-------|----|--------------|---------|---------------------------|------|----------|----|----------------|----|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+Ax | | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| City of Harrisonburg | | | | | | | | | | | | | | |
| 7 Harmony Rd | 0.23 | 930 | G | 95% | 1% | Park Rd 3% 1% | 1% | 0% | С | 130 | G | 980 | G | 2001 |
| (7) Harmony Rd | 0.20 | 330 | J | To: | 1 70 | SR 42 | 1 /0 | 7 ~~ | J | 100 | J | 300 | O | 2001 |
| | | | | From: | | WCL Harrisonburg | | | | | | | | |
| 4100 Mosby Rd | 0.35 | 6600 | G | 95% | 0% | 2% 1% | 2% | 0% | С | 670 | G | 7000 | G | 2001 |
| (115) | | | | To: From: | | Mosby Ct | | 1 | | | | | | |
| 4100 Mosby Rd | 0.26 | 7900 | G | 95% | 0% | 2% 1% | 2% | 0% | F | 770 | G | 8300 | G | 2001 |
| | | | | To: | | Main St | | | | | | | | |
| O Discount I I'll Da | 0.70 | .= | _ | From: | 00/ | Pear St | 40/ | | 0 | 040 | 0 | 0400 | 0 | 0004 |
| Pleasant Hill Rd | 0.78 | 8700 | G | 96% To: | 0% | 2% 1% US 11 S Main St | 1% | 0% | С | 810 | G | 9100 | G | 2001 |
| | | | | From: | U | S 11 Pleasant Hill R | i | | | | | | | |
| Stone Spring Rd | 0.65 | 9300 | G | 95% | 1% | 3% 0% | 1% | 0% | С | 930 | G | 9800 | G | 2001 |
| | | | | To: From: | | Ramblewood Rd | |] | | | | | | |
| 4102 115 Stone Spring Rd | 0.53 | 7400 | G | 95% | 1% | 3% 0% | 1% | 0% | F | 780 | G | 7700 | G | 2001 |
| | | | | To: | | ECL Harrisonburg | | | | | | | | |
| Control Ave | 0.44 | 4700 | _ | From: | 00/ | Pleasant Hill Rd | 00/ | | 0 | 400 | 0 | 4700 | 0 | 2004 |
| (4103) Central Ave | 0.14 | 1700 | G | 97% | 0% | 2% 1% | 0% | 0% | С | 180 | G | 1700 | G | 2001 |
| Control Ava | 0.01 | 4500 | | From: | 0% | Sharon St 2% 1% | 0% | 00/ | F | 200 | | 1500 | | 2004 |
| (4103) Central Ave | 0.91 | 1500 | G | 97% To: | 0% | 2% 1% Maryland Ave | U% | 0% | г | 290 | G | 1500 | G | 2001 |
| | | | | From: | | S High St | | + | | | | | | |
| South Ave | 0.52 | 5500 | G | 97% | 0% | 2% 0% | 1% | 0% | С | 500 | G | 5800 | G | 2001 |
| South Ave | | | | To: | | S Main St | | | | | | | | |
| | | | | From: | | ECL Harrisonburg | | | | | | | | |
| 4105 115 Port Republic Rd | 0.71 | 6700 | G | 95% | 0% | 2% 1% | 2% | 0% | F | 680 | G | 7100 | G | 2001 |
| | | | | To: From: | | Turner Ashby Lane | | _ | | | | | | |
| 4105 Port Republic Rd | 0.69 | 22000 | G | 95% | 0% | 2% 1% | 2% | 0% | F | 1900 | G | 23000 | G | 2001 |
| | | | | To: From: | Jan | nes Madison University Dr | ity | | | | | | | |
| 4105) Port Republic Rd | 0.41 | 17000 | G | 95% | 0% | 2% 1% | 2% | 0% | С | 1600 | G | 18000 | G | 2001 |
| 4105 Port Republic Rd | | | | To: | | S Main St | | | | | | | | |
| Mandand Ava | 0.44 | 7400 | _ | From: | 00/ | Main St | 20/ | 00/ | _ | 600 | 0 | 7700 | 0 | 2001 |
| Maryland Ave | 0.44 | 7400 | G | 95% To: | 0% | 2% 1% High St | 2% | 0% | F | 690 | G | 7700 | G | 2001 |
| | | | | From: | | High St | | 1 | | | | | | |
