2008

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

80

Roanoke County City of Roanoke City of Salem Town of Vinton

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

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, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; 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; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, 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 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".

Also available are 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 reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

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 Traffic Engineering Division 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

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

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

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,

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 Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(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.

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Roanoke Maintenance Area

5 .					_		Trι	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷۱
~~~	From:	Montgomery Cou													
11 460 West Main St	Roanoke County	1.26 <b>9000</b>	G	94%	0%	1%	3%	2%	0%	F	0.103	F	0.597	9200	G
~~~	To: From:	80-639 West R													
11 460 West Main St	Roanoke County	0.60 9000	N	94%	0%	1%	3%	2%	0%	Ν	0.103	N	0.597	9200	N
~ ~ ~	To: From:	80-647 Dow Ho													
(11) (460) West Main St	Roanoke County	2.93 10000	G	94%	0%	1%	3%	2%	0%	F	0.089	F	0.572	11000	G
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ 	Ta: From:	80-643 Daughe	erty Rd												
11 (460) West Main St	Roanoke County	0.39 14000	F	95%	1%	1%	1%	3%	0%	С	0.094	F		15000	F
~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	80-642 Allegh	any Dr												
11 (460) West Main St	Roanoke County	0.64 19000	_	94%	0%	1%	3%	2%	0%	F	0.088	F	0.500	20000	G
	Too	WCL Sale	m												
11 460 West Main St	City of Salem	1.12 19000		94%	0%	1%	3%	2%	0%	F	0.085	F	0.514	21000	G
	Tax	SR 112 Wildwo	nod Rd												
11 \ 460 \ West Main St	City of Salem	1.31 28000		98%	0%	1%	0%	0%	0%	F	0.084	F	0.540	31000	G
	та	ALT US 460,	Ath Ct												
11 \ 460 West Main St	City of Salem	0.60 15000		98%	0%	1%	0%	0%	0%	F	NA			17000	G
460) 11 600 11 600	The state of the s				0,0		070	070	070	•				17000	Ū
11 (460) West Main St	City of Salem	0.35 Academy		98%	0%	1%	0%	0%	0%	F	0.083	F	0.508	14000	G
11 460 West Main St	To:	College A		30 76	070	170	070	070	0 / 6	'	0.003	'	0.300	14000	G
	From:	US 460, Ma													
11 College Ave	City of Salem	0.09 2400	G	98%	0%	1%	0%	0%	0%	F	0.113	F	0.625	2600	G
<u> </u>	To: From:	SR 311, Thompson I	Memorial	Dr		\neg \vdash									
11 College Ave	City of Salem	0.72 5500	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.620	6200	G
<u> </u>	To From	8th St				\neg \vdash									
11 Colorado St	City of Salem	0.58 16000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.574	18000	G
	To:	Apperson 1													
Annanan Du	City of Colors	Colorado		000/	00/	40/	00/	00/	00/	_	0.000	_	0.000	22222	_
(11) Apperson Dr	City of Salem	0.98 20000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.608	22000	G
~~·	Ta: From	SR 419 Electr													
(11) Apperson Dr	City of Salem	1.04 13000		96%	0%	1%	1%	1%	0%	С	0.084	F	0.523	15000	G
	From:	WCL Roan ECL Sale													
11 Brandon Ave	City of Roanoke	1.35 18000		98%	0%	1%	0%	0%	0%	F	0.096	F	0.615	20000	G
	To:	Edgewood St; Mu													
11 Brandon Ave	City of Roanoke	1.03 11000		98%	0%	1%	0%	0%	0%	F	0.088	F	0.530	12000	G
11) =16116617116	To:	Grandin R		0070	370		J /0	0 /0	370	•	0.000	•	0.500	.2000	0
	From:	Brandon A													
11 Grandin Rd	City of Roanoke	0.70 7400	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.585	8300	G
\smile	To:	Memorial Av	enue												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Roanoke Maintenance Area

		Roanoke Maintena					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Grandin Rd													
11 Memorial Avenue	City of Roanoke	0.84 11000	Α	98%	0%	1%	0%	0%	0%	С	0.116	Α	0.615	13000	Α
~	To: From:	Campbell Ave Memorial Ave				_									
11 Campbell Ave	City of Roanoke	0.53 4300	e G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.595	4800	G
11) Sampsan / We				0070	070	170	070	070	070	•	0.101	•	0.000	4000	Č
11 Campbell Ave	City of Roanoke	7th St 0.47 5100	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.545	5700	G
11) Campbell Ave	City of Roalloke		<u> </u>	90%	0%	170	076	076	0%	Г	0.090	Г	0.545	3700	Ċ
~~~	From:	3rd St		200/	00/		00/	00/	201		2 222		0.740	7400	
11) Campbell Ave	City of Roanoke	0.28 <b>6300</b>	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.712	7100	(
~~	To: From:	US 221 Jefferson													
11 Campbell Ave	City of Roanoke	0.16 <b>6300</b>	N	98%	0%	1%	0%	0%	0%	Ν	0.092	Ν	0.712	7100	١
<del>~</del>	To:	Williamson R				_									
11)(221)(116)Williamson Rd	City of Roanoke	0.15 <b>Campbell Ave</b>	e G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.513	22000	(
11 221 116 Williamson Rd	City of Roalloke	0.13 19000		90 /6	076	1 /0	0 /6	076	076		0.009	-	0.515	22000	•
~~~~	From:	Shenandoah A								_		_			
11) (221) (116) Williamson Rd	City of Roanoke	0.15 17000	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.619	19000	(
~ ~ ~	To: From:	I-581													
11) (221) (116) Williamson Rd	City of Roanoke	0.50 11000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.515	11000	(
	To	US 460 Orange	Ave												
11 Williamson Rd	City of Roanoke	0.92 14000	G	99%	0%	0%	0%	0%	0%	F	0.077	F	0.513	14000	(
<u> </u>	To	Liberty Rd													
11 Williamson Rd	City of Roanoke	0.51 15000	G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.506	16000	(
1)				0070	0,0		0,0	0,0	0,0	•	0.00	•	0.000	.0000	
11 Williamson Rd	City of Roanoke	10th St 1.27 18000	G	99%	0%	0%	0%	0%	0%	F	0.079	F	0.513	18000	(
11 Williamson Rd	City of Roalloke			9976	076	<u> </u>	0 /6	076	076		0.079	-	0.515	10000	•
~~	From:	SR 101 Hershberg										_		.=	
11) Williamson Rd	City of Roanoke	0.11 17000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.517	17000	(
~	To: From:	SR 118 Airport													
11) Williamson Rd	City of Roanoke	0.39 15000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.514	16000	(
~	To	NCL Roanok	e			_									
11 Lee Highway	Roanoke County	3.19 13000	Α	99%	0%	0%	0%	0%	0%	С	0.107	Α	0.559	13000	F
<i>→</i>	To:	Botetourt County	Line												
ALT ALT	From:	W Main St													
11) (460) 4th St	City of Salem	0.40 16000	G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.53	17000	(
	Too	Elm St													
ALT ALT	From:		_	000/	00/	40/	407	00/	00/	_	0.005	_	0.500	00000	
11) (460)4th St	City of Salem	0.37 18000	G	96%	0%	1%	1%	2%	0%	С	0.085	F	0.529	20000	(
ALT ALT	To: From:	Union St													
11) (460) 4th St	City of Salem	0.29 16000	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.544	17000	C
11) (400)	To:	Colorado St				—i				•		•			_

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Roanoke Maintenance Area

_						_		Truc	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	C
LT ALT	From:		Colorado St		070/	00/	40/	40/	40/	00/	_	0.00	_	0.500	10000	
1) (460) 4th St	City of Salem	0.28	9400	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.538	10000	
LT ALT	From:	R	oanoke Blvd													
1) (460) Texas St	City of Salem	0.31	11000	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.566	11000	
LT ALT	To: From:		Idaho St													
T ALT 1 \ 460 Texas St	City of Salem	0.61	6100	G	96%	0%	1%	1%	1%	0%	С	0.093	F	0.538	6600	
	Tax	Ly	nchburg Tnpl	k			\neg									
T ALT 1 (460) Texas St	City of Salem	0.24	2600	G	96%	0%	1%	1%	1%	0%	F	0.094	F	0.99	2800	
Texas St	Ta-		Electric Rd		5070	070		170	170	070	•	0.004	•	0.00	2000	
I ALI	From:		Texas St													
1) (460) (419) Electric Rd	City of Salem	0.53	21000	G	96%	0%	1%	1%	1%	0%	F	0.093	F	0.606	23000	
.T	To: From:		E Main St 119 Electric F	24												
1) (460) E Main St	City of Salem	0.44	15000		96%	1%	1%	1%	2%	0%	F	0.087	F	0.522	16000	
1) (400)	To:	W	CL Roanoke													
T	From:		ECL Salem			407					_		_			
1 460 Melrose Ave	City of Roanoke	0.65	16000	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.503	17000	
Т	To- From:	SR 117	Peters Cree	k Rd												
Melrose Ave	City of Roanoke	1.75	13000	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.505	14000	
	To: From:		24th St													
1) (460) (116) Melrose Ave	City of Roanoke	0.41	12000	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.528	13000	
	To: From:	Sa	lem Turnpike													
_T 1) (460) (116) Orange Ave	City of Roanoke	1.00	13000	G	96%	1%	1%	1%	2%	0%	F	0.08	F	0.523	14000	
	To	10TH 5	ST, Gainsbor	n Rd												
_T 1) (460) (116) Orange Ave	City of Roanoke	0.90	17000		96%	1%	1%	1%	2%	0%	С	0.094	Α	0.525	18000	
1) 460 116 Orange Ave	Oity of Roalioke				3070	170		1 70	270	070	O	0.054	^	0.020	10000	
LTALT	From:		S 220, ALT S													
1) (460) (116) (220) Orange Ave	City of Roanoke	0.24	45000		96%	1%	1%	1%	2%	0%	F	0.074	F	0.533	48000	
	Tor		Williamson													
The August	City of Roanoke		16 Jefferson		000/	40/	40/	00/	40/	00/	0	0.075	F	0.047	40000	
Elm Avenue	City of Roanoke	0.17	16000	G	98%	1%	1%	0%	1%	0%	С	0.075	Г	0.617	18000	
The America	To: From:	0.05	I-581		070/	007	40/	00/	40/	00/		0.004	_	0.504	20000	
Elm Avenue	City of Roanoke	0.25	27000	G	97%	0%	1%	0%	1%	0%	С	0.081	F	0.564	29000	
Dullitt Avenue	To From:		24 Par, 6th S		060/	00/	10/	40/	40/	00/		0.400			12000	
Bullitt Avenue	City of Roanoke	0.68	12000		96%	0%	1%	1%	1%	0%	С	0.103	F F	0.500	13000	
C	ombined Traffic Estimates for 2 Parallel Roadways		24 P, 13th S		96%	0%	1%	1%	1%	0%	С	0.085	г	0.592	27000	

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Roanoke Maintenance Area

		Rualiuke ivia						Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT Q	lΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	1	3th St													
24) Jamison Ave	City of Roanoke	0.19 2	9000 (G	96%	0%	1%	1%	1%	0%	F	0.086	F	0.609	31000	G
\smile	To:		ale Ave													
	From:		ison Ave													
24 Dale Ave	City of Roanoke			<u> </u>	96%	0%	1%	1%	1%	0%	F	0.087	F	0.599	29000	(
$\stackrel{\smile}{\smile}$	To		Roanoke													
N/invision Asso	T		L Vinton		000/	00/	40/	40/	407	00/	_	0.005	_	0.000	00000	
24) Virginia Ave	Town of Vinton			3	96%	0%	1%	1%	1%	0%	F	0.085	F	0.630	29000	(
	Tac From:		ollard St													
24) Virginia Ave	Town of Vinton			G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.669	26000	(
<u> </u>	To:		arview St													
24 By Pass Rd	Town of Vinton		rdy Ave 5000 (G	97%	0%	1%	1%	40/	00/	F	0.095	F	0.570	16000	(
24 By Pass Rd	TOWIT OF VITILOTI		ington Ave	<u> </u>	9170	0%	176	170	1%	0%	Г	0.095	Г	0.578	16000	,
	From:		pass Rd													
24) Washington Ave	Town of Vinton		•	<u> </u>	97%	0%	1%	1%	1%	0%	F	0.092	F	0.675	27000	(
Vasimigton / tve	Town of Villon				01 70	070	170	170	170	070	•	0.002	•	0.070	27000	
	From:		L Vinton													
₂₄) Washington Ave	Roanoke County				97%	0%	1%	1%	1%	0%	F	0.101	F	0.623	23000	(
<u> </u>	To:	Bedford	l County Line	2												
	From:	(6th St													
24) Jamison Ave	City of Roanoke	0.68 1	3000	G	96%	0%	1%	1%	1%	0%	С	0.092	F		14000	(
₽)	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 2	25000 (G	96%	0%	1%	1%	1%	0%	С	0.085	F	0.592	27000	(
	To:	Benr	nington St													
	From:	Floyd C	County Line													
48) Blue Ridge Parkway	Roanoke County (Maint: US))								NA			NA	
	To:	Ţ	JS 220													
48 Blue Ridge Parkway	Roanoke County (Maint: US)			<u> </u>								NA			NA	
40)	, (,															
Disco Bidos Bodosos	From:		n Boundary									NIA			NI A	
48 Blue Ridge Parkway	Roanoke County (Maint: US)	6.67	2400 ()								NA			NA	
	To: From:	Ş	SR 24													
48) Blue Ridge Parkway	Roanoke County (Maint: US)	3.64	2400 ()								NA			NA	
\smile	To:	Botetour	t County Lin	e												
lorth	From:	Montgome	ery County Li	ine												
81)	Roanoke County	2.06 2	3000 (G	72%	1%	1%	1%	23%	2%	F	0.07	F		23000	(
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 4	5000 (3	74%	1%	1%	1%	22%	2%	F	0.076	F	0.523	45000	(
	To		ow Hollow R													
lorth	From:															_
81	Roanoke County				74%	1%	1%	1%	22%	2%	С	0.102	Α		24000	1
\smile	Combined Traffic Estimates for 2 Parallel Roadways of			Α	75%	1%	1%	1%	21%	2%	С	NA			48000	A
	To:	Urbar	n Boundary													

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

	Roanok	e Maintena	nce Ai	rea											
Route	Jurisdiction Lenath	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
	Jurisuiction Lerigit	י אאטו	WA.	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	ωn	Factor	~~***	Q V V
North		Jrban Bounda	_												
(81)	Roanoke County 2.26	24000	Α	74%	1%	1%	1%	22%	2%	С	0.102	Α		24000	Α
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 49000	Α	75%	1%	1%	1%	21%	2%	С	0.098	Α		48000	Α
North	To: From:	SCL Salem													
(81)	City of Salem (Maint: 80) 0.20	24000	Α	74%	1%	1%	1%	22%	2%	С	0.102	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 49000	Α	75%	1%	1%	1%	21%	2%	С	NA			48000	Α
North	To From: SR	112 Wildwoo	d Rd												
81)	City of Salem (Maint: 80) 0.22	28000	G	78%	1%	1%	1%	18%	1%	F	0.08	F		28000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 55000	G	78%	1%	1%	1%	18%	1%	F	NA			56000	G
N. a	To: From	NCL Salem				_									
North 81	Roanoke County 2.71	28000	G	78%	1%	1%	1%	18%	1%	F	0.08	F		28000	G
(61)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	78%	1%	1%	1%	18%	1%	F	0.082	F	0.540	56000	G
		Гhompson Me	morial l	Dr		<u> </u>									
North	Roanoke County 1.64	30000	A	78%	1%	1%	1%	18%	1%	С	0.098	Α		31000	Α
81	Combined Traffic Estimates for 2 Parallel Roadways on this Route		F	70 % 79%	1%	1%	1%	17%	1%	С	0.098	A		60000	F
	,			1370	1 /0	1 70	1 /0	17 /0	1 /0	C	0.030	^		00000	•
North	rrom:	R 419 Electric													
81	Roanoke County 2.48	34000	A	80%	1%	1%	1%	16%	1%	С	0.098	A		35000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	I-581, US 220	A	81%	1%	1%	1%	15%	1%	С	0.098	Α		68000	Α
North	From:	I-581	,												
(81) (220)	Roanoke County 2.34	29000	Α	78%	1%	1%	1%	18%	1%	С	0.105	Α		29000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: 57000	Α	79%	1%	1%	1%	18%	1%	С	0.100	Α		58000	Α
North	To: From:	115 Plantation	n Rd			\Box									
81) (220)	Roanoke County 0.84	20000	G	78%	1%	1%	1%	18%	1%	F	0.084	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	79%	1%	1%	1%	18%	1%	F	0.075	F	0.513	46000	G
	To: Bol	etourt County	Line												
South		gomery Count													
81	Roanoke County 2.03	23000	Α	75%	1%	1%	1%	21%	2%	С	0.110	Α		22000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		N	74%	1%	1%	1%	22%	2%	N	NA			45000	N
South	From: 80-6	47 Dow Hollo	w Rd												
(81)	Roanoke County 4.40	24000	Α	76%	1%	1%	1%	20%	2%	С	0.110	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: 49000	Α	75%	1%	1%	1%	21%	2%	С	0.098	Α		48000	Α
South	To- From:	SCL Salem													
(81)	City of Salem (Maint: 80) 0.28	24000	Α	76%	1%	1%	1%	20%	2%	С	0.110	Α		24000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 49 000	Α	75%	1%	1%	1%	21%	2%	С	NA			48000	Α
	To: SR	112 Wildwoo	d Rd												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Roanoke Maintenance Area