| 4106 Cantrell Ave | 0.57 | 10000 | G | 97% | 0% | 1% 0% | 1% | 0% | F | 1000 | G | 11000 | G | 2001 |
| 115 | | | | To: | | Ott St | | <u> </u> | | | | | | |
| (4106) Cantrell Ave | 0.68 | 14000 | G | 97% | 0% | 1% 0% | 1% | 0% | С | 1300 | G | 15000 | G | 2001 |
| 115 | | | | To: | | Reservoir St | | | | | | | | |
| 4106 Cantrell Ave | 0.18 | 8900 | G | 98% | 0% | 1% 0% | 1% | 0% | F | 780 | G | 9300 | G | 2001 |
| 115 | | | | To: | | E Market St | | | | | | | | |
| | | | | From: | | SCL Harrisonburg | | | | | | | | |
| Reservoir St | 0.97 | 6100 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 670 | G | 6400 | G | 2001 |
| | | | | To: From: | | University Blvd | | | | | | | | |
| 4107 Reservoir St | 0.57 | 14000 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 1400 | G | 15000 | G | 2001 |
| | | | | To: From: | | Eastover Dr | | | | | | | | |
| Reservoir St | 0.89 | 14000 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 1300 | G | 14000 | G | 2001 |
| _ | | | | To: From: | | E Market St | | | | | | | | |
| 4107 Sterling St | 0.13 | 1900 | G | 93% | 1% | 3% 1% | 2% | 0% | F | 240 | G | 2000 | G | 2001 |
| | | | | To: From: | - | Gay St | | + | | | | | | |
| (4107) Gay St | 0.45 | 2600 | G | 93% | 1% | Sterling St 3% 1% | 2% | 0% | F | 310 | G | 2700 | G | 2001 |
| (4107) Gay St | J. 70 | | | To: | . 70 | | | | | | | | | |
| (4107) Gay St | 0.33 | 4500 | G | From: 93% | 1% | Mason St 3% 1% | 2% | 0% | С | 450 | G | 4700 | G | 2001 |
| (4107) Gay St | 0.50 | 2000 | - | To: | . 70 | N High St | _ /0 | 7 | J | .00 | 9 | 50 | _ | _00. |
| | | | | | | ., mgn ot | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------------|--------|-------|----|---------------------|-----|---------------------------------|----------|-------|--------------|----|----------------|----|-------|----|------|
| City of Harrisonburg | | | | . [| | | | TITAL | ZIIGII | | rioui | | | | |
| 4107 Gay St | 0.11 | 3200 | G | 93% To: | 1% | N High St 3% Chicago Ave | 1% | 2% | □ 0% | F | 330 | G | 3400 | G | 2001 |
| 4107 115 Chicago Ave | 0.58 | 6000 | G | 98% | 0% | Gay St | 1% | 0% | 0% | С | 610 | G | 6300 | G | 2001 |
| <u> </u> | 0.40 | | | To: From: | 00/ | Waterman A | ve | 00/ |] | | 000 | | 0000 | | 0004 |
| Chicago Ave | 0.43 | 6300 | G | 98% To: | 0% | Mt Clinton Pi | | 0% | 0% | F | 660 | G | 6600 | G | 2001 |
| 1108) Paul St | 0.64 | 1500 | G | 99% | 0% | | 0% | 0% | 0% | С | 170 | G | 1600 | G | 2001 |
| 108 Paul St | 0.14 | 740 | G | 99% To: | 0% | Mason St 1% Main St | 0% | 0% | 0% | F | 100 | G | 780 | G | 2001 |
| Grace St | 0.27 | 4900 | G | From: 97% | 0% | High St | 0% | 1% | 0% | С | 510 | G | 5200 | G | 2001 |
| 115 | | | | To: From: | | Main St | | | | | | | | | |
| Grace St | 0.14 | 4100 | G | 97% To: | 0% | 2% Mason St Grace St | 0% | 1% | 0% | F | 440 | G | 4300 | G | 2001 |
| Mason St | 0.10 | 6200 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 720 | G | 6600 | G | 2001 |