			Maintena					Tru	rck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
South	From:	SR 1	12 Wildwoo	d Rd			ZAKIC	JIANIC	TITAL	ZITAII		1 actor		1 actor		
81)	ا City of Salem (Ma		28000	A	79%	1%	1%	1%	17%	1%	С	0.107	Α		28000	Α
0.1)	Combined Traffic Estimates for 2 Paralle			G	78%	1%	1%	1%	18%	1%	F	NA			56000	G
	To		NCL Salem				<u> </u>									
South	From:					401					_					
81	Roanoke Cou	•	28000	Α	79%	1%	1%	1%	17%	1%	C	0.107	Α		28000	A
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	55000	G	78%	1%	1%	1%	18%	1%	F	0.082	F	0.540	56000	G
outh	To. From:		SCL Salem													
81)	City of Salem (Ma	aint: 80) 0.90	28000	Α	79%	1%	1%	1%	17%	1%	С	0.107	Α		28000	A
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	55000	G	78%	1%	1%	1%	18%	1%	F	NA			56000	G
	To:		NCL Salem				\neg \vdash									
outh	Roanoke Cou		28000	Α	79%	1%	1%	1%	17%	10/	С	0.107	Α		28000	Δ
81)		•		G		1%				1%	F		А			9
	Combined Traffic Estimates for 2 Paralle	<u> </u>			78%	170	1%	1%	18%	1%	Г	NA			56000	Ċ
outh	To- From:	SR 311 Th	ompson Me	morial I	Or											
81)	Roanoke Cou	unty 1.37	30000	F	80%	1%	1%	1%	16%	1%	С	0.105	Α		29000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	60000	F	79%	1%	1%	1%	17%	1%	С	0.098	Α		60000	F
	To. From:	SR	419 Electric	Rd			\neg \vdash									
outh 81	Roanoke Cou	unty 2.21	33000	Α	82%	1%	1%	1%	15%	1%	С	0.104	Α		33000	,
81)	Combined Traffic Estimates for 2 Paralle	•		A	81%	1%	1%	1%	15%	1%	С	0.098	Α		68000	,
	To:	·	581, US 220		0170	170	Τĺ	1 70	10 /0	170	Ü	0.000	,,		00000	,
outh ~~~	From:		I-581													
81) { 220 }	Roanoke Cou	•	28000	Α	80%	1%	1%	1%	17%	1%	С	0.102	Α		28000	ŀ
<u> </u>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	57000	Α	79%	1%	1%	1%	18%	1%	С	0.100	Α		58000	/
outh	To- From	SR 1	15 Plantatio	n Rd												
81) (220)	Roanoke Cou	unty 0.39	26000	G	80%	1%	1%	1%	17%	1%	F	0.092	F		26000	(
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	46000	G	79%	1%	1%	1%	18%	1%	F	0.075	F	0.513	46000	(
	To:		ourt County	Line												
outh	From:		I-81 S													
81) (220) Ramp I-81 S Exit 143 t	o I-581 S at Exit 1 Roanoke Cou	unty 0.32	9300	G	93%	1%	1%	1%	5%	0%	F	0.112	F		10000	(
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	19000	G	93%	1%	1%	1%	5%	0%	F	0.096	F	0.553	21000	(
	То:		I-581 S													
	From:		7 Peters Cre													
01 Hershberger Rd	City of Roan	oke 1.34	9800	G	99%	0%	0%	0%	0%	0%	С	0.086	F	0.506	11000	(
	To- From:	SR	116 Cove I	Rd												
101)Hershberger Rd	City of Roan	oke 0.58	24000	F	97%	1%	1%	1%	1%	0%	F	0.081	F		28000	F
\smile	To:	<u> </u>	I-581													
101)Hershburger Rd	City of Roan		alley View 1	Blvd N F	97%	1%	1%	1%	1%	0%	_	0.082	F		46000	F

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Roanoke Maintenance Area

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT C	QA 4	Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 11	, US 460 Main	St			27 (//)	0171710	TTTU	Ziiuii		1 dotoi		1 40101		
112)Wildwood Rd	City of Salem	0.44			99%	0%	0%	0%	0%	0%	F	0.09	F	0.52	20000	G
112)	Ter		NCL Salem													
112)Wildwood Rd	Roanoke County	0.17		G 9	99%	0%	0%	0%	0%	0%	F	0.09	N	0.52	24000	G
112) Wildwood Nu	Roanoke County	0.17		<u> </u>	75 70	070	070	076	070	076	'	0.03	IN	0.52	24000	
	From:	2.24	I-81		2001	00/		201	00/	201	_	0.404		0.047	0700	
112 Wildwood Rd	Roanoke County	0.04			99%	0%	0%	0%	0%	0%	F	0.104	N	0.617	2700	G
	10.	FR .	70 Skyview Rd													
	From:		Orange Ave								_		_			_
115 Hollins Rd	City of Roanoke	1.02		G 9	95%	0%	1%	1%	2%	0%	С	0.093	F	0.568	8100	G
<u> </u>	From:		Liberty St Hollins Rd													
115)Liberty Rd	City of Roanoke	0.30		G 9	95%	0%	1%	1%	2%	0%	F	0.107	F	0.614	5400	G
T13) Elborty Ttd	To:		lantation Rd		70 70	070		170	270	070	•	0.107	•	0.014	0-100	_
	From:		Liberty Rd													
115) Plantation Rd	City of Roanoke	0.88	9400	G 9	97%	0%	1%	0%	1%	0%	С	0.091	F	0.551	10000	G
	To		Hollins Rd													
115) Plantation Rd	City of Roanoke	0.66		G 9	96%	0%	1%	1%	1%	0%	С	0.092	F	0.507	18000	G
115). Idillation 110	Only of Modernia				70 70	070		170	170	070	Ū	0.002	•	0.007	10000	
	From:		CL Roanoke								_		_			
Plantation Rd	Roanoke County	0.27	15000	G 9	97%	0%	1%	1%	2%	0%	F	0.088	F	0.518	16000	G
<u> </u>	To- From:	80-625	5 Hershburger F													
115) Plantation Rd	Roanoke County	0.17	11000	G 9	97%	0%	1%	1%	2%	0%	С	0.097	F	0.5	12000	G
\smile	To:	80-1	1855 Vista Ave													
115) Plantation Rd	Roanoke County	1.16			97%	0%	1%	1%	2%	0%	F	0.096	F	0.561	9900	G
	Tax	90.97	24 C													
115) Plantation Rd	Roanoke County	0.59	34 Crestland Di 9800		97%	0%	1%	1%	2%	0%	F	0.097	F	0.611	10000	G
115) i lamation i la	Roanoke County				71 70	070	1 70	1 /0	2/0	076	'	0.031	'	0.011	10000	
	To: From:		1 Lee Highway													
115 Plantation Rd	Roanoke County	0.15	15000	G 9	97%	1%	1%	1%	1%	0%	F	0.097	F	0.591	17000	G
<u> </u>	To- From:	80-1	1801 Indian Rd													
115) Plantation Rd	Roanoke County	0.80	13000	G 9	97%	1%	1%	1%	1%	0%	F	0.098	F	0.508	15000	G
\smile	Tn·		I-81													
	From:	Frank	din County Lin	e												
116 Jae Valley Rd	Roanoke County	2.11			98%	0%	1%	0%	0%	0%	F	0.117	F	0.869	5600	G
	To	90.6	663 Sterling Rd													
116)Jae Valley Rd	Roanoke County	1.17			98%	0%	1%	0%	0%	0%	F	0.114	F	0.884	6400	G
116/000 validy (10	Roanoic County				,o ,o	J /U	1 /0	070	070	070	'	0.114	'	0.004	0400	
	To- From:		CL Roanoke						a c:							_
116 Mt Pleasant Blvd	City of Roanoke	0.70		G 9	98%	0%	1%	0%	0%	0%	F	0.1	F	0.835	8500	G
<u> </u>	To:		Riverland Rd													
(116) Riverland Rd	City of Roanoke	0.62	Pleasant Blvd 8900	G 9	98%	0%	1%	0%	0%	0%	С	0.103	F	0.837	9700	G
(116) Menana Na	City of Roalloke	0.02	9th St	<u>ت</u>	/U /U	U /0	1 /0	U /0	U /0	U /0	C	0.103		0.001	9100	G

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Roanoke Maintenance Area

		Roanoke Maintena					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	9th St													
116)Riverland Rd	City of Roanoke	0.73 8000	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.701	8500	G
	To:	Piedmont S	t												
	From:	Riverland R													
116 Piedmont St	City of Roanoke	0.07 4500	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.72	4900	(
<u> </u>	To: From:	Walnut Ave													
116)Walnut Ave	City of Roanoke	Piedmont S 0.26 5700	G G	98%	0%	1%	0%	0%	0%	С	0.104	F	0.686	6100	(
116) Walliut Ave	Tro-	Jefferson S		30 70	070	1 70	076	070	070	C	0.104	•	0.000	0100	`
	From:	Walnut Ave													
116 Jefferson St	City of Roanoke	0.42 10000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.569	11000	(
	To:	Elm Ave													
	From:	US 221; 1US 221-P; 128	8-8015 C	ap T											
116)(221) Jefferson St	City of Roanoke	0.28 5300	G	99%	0%	1%	0%	0%	0%	F	0.108	F	0.606	5700	(
	To	US 11													
116) (11) (221) Williamson Rd	City of Roanoke	Campbell Av 0.15 19000	ve G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.510	22000	(
116 (11) (221) Williamson Rd	City of Roanoke	0.15 19000	G	96%	0%	1%	0%	0%	0%	Г	0.069	Г	0.513	22000	,
	To: From:	Shenandoah A													
116) (11) (221) Williamson Rd	City of Roanoke	0.15 17000	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.619	19000	(
	To	I-581													
116) (11) (221) Williamson Rd	City of Roanoke	0.50 11000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.515	11000	(
	To:	US 11													
ALT ALT	From:	US 460													
116)(460)(11)(220)Orange Ave	City of Roanoke	0.24 45000	G	96%	1%	1%	1%	2%	0%	F	0.074	F	0.533	48000	(
	To: From:	I-581, US 220, AL7	Γ SR 220)		_									
ALT 116) 460 \ 11 \ Orange Ave	City of Roanoke	0.90 17000	Α	96%	1%	1%	1%	2%	0%	С	0.094	Α	0.525	18000	
116 (460) (11) Orange Ave	City of Roalloke			90 /6	1 /0	1 /0	1 /0	2/0	0 /0	C	0.094	^	0.525	10000	,
ALT	To- From:	10th St, Gainsbo	ro Rd												
116)(460)(11) Orange Ave	City of Roanoke	1.00 13000	G	96%	1%	1%	1%	2%	0%	F	0.08	F	0.523	14000	(
	To:	C-1 T	9												
ALT ALT	From:	Salem Turnpi													
116)(460)(11) Melrose Ave	City of Roanoke	0.41 12000	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.528	13000	(
	To	Melrose Av	e												
116)Lafayette Blvd	City of Roanoke	0.73 8200	G	97%	1%	1%	0%	0%	0%	С	0.09	F	0.590	8800	(
	To:	Cove Rd													
	From:	Lafayette Bl	vd												
116 Cove Rd	City of Roanoke	0.72 13000	G	97%	1%	1%	0%	0%	0%	F	0.084	F	0.535	14000	(
<u> </u>	To:	SR 101 Hershber	ger Rd												
	From	US 11 Brandon	Ave												
117)	City of Roanoke	2.34 16000	G	97%	1%	1%	1%	1%	0%	F	0.098	F	0.528	18000	(
\smile	To:	Aerial Way I													
	From	Melrose Av			407					_		_			
Peters Creek Rd	City of Roanoke	0.46 23000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.532	26000	(
\sim	То:	Hershburger l	Rd												