| Mason St | 0.20 | 4400 | G | 98% | 0% | | 0% | 0% | 0% | С | 460 | G | 4600 | G | 2001 |
| 109 Mason St | 0.41 | 6500 | G | 98% | 0% | Paul St 1% | 0% | 0% | 0% | F | 720 | G | 6800 | G | 2001 |
| 109 Mason St | 0.44 | 7100 | G | From: 98% To: | 0% | | 0% | 0% | 0% | F | 710 | G | 7500 | G | 2001 |
| | 0.00 | | | From: | 40/ | Main St N High St | 40/ | 00/ | | | 070 | | 0.400 | | 0004 |
| Wolfe St | 0.23 | 2300 | G | 98% | 1% | N Main St | | 0% | 0% | F | 270 | G | 2400 | G | 2001 |
| Wolfe St | 0.69 | 800 | G | 98% To: | 1% | 1% Old Furnace I Wolfe St | 1% Rd | 0% | 0% | С | 90 | G | 840 | G | 2001 |
| Old Furnace Rd | 0.29 | 2700 | G | 98% To: | 1% | | 1% | 0% | □ 0% □ | F | 310 | G | 2900 | G | 2001 |
| Old Furnace Rd | 0.91 | 2200 | G | 98% To: | 1% | Vine St | 1% | 0% | 0% | F | 250 | G | 2300 | G | 2001 |
| 1113) Country Club Dr | 0.76 | 9600 | G | From: 95% | 0% | US 33 E | 2% | 0% | 0% | С | 1000 | G | 10000 | G | 2001 |
| 115) | 0.85 | 11000 | G | From: 95% | 0% | Linda Lane | | 0% | 0% | F | 1200 | G | 12000 | G | 2001 |
| 1113 Country Club Dr | | | | To: | | US 33 | | | <u> </u> | | | | | | |
| Kratzer Ave | 0.12 | 4200 | G | From: | | Noll Dr N Liberty S | St | | _ ¬ | | 460 | G | 4400 | G | 2001 |
| 115 Liberty St | 0.25 | 2900 | G | From: | | Noll Dr | | | j | | 340 | G | 3100 | G | 2001 |
| 115 Liberty St | 0.32 | 7900 | G | To: From: | | Kratzer Rd | l | | | | 870 | G | 8300 | G | 2001 |
| | 0.32 | 3900 | G | To: From: | | Edom Rd | | | | | 430 | G | 4100 | G | 2001 |
| 115 | | | | To: From: | | Charles St | | |]—— | | | | | | |
| Liberty St | 0.80 | 3600 | G | To: | | NCL Harrisonb | burg | | 1_ | | 420 | G | 3800 | G | 2001 |

| Route | Length | AADT | QA | 4Tire | Bus | | Tru | ıck | | QC | Design | QK | AAWDT | QW | Year |
|---------------------------|--------|------|----|--------------|---------|--------------------------|-----------------|--------|---------|----|--------|----|--------------|----|------|
| City of Harrisonburg | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | Hour | | | | |
| O | 0.14 | 1600 | G | From: 89% | 0% | S Main 4% | St 1% | 5% | 0% | С | 200 | G | 1600 | G | 2001 |
| Pike Church Rd | | | | To: | | WCL Harris | | 0,0 | | | | | | | |
| O Branch | 4.00 | 2=22 | _ | From: | 00/ | Mosby l | | 00/ | 00/ | 0 | 070 | | 0000 | | 0004 |
| (4117) Pear St | 1.09 | 2700 | G | 98% To: | 0% | 1% Pleasant H | 0% ill Rd | 0% | 0% T | С | 270 | G | 2900 | G | 2001 |
| | | | | From: | | WCL Harris | | | 1 | | | | | | |
| 4118 Erickson St | 0.72 | 6800 | G | 94% | 0% | 3% | 1% | 2% | 0% | С | 640 | G | 7200 | G | 2001 |
| | | | | From: | | S High | | | | | | | | | |
| Garbers Church Rd | 0.05 | 2800 | G | 91% | 0% | SCL Harriso | 5% | 1% | 0% | F | 310 | G | 2900 | G | 2001 |
| 115 | | | | To: From: | | Erickson | | | | | | | | | |