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_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Н	ershburger F													
117) Peters Creek Rd	City of Roanoke	0.87	16000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.535	18000	C
<u> </u>	Ta: From:		Cove Rd													
117) Peters Creek Rd	City of Roanoke	1.37	18000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.502	21000	(
<u> </u>	To		I-581													
117) Peters Creek Rd	City of Roanoke	0.82	21000	Α	97%	1%	1%	1%	1%	0%	С	0.116	Α		24000	
\smile	To:	N	ICL Roanok	e												
117) Peters Creek Rd	Roanoke County	1.35	21000	G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.553	24000	
	To:	US 11	North of Ro	oanoke												
	From:	US 1	1 Williamso	n Rd												
118)Airport Rd	City of Roanoke	0.63	7400	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.519	8000	(
	To:		Aunicipal Re	d												
118)Airport Rd	City of Roanoke	1.01	12000	<u>.</u> А	99%	0%	0%	0%	0%	0%	С	0.114	Α	0.502	13000	
118)/ рок 110	and the second s				0070	070		070	070	070	Ū	0.111	,,	0.002	10000	
Airport Dd	Poonals County	0,20	CL Roanok 12000	e G	99%	0%		0%	00/	00/	F	0.097	F	0.513	13000	
Airport Rd	Roanoke County		7 Peters Cre		99%	0%	0%	0%	0%	0%	Г	0.097	Г	0.513	13000	,
	T															
~~~	Roanoke County	6.31	din County 27000	Line <b>G</b>	87%	1%	1%	1%	9%	1%	С	0.091	F	0.636	28000	
220)	Roalloke County				01 /0	1 /0	1 /0	1 /0	970	1 /0	C	0.091	-	0.030	20000	•
~~	To: From:		Ridge Park		000/	40/		40/	400/	40/		0.005		0.074	00000	
220	Roanoke County	0.15	25000	G	86%	1%	1%	1%	10%	1%	F	0.085	F	0.674	26000	(
	To: From:		CL Roanok													
Franklin Rd	City of Roanoke (Maint: 80)	1.38	35000	G	86%	1%	1%	1%	10%	1%	F	0.078	F	0.566	36000	(
~	To: From:	BUS US 22	20; SR 419	Electric l	Rd											
Roy Webber Expwy	City of Roanoke (Maint: 80)	1.92	43000	G	86%	1%	1%	1%	10%	1%	F	0.087	F	0.565	44000	(
~ <i></i>	To		Wonju St													
Roy Webber Expwy	City of Roanoke (Maint: 80)	1.71	58000	G	86%	1%	1%	1%	10%	1%	F	0.087	F	0.535	60000	(
<del></del>	To	SD 2/	1 Elm Ave;	1 501												
220 (581)	City of Roanoke (Maint: 80)	0.66	+ Lilli Avc,	1-301	ç	See I-58	31 for dir	ectional	traffic v	olume es	stimate	es for this	s sear	ment.		
220 (361)	Combined Traffic Estimates for 2 Parallel Roadway		64000	G	93%	1%	1%	1%	5%	0%		0.088		0.52	71000	(
	Tolling Traine Edinates for 21 drainer redama				0070	170		170	070	070	•	0.000	•	0.02	7 1000	
	City of Roanoke (Maint: 80)	0.31	1 Williamso	n Rd		200 L 59	21 for dir	octional	troffic v	olumo os	etimot	es for this	coar	mont		
220 581	City of Roanoke (Maint. 60)  Combined Traffic Estimates for 2 Parallel Roadway		72000	_	93%	1%	1%	1%	5%	0%	ouman r	NA	segi	nen.	81000	
	Combined Trainic Estimates for 2 Parallel Roadway			G	93%	170	1%	1%	5%	0%	Г	INA			81000	(
~~~	To: From:		460 Orange	Ave												
220 581	City of Roanoke (Maint: 80)	1.68		_								es for this	_			
. •	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	71000	G	93%	1%	1%	1%	5%	0%	F	0.090	F	0.509	79000	(
~~~	To: From:		ley View B	lvd												
220 (581)	City of Roanoke (Maint: 80)	1.11			5	See I-58	31 for dir	ectional	traffic v	olume es	stimat	es for this	segr	ment.		
~ ~	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	62000	Α	93%	1%	1%	1%	5%	0%	С	0.109	Α		69000	
	To:	SR 10	1 Hershberg	ger Rd												

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Roanoke Maintenance Area

		rtourie	Ne mante	idi ioc A	ioa			т	بماد			1/		D:-		
Route	Jurisdictio	on Leng	th <b>AADT</b>	QA	4Tire	Bus		3+Axle		OTroil	QC	K	QK	Dir	AAWDT	QW
	From:	, cr	R 101 Hershbe	reer Dd			ZAXIE	3+Axie	TTTAII	ZTrali		Factor		Factor		
220 (581)	City of Roanoke (I			erger Ku		See I-58	1 for dir	ectional	traffic v	olume es	stimat	es for this	sear	ment		
(220)(561)	Combined Traffic Estimates for 2 Parallel		-	F	93%	1%	1%	1%	5%	0%	F	0.092		0.531	56000	F
	To To				3070	170		170	070	070	•	0.002	•	0.001	00000	•
	Roanoke Co		117 Peters C	reek Ra		Soo I-58	1 for dir	ectional	traffic v	oluma as	etimat	es for this	coar	mont		
220 581	Combined Traffic Estimates for 2 Parallel	•		G	93%	1%	1%	1%	5%	0%	F	0.089	U	0.564	52000	G
	To:	er Roadways on this Rod	I-81	<u> </u>	9370	1 /0		1 /0	3/0	076	-	0.009	-	0.304	32000	G
	From:	IS-00581-N(R)/IS	-00581-N006	A(L)/TO	RT 81 NC	ORT										
220 (581) Ramp from I-581 N Ex	kit 1 to I-81 N at Exit 143 Roanoke Co	ounty 0.29	9			See I-58	1 for dir	ectional	traffic v	olume es	stimat	es for this	segr	nent.		
	Combined Traffic Estimates for 2 Parallel				93%	1%	1%	1%	5%	0%	F	0.096	F	0.553	21000	G
	To:	IS-00081-N(B)/IS		A(R)/FR	OM RT 58	81 N										
	Roanoke Co	unty 2.3	I-581			Soo I-81	for dire	actional :	traffic v	oluma as	timate	s for this	coam	nent		
[220] [81]	Combined Traffic Estimates for 2 Parallel	•		Α	79%	1%	1%	1%	18%	1%	С	0.100		iciit.	58000	Α
	Combined Tranic Estimates for 21 drain				1370	1 /0	1 70	1 /0	10 /0	1 70	C	0.100	^		30000	^
	From: Roanoke Co		R 115 Plantat	tion Rd		Coo I 01	l for dire	national	troffic v	dumo oo	timoto	s for this	0000	oont		
[220] [81]	Combined Traffic Estimates for 2 Paralle	•			700/		1%	1%	18%	1%	F		_		46000	G
	Combined Trainc Estimates for 2 Paralle		otetourt Cour		79%	1%	1%	1%	10%	170	Г	0.075	F	0.513	46000	G
Bus	From		SR 419 Sout		-1		+									
220 Franklin Rd	City of Roanoke (I				98%	0%	1%	0%	0%	0%	С	0.086	F	0.524	26000	G
220)1 141111111111	Only of recurrence (	Viaint. 00) 0.2			3070	070		070	070	070	Ü	0.000	•	0.02-	20000	Ŭ
Bus	To: From:		Penarth Ro	oad												
Franklin Rd	City of Roan	noke 1.20	6 <b>18000</b>	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.543	19000	G
	To		128-3 Wonj	u St			_									
Bus 220 Franklin Rd	City of Roan	noke 0.38	3 <b>10000</b>	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.58	11000	G
220)1 1411111111111	Oity of Troal				3070	070	1 70	070	070	070	•	0.002	'	0.50	11000	O
Bus	From	128	8-8003 McCla	ınahan St												
220 Franklin Rd	City of Roan	oke 0.4	1 9300	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.592	10000	G
<u> </u>	To:	128-	-8015; I-581 U	Jnderpass	3											
ALT ALT	From:	I-58	I, US 220, AI	LT SR 220	0											
(220)(460)(11)(116)Orange A	ve City of Roar	noke 0.24	4 45000	G	96%	1%	1%	1%	2%	0%	F	0.074	F	0.533	48000	G
	To	U	S 11 William	son Rd			_									
ALT (220) (460) (221) Orange Ave	City of Roan				96%	1%	1%	1%	2%	0%	F	0.073	F	0.528	46000	G
220 460 221 Orange Ave	City of Roar				30 78	1 /0	1 70	1 /0	270	070	'	0.073	'	0.520	40000	J
ALT	To: From:		SR 115 Holli	ns Rd												
220 (460) (221) Orange Ave	City of Roan	noke 1.1	4 37000	G	91%	1%	1%	1%	5%	0%	С	0.075	F	0.600	38000	G
$\bigcirc \bigcirc \bigcirc \bigcirc$	To		24th St				$\neg$ $\vdash$									
ALT Orongo Avo	City of Door	oko 1.2		G	90%	1%	10/	20/	6%	0%	С	0.077	F	O E11	32000	G
220 460 221 Orange Ave	City of Roar	noke 1.3			90%	170	1% 	2%	0%	U%	C	0.077	Г	0.511	32000	G
ALT	To: From:		128-8055 Ki	ng St												
220)(460)(221) Orange Ave	City of Roan	noke 0.18	3 <b>40000</b>	G	94%	0%	1%	1%	4%	0%	F	0.075	F	0.555	42000	G
	To:	R	oanoke Coun	ty Line												

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Roanoke Maintenance Area

		- Troditoro	Iviali iterialice	71100			<b>T</b>	-1.			1/		D:-		
Route	Jurisdiction	Length	AADT Q	<b>A</b> 4Tire	Bus				OT:I	QC	K	QK	Dir	AAWDT	QW
ALT.	From		CI D 1			ZAXIE	3+Axle	11rall	21 raii		Factor		Factor		
ALT 220) 460 221 Challenger Ave	Roanoke County	1.63	CL Roanoke <b>34000 A</b>	94%	0%	1%	1%	4%	0%	С	0.094	Α		36000	Α
220 460 221 Challenger Ave	To:		460 BONSACK	34 /0	076	1 /0	1 /0	4 /0	076	C	0.094	^		30000	^
ALT	From:		S 221, US 460												
(220) Cloverdale Rd	Roanoke County	0.50	25000 G	89%	1%	1%	1%	8%	0%	F	0.085	F	0.544	26000	G
220)	To		ourt County Line												
	From:	Flox	yd County Line												
221 Bent Mountain Rd	Roanoke County	2.40	3300 G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.681	3400	G
ZZ1) Dorn Wedmain rta	rtoanoko obanty			0070	070		070	070	070	•	0.101	•	0.001	0.00	Ŭ
~~~	From:		08 Ivy Ridge Rd							_		_			_
221 Bent Mountain Rd	Roanoke County	1.46	3500 G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.707	3700	G
~	To: From:	80	-711 Airpoint												
221 Bent Mountain Rd	Roanoke County	7.31	6900 F	98%	0%	1%	1%	1%	0%	С	0.102	F		7200	F
=-)	To:	80-68	88 Cotton Hill Rd												
~~~	From:		stal Creek Dr; 80												
221 Brambleton Rd	Roanoke County	0.22	14000 G	98%	0%	1%	0%	0%	0%	С	0.1	F	0.815	15000	G
<u> </u>	To:		80-1683												
~~~	From:		83 Arlington Hills							_		_			_
221 Brambleton Rd	Roanoke County	1.36	21000 G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.718	22000	G
~	To: From:	SR 4	419 Electric Rd												
221 Brambleton Ave	Roanoke County	1.14	16000 G	99%	0%	0%	0%	0%	0%	С	0.103	F	0.561	17000	G
<u> </u>	To:	w	/CL Roanoke												
221 Brambleton Ave	City of Roanoke	1.39	14000 G	99%	0%	1%	0%	0%	0%	С	0.102	F	0.568	15000	G
221) Diamoioteri / (10	ony of regulation			0070	070	170	070	070	070	Ŭ	0.102	•	0.000	10000	Ŭ
~~~	To: From:		verland Road							_		_			_
221 Brambleton Ave	City of Roanoke	0.52	8100 G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.659	8700	G
<del>~</del>	Ta: From:	В	Brandon Ave												
221 Main St	City of Roanoke	1.19	8900 G	99%	0%	1%	0%	0%	0%	F	0.100	F	0.639	9600	G
	To		8th St												
221 Elm Ave	City of Roanoke	0.46	11000 G	98%	0%	1%	0%	0%	0%	С	0.097	F	0.664	12000	G
221) LIIII AVC	only of realitable			3070	070	1 70	070	070	070	O	0.037	'	0.004	12000	O
~~~	To: From:		220 Franklin Rd												
221 Elm Ave	City of Roanoke	0.30	9000 G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.521	9700	G
	Combined Traffic Estimates for 2 Parallel Roadwa			98%	0%	1%	0%	0%	0%	F	0.092	F	0.610	19000	G
	To:		R 24, SR 116												
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Otto of Dance La		16 US 221 Bus P		00/	40/	00/	007	00/	_	0.400	_	0.000	5700	_
221 116 Jefferson St	City of Roanoke	0.28	5300 G		0%	1%	0%	0%	0%	F	0.108	F	0.606	5700	G
<u> </u>	rom:		mson Rd; Campb Salem Ave	ell Ave		-									
221 (11) (116) Williamson Rd	City of Roanoke	0.15	19000 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.513	22000	G
221 11 116 Williamson Rd	City of itodifore			. 5070	J /0	1 /0	0 /0	0 /0	0 /0	'	0.003	'	0.010	22000	J
~~~	To: From:		enandoah Ave												
221 (11) (116) Williamson Rd	City of Roanoke	0.15	17000 G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.619	19000	G
$\Rightarrow \Rightarrow \bigcirc$	To		I-581												
221 (11) (116) Williamson Rd	City of Roanoke	0.50	11000 G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.515	11000	G
			11000 G	33/0	0 / 0	0 / 0	0 /0	0 / 0	0 / 0		0.00-			11000	

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Roanoke Maintenance Area

		Roanoke	Maintena	nce Ai	ea											
Route	Jurisdiction	Length	AADT	ΔΩ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟW
	Canodiction	Longin		٠,,,		Duo	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	σ	Factor	70,000	<u> </u>
ALT	From:		US 460 S								_		_			_
(221)(460)(220) Orange Ave	City of Roanoke	0.49	42000	G	96%	1%	1%	1%	2%	0%	F	0.073	F	0.528	46000	G
ALT	To- From:	SR	115 Hollins	Rd												
~~~	City of Roanoke	1.14	37000	G	91%	1%	1%	1%	5%	0%	С	0.075	F	0.600	38000	G
221 460 220 Orange Ave	Oity of Roalioko	1.17			3170	1 70	1 70	1 70	370	070	O	0.073	'	0.000	30000	O
ALT	To: From:		24th St													
(221) (460) (220) Orange Ave	City of Roanoke	1.37	30000	G	90%	1%	1%	2%	6%	0%	С	0.077	F	0.511	32000	G
\hookrightarrow	To:	128	3-8055 King	St												
ALT .	From:										_		_			_
221 460 220 Orange Ave	City of Roanoke	0.18	40000	G	94%	0%	1%	1%	4%	0%	F	0.075	F	0.555	42000	G
ALT	Ta- From:	Е	CL Roanok	e												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Roanoke County	1.63	34000	Α	94%	0%	1%	1%	4%	0%	С	0.094	Α		36000	Α
221 460 220 Challenger Ave	resulting				0 170	070		170	170	070	Ū	0.00 1	,,		00000	,,
	To- From:		220 Clovero		070/	407		201	00/	001	_	0.00	_	0.500	00000	_
(221) (460) Challenger Ave	Roanoke County	0.34	29000	G	87%	1%	1%	2%	9%	0%	F	80.0	F	0.583	30000	G
	10.		ourt County													
	From:		221 Elm A								_		_			
(221) Franklin Rd	City of Roanoke	0.40	8900	G	99%	0%	1%	0%	0%	0%	F	0.105	F	0.681	9500	G
	Combined Traffic Estimates for 2 Parallel Roadways or			G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.610	19000	G
	To:	US 221,	SR 116 Jeff	erson St												
	From:		College Ave													
(311) Thompson Memorial Dr	City of Salem	0.17	7500	G	97%	0%	1%	1%	1%	0%	F	0.104	F	0.505	8000	G
	To: From:		Main St				<u> </u>									
(311) Thompson Memorial Dr	City of Salem	0.94	14000	G	97%	0%	1%	1%	1%	0%	С	0.097	F	0.555	15000	G
	To:		Rose Ln													
(311) Thompson Memorial Dr	City of Salem	0.55	13000	G	97%	0%	1%	1%	1%	0%	F	0.106	F	0.608	14000	G
(311) Mompoen Momenta Bi	and the second				01 70	070		170	170	070	•	0.100	•	0.000	11000	Ū
The same of Managerial Da	From:		NCL Salem		070/	00/		40/	40/	00/	_	0.440	_	0.070	5000	_
Thompson Memorial Dr	Roanoke County	1.27	5400	G	97%	0%	1%	1%	1%	0%	F	0.118	F	0.676	5800	G
<u> </u>	To- From:	SR -	419 Electric	Rd												
(311) Catawba Valley Dr	Roanoke County	6.70	9500	G	98%	1%	1%	1%	0%	0%	С	0.103	F	0.787	10000	G
	To	80-779	Catawba Cr	eek Rd			<u> </u>									
(311) Catawba Valley Dr	Roanoke County	0.52	5200	G	97%	0%	1%	1%	1%	0%	С	0.099	F	0.749	5400	G
,	Tec	00.70	05 D1 1 1				_									
311) Catawba Valley Dr	Roanoke County	2.54	35 Blacksbur 4900	rg Ra G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.784	5100	G
311 Calawba Valley Di	Roanoke County		ig County L	_	97%	0%	1%	170	1%	0%	Г	0.095	Г	0.764	5100	G
	From:						<u> </u>									
Catauta Haanital Di			Catawba Cr		000/	40/		00/	00/	00/	0	0.400	_	0.700	200	_
320 Catawba Hospital Dr	Roanoke County	1.75	280	G	98%	1%	0%	0%	0%	0%	С	0.132	F	0.763	290	G
	101		698 Keffer													
	From:		ıs US 220 F			001		051	061	051	_	0.000	_	0.5:-	40000	_
419 Electric Rd	City of Roanoke (Maint: 80)	0.07	45000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.517	49000	G
	10:	Roan	oke County	Line												