| Garbers Church Rd | 1.48 | 2300 | G | 91% | 0% | Erickson 2% | 5% | 1% | 0% | С | 250 | G | 2500 | G | 2001 |
| Garbers Church Rd | | | | To: From: | | US 33 Mar | ket St | | 7 | | | | | | |
| Switchboard Rd | 0.20 | 1600 | G | 91% | 0% | 2% | 5% | 1% | 0% | F | 200 | G | 1600 | G | 2001 |
| | | | | To: From: | NC | L Harrisonbu | |) | | | | | | | |
| (4120) Waterman Dr | 0.84 | 3800 | G | 91% | 1% | W Marke | 3% | 2% | 0% | С | 420 | G | 4000 | G | 2001 |
| Waterman Dr | | | | To: | | Chicago | Ave | | | | | | | | |
| O MI OU I BU | 0.40 | | _ | From: | | WCL Harris | | 20/ |] | _ | 500 | | 5 400 | | 0004 |
| Mt Clinton Pike | 0.19 | 5200 | G | 92% | 1% | 4% | 1% | 2% | 0% ¬ | F | 560 | G | 5400 | G | 2001 |
| (4121) Mt Clinton Pike | 0.10 | 6200 | G | From: 92% | 1% | College A | Ave 1% | 2% | 0% | F | 610 | G | 6500 | G | 2001 |
| Mt Clinton Pike | | | | To | | Chicago | | | ¬ | | | | | | |
| (4121) Mt Clinton Pike | 0.37 | 7100 | G | 92% | 1% | 4% | 1% | 2% | 0% | С | 700 | G | 7400 | G | 2001 |
| (115) | | | | To: From: | | SR 42 Virgir Virginia | | | | | | | | | |
| Mt Clinton Pike | 1.29 | 5500 | G | 92% | 1% | 4% | 1% | 2% | 0% | F | 580 | G | 5800 | G | 2001 |
| (115) | | | | To: | | N Main | St | | | | | | | | |
| (4122) Edom Rd | 0.21 | 3100 | G | 94% | 1% | Virginia 2 | Ave 1% | 1% | 0% | F | 360 | G | 3300 | G | 2001 |
| 4122 Edom Rd | 0.21 | 3100 | 0 | To: | 1 70 | N Liibert | | 1 70 | | ' | 300 | 0 | 3300 | 0 | 2001 |
| | | | | From: | | S High | | | | | | | | | |
| 4124 Bruce St | 0.15 | 2100 | G | 94% | 1% | 2% | 1% | 1% | 0% | С | 250 | G | 2200 | G | 2001 |
| O D 01 | 0.22 | 4500 | | From: | 10/ | Liberty | | 10/ | | | 170 | | 1600 | | 2001 |
| 4124 Bruce St | 0.22 | 1500 | G | 94% To: | 1% | 2% Mason | 1% St | 1% | 0% T | F | 170 | G | 1600 | G | 2001 |
| | | | | From: | | Country Cl | ub Rd | | | | | | | | |
| 4125 Keezletown Rd | 0.76 | 2100 | G | 91% To: | 1% | 3% | 5% | 1% | 0% | F | 220 | G | 2200 | G | 2001 |
| | | | | From: | | ECL Harriso | | | | | | | | | |
| 4127 115 Greendale Rd | 1.05 | 3100 | G | 91% | 1% | Pleasant Val | 5% | 1% | 0% | С | 370 | G | 3300 | G | 2001 |
| 115 | | | | To: | | ECL Harriso | onburg | | | | | | | | |
| Placeant Valley Del | 0.67 | 2202 | | From: | 40/ | SCL Harriso | | 00/ | 00/ | _ | 260 | | 2500 | | 2004 |
| 4128 Pleasant Valley Rd | 0.67 | 3300 | G | 85% To: | 1% R | 3% TE 710 Gree | 2% endale Rd | 9% | 0% T | F | 360 | G | 3500 | G | 2001 |
| | 0.70 | 0=00 | _ | From: | | Greendale | e Rd | 00/ | 60/ | | 000 | | 0000 | _ | 0001 |
| (4128) Pleasant Valley Rd | 0.73 | 6500 | G | 85% To: | 1% | 3% S Main | 2% St | 9% | ¬ 0% | С | 660 | G | 6800 | G | 2001 |
| Town of Bridgewater | | | | <u>I</u> | | Simulii | | | | | | | | | |
| O 0 1 15 | 0.70 | 0000 | _ | From: | 001 | Main S | | 00/ | 00/ | | 000 | | 0000 | _ | 0001 |
| Oakwood Dr | 0.78 | 2900 | G | 97% To: | 0% | 1% ECL Bridge | 1% ewater | 0% | □ 0% | С | 280 | G | 2900 | G | 2001 |
| | | | | From: | | N Main | | | 1 | | | | | | |
| N River Rd | 0.19 | 2400 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 220 | G | 2500 | G | 2001 |
| | | | | To: | - | Dry River | r Rd | | | | | | | | |

| | | | | Г | KOCKIIIQ | mann Manne | | | | | | | | | |
|----------------------------|--------|-------|----|--------------|----------|----------------------------|--|------|---------|----|----------------|----|-------|----|-------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3 | Tru 3+Axle | | 2Trail | QC | Design Hour | QK | AAWDT | QW | Year |
| Town of Bridgewater | | | | | | | | | 1 | | | | | | |
| 1903) Dry River Rd | 0.43 | 2800 | G | 95% | 1% | N River Ro 2% | 1% | 1% | 0% | С | 260 | G | 2900 | G | 2001 |
| (1903) Dry River Rd | 0.43 | 2000 | G | 70: To: | 1 /0 | NCL Bridgew | | 1 /0 | 7 0 /% | C | 200 | G | 2900 | G | 2001 |
| T CELL | | | | - | | TTCL Bridgew | rater | | | | | | | | |
| Town of Elkton | | | | From: | | Bus US 33 | 3 | | | | | | | | |
| 1924 Spottswood Ave | 0.29 | 6700 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 730 | G | 6800 | G | 2001 |
| 216) | | | | To: From: | | Stuart Ave | e | | | | | | | | |
| 1924 216 Spottswood Ave | 0.51 | 3000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 290 | G | 3000 | G | 2001 |
| 216 | | | | To: | | North Rd | | | | | | | | | |
| 1924 216 Furnace Rd | 0.09 | 2700 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 260 | G | 2800 | G | 2001 |
| 216 | | | | To: | | ECL Elktor | n | | | | | | | | |
| | | | | From: | | Spottswood A | Ave | | | | | | | | |
| 1925 North Rd | 0.04 | 2900 | G | 95% | 1% | 2% | 1% | 0% | 0% | С | 300 | G | 3000 | G | 2001 |
| 216) | | | | To: | | ECL Elktor | n | | | | | | | | |
| Town of Grottoes | | | | | | | | | • | | | | | | |
| Conv St | 0.00 | 040 | _ | From: | 0% | East Side Hy | wy 0% | 0% | | F | 00 | 0 | 020 | C | 2004 |
| 228 Cary St | 0.23 | 910 | G | 98% To: | 0% | | | 0% | 0% | г | 90 | G | 930 | G | 2001 |
| | | | | From: | | ECL Grotto | | | | | | | | | |
| 2nd St | 0.13 | 2000 | G | 98% | 0% | Aspen Ave | e 0% | 0% | 0% | F | 210 | G | 2000 | G | 2001 |
| (4) 2nd St | 0.13 | 2000 | G | 70: To: | 0 /0 | US 340 | 0 /0 | 0 76 | 7 0 /% | | 210 | G | 2000 | G | 2001 |
| | | | | From: | | | | | 1 | | | | | | |
| 987) Dogwood Ave | 0.39 | 1600 | G | 98% | 0% | SCL Grotto | 0% | 0% | 0% | F | 170 | G | 1600 | G | 2001 |
| 987 Dogwood Ave | 0.00 | 1000 | J | JO 70 | 0 70 | | 0 70 | 0 70 | 7 | • | 170 | O | 1000 | O | 2001 |
| Dogwood Ave | 0.04 | 2400 | G | From: 98% | 0% | 6Th St 1% | 0% | 0% | | С | 210 | G | 2200 | G | 2001 |
| 987 Dogwood Ave | 0.94 | 3100 | G | 90 % To: | 0% | NCL Grotto | | 0% | 0% | C | 310 | G | 3200 | G | 2001 |
| | | | | From: | | | | | 1 | | | | | | |
| 2955) 6Th St | 0.38 | 2000 | G | 98% | 0% | Dogwood A | 0% | 0% | 0% | F | 200 | G | 2000 | G | 2001 |