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Roanoke Maintenance Area

							Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	WCL Roano		000/	00/	201	201	00/	201		0.000		0.547	10000	
Electric Rd	Roanoke County	0.77 <b>45000</b>	N	99%	0%	0%	0%	0%	0%	N	0.083	N	0.517	49000	N
	To- From:	80-904 Starkey													
Electric Rd	Roanoke County	1.44 <b>29000</b>	Α	99%	0%	0%	0%	0%	0%	С	0.096	Α		32000	Α
	To- From:	US 221 Bramblet		000/	201		00/	00/	201	_	0.000	_	0.504	00000	_
419 Electric Rd	Roanoke County	3.16 <b>28000</b>	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.521	30000	G
	To- From:	SCL Salen										_			
Electric Rd	City of Salem	0.69 <b>26000</b>	G	98%	0%	1%	0%	1%	0%	С	0.09	F	0.504	29000	G
	To: From:	US 11 Apperso													
419 Electric Rd	City of Salem	0.58 <b>23000</b>	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.533	25000	G
$\stackrel{\smile}{=}$	To- From:	Roanoke Boule	evard												
419 Electric Rd	City of Salem	0.89 <b>17000</b>	G	96%	0%	1%	1%	2%	0%	С	0.097	F	0.582	19000	G
ALT ALT	To: From:	ALT US 460 Te	xas St												
419)(460)(11) Electric Rd	City of Salem	0.53 <b>21000</b>	G	96%	0%	1%	1%	1%	0%	F	0.093	F	0.606	23000	G
	To: From:	US 460 East Ma	ain St												
419 Electric Rd	City of Salem	0.88 <b>16000</b>	G	96%	1%	1%	1%	2%	0%	F	0.102	F	0.623	18000	C
	To: From:	NCL Salen	n			$\Box$									
419 Electric Rd	Roanoke County	0.96 <b>13000</b>	В	96%	1%	1%	1%	2%	0%	С	0.116	Α	0.634	15000	В
	To- From:	I-81													
419 Electric Rd	Roanoke County	0.57 <b>10000</b>	G	96%	1%	1%	1%	2%	0%	F	0.1	F	0.692	11000	G
<u> </u>	To	SR 311 Catawba V	alley Dr												
~~~~	From:	80-639 West Riv		2 121						_		_			_
460 (11) West Main St	Roanoke County	1.26 9000 80-647 Dow Holl	G	94%	0%	1%	3%	2%	0%	F	0.103	F	0.597	9200	G
	From:	Montgomery Cou				_									
460 (11) West Main St	Roanoke County	0.60 9000	N	94%	0%	1%	3%	2%	0%	Ν	0.103	Ν	0.597	9200	١
~~	To:	80-639 West Riv													
460 (11) West Main St	Roanoke County	80-647 Dow Holl 2.93 10000	low Rd G	94%	0%	 1%	3%	2%	0%	F	0.089	F	0.572	11000	
460 (11) West Main St	Roanoke County		<u> </u>	9470	U76	170	370	270	0%	г	0.069	Г	0.372	11000	
West Main St	From:	80-643	F	95%	1%	10/	40/	20/	0%		0.004	F		15000	
460) (11) West Main St	Roanoke County	0.39 14000	Г	95%	170	1%	1%	3%	0%	С	0.094	Г		15000	F
~~~~~~~	To- From:	80-642		0.40/	201		201	00/	201		0.000		0.500	22222	
460 (11) West Main St	Roanoke County	0.64 <b>19000</b>	G	94%	0%	1%	3%	2%	0%	F	0.088	F	0.500	20000	G
~~~	From:	WCL Saler							<b>a</b> c:						
460 (11) West Main St	City of Salem	1.12 19000	G	94%	0%	1%	3%	2%	0%	F	0.085	F	0.514	21000	G
	To: From:	SR 112				\Box \vdash									
460) (11) West Main St	City of Salem	1.31 28000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.540	31000	G
~ ~	То:	ALT US 460, 4	lth St												

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QI
	From:	ALT	US 460, 4th													
460) (11) West Main St	City of Salem	0.60	15000	G S	98%	0%	1%	0%	0%	0%	F	NA			17000	G
~ ~	To- From:	I	Academy St													
460) (11) West Main St	City of Salem	0.35	13000	G S	98%	0%	1%	0%	0%	0%	F	0.083	F	0.508	14000	(
\	To- From:	US	11 College Av	ve												
Main St	City of Salem	0.11	12000	G S	96%	1%	1%	1%	2%	0%	F	0.082	F	0.54	13000	(
~	To- From:	SR 311 Th	ompson Mem	norial Dr												
E Main St	City of Salem	0.29	13000	G 9	98%	0%	1%	0%	0%	0%	С	0.084	F	0.517	14000	
~	To- From:	Ly	nchburg Tpke	;												
160 E Main St	City of Salem	0.93	12000	G 9	97%	0%	1%	0%	1%	0%	С	0.089	F	0.561	13000	
~	To:	Ke	essler Mill Rd				<u> </u>									
µain St	City of Salem	0.24	14000		96%	1%	1%	1%	2%	0%	F	0.090	F	0.573	15000	
<u>~</u>	Top	SR 4	419 Electric R	Rd												
ALT 160 \ 11 \ E Main St	City of Salem	0.44	15000		96%	1%	1%	1%	2%	0%	F	0.087	F	0.522	16000	
160 (11) E Main St	City of Salem		/CL Roanoke	G :	90%	170	176	1 70	270	0%	г	0.067	Г	0.522	16000	
ALT	From:		ECL Salem													
160 (11) Melrose Ave	City of Roanoke	0.65	16000	G S	96%	1%	1%	1%	2%	0%	F	0.084	F	0.503	17000	
ALT.	To. From:	SR 117	7 Peters Creek	c Rd			-									
ALT 460 \ 11 \ Melrose Ave	City of Roanoke	1.75	13000	G 9	96%	1%	1%	1%	2%	0%	F	0.084	F	0.505	14000	
460 (11) Worlds 740	City of realiste	1.70			0070	170		170	270	070	•	0.004	•	0.000	14000	
ALT	From:		24th St													
160 (11) (116) Melrose Ave	City of Roanoke	0.41	12000	G 9	96%	1%	1%	1%	2%	0%	F	0.086	F	0.528	13000	
ALT	To: From:	5	Salem Tpke													
460) (11) (116) Orange Ave	City of Roanoke	1.00	13000	G 9	96%	1%	1%	1%	2%	0%	F	0.08	F	0.523	14000	
110 0	Too	10th 9	St, Gainsboro	DA												
ALT .	From:										_					
160 (11) (116) Orange Ave	City of Roanoke	0.90	17000	A 9	96%	1%	1%	1%	2%	0%	С	0.094	Α	0.525	18000	
ALT ALT	From:	I-581, U	S 220, ALT S	R 220												
160 (11) (116) (220) Orange Ave	City of Roanoke	0.24	45000	G 9	96%	1%	1%	1%	2%	0%	F	0.074	F	0.533	48000	
	Too	US 1	1 Williamson	Rd												
ALT Orongo Ave	City of Doopoles				96%	1%	10/	40/	2%	0%	_	0.072	F	0.528	46000	
60 221 220 Orange Ave	City of Roanoke	0.49	42000		90%	170	1%	1%	2%	0%	F	0.073	Г	0.526	46000	
ALT	To. From:	SR	115 Hollins Ro	d												
0 (221) (220) Orange Ave	City of Roanoke	1.14	37000	G S	91%	1%	1%	1%	5%	0%	С	0.075	F	0.600	38000	
~~~~ <u>~</u>			24th St				<b>—</b> —									
ALT 460)(221)(220) Orange Ave	City of Roanoke	1.37	30000	G 9	90%	1%	1%	2%	6%	0%	С	0.077	F	0.511	32000	(
460 (221) 220 Orange Ave	City of Noarione		3-8055 King St		JU /0	1 /0	1 /0	∠ /0	0 /0	U /0	C	0.011		0.511	32000	,