| (2955) 6Th St | 0.50 | 2000 | G | To: | 0 70 | Aspen St | | 0 70 | 7 070 | • | 200 | J | 2000 | O | 2001 |
| City of Harrisonburg | | | | • | | riopen st | | | | | | | | | |
| City of Harrisondurg | | | | From: | На | rtman Dr on No | orth End | | 1 | | | | | | |
| 2nd St | 2.09 | 240 | G | | | | | | | | 20 | G | 260 | G | 2001 |
| | | | | To: | W | illow St on Sou | uth End | | | | | | | | |
| A II I A | 0.00 | 400 | _ | From: | | Clay St | | | | | 40 | _ | 400 | 0 | 0004 |
| Alleghany Ave | 2.09 | 120 | G | | | | | | | | 10 | G | 120 | G | 2001 |
| | | | | From: | | Star Crest I | Or | |] | | | | | | |
| Blue Ridge Rd | 2.09 | 4600 | G | _ | | | | | _ | | 450 | G | 4900 | G | 2001 |
| | | | | To: From: | | Country Club Monument A | | | | | | | | | |
| Bluestone St | 2.09 | 180 | G | | | Wionument A | 100 | | | | 30 | G | 190 | G | 2001 |
| 2.000.00 0. | | .00 | • | To: | | Dead End | | | 7 | | | | | • | |
| | | | | From: | | Star Crest I | | | | | | | | | |
| Broad View Dr | 2.09 | 610 | G | | | | | | _ | | 80 | G | 640 | G | 2001 |
| | | | | To: From: | | Sparrow C | | | - | | | | | | |
| Campbell St | 2.09 | 300 | G | 110.11. | | N. Mason S | St | | _ | | 40 | G | 320 | G | 2001 |
| odinpodi ot | 2.00 | 000 | · | To: | | Ott St | | | ī | | 40 | Ŭ | 020 | J | 2001 |
| | | | | From: | | Reservoir S | St | | | | | | | | |
| Carlton St | 2.09 | 5300 | G | | | | | | _ | | 510 | G | 5600 | G | 2001 |
| | | | | To: From: | | Market St | | | 1 | | | | | | |
| Cedar St | 2.09 | 130 | G | . 70111. | | S. Dogwood | Dr | | | | 10 | G | 140 | G | 2001 |
| Ocuai Oi | ۷.05 | 130 | G | To: | | West Ave | <u>, </u> | | _ | | 10 | G | 140 | G | 200 I |
| | | | | From: | | N. Liberty S | | | 1 | | | | | | |
| Charles St | 2.09 | 2600 | G | | | | | | _ | | 230 | G | 2700 | G | 2001 |
| | | | | To: | | N Main St | | | | | | | | | |
| Olavi Ot | 0.00 | • • • | _ | From: | | Country Clu | ub | | _ | | 40 | ^ | 000 | ^ | 0001 |
| Clay St. | 2.09 | 240 | G | To: | | A 11 1 | | | _ | | 40 | G | 260 | G | 2001 |
| | | | | * *** | | Alleghany A | ve | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Rus | Truck 3+Axle 1Trai | | QC | Design Hour | QK | AAWDT | QW | Year |
|----------------------|--------|------|----|--------------|--------------------|-----------------------|---------------|----|----------------|----|-------|----|-------|
| City of Harrisonburg | | | | From: | Jefferson | St | | | | | | | |
| Clinton St | 2.09 | 400 | G | | Jenerson | St. | | | 40 | G | 420 | G | 2001 |
| | | | | To: | N Main | | | | | | | | |
| | | | | From: | Orchard : | La | | | | | | | |
| Crawford St | 2.09 | 700 | G | | | | | | 80 | G | 740 | G | 2001 |
| | | | | To: From: | Orchard | | - | | | | | | |
| Crawford St | 2.09 | 1100 | G | | Monument | Ave | | | 120 | G | 1200 | G | 2001 |
| Ciawioid St | 2.09 | 1100 | G | To: | Port Republ | ia P.d | _ | | 120 | G | 1200 | G | 2001 |
| | | | | From: | Hillandale | | | | | | | | |