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Roanoke Maintenance Area

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~ ALT	From:		)55 King St												
460 221 220 Orange Ave	City of Roanoke		0000 G	94%	0%	1%	1%	4%	0%	F	0.075	F	0.555	42000	G
ALT	From:		County Line Roanoke												
460 221 220 Challenger Av	re Roanoke County		4000 A	94%	0%	1%	1%	4%	0%	С	0.094	Α		36000	Α
~~~ <u>~</u>	To: From:	Alt US 220	Cloverdale Rd			$\neg$ $\vdash$									
460 221 Challenger Ave	Roanoke County	0.34 <b>2</b> 9	9000 G	87%	1%	1%	2%	9%	0%	F	0.08	F	0.583	30000	G
~~ <u> </u>	To:	Botetourt	t County Line												
ALT ALT	From:		Main St							_					
160 (11) 4th St	City of Salem	0.40 10	6000 G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.53	17000	G
LT ALT	To: From:	Е	Elm St												
160 11 4th St	City of Salem	0.37 18	8000 G	96%	0%	1%	1%	2%	0%	С	0.085	F	0.529	20000	G
<del></del>	To	Un	nion St												
ALT ALT 460 (11) 4th St	City of Salem	0.29 10	6000 G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.544	17000	G
160) (11) 4111 01	T.			0070	070		170	270	070	•	0.002	•	0.011	17000	
ALT ALT	From:		orado St												
60 (11) 4th St	City of Salem	0.28 <b>9</b>	9400 G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.538	10000	G
LT ALT	To: From:	Roan	oke Blvd												
160 11 Texas St	City of Salem	0.31 <b>1</b> ′	1000 G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.566	11000	G
~ · · · · ·	To: Econo	Ida	laho St			$\neg$ $\vdash$									
ALT ALT 460 11 Texas St	City of Salem	0.61 <b>6</b>	6100 G	96%	0%	1%	1%	1%	0%	С	0.093	F	0.538	6600	G
100 (11)	Tro-				0,0		.,,	.,0	0,0		0.000	•	0.000	0000	
ALT ALT	From:	•	iburg Tpke					401		_		_			
160 (11) Texas St	City of Salem		2600 G ctric Rd	96%	0%	1%	1%	1%	0%	F	0.094	F	0.99	2800	G
ALT ALT	From:		exas St												
460 (11) (419) Electric Rd	City of Salem	0.53 <b>2</b> ′	1000 G	96%	0%	1%	1%	1%	0%	F	0.093	F	0.606	23000	G
$\sim$	Th	EM	Main St												
orth	From:	SR 24 Elm Ave; U			40/	40/	40/	<b>5</b> 0/	00/	_	0.000	_		07000	
220	City of Roanoke (Maint: 80)		4000 G	92%	1%	1%	1%	5% 5%	0%	F	0.092	F F	0.50	37000	G
	Combined Traffic Estimates for 2 Parallel Roadwa			93%	1%	1%	1%	5%	0%	г	0.088	Г	0.52	71000	G
orth	From:	US 11 W	Villiamson Rd												
81 (220)	City of Roanoke (Maint: 80)		5000 G	92%	1%	1%	1%	5%	0%	F	0.086	F		38000	G
~ ~~	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: 73	3000 G	93%	1%	1%	1%	5%	0%	F	NA			81000	G
lorth	To: From:	US 460	Orange Ave												
581)(220)	City of Roanoke (Maint: 80)	1.68 <b>3</b> 8	8000 F	92%	1%	1%	1%	5%	0%	F	0.092	F		42000	F
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: 7'	1000 G	93%	1%	1%	1%	5%	0%	F	0.090	F	0.509	79000	G
	To	Valley	View Blvd												

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Roanoke Maintenance Area

			e Mairiteri					Tru	ıck			K		Dir		
Route	Jurisdictio	n Lengt	n <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	,	alley View F	Blvd			2, 540	017.040	TTTG	211011		1 40101		1 40101		
581) 220	City of Roanoke (N	Maint: 80) 1.11	31000	Α	92%	1%	1%	1%	5%	0%	С	0.113	Α		35000	Α
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route	e: <b>62000</b>	Α	93%	1%	1%	1%	5%	0%	С	0.109	Α		69000	Α
	To:	SR	101 Hershber	ger Rd												
North	City of Roanoke (N		28000	F	92%	1%	1%	1%	5%	00/	_	0.099	F		28000	F
581 220	City of Roanoke (N	,		F	92%	1%			5% 5%	0%	г г	0.099	F	0.524		F
	Combined Traffic Estimates for 2 Paralle				93%	1%	1%	1%	5%	0%	г	0.092	г	0.531	56000	г
North	To- From:	SR	117 Peters Cr	eek Rd												
(581)(220)	Roanoke Co	unty 0.84	23000	G	92%	1%	1%	1%	5%	0%	F	0.103	F		25000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	e: <b>47000</b>	G	93%	1%	1%	1%	5%	0%	F	0.089	F	0.564	52000	G
N. d	To:		I-81													
North 581 Ramp from I-581 N Exit 1 to	I-81 S at Exit 143 Roanoke Co	untv 0.29	I-581 N <b>13000</b>	G	92%	1%	1%	1%	5%	0%	F	0.109	F		15000	G
581 Marip Hom 1 301 N Exit 1 to	Combined Traffic Estimates for 2 Parallel			G	93%	1%	1%	1%	5%	0%	E	0.093	F	0.595	29000	G
	To:	i Roadways on this Rout	I-81 S		9370	1 /0	170	1 /0	370	070	'	0.033	'	0.555	29000	G
North	From:		I-581													
(581) (220) Ramp from I-581 N Ex	ı xit 1 to I-81 N at Exit 143       Roanoke Coı	unty 0.29	9600	G	92%	1%	1%	1%	5%	0%	F	0.104	F		11000	G
301/(220)	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	e: <b>19000</b>	G	93%	1%	1%	1%	5%	0%	F	0.096	F	0.553	21000	G
	To	,	I-81 N													
South	From:	SR 24 Elm	Ave; US 220	Webber	Expy											
581)(220)	City of Roanoke (N	Maint: 80) 0.77	30000	G	93%	1%	1%	1%	5%	0%	F	0.096	F		34000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route	e: <b>64000</b>	G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.52	71000	G
	To:	US	11 Williams	on Rd			<u> </u>									
South	City of Roanoke (M	Maint: 80) 0.45	38000	G	93%	1%	1%	1%	5%	0%	_	0.086	F		42000	G
581 220	Combined Traffic Estimates for 2 Paralle	,		G	93%	1%	1%	1%	5%	0%		NA	'		81000	G
	Combined Traffic Estimates for 2 Farane				9370	1 /0	1 /0	1 /0	3/0	076		INA			81000	G
South	Io: From:	U	S 460 Orange	Ave												
581)(220)	City of Roanoke (N	Maint: 80) 1.41	34000	G	93%	1%	1%	1%	5%	0%	F	0.091	F		37000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	e: <b>71000</b>	G	93%	1%	1%	1%	5%	0%	F	0.090	F	0.509	79000	G
Pouth	To: From:	,	alley View F	31vd												
South	City of Roanoke (M	Maint: 80) 1.49	31000	Α	93%	1%	1%	1%	5%	0%	С	0.114	Α		35000	Α
581/220	Combined Traffic Estimates for 2 Parallel	,		A	93%	1%	1%	1%	5%	0%	С	0.109	Α		69000	Α
	Tollow Traine Edithated for 2 Tarane				3070	170		170	070	070	Ü	0.100	,,		00000	,,
South	From:		101 Hershber													
581)(220)	City of Roanoke (N	,	28000	F	93%	1%	1%	1%	5%	0%	F	0.104	F		28000	F
$\smile \smile$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route	e: <b>55000</b>	F	93%	1%	1%	1%	5%	0%	F	0.092	F	0.531	56000	F
South	To: From:		NCL Roanol	ke												
581 220	Roanoke Co	unty 0.14	28000	F	93%	1%	1%	1%	5%	0%	F	0.104	F		28000	F
301/220)	Combined Traffic Estimates for 2 Parallel	•		F	93%	1%	1%	1%	5%	0%	F	NA	-		56000	F

Route	Juris	diction	Length	AADT	QA	4Tire			Tru 3+Axle	•	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
South		From:	SR 11'	7 Peters Cre	ek Rd												
581 220	Roano	ce County	0.72	24000	G	93%	1%	1%	1%	5%	0%	F	0.107	F		26000	G
$\bigcirc\bigcirc$	Combined Traffic Estimates for 2 I	Parallel Roadways or	n this Route:	47000	G	93%	1%	1%	1%	5%	0%	F	0.089	F	0.564	52000	G
		To:		I-81													
South		From:		I-81 N													
(581) Ramp from I-81 N E	Exit 143 to I-581 S at Exit 1 Roano	e County	0.26	13000	G	93%	1%	1%	1%	5%	0%	F	0.113	F		14000	G
	Combined Traffic Estimates for 2 I	Parallel Roadways or	n this Route:	26000	G	93%	1%	1%	1%	5%	0%	F	0.093	F	0.595	29000	G
		To:		I-581 S													

					K0	anoke ivia	intenance A	rea								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1T			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	1		0	0.027.61	II : 1 : DI	1			1					
(F68) Dan Robin Rd	0.52	180	R		8	0-927 Glenv	ar Heights Bly	vd			NA			NA		11/29/200
(100) = =================================		To				80	-1160									
		From				80	-1161									
(F69) Cherokee Hill Dr	0.05	1300	R								NA			NA		11/29/200
		То			8	0-777 Fort L	ewis Church F	Rd			<u> </u>					
City of Salem		From				SR 112: 80-	519 Litchell Ro	d								
(F70) Skyview Rd	0.02	600	R								NA			NA		11/27/200
$\bigcirc$		То				Roanoke	County Line									
Roanoke County		From				NWVC	T C 1									
F70) Skyview Rd	0.60	600	R			NWC	L Salem				NA			NA		11/27/200
(19) 3.5		То				80	)-755									
		From				SR 419 Lo	ck Haven Dr									
(F71) Lock Haven Dr	3.19	1300	R								NA			NA		12/04/200
<u> </u>		To					-1894									
(F72) Angel Lane	0.61	From	R			Dea	nd End							NA		12/04/200
(F72) Arigei Larie	0.61	120 To				80-815 P	lantation Rd				NA T			INA		12/04/200
City of Roanoke											<u> </u>					
City of Roanore		From				SR 101	Ordway Dr									
(F74)	0.42	1200	R				a				NA			NA		12/04/200
		10	<u> </u>			Roanoke	County Line									
Roanoke County		From				NCL	Roanoke									
(F74) Frontage Rd	1.40	930	R								NA			NA		12/04/200
<u> </u>		To				SR 117 Pe	ters Creek Rd									
O Baharah Lasa	0.00	From	<u> </u>		SR	311 Thomp	son Memorial	l Dr						NIA		40/40/000
(F297) Deborah Lane	0.26	<b>20</b>	R			0.26 M	W SR 311				NA T			NA		10/10/200
		From			T		) Technology l	Dr								
(F620)	0.09	10	R			5 11, 00 05	o reciniology i	D1			NA			NA		10/25/200
		To				Dea	nd End									
$\sim$		From				Dea	nd End									
(F880) Bretheren Rd	0.03	40 To	R			HG 220 F					NA			NA		10/02/200
CI. AD						US 220 E	Fretheren Rd									
City of Roanoke		From				US 2201	Franklin Rd									
(F897) Frontage Rd	0.39	710	R								NA			NA		11/20/200
		To				Bus	US 220									
Roanoke County		From				90 770 Coto	wba Creek Rd	1								
(600) Moses Family Rd	1.20	340	R			80-779 Cata	iwba Cieek Ku	1			NA			NA		10/10/200
,		To				Botetourt	County Line									
		From				NCL Roa	noke; SR 115									
(601) Hollins Rd	1.24	5800	G	97%	0%	1%	0% 19	%	0%	F	0.107	F	0.577	6300	G	2008
		From					eaumont Rd				_	_			_	
(601) Hollins Rd	0.95	5000	G	97%	0%	1%	0% 19	%	0%	С	0.105	F	0.661	5400	G	2008
01-1-11-5	0.00	From	Ę	070	001		hadwell Dr	2/	607	_		_	0.055	2022		2222
601) Shadwell Dr	0.69	5800 Th	G	97%	0%	1% Botetourt	0% 19 County Line	%	0%	F	0.106	F	0.652	6200	G	2008
Botetourt County			1			Doctour	County Line									
DOLELOUIT COUNTY		From				Roanoke	County Line									
(601) Shadwell Dr	0.02	5800	N	97%	0%	1%	0% 19	%	0%	N	0.106	Ν	0.652	6200	Ν	2008
		То	<u> </u>			US 11 W	lliamson Rd									

					110		laintenand									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		Fron	n:			US 221 B	ent Mountai	n Rd			i					
602) Clover Hill Rd	0.28	450	R								NA			NA		11/08/20
		Tr	a-			Frankli	n County Li	ne								
O Banacak Dd	0.20	From				US 460 S,	, Challenger	Ave						NIA		10/16/20
603 Bonsack Rd	0.28	930	R								NA —			NA		10/16/20
603) Bonsack Rd	0.25	710	R			80-1096 \$	Stoney Ridg	e Dr			NA			NA		10/16/20
603) Bonsack Rd	0.23	710				00.70					- INA			INA		10/10/20
603) Bonsack Rd	0.12	<b>700</b> From	R			80-600	6 Layman Ro	a			NA			NA		10/16/20
003)		ъ				80-631 (	Cook Creek	Rd								
603) Bonsack Rd	0.06	680 From	R			80-031 C	COOK CICCK	Ku			NA			NA		10/16/20
		Т				80-636 C	Glade Creek	Rd								
603) Bonsack Rd	0.23	560 From	R								NA			NA		10/16/20
<u> </u>		To	:			US 460 N	, Challenger	Ave								
O		Fron	:				L Roanoke					_				
605) Old Mountain Rd	1.07	3200	G	98%	1%	1%	0%	0%	0%	С	0.113	F	0.507	3400	G	2008
Old Massataia Dd	4.40	From		000/	40/		Beaumont F		00/		0 447		0.5	2400		2000
605) Old Mountain Rd	1.10	2800 To	G	98%	1%	1% 80-627	0% Sanderson I	0% Or	0%	F	0.117	F	0.5	3100	G	2008
		Fron	1:				Shadwell D									
605) Sanderson Dr	0.20	5900	G								0.118	Ν	0.7	NA		2008
		To	:			Botetou	rt County Li	ine								•
O Laurena Del	0.50	From	<u> </u>			80-603	Bonsack R	d						NIA		40/40/00
606) Layman Rd	0.53	180	R			D	ead End				NA			NA		10/16/20
		Fron	1:				Patterson D	١								
607) Bottom Creek Rd	1.63	40	R			60-009	ratterson L	/1			NA			NA		11/08/20
001)		To				90.74	14 Rocky Rd	1								
607) Bottom Creek Rd	0.20	80 From	R			00-74	14 KOCKY KU				NA			NA		11/08/20
001)		Tir				80 637 Ro	ottom Creek	Lane								
607) Bottom Creek Rd	2.40	220 From	R			00-037 <b>D</b> 0	ntoni Cicck	Lanc			NA			NA		11/08/20
		To	00			80-711	Tinsley Lar	ne								
_		Fron	1:			ALT SR 2	20 Cloverda	le Rd								
608) Kingsman Rd	0.30	60	R								NA			NA		10/16/20
			:				rt County Li									
Duritan Dal	0.40	From				80-610 V	Vest Ruritan	Rd						NIA		2000
609 Ruritan Rd	0.19	280	G								NA —			NA		2008
Cast Duritor Dd	4.44	From				80-1049	9 Donabale 1	Dr						NΙΔ		2000
609 East Ruritan Rd	1.14	1200 To	G			US 460 (	Challenger A	Ave			NA T			NA		2008
		Fron	n:				ul-de-Sac									
610) Coachman Dr	0.35	100	R			Ct	ur-uc-sac				NA			NA		10/18/20
0.10)		To				80-1051	1 Sourwood	St								
610) Coachman Dr	0.22	250 From	R			00 105	i Bour wood	Dt.			NA			NA		10/18/20
		To				80-60	9 Ruritan Ro	1								
610) W Ruritan Rd	0.07	630 From	G			00 00.	) Ituritar It				NA			NA		2008
		Tr	_			80-105	50 Jeana Lan	ie								
610) W Ruritan Rd	0.24	1000 From	G			00 100	Latt	*			NA			NA		2008
		Te				80-1054	4 Broyles La	ne								
610) W Ruritan Rd	0.38	1500 From	G			00 100	. 510,100 20				NA			NA		2008
		ть				ç	30-1211									
610) W Ruritan Rd	0.09	2400 From	R			C					NA			NA		10/18/20
		To	):			80-1072	Ashbury Co	ourt								

Route	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW	Year
Roanoke County			_			2Axie	3+Axle	1 i raii	21 raii		Factor		Factor			
(610) W Ruritan Rd	0.18	2800	R			80-1072	Ashbury C	ourt			 NA			NA		10/18/2006
(810) 17 114	00	To				8	0-1022				¬					
(610) W Ruritan Rd	0.10	2700 From:	G								NA			NA		2008
$\overline{\bigcirc}$		To:				80-1021	Blueview	Rd			$\exists$					
610 West Ruritan Rd	0.18	2900 To:	G			US 460 C	Challenger	Δνε			NA T			NA		2008
		From					ld Mountai									
(611) Read Mountain Rd	0.50	260	R								NA			NA		12/06/2000
		To:					ead End									
(612) Poor Mountain Rd	0.16	1700	G	93%	1%	US 11 V 1%	West Main 1%	St 3%	0%	С	0.101	F	0.559	1900	G	2008
(612) Poor Mountain Rd	0.10	To		33 /0	1 70				070		0.101	'	0.555	1900	0	2000
(612) Poor Mountain Rd	0.95	1000	G	93%	1%	1%	6 Barley D 1%	3%	0%	F	0.093	F	0.851	1100	G	2008
		To			0-639 N,	West Rive	er Rd; 80-8	57 Beason	n Lane							
(612) Poor Mountain Rd	0.05	1100	R								NA			NA		10/25/2006
		To: From:			0.05	MS 80-63	39 N West	River Rd								
(612) Poor Mountain Rd	0.97	650	R								NA			NA		10/25/2006
		From:			:	80-639 S,	Harborwoo	d Rd			<u> </u>					10/07/000
612) Poor Mountain Rd	2.00	240	R								NA —			NA		10/25/2006
Poor Mountain Pd	2.45	From	R		2.00	MS 80-63	9 S Harbo	rwood Rd			NIA			NA		10/25/2006
(612) Poor Mountain Rd	3.45	U				00.0165					NA —			INA		10/25/2006
(612) Poor Mountain Rd	1.04	70 From:	R			80-916 F	orest Fire	rail			NA			NA		11/08/2006
012)		To			1.04	1 MS 80-9	16 Forest I	ire Trail								
(612) Poor Mountain Rd	0.21	<b>70</b> From:	R		110	. 1.15 00 >	10101011	no man			NA			NA		11/08/2006
$\overline{}$		To: From:					W; Willett									
612) Poor Mountain Rd	2.00	150	R			80-780 IN	W, Willett	rane			NA			NA		11/08/2006
		To: From:				80-786 SI	E, Willett I	Lane								
(612) Poor Mountain Rd	0.60	330	R								NA			NA		11/08/2006
$\overline{}$		To: From:					f, Tinsley I , Tinsley L									
(612) Poor Mountain Rd	0.13	350	R			00-7113	, Thisicy L	anc			NA			NA		11/08/2006
		Ta			Ţ	US 221 Be	ent Mounta	in Rd								
612) Slings Gap Rd	0.35	250	R								NA			NA		11/08/2006
		To: From:				80-788 C	Greenhouse	Rd								
(612) Slings Gap Rd	0.63	170	R								NA			NA		11/08/2006
		From:			80-6	690 N, Su	gar Camp (	Creek Rd			]					/ /
612) Slings Gap Rd	0.59	80	R								NA 			NA		11/08/2006
612) Slings Gap Rd	0.62	130	R		8	0-690 S, F	Fortune Ric	lge Rd			NA			NA		11/08/2006
(612) Slings Gap Rd	0.02	To				D1 1	D: 1 DI							INA		11/00/2000
(612) Slings Gap Rd	0.50	40 From:	R			Blue	Ridge Pkw	у			NA			NA		11/08/2006
012) 3 3 3 4		To:					County L	ine								
612) Slings Gap Rd; Marie Di	r 0.20	40	R			Dead	l End; Gap				 NA			NA		11/13/2006
(612) Slings Gap Rd; Marie Di	0.20	To:			80	)-690 Suga	ar Camp Cr	eek Dr						INA		11/13/2000
		From					n County L									
613) Merriman Rd	1.05	1500	G	99%	0%	1%	1%	0%	0%	F	0.127	F	0.814	1500	G	2008
$\frac{\circ}{\circ}$		To: From:					Cotton Hill				$\exists$ —					
(613) Merriman Rd	0.80	2400	G	99%	0%	1%	1%	0%	0%	С	0.117	F	0.843	2500	G	2008

					Ro	anoke M	laintenar	nce Area	a							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		Fron				DI	D' 1 DI									
613) Merriman Rd	80.0	2500	G	99%	0%	1%	Ridge Pkv	0%	0%	F	0.117	F	0.818	2700	G	2008
613) Merriman Rd	0.51	3100 From	G	97%	0%	1%	Starlight I	0%	0%	F	0.105	F	0.833	3300	G	2008
613 Merriman Rd	0.94	5800	F	97%	0%	1%	4 Starkey 1 1%	0%	0%	С	0.117	F		6300	F	2008
613) Merriman Rd	0.53	7600	G	97%	0%	80-800 1%	Chaparral	1 Dr 0%	0%	F	0.132	F	0.507	8200	G	2008
613) Merriman Rd	0.73	940 From	G	97%	0%	1%	1% Colonial	0%	0%	F	0.122	F	0.804	1000	G	2008
		Fron	:				n County I									
614) Boones Chapel Rd	0.70	<b>50</b>	R								NA			NA		10/02/2006
614) Boones Chapel Rd	0.30	200 From	R		8		, Spotswo Willow Br				NA			NA		10/02/2006
614) Boones Chapel Rd	0.63	180	R				Willow Br				NA			NA		10/02/2006
		Tr	·			80-615	Starlight I	Lane								
Wohh Pd	0.64	Fron	L			Frankli	n County I	Line						NΙΔ		00/19/2006
(615) Webb Rd	0.64	<b>40</b>	R			0.64 M	W County	Line			NA T			NA		09/18/2006
		Fron					OF Count									
(615) Webb Rd	0.36	<b>90</b>	R			TIC O	20 COLTE	**			NA —			NA		09/18/2006
		Fron	:				220 SOUT 20 NORT									
(615) Starlight Lane	1.60	150	R								NA			NA		10/02/2006
		To Fron				80-676	Back Cree	k Rd								
(615) Starlight Lane	0.18	140	R								NA			NA		10/02/2006
<u> </u>		Fron				80-614 B	oones Cha	pel Rd								
615) Starlight Lane	2.81	300	R								NA —			NA		10/02/2006
615) Starlight Lane	0.23	300 From	 R		2.81	MN 80-6	14 Boones	Chapel R	d		NA			NA		10/02/2006
(615) Starlight Lane	0.23	300 Tr	<u> </u>			80-613	Merriman	n Rd						INA		10/02/2006
		Fron	:				1 Hollins									
(616) Carlos Dr	0.62	380	R								NA			NA		12/06/2006
$\overline{}$		To	c			80-605 C	old Mounta	ain Rd								
O 871 8 1	0.05	Fron				80-866	6 Ellingtor	n St								00/00/000
617) Pitzer Rd	0.05	1100	R								NA —			NA		09/20/2006
(617) Pitzer Rd	0.22	990 From	R			80-810	) Lockhart	Dr			NA			NA		09/20/2006
(617) Pitzer Rd	0.22	330 Te				80-65	59 Randal l	Dr						INA		09/20/2000
		Fron					9 Randall									
(617) Pitzer Rd	0.28	780	R								NA			NA		09/20/2006
		Fron			(	).28 ME 8	80-659 Ran	dall Dr								00/00/000
617) Pitzer Rd	0.07	780	R								NA 			NA		09/20/2006
(617) Pitzer Rd	0.80	640	 R			80-712	Simsmore	Ave			NA			NA		09/20/2006
(617) Pitzer Rd	0.80	040									- INA			INA		09/20/2000
617) Pitzer Rd	0.89	440 From	R			80-71	19 Saul La	ne			NA			NA		09/20/2006
(617) Pitzer Rd	0.00	To			8	80-936 Ho	orseshoe B	end Rd			<b>—</b>			14/1		00/20/2000
O 811 - 5 1		From					rse Shoe B									00/00/5
617) Pitzer Rd	0.10	300 To	R			80 eeu 11	, Brookric	loo DA			NA			NA		09/20/2006
		Fron					, Brookrid , Brookrid	_								
(617) Pitzer Rd	1.35	120	R								NA			NA		09/20/2006
$\cup$		To	:			Frankli	n County I	Line								

					110	arione ivi	aintenan	CE AIGA								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	.1			00.550.5	D 1 1 1	<b>D</b> 1			-					
617) Pitzer Rd	1.00	90	R			80-660 E,	Brookridg	е ка			NA			NA		09/20/200
(017)		To				Franklii	n County L	ine								
		From	:		80-8	08 Riverda	le Rd; ECI	L Roanok	æ							
(618) Highland Rd	0.54	250	G	98%	1%	0%	0%	0%	0%	С	0.106	F	0.5	270	G	2008
		To From				80-74	8 Ballard S	t								
(618) Highland Rd	0.54	130	G	98%	1%	0%	0%	0%	0%	F	0.116	F	0.514	140	G	2008
		To From				80-749	Eastland F	Rd								
618) Highland Rd	0.69	230	G	98%	1%	0%	0%	0%	0%	F	0.116	F	0.688	250	G	2008
<u> </u>		To From				Blue l	Ridge Pkw									
618) Rutrough Rd	1.51	430	G	94%	1%	4%	0%	0%	0%	С	0.101	F	0.696	450	G	2008
<u> </u>		To From				80-709	Demon R	d								
618) Rutrough Rd	0.92	100	G	94%	1%	4%	0%	0%	0%	F	0.152	F	0.563	100	G	2008
<u> </u>		To				D	ead End									
Mildurand Dd	4.40	From	<u> </u>	070/	40/		Wildwood		00/		0.404	_	0.047	4000	0	2000
619) Wildwood Rd	1.12	930	G	97%	1%	2%	0%	0%	0%	F	0.104	F	0.617	1000	G	2008
Mildwood Dd	1.60	From	<u> </u>	070/	10/		44 Zana Ro		00/		0 115		0.506	760		2000
619) Wildwood Rd	1.60	700	G	97%	1%	2%	0%	0%	0%	С	0.115	F	0.586	760	G	2008
Mildurand Dd	0.04	From	╙	070/	40/		chland Hil		00/		0444		0.550	4000		2000
619) Wildwood Rd	0.61	1100 To	G	97%	1%	2%	0% L Salem	0%	0%	F	0.114	F	0.552	1200	G	2008
		From						0.1			<u> </u>					
620) Miller Cove Rd	0.78	190	R			80-624	Newport I	Ka			NA			NA		10/12/20
620) Willion Gove Ad	0.10	T-0				00 701 P		. D						147.		10/12/20
620) Miller Cove Rd	2.24	49 From	R			80-701 B	ending Oal	K Dr			NA			NA		10/12/200
620) 17111101 0010 110		To	· ` `			Craig	County Lin	ie						147.		10/12/200
		From	:			80-60	l Hollins R	.d								
621) Beaumont Rd	0.16	630	R								NA			NA		12/06/200
		To				8	0-1924									
621) Beaumont Rd	0.29	390 From	R								NA			NA		12/06/200
		To	:			80-605 O	ld Mountai	n Rd								
		From				Montgom	ery County	Line								
(622) Bradshaw Rd	1.23	290	R								NA			NA		10/12/200
		To From				80-727 1	Berrybrook	Dr								
(622) Bradshaw Rd	8.32	470	R								NA			NA		10/12/200
		To From				80-873 C	Green Acres	s Dr								
622) Bradshaw Rd	1.62	1100	G	98%	0%	1%	0%	0%	0%	С	0.116	F	0.866	1100	G	2008
		To From				80-699 I	Bendemeer	Rd								
622) Bradshaw Rd	0.78	2000	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.856	2000	G	2008
		To				80-864 C	ld Catawba	a Rd								
C Florida Dd	0.70	From	<u> </u>				80-625				<u> </u>			NIA		40/00/00/
623 Florist Rd	0.70	3500	R								NA			NA		12/06/200
<u></u>	0.04	From				8	0-1867				<u> </u>					40/00/00
623 Florist Rd	0.24	4100 To	R			IIC 11 C	I as III shr	*10*1			NA —			NA		12/06/200
		From	:				, Lee High	_								
623) Dent Rd	0.29	5700	R					•			NA			NA		12/04/200
$\bigcirc$		Т.				80-836	Plymouth 1	Rd								
623) Dent Rd	0.03	5100 From	R			50 050	-,				NA			NA		12/04/200
		To	-			80-8221	Pendleton A	Ave.								
623) Dent Rd	0.55	6200	R			00°022 I	charton I	110			NA			NA		12/04/200
023		- <del>-</del>	:			NCI	Roanoke							•		,

					Ro	anoke Ma	aintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	i								-					
624)	0.40	290	R			Montgome	ery County	Line			NA			NA		10/12/2006
(624)	2.90	450 From	R			80-650 (	Gravel Hill	Rd			NA			NA		10/12/2006
(624) Newport Rd	2.20	570 From	G	98%	0%	80-697 S 1%	andy Ridge 0%	Rd 0%	0%	F	0.129	F	0.654	580	G	2008
(624) Newport Rd	2.27	820 From	G	98%	0%	80-620 M	filler Cove 0%	Rd 0%	0%	С	0.115	F	0.630	850	G	2008
<u> </u>		To				SR 311 Ca	tawba Valle	ey Dr								
(625)	0.27	10000	G	98%	0%	80-623 1%	3 Florist Rd 0%	0%	0%	С	0.092	F	0.547	11000	G	2008
(625)	0.33	9300 From	G	98%	0%	1%	30-743 0%	0%	0%	F	0.092	F	0.521	10000	G	2008
		То				SR 115 P	lantation R	oad								
Thu Di	2 = 2	From	_			SR 117 P	eters Creek	Rd								04/04/055
(626) Thirlane Rd	0.50	2000	R			8	0-1490				NA ———			NA		01/24/2001
626 Thirlane Rd	0.29	750 From	R								NA			NA		12/04/2006
626) Thirlane Rd	0.01	680 From	R			8	0-1514				NA			NA		12/04/2006
<u> </u>		From				80-628 V	Voodhaven	Rd			$\supset$					
626) Thirlane Rd	0.25	<b>20</b>	R			D _f	ead End				NA			NA		12/04/2006
		From					Hollins Ro	d								
(627) Shadwell Dr	0.03	7800	G								0.112	F	0.686	8300	G	2008
		То					Sanderson I	Dr								
628) Green Ridge Rd	0.78	From 1900	G	98%	0%	80-78 <b>1%</b>	0 Cove Rd 1%	0%	0%	F	0.123	F	0.568	2100	G	2008
626) G. Sell Tillage Til	00	To	_				reen Ridge			•	¬	•	0.000			
(628) Woodhaven Rd	1.13	2500 From	G	98%	0%	1%	1%	0%	0%	С	0.112	F	0.614	2700	G	2008
		To From				80-626	Thirlane R	d			$\supset$					
628 Woodhaven Rd	1.03	2400	G	98%	0%	1%	1%	0%	0%	F	0.119	F	0.580	2500	G	2008
Waadhayaa Dd	0.44	From		000/	00/		0-1438	00/	00/	_	0116		0.651	2000		2000
(628) Woodhaven Rd	0.41	3600 To	G	98%	0%	1% S	1% R 117	0%	0%	F	0.116	F	0.651	3900	G	2008
		From					Roanoke									
629 Green Ridge Rd	0.55	2300	G	99%	0%	0%	0%	0%	0%	С	0.114	F	0.597	2400	G	2008
O O O O O O O O O O O O O O O O O O O	0.00	From	$\overline{}$	000/	00/		Pine Oak l		00/	_			0.540	1000		2000
629 Green Ridge Rd	0.38	1500 To	G	99%	0%	0% 80-628 V	0% Voodhaven	0% Dr	0%	F	0.127	F	0.546	1600	G	2008
		From					L Salem									
(630) Kessler Mill Rd	0.55	1400	G	96%	0%	2%	1%	1%	0%	С	0.1	F	0.593	1500	G	2008
<u> </u>		To			SR	311 Thom	npson Mem	orial Dr								
Cook Crook Dd	0.10	From				80-603	Bonsack R	d						NIA		10/16/2006
(631) Cook Creek Rd	0.12	<b>40</b>	R			De	ead End				NA			NA		10/16/2006
		From					S, Starkey I	Rd								
632	0.77	210	R								NA			NA		10/20/2006
(632) Cresent Blvd	0.10	600 From	R			80-716	Steames A	ve			NA			NA		11/20/2006
		То				80-904 1	N, Starkey I	Rd								
<u> </u>		From	Ļ			De	ead End				<u> </u>					
633 Benois Rd	0.35	890 To	R			90.00	Ctodro- D	d			NA			NA		11/20/2006
		10	<u> </u>			80-904	Starkey Ro	u								

					Ro	anoke M	aintenan	ce Area	<u> </u>							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		E	1								_					
(634) Hardy Rd	0.96	11000	G	99%	0%	1%	L Vinton 0%	0%	0%	С	0.104	F	0.673	12000	G	2008
		To				Bedford	d County Li	ine								
600	0.60	From: <b>870</b>	G	98%	1%	NC 1%	L Salem	0%	0%	С	0.118	F	0.78	930	G	2008
(635)	0.00	To:	Ğ	30 /6	1 70		Wildwood		070		0.110	'	0.70	930		2000
		From:	_			80-603	Bonsack F	Rd								
636) Glade Creek Rd	0.16	300	R								NA			NA		10/16/2006
(636) Glade Creek Rd	0.35	290 From:	R			80-703	3 Pioneer E	)r			NA			NA		10/16/2006
000		To:				Botetou	rt County L	ine								
Botetourt County		From:				Rotetou	rt County L	ine			1					
(636) Glade Creek Rd	0.25	200	R			Dotctou	rt County L	inc			NA			NA		10/16/2006
$\frac{\bigcirc}{\bigcirc}$		To: From:				0.25	ME of CL									
636) Glade Creek Rd	0.31	<b>70</b>	R			0.50	ME -f.CL				NA			NA		10/16/2006
		From:					ME of CL ME 80-109:	5								
636) Glade Creek Rd	0.36	50	R			D	ead End				NA			NA		10/16/2006
Montgomery County							eau Enu									
O 2 11 2 11		From:				60-6	37; 80-669									/ /
637 Bottom Creek Lane	0.10	<b>50</b>	R			Roanok	e County L	ine			NA T			NA		11/08/2006
Roanoke County																
<u> </u>	1.82	From:	R			Montgom	ery County	Line			NIA			NA		11/08/2006
637 Bottom Creek Lane	1.02	To:	K			80-607 B	ottom Cree	k Rd			NA T			INA		11/06/2000
		From:				80-639 S,	Harborwoo	od Rd								
638) Creekside Dr	0.35	450 To:	R		0	0 630 N V	West Rivers	eida Dr			NA			NA		10/25/2006
		From:					11 Main St	side Di								
(639) West River Rd	0.63	540	G	97%	2%	1%	0%	0%	0%	F	0.136	F	0.623	580	G	2008