| Dale Cir. | 2.09 | 40 | G | | | | | | 6 | G | 45 | G | 2001 |
| | | | | To: | Hillandale | Ave | | | | | | | |
| | | | | From: | N. Mason | St | | | | | | | |
| E. Gay St. | 2.09 | 3900 | G | | | | | | 410 | G | 4100 | G | 2001 |
| | | | | To: | N. Main | | | | | | | | |
| | | | _ | From: | Maryland | Ave | | | | _ | | | |
| Ellwood Dr | 2.09 | 190 | G | _ | | | _ | | 20 | G | 200 | G | 2001 |
| | | | | To: From: | New York | | - | | | | | | |
| Green St | 2.09 | 190 | G | | N. Dogwoo | u Dī | | | 20 | G | 200 | G | 2001 |
| OIGH OL | 2.03 | 130 | G | To: | Willlow | St. | _ | | 20 | 9 | 200 | 9 | 200 I |
| | | | | From: | W. Gay | | + | | | | | | |
| Hartman Dr | 2.09 | 240 | G | | Suy | | | | 30 | G | 260 | G | 2001 |
| | | | - | To: | Second S | St | | | - | - | | | |
| | | | | From: | S. Dogwoo | | | | | | | | |
| Hillandale Ave | 2.09 | 620 | G | | | | | | 80 | G | 660 | G | 2001 |
| | | | | To: | S. High S | St. | | | | | | | |
| | | | | From: | Fairview A | Ave | | | | | | _ | |
| Hillcrest Dr | 2.09 | 290 | G | | | | | | 30 | G | 310 | G | 2001 |
| | | | | To: From: | Maplehurst | | | | | | | | |
| Llillaida Ava | 2.00 | 200 | • | r toni. | Monument | Ave | | | 60 | 0 | 220 | _ | 2001 |
| Hillside Ave | 2.09 | 300 | G | To: | D1E- | . 1 | _ | | 60 | G | 320 | G | 2001 |
| | | | | From: | Dead Er Moore S | | | | | | | | |
| Holly Hill Drive | 2.09 | 220 | G | <u> </u> | WIOOTE | <u> </u> | | | 20 | G | 230 | G | 2001 |
| riony rim Brivo | 2.00 | | | To: | N Main | St | $\overline{}$ | | | Ŭ | 200 | Ū | 200. |
| | | | | From: | Valley S | | | | | | | | |
| Monument Ave | 2.09 | 890 | G | | - | | | | 120 | G | 940 | G | 2001 |
| | | | | To: | Bluestone | St | | | | | | | |
| | | | | From: | Dead Er | nd | | | | | | | |
| Moore St | 2.09 | 120 | G | | | | | | 20 | G | 130 | G | 2001 |
| | | | | To: From: | Holly Hill | | | | | | | | |
| Naa. A | 2.00 | 4400 | _ | From: | N. Main | St | | | 440 | _ | 4000 | _ | 2004 |
| Newman Ave | 2.09 | 1100 | G | To: | F 1 1 | Q. | _ | | 110 | G | 1200 | G | 2001 |
| | | | | From: | Federal South A | | - | | | | | | |
| S. Dogwood Dr. | 2.09 | 1500 | G | <u> </u> | South A | ,. | | | 160 | G | 1600 | G | 2001 |
| | | .000 | _ | To: | Ridge R | d | | | .00 | _ | .000 | _ | _501 |
| | | | | From: | S. Dogwoo | | | | | | | | |
| South Ave | 2.09 | 1000 | G | | | | | | 110 | G | 1100 | G | 2001 |
| | | | | To: | Sharps I | | | | | | | | |
| | | | | From: | N. Blue Rid | ge Rd | | | | | | | |
| Spottswood Dr | 2.09 | 140 | G | | | | | | 20 | G | 150 | G | 2001 |
| | | | | To: | N. Carlton | | | | | | | | |
| 04 04 D | 0.00 | 0=0 | _ | From: | Blue Ridge | e Kd | | | 40 | _ | 000 | _ | 000 |
| Star Crest Dr | 2.09 | 370 | G | Tar | | | _ | | 40 | G | 390 | G | 2001 |
| | | | | To: From: | Alleghany | | - | | | | | | |
| Statton Rd | 2.09 | 40 | G | 1 | Wolfe S |) i | | | 5 | G | 45 | G | 2001 |