$\frac{\circ}{\circ}$		To- From:				80-649 I	Ory Hollow	Rd								
639 West River Rd	1.60	220	G	97%	2%	1%	0%	0%	0%	С	0.132	F	0.679	230	G	2008
(639) West River Rd	0.53	230 From:	G	97%	2%	80-734 Bo	ohon Hollo 0%	w Rd 0%	0%	F	0.118	F	0.603	250	G	2008
(639) West River Rd	0.00	To:	Č	37 70	8	30-612 N, I	Poor Mount	tain Rd	070				0.000	200		2000
(639) Harborwood Rd	2.05	180	R		8	30-612 S, F	oor Mount	ain Rd			 NA			NA		10/25/2006
(639) Harborwood Rd	2.00	To:	·`			80-737	Gladden F	Rd			— <u> </u>			147.		10/20/2000
(639) Harborwood Rd	1.63	650 From	R			00 757	Giudden i	tu			NA			NA		10/25/2006
		To: From:				80-882	2 Terrace D	)r			$\supset$					
(639) Harborwood Rd	0.15	950	R								NA			NA		10/25/2006
(639) Harborwood Rd	0.37	950 From:	R			0.15	MN 80-882	2			NA			NA		10/25/2006
(639) Harborwood Rd	0.57	930 To:				90 629 8	Cuantraid	. D.,						INA		10/23/2000
(639) Harborwood Rd	0.27	1200 From:	R			00-036 3	, Creekside	e Di			NA			NA		10/25/2006
		To: From:				80-7601	Diuguids L	ane			$\supset$					
(639) West Riverside Dr	0.98	3800 To-	G	97%	2%	1%	0%	0%	0%	F	0.116	F	0.509	3900	G	2008
		From					CL Salem Alleghany	Dr								
(640) Givens Tyler Rd	0.61	190	R			00-042	Aucguany	וט			NA			NA		11/27/2006
		To: From:				80-869 M	artin McNe	eil Rd			$\supset$					
640) Alleghany Dr	1.02	1300	R			370	T C-1				NA			NA		11/27/2006
		Io:				NC	L Salem									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+/	Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County			1					ZITAII		1 actor		i actor			
(641) Texas Hollow Rd	1.40	2800	L			80-640 Alleg	hany Dr			 NA			NA		11/27/200
(641)		To				NCL Sal	lem								,,_
		From				US 11 West	Main St								
(642) Alleghany Dr	1.10	980	R							NA			NA		11/27/200
		To				80-640 Alleg	hany Dr								
O Davidanta Dil	0.04	From	<u> </u>	050/	00/	US 11 West		00/		0.400	_		0.400	_	0000
643 Daugherty Rd	0.34	3400	F	95%	2%		% 2%	0%	С	0.186	F		3400	F	2008
(643) Daugherty Rd	0.87	600 From	R			80-828 Tob	bey Rd			NA			NA		11/29/200
(643) Daugherty Rd	0.07	To				Dead E	ind						INA		11/29/200
		From	:			Floyd Count									
(644) County Line Rd	0.60	60	R				., <u></u>			NA			NA		11/08/200
		To				80-669 Patte	rson Dr								
		From	:			US 11 West	Main St								
(645) Crossmill Lane	0.27	30	R							NA			NA		11/27/200
		To				Dead E									
O Porloy Dr	0.01	From	<u> </u>			80-612 Poor Mo	ountain Rd						NIA		10/05/000
646) Barley Dr	0.01	700	R							NA —			NA		10/25/200
O Davida Da	0.45	From	<u> </u>			80-115	54						NIA		40/05/000
646 Barley Dr	0.15	680	R							NA —			NA		10/25/200
<u></u>	0.70	From	<u> </u>			80-852 May	fair Dr								40/05/000
646 Barley Dr	0.73	<b>40</b>	R			Cul-de-S	Sac			NA			NA		10/25/200
		From	:			US 11 West				<u>_</u>					
(647)	0.20	5100	G	91%	1%		% 5%	0%	С	0.107	F	0.55	5500	G	2008
(647)	0.20	To	_	0.70	. , ,		70 070	0,0		<u> </u>	•	0.00	0000	Ū	2000
(647) Dow Hollow Rd	0.20	110 From	R			I-81				NA			NA		12/04/200
647) 2 5 11 1 1 1 1 1 1 1	0.20	To				Dead E	ind			Ti i					,
		From				Botetourt Cou	ınty Line								
(648) Reservoir Rd	0.18	1300	R							NA			NA		12/04/200
		To	:			US 11 Lee H	Iighway								
_		From				Dead E	ind								
(649) Dry Hollow Rd	2.11	310	R							NA			NA		10/25/200
		To				80-639 West I									
Constall Ell Dal	4.04	From	<u> </u>			80-785 Blacks	sburg Rd						NIA		40/40/000
650 Gravel Hill Rd	1.24	<b>60</b>	R			80-624	1			NA			NA		10/12/200
		From	:			ECL Vin				1					
(651) Mountain View Rd	0.03	1900	R			ECL VIII	Iton			NA			NA		10/04/200
(651)		То				90 100	20								
(651) Mountain View Rd	0.06	1600 From	R			80-109	90			NA			NA		10/04/200
(651)	0.00	т.				00.100	\1								. 0, 0 ., 200
(651) Mountain View Rd	0.60	1500	R			80-109	<del>)</del> 1			NA			NA		10/04/2006
(651) Mountain View Rd	0.00	т.				00.101	10						1471		. 5, 5 1, 2000
(CEA)	0.61	800 From	R			80-101	19			NA			NA		10/04/200
(651)	5.01		.`			22.1	7.5						INA		.0/0-7/2000
(CEA)	0.25	1800	R			80-107	/5			NA			NA		10/04/200
(651)	0.20	1000				00.004-				11/7			INA		10/04/2000
	0.33	From	<u> </u>			80-884 Laurel 0	Glen Lane						NIA		10/04/200
651)	0.33	1800	R							NA			NA		10/04/2006
	0.40	From	<u> </u>			80-881 Stat	ton Dr						NI A		40/04/000
(651)	0.10	2000	R			80-880 Rhod				NA			NA		10/04/200

					Roa	anoke Ma	aintenance	Area								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	1								1					
(651) Mountain View Rd	0.09	2200	R			80-880 I	Rhodes AVe				NA			NA		10/04/2006
		To				Bedford	County Line									
Bedford County		From				Radford	County Line				1					
(651) Mountain View Rd	0.09	2200	R			Dedioid	County Line				NA			NA		10/04/2006
$\overline{}$		To				SR 24	; 80-1033									
Roanoke County		From				80-675 Inc	dian Grave R	d								
(652) Enchanted Lane	0.21	50	R			00 075 111	aran Oravo I	<u>u</u>			NA			NA		10/02/2006
		То				De	ad End									
(653) Grubb Rd	0.13	130	R			De	ad End				NA			NA		10/02/2006
(653) Grubb Rd	0.13	To	K			80-688 C	otton Hill Ro	[						INA		10/02/2000
		From					Hardy Rd									
(654) Feather Rd	0.56	3300	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.609	3600	G	2008
		To From				80-1026 V	Woodmere D	r			$\supset$					
(654) Feather Rd	0.58	3900 _{To}	G	99%	0%	1%		0%	0%	С	0.099	F	0.649	4200	G	2008
		From					SR 24									
(655) Oakey Dulin Rd	0.20	60	R			De	ad End				NA			NA		10/10/2006
(655)		То			S	SR 311 Cat	awba Valley	Dr								
		From				80-873 G	reen Acres R	d								
(656) Moore Rd	0.30	80	R								NA			NA		10/12/2006
		То					ad End									
(657) Winter Dr	0.22	70	R			De	ad End				 NA			NA		10/02/2006
(657) Winter Dr	0.22	70												INA		10/02/2000
(657) Crowell Gap Rd	0.50	400 From	R			U	S 220				NA			NA		09/18/2006
(637) Gronon Gap 1 ta	0.00	To				80 666	Bandy Rd									00/10/2000
(657) Crowell Gap Rd	0.75	160 From	R			80-000	balluy Ku				NA			NA		09/18/2006
		To				0.75 N	/IE 80-666									
657) Crowell Gap Rd	0.75	40 From	R								NA			NA		09/18/2006
		To				Franklin	County Line									
<u> </u>		From	L				Roanoke								_	
658 Rutrough Rd	1.34	790	G	98%	0%	0%		0%	0%	С	0.122	F	0.667	850	G	2008
Dutum b Dd	0.04	From	<u> </u>	000/	40/		didge Pkwy	00/	00/				0.004	450		2000
658) Rutrough Rd	0.84	440 To	G	98%	1%	1% 80-6181	1% Highland Rd	0%	0%	С	0.113	F	0.604	450	G	2008
		From					Bandy Rd									
(659) Mayfield Dr	0.55	1300	R			00 000	, Buildy Rd				NA			NA		09/25/2006
		To				80-811 He	mingway Bly	⁄d			<b>—</b> —					
(659) Mayfield Dr	0.11	1400 From	R								NA			NA		09/25/2006
		To From				SR 116 J	ae Valley Rd				<b>—</b>					
(659) Mayfield Dr	0.10	770	R								NA			NA		09/20/2006
		To From				80-866 S	; Ellington S	t								
659 Ellington St	0.14	90	R					_			NA			NA		09/20/2006
		To			8		Ellington St; C 517; Gap	зар								
(659) Randal Dr	0.82	240	R			00-0	.,				NA			NA		09/20/2006
$\overline{}$		To				8	0-658									
		From				80-617	7 Pitzer Rd									
(660) Brookridge Rd	1.48	120	R			00.5:-	. D				NA			NA		09/20/2006
		То				80-617	7 Pitzer Rd									

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From:	i					ıııdlı	∠IIdll		ractor		rautui			
661) Prunty Dr	0.53	100	R				FR-67				 NA			NA		12/04/200
(001) 1 141119 21	0.00	To				D	ead End									, 0 . , _ 0 0
		From					80-658									
(662) Sha-al Rd	0.30	40	R								NA			NA		09/20/200
		To: From:	<u> </u>				ead End	2.1			<u> </u>					
(663) Rakes Rd	0.15	320	R			80-66	66 Bandy F	Rd			NA			NA		09/18/200
003) - tantes - ta	00	To	- · ·			80.66	4 Sterling	DA .								00/10/200
663) Sterling Rd	1.10	510 From:	R			00-00-	+ Sterning	Ru			NA			NA		09/18/200
		To				8	80-1260									
663) Sterling Rd	0.10	710 From:	R								NA			NA		09/18/200
		To:				SR 116	Jae Valle	y Rd			_					
(663) Mount Pleasant Blvd	0.27	70	R								NA			NA		09/18/200
<u> </u>		To:				D	ead End									
Ctarling Dd	0.45	From:	لب			80-66	66 Bandy F	Rd						N1A		00/40/000
664) Sterling Rd	0.15	270 To:	R			80-66	53 Rakes F	Rd			NA			NA		09/18/200
		From:	! 				66 Bandy F									
(665) Edenshire Rd	0.30	70	R			00 00	o Bundy 1	···			NA			NA		09/18/200
		To				D	ead End									
$\widehat{}$		From				80-657 (	Crowell Ga	ap Rd								
(666) Bandy Rd	1.37	170	R								NA			NA		09/18/200
<u> </u>		To: From:		2221			Mayland			_						
666 Bandy Rd	0.62	270	G	98%	0%	1%	0%	0%	0%	F	0.131	F	0.584	280	G	2008
O Dandu Dd	4.00	From:	Ļ	000/		-667 Old V			00/		0440		0.755	250		2000
(666) Bandy Rd	1.22	340	G	98%	0%	1%	0%	0%	0%	С	0.143	F	0.755	350	G	2008
Randy Pd	0.44	400 From:	G	98%	0%	80-66- 1%	4 Sterling 0%	Rd 0%	0%	F	0.115	F	0.64	410	G	2008
666 Bandy Rd	0.44	400		90%	0%				0%	Г	0.115	Г	0.04	410	G	2006
666) Bandy Rd	0.64	770	G	97%	1%	80-731 R	ockinghan 2%	n Blvd 0%	0%	F	0.118	F	0.663	830	G	2008
(666) Bandy Rd	0.04	To		31 /0	1 /0				070		— <del>-</del>	•	0.000	000	J	2000
(666) Bandy Rd	0.67	1100	G	97%	1%	1%	Park Mano 2%	0%	0%	С	0.109	F	0.595	1200	G	2008
(000) 24.14) 114	0.0.	To	_	0.70	. , ,		Mayfield					•	0.000	00		
(666) Bandy Rd	0.40	1100	G	97%	1%	1%	2%	0%	0%	F	0.113	F	0.52	1200	G	2008
000) = 1113, 113		To:			- , ,		L Roanoke									
_		From			8	0-668 Yel	low Mour	ntain Rd								
(667) Mayland Rd	0.43	150	R								NA			NA		09/18/2006
		To: From:					W, Bandy E, Bandy									
(667) Old Va Springs Rd	0.84	90	R			00-000	L, Dancy	Ru			NA			NA		09/18/2006
		To				D	ead End									
O		From:					US 220									
(668) Yellow Mountain Rd	2.24	1000	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.556	1100	G	2008
_		From					2 Meadow Meadow I									
(668) Yellow Mountain Rd	0.24	1100	G	98%	0%	1%	0%	0%	0%	С	0.105	F	0.533	1200	G	2008
		To:				80-73	31 Bryan F	Rd			⊒⊢					
(668) Yellow Mountain Rd	0.33	1500	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.617	1600	G	2008
$\overline{}$		To:					80-747 Goodman	Rd								
(668) Yellow Mountain Rd	0.19	2200	G	98%	0%	1%	Goodman 0%	0%	0%	F	0.109	F	0.648	2400	G	2008
000		To:					L Roanoke									

							viamiena									
Route	Length	AADT	QA	4Tire	Bus			ruck e 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Montgomery County		From	ī													
(669) Patterson Dr	0.50	40	R				60-637				NA			NA		11/08/2006
		To				Roano	ke County	Line								
Roanoke County		From	:			Montgor	nery Coun	ntv Line			1					
(669) Patterson Dr	0.75	40	R								NA			NA		11/08/2006
$\frac{\circ}{\circ}$		To From				80-865 K	Kings Brot	hers Rd			]—					
669 Patterson Dr	0.60	80	R								NA —			NA		11/08/2006
(669) Patterson Dr	0.92	90 From	 R			80-607 I	Bottom Cr	eek Rd			NA			NA		11/08/2006
(669) Talloroon Di	0.02	To				80-644	County Li	ine Rd			<u> </u>					11/00/2000
<u> </u>		From				0.52	2 MS 80-6	94			]					
(670) Lost Mountain Rd	0.52	60	R								NA —			NA		11/08/2006
(670) Canyon Rd	0.46	120 From	R		80	)-694 Twe	lve OCloc	k Knob Rd			NA			NA		11/08/2006
670)	00	To				I	Dead End				<u> </u>					, 00, 200
		From	:			US 11	West Ma	in St								
671) Campbell Dr	1.12	250	R			1	Dead End				NA			NA		11/29/2006
		From	:I				Dead End				<u> </u>					
(672) Rainelle St	0.07	30	R			1	Dead Elid				NA			NA		09/20/2006
0.2		To	-				80-866									
		From					80-1275									
(673) Lindenwood Dr	0.49	1200	R								NA			NA		01/24/2001
$\bigcirc$	2.24	From				SR 24 V	Washingto	n Ave			⊒					40/04/000
(673)	0.24	440 To	R			80-724	Parkview	Circle			NA T			NA		10/04/2006
		From	:I				) N, Frank				+					
(674) Clearbrook Lane	0.26	120	R			05 220	/11, 11um				NA			NA		09/18/2006
<u> </u>		To From				80-827	7 Amanda	Lane			_					
(674) Clearbrook Lane	0.40	340	R			***					NA			NA		09/18/2006
		From	i <u> </u>				S, Frank									
(675) Indian Grave Rd	0.78	1400	R			80-652	Enchanted	1 Lane			 NA			NA		10/02/2006
619		То	_			US 22	20 Franklii	n Rd			٦					
(675) Clearbrook Village Lane	0.14	<b>NA</b>									NA			NA		
<u> </u>		To					Clearbrook									
(676) Back Creek Rd	0.45	From	느			80-615	5 Starlight	Lane						NIA		10/02/2006
(676) Back Creek Rd	2.15	80	R								NA			NA		10/02/2006
676) Back Creek Rd	1.00	450 From	R		8	30-845 Soı	uth Indian	Grave Dr			NA			NA		10/02/2006
(676) Back Creek Rd		To	_				US 220									.0,02,2000
		From				I	Dead End									
(677) Spotswood Dr	1.30	110	R								NA			NA		10/02/2006
<u> </u>		From				80-614 E	Boones Ch	apel Rd								
677) Willow Branch Rd	0.90	260	R								NA 			NA		10/02/2006
(677) Willow Branch Rd	0.20	20 From	R				US 220				NA			NA		09/18/2006
(677) Willow Branch Rd	U.ZU	<b>20</b>				I	Dead End							1 N/A		
		From					Dead End									
(678) Sandlewood Rd	0.52	160	R								NA			NA		10/02/2006
		To	<u> </u>				Buck Mour									
Duels Manustal's Dul	0.07	From	<u> </u>	070/	00/		04 Starkey		00/		0.400	_	0.055	0000	^	0000
(679) Buck Mountain Rd	0.07	6500	G	97%	0%	1%	1%	1%	0%	F	0.108	F	0.655	6900	G	2008

					Ro	anoke M	aıntenan	ce Area	l							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		Fron					0.1060				-					
(679) Buck Mountain Rd	0.26	5500	G	97%	0%	8 1%	0-1960 <b>1%</b>	1%	0%	F	0.111	F	0.654	6000	G	2008
079)		Tr					7 Keefer R					-				