| GIGHOTI NU | 2.09 | 40 | G | To: | W Gay S | Q† | _ | | J | G | 40 | G | 200 l |
| | | | | From: | Jefferson | | + | | | | | | |
| Sutter St | 2.09 | 330 | G | | | | | | 30 | G | 350 | G | 2001 |
| | | | | To: | Dead Er | | | | | | | | |

| | | | | · | TOCKING | iaiii iviaii | literiarice | Alea | | | | | | | |
|----------------------|--------|------|----|----------|----------|------------------|-------------|--------|----------|----|--------|----|---|------|-------|
| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design | OK | AAWDT | OW | Year |
| | | | | 71110 | Duo | 2Axle | 3+Axle | 1Trail | 2Trail | QU | Hour | ωi | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 3,11 | i cai |
| City of Harrisonburg | | | | | | | | | | | | | | | |
| | | | | From: | | Fry A | ve | | | | | | | | |
| Valley St | 2.09 | 200 | G | | | | | | | | 20 | G | 210 | G | 2001 |
| | | | | To: | | Monumen | t Ave . | | | | | | | | |
| | | | | From: | | S. Masc | on St | | | | | | | | |
| W. View St | 2.09 | 240 | G | | | | | | | | 30 | G | 250 | G | 2001 |
| | | | | To: | | Ott S | St | | | | | | | | |
| | | | | From: | | Brook A | Ave | | | | | | | | |
| W. Water St | 2.09 | 360 | G | | | | | | | | 60 | G | 380 | G | 2001 |
| | | | | To: | | Academ | ny St | | | | | | | | |
| | | | | From: | | Grace | | | | | | | | | |
| Walnut St | 2.09 | 270 | G | - | <u> </u> | | <u> </u> | | | | 30 | G | 280 | G | 2001 |
| | | | | To: | | Dead I | ∃nd | | | | | | | | |
| | | | | From: | | W Gay | / St | | | | | | | | |
| Willow St | 2.09 | 1200 | G | | | | | | <u> </u> | | 140 | G | 1200 | G | 2001 |
| | | | | To: | | Second | l St | | | | | | | | |
| | | | | From: | | Dead I | End | | | | | | | | |
| Wilson Ave | 2.09 | 50 | G | | | | | | <u> </u> | | 7 | G | 50 | G | 2001 |
| | | | | To: | | N Maii | n St | | | | | | | | |
| T 6D 11 | | | | - | | | | | • | | | | | | |
| Town of Bridgewater | | | | From: | | Dinkle | Avo | | | | | | | | |
| Collegeview Dr. | 8.83 | 950 | G | <u> </u> | | Dilikie | Ave | | | | 110 | G | 1000 | G | 2001 |
| | 0.00 | 330 | G | To | | E C II | C. | | _ | | 110 | O | 1000 | O | 2001 |
| | | | | From: | | E Colleg Main | | | | | | | | | |
| E College St | 8.83 | 1100 | G | L | | ivialli | Ji. | | | | 120 | G | 1100 | G | 2001 |
| | 0.03 | 1100 | G | To: | | Callaga | D | | _ | | 120 | G | 1100 | G | 2001 |
| | | | | | | Collegevi | ew Dr | | | | | | | | |
| Town of Elkton | | | | | | | | | | | | | | | |
| Ashby Ave | | | | From: | | C Stre | eet | | | | | | | | |
| | 11.92 | 100 | G | | | | | | | | 20 | G | 110 | G | 2001 |
| | | | | To: | | B Stre | eet | | | | | | | | |
| Town of Grottoes | | | | | | | | | | | | | | | |
| TOWN OF CHOURS | | | | From: | | Forest . | Ave | | | | | | | | |
| 11th St | 17.40 | 180 | G | L | | | | | _ | | 20 | G | 190 | G | 2001 |
| | - | | - | To: | | Dogwood | d Ave | | 7 | | - | - | | - | |
| | | | | | | DUEWOOL | 4 2 1 7 0 | | | | | | | | |