(679) Buck Mountain Rd	0.85	4700 From	G	97%	0%	1%	1%	1%	0%	С	0.123	F	0.619	5100	G	2008
019		ть					Ridge Pkw	v								
(679) Buck Mountain Rd	1.04	5700 From	G	94%	0%	1%	4%	1%	0%	С	0.12	F	0.557	6000	G	2008
019		To	:				JS 220									
		Fron	:		8	0-777 Fort	Lewis Chu	ırch Rd								
680) Little Bear Rd	0.24	90	R								NA			NA		11/29/200
$\bigcirc$		To	:			D	ead End									
$\widehat{}$		Fron				80-720	Colonial A									
(681) Ogden Rd	0.19	9000	G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.571	9700	G	2008
		To					L Roanoke									
<u> </u>	0.50	From	<u> </u>			80-720	Colonial A	ve			<u>ا</u>			NIA		44/00/000
(682) Manassas Dr	0.56	2100	R								NA 			NA		11/20/200
<u> </u>		Fron				80-1	602 EAST				<u> </u>					
682 Manassas Dr	0.09	1200	R			UC 221 N	D1.1.4.				NA			NA		11/20/200
		From			'	US 221 N, US 221	S; 80-1602									
(682) Garst Mill Rd	0.24	11000	G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.512	12000	G	2008
		To	:			8	0-1658									
Correct MULDel	0.40	From	<u> </u>	000/	00/		Crest Hill		00/		0.400	_	0.500	0000	_	2000
(682) Garst Mill Rd	0.43	8400	G	99%	0%	0%	0%	0%	0%	С	0.109	F	0.509	9000	G	2008
<u> </u>		Fron					l Halevan				_	_				
(682) Garst Mill Rd	0.77	6600	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.536	7100	G	2008
		10					Roanoke									
Charles Dd	0.40	From				D	ead End							NΙΔ		10/02/200
(683) Sparks Rd	0.12	10	R			80 613	Merriman	Dd			NA			NA		10/02/2006
		Fron									<u> </u>					
684) Token Rd	0.27	0	R			80-013	Merriman	Ku			NA			NA		10/14/200
(684) Token Rd	0.21	To				D	ead End				<b>—</b> 1"`			14/1		10/1-/200
		Fron	:				S, Electric	Rd								
(685) Keagy Rd	0.19	4300	G			51( 41)	b, Liceure	Ru			0.118	F	0.595	4600	G	2008
(003)		To				90 CO2 C-	16 <b>\</b>	D.1								
(685) Keagy Rd	0.40	2000 From	G			80-692 St	igarloaf Mi	п ка			NA			2100	G	2008
(665) 116dgy 11d	0.10						0.1206							2.00	Ū	2000
(685) Keagy Rd	1.33	3500 From	R			8	0-1386				NA			NA		11/13/200
(685) Keagy Ku	1.33	3300 Te	_			SR 419	N, Electric	Rd						INA		11/13/2000
		Fron	:				ead End									
(686) Grandin Rd Ext	0.97	500	R				eau Enu				NA			NA		11/13/200
000) 914114111111	0.0.	т.				0.07.14	- CD 11				<del></del> -					,, _
(686) Grandin Rd Ext	0.18	530 From	R			0.97 ME	E of Dead I	end			NA			NA		11/13/2006
(686) Grandin Rd Ext	0.10	550												INA		11/13/2000
Crandin Pd Ext	0.23	850	R			8	0-1350				NA			NA		11/13/2006
686 Grandin Rd Ext	0.23	650									INA			INA		11/13/200
Cross dies Del Fort	0.55	From	┶	000/	00/		80-692	00/	00/		0.447		0.500	2200		2000
686 Grandin Rd Ext	0.55	2100	G	99%	0%	0%	0% Electric F	0%	0%	С	0.117	F	0.506	2200	G	2008
		Fron	:													
(687) Colonial Ave	0.35	11000	G	99%	0%	0% 221 I	Brambletor 0%	0%	0%	F	0.092	F	0.574	12000	G	2008
(687) Colonial Ave	0.00	т	Ť	JJ /0	J /0		enn Forest		J /0	-	0.032		0.074	12000	J	2000
		Fron	:				Colonial A									
(687) Penn Forest Blvd	0.63	5000	G	99%	0%	0%	0%	0%	0%	С	0.108	F	0.504	5300	G	2008
$\overline{}$		Tr.				8	0-1530				<b>—</b>					
(687) Penn Forest Blvd	0.62	7700	G	99%	0%	0%	0%	0%	0%	F	0.114	F	0.558	8200	G	2008
								d			_					

					RU	anoke iv	laintenar	ice Area	l							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	1			90 612	Merriman	. D.d								
(688) Cotton Hill Rd	2.07	620	G	97%	0%	2%	1%	0%	0%	F	0.137	F	0.723	640	G	2008
000		To					hingle Rid									
688) Cotton Hill Rd	0.17	1000 From	G	97%	0%	2%	1%	0%	0%	F	0.113	F	0.653	1100	G	2008
000)		To				80-88	8 Raintree	Rd								
688) Cotton Hill Rd	0.46	3200 From	G	97%	0%	2%	1%	0%	0%	С	0.109	F	0.863	3300	G	2008
		To				US 221 B	ent Mount	ain Rd								
		From				80-692 1	Mt Chestm	ut Rd								
689)	0.85	1400	G	98%	1%	1%	1%	0%	0%	F	0.124	F	0.678	1500	G	2008
		From					80-1537									
689	0.87	2500	G	98%	1%	1%	1%	0%	0%	С	0.109	F	0.505	2700	G	2008
		From					80-1641									
689	0.59	1600	G	98%	1%	1%	1%	0%	0%	F	0.106	F	0.579	1700	G	2008
		To From					80-1796									
689	0.12	4300 To	G	98%	1%	1%	1%	0%	0%	F	0.119	F	0.768	4600	G	2008
		From					Brambleto									
690) Fortune Ridge Rd	1.00	200	R		·	S 221 W,	Bent Mou	ntain Rd			NA			NA		11/08/20
690) i ortano rtiago rta	1.00					00.700	Y 70:1	D.1						10.		11/00/20
690) Fortune Ridge Rd	0.24	110 From	R			80-708	Ivy Ridge	Rd			NA			NA		11/08/20
690) Tortario Mago Ma	0.21	To				00.612	ai. C	D 1						10.		11/00/20
690) Sugar Camp Creek F	Rd 0.20	40 From	R			80-612	Slings Ga	р ка			NA			NA		11/08/20
690) Sugar Camp Creek F	(d 0.20	To				0.20.1	40 00 c10							14/1		11/00/20
690) Sugar Camp Creek F	Rd 2.80	40 From	R			0.20 N	MS 80-612	! N			NA			NA		11/08/20
690) Sugar Camp Creek F	(u 2.00	<b>-10</b>				00.5	1011 : 1							IVA		11/00/20
690) Poage Valley Rd	1.50	200 From	R			80-6	12 Marie I	)r			NA			NA		11/13/20
090) . sage . as)		To				90.701	D	101								,, _
690) Poage Valley Rd	0.70	520 From	R			80-091	Dawnwoo	u Ku			NA			NA		11/13/20
090) 1 sags 1 ams) 1 ta	00	To				110 221 D	ent Mount	oin Dd								,, 20
690) Poage Valley Rd	0.40	440 From	R			US 221 B	ent Mount	aiii Ku			NA			NA		11/13/20
090) 3		To				90 022 (	Corntassle	Long								
690) Poage Valley Rd	0.60	400 From	R			80-923	Jointassie	Lane			NA			NA		11/13/20
090) 3		To				90 745	Ran Lynn	. De								
690) Rose Lawn Rd	1.14	200 From	R			00-745	Kan Lyin	I DI			NA			NA		11/13/20
030)		To				80-689	Rose Law	n Rd								
	0.05	From	Ļ				80-689							NIA		44/40/00
(690)	0.35	300	R								NA —			NA		11/13/20
690) Two Ford Rd	0.22	From	Ļ_				80-1799							NΙΔ		11/12/20
(690) Two Ford Rd	0.33	50 To	R			Γ	ead End				NA T			NA		11/13/20
		From					Pead End									
691) Dawnwood Rd	0.58	170	R			L	eau Eliu				NA			NA		11/13/20
001)		To				0.58 N	IN Dead I	End								
691) Dawnwood Rd	0.56	170 From	R			0.56 1	IIV Dead I	and .			NA			NA		11/13/20
		To				8∩-73	32 Shaver I	Rd								
691) Dawnwood Rd	0.27	220 From	R			00-72	- GHAVUI I	··u			NA			NA		11/13/20
<u></u>		To				80-690 F	oage Valle	ey Rd								
		From				US 221 B	ent Mount	ain Rd								
692) Mt Chestnut Rd	1.67	380	R								NA			NA		11/08/20
$\smile$		To				80-7 <u>62</u> I	vy Mounta	in Dr								
692) Mt Chestnut Rd	2.13	200	R								NA			NA		11/08/20
$\overline{}$		To					80-689									

G 2008
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G 2008
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G 2008
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10/10/2
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10/10/2
10/10/2
10/12/2
10/12/2
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10/12/2
10/12/2

					Ro	anoke Ma	aintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		F									-					
702) Castle Rock Rd	0.36	1600	R				ead End				NA			NA		11/13/2006
702) Castle Rock Rd	0.06	2000	R			80-1	525 EAST				NA			NA		11/13/2006
(702) Castle Rock Rd	0.07	1700	R			8	0-1687				NA			NA		11/13/2006
(702) Castle Rock Rd	0.23	1600	R			8	0-1653				NA			NA		11/13/2006
(702) Castle Rock Rd	0.13	1800	R			8	0-1651				NA			NA		11/13/2006
(702) Castle Rock Rd	0.29	2300	R				0-1652				NA			NA		11/13/2006
		From	1:				0-1662 Hade Creek	Rd			<u> </u>					
(703) Pioneer Dr	0.16	6 To	R				t County L	ine			NA 			NA		10/16/2006
704) Damewood Dr	1.10	40 To	R				ead End ending Oal	k Dr			NA			NA		10/12/2006
(705) Red Lane Extension	0.85	From	R				2 NCL Sale				NA			NA		11/15/2006
(705) Red Lane Extension	0.15	120	R			80-144	41 North R	d			NA			NA		11/16/2006
		Fron	1:				ead End ead End									
706) Elm View Rd	0.69	1000 To	R			SR 419	Electric R	kd			NA			NA		11/20/2006
(707) Lank Mark Circle	0.24	20 To	R			US 221 Be US 221 Be					NA			NA		11/13/2006
(708) Ivy Ridge Rd	0.37	From	R			US 221 Be					NA			NA		11/08/2006
(708) Ivy Ridge Rd	0.73	From <b>40</b>	R			0.37 N	ME US 221	Į.			NA NA			NA		11/08/2006
	0.34	From 40				1.10 N	ME US 221	l			NA			NA NA		11/08/2006
(708) Lancaster Rd	0.54	To	):				ortune Ridg	e Rd						- INA		11/00/2000
709	0.25	<b>20</b>	R				Highland I	Rd			NA			NA		09/20/2006
(710) Yale Dr	0.33	From	R			Cu	l-de-Sac				NA			NA		10/25/2006
		From				US 22	1 Main St 21 SOUTH									
<u>(711)</u>	0.48	300	G	95%	1%		0% ottom Cree	0% k Rd	0%	F	0.188	F	0.649	310	G	2008
(711) Tinsley Ln	0.96	340	G	95%	1% 80-6	3% 512 NORTI			0%	С	0.158	F	0.754	350	G	2008
711)	0.21	330	G	95%	1%	3%	2 NORTH 0% 21 NORTH	0%	0%	F	0.112	F	0.667	340	G	2008
(712) Simsmore Ave	0.32	30	R				7 Pitzer Ro				NA			NA		09/20/2006
$\bigcirc$		Tr	·			De	ead End									

					1100		viaintena									
Route	Length	AADT	QA	4Tire	Bus			ruck e 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	.1				80-1315				1					
(713) Glen Heather Dr	0.08	380	R				80-1313				NA			NA		11/13/2006
<u> </u>		To From					80-1317									
713) Glen Heather Dr	0.05	510	R								NA			NA		11/13/2006
<u> </u>		To	<u> </u>				19 Electric	Rd								
714) Gum Springs Rd	0.40	From	R			]	Dead End				NIA			NA		11/27/200
(714) Gum Springs Rd	0.40	110 To	<u> </u>			80-619	Wildwoo	nd Rd			NA T			INA		11/27/200
		From	:				US 220				i					
715) Pine Needle Dr	1.56	70	R				00 220				NA			NA		10/02/200
		To	-				US 220									
		From				80-7	717 Arthur	St								
7 ₁₆ Stearnes Ave	0.31	120	R								NA			NA		11/20/200
<u> </u>		To	1			80-63	2 Cresent	Blvd								
Austrium Ct	0.05	From	Ļ				80-632							NIA		44/00/000
717) Arthur St	0.25	120 To	R			80-9	04 Starkey	Rd			NA			NA		11/20/200
		From	:				Cul-de-Sac				i					
(718) Winterset Dr	0.19	150	R				ui-uc-sac				NA			NA		11/20/200
		То	:			80-63	2 Cresent	Blvd								
		From	:			]	Dead End									
(719) Saul Lane	0.25	30	R								NA			NA		09/20/200
$\bigcup$		To	:			80-€	17 Pitzer	Rd								
		From		2221			Penn Fores					_				
720 Colonial Ave	0.53	7600	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.641	8200	G	2008
<u> </u>		From		2221			19 Electric									
720 Colonial Ave	0.92	11000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.543	12000	G	2008
<u> </u>		To From					81 Ogden									
720 Colonial Ave	0.43	11000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.515	12000	G	2008
		-	]				CL Roanol									
721) Ferguson Valley Rd	0.70	190	R			80-6	666 Bandy	Rd			NA			NA		09/18/200
(721) Ferguson Valley Rd	0.70	To	:			]	Dead End							IVA		03/10/200
		From	:				80-711									
(722)	0.14	10	R								NA			NA		01/24/200
		To				]	Dead End									
		From				Ì	Dead End									
723) Hogan Rd	0.20	40	R								NA			NA		09/20/200
<u> </u>		То					8 Highland	d Rd								
	0.04	From	Ļ				80-1010							NIA		40/04/000
724	0.31	110 To	R			80-91	8 Pjinecres	st Dr			NA			NA		10/04/200
		From	:				8 Pinecres									
724) Parkview Circle	0.07	100	R								NA			NA		10/04/200
<u> </u>		To	1				80-673									
O 0		From	<u> </u>		Ţ	US 221 I	Bent Moun	tain Rd			<u> </u>					/2.2 /2.2.2
725 Suncrest Rd	0.30	110 To	R			1	Dead End				NA			NA		11/20/200
		From					30 Suncres	4 D								
726) Circlebrook Dr	0.20	80	R			80-93	ou suncies	t DI			NA			NA		09/18/200
.23		То	:				Dead End									
		From				80-62	2 Bradshav	w Rd								
727) Berrybrook Dr	1.70	30	R								NA			NA		10/12/200
$\overline{}$		To					Dead End									
$\sim$		From			8	30-721 F	erguson Va	alley Rd								
(728) Ferguson Dr	0.46	70	R								NA			NA		09/18/200
<u> </u>		To	<u></u>			(	Cul-de-Sac									

						Noai	liloke	iviaiii	iteriai	nce Are	ca								
Route	Length	AADT	QA	4Tire	В	Bus				ruck e 1Tra		QC	K Factor	QK	Dir Facto	or A	AWDT	QW	Year
Roanoke County		From						90.4	660										
(729) Gearhart Rd	0.15	80	R					80-6	800				NA				NA		09/25/200
(729)		To						Dead	l End										
		From						Dead	l End										
(730) Cowman Rd	0.20	90	R										NA				NA		09/25/200
		To					80-7	747 Go	odman	ı Rd									
O Davis Dd	0.00	From	ᆫ					80-6	668								NIA		00/05/000
731) Bryan Rd	0.20	400	R										NA				NA		09/25/200
L ouris Pd	0.00	From	_		—	—	80-	-943 B	ranch l	Rd							NΙΛ		00/25/20/
731 Lewis Rd	0.08	330	R										NA				NA		09/25/200
Poolsingham Plud	0.25	From	R				80	)-776 L	ewis I	₹d			NA				NA		09/25/200
731) Rockingham Blvd	0.35	<b>260</b>	K				80	-666 B	Randy I	Rd			INA				INA		09/25/200
		From			_			91 Dav											
732) Shaver Rd	0.15	20	R				80-03	91 Dav	WIIWOO	u Ku			NA				NA		11/13/200
132)		To						Dead	l End										
		From					80-6	19 Wil	ldwood	d Rd									
733) Richland Hills Dr	0.90	390	R										NA				NA		11/27/200
		To						Dead	l End										
$\sim$		From					80-63	39 Wes	st Rive	er Rd									
734) Bohon Hollow Rd	0.06	160	R										NA				NA		10/25/200
<u> </u>		To From				8	30-871	Tree T	Гор Са	amp Rd									
734) Bohon Hollow Rd	0.50	60	R										NA				NA		10/25/200
<u> </u>		To						Dead											
Colomon Pd	0.54	250						Dead	l End				NIA				NA		11/20/200
735 Coleman Rd	0.54	<b>230</b>	R				IS 221	l Bent	Mount	tain Rd			NA T				INA		11/20/200
		From	<u>.                                    </u>				JO 221	Dead		uni rea			_						
736) Mowles Rd	0.50	90	R					Dead	Liiu				NA				NA		10/25/200
790)		To				80-€	694 Tv	welve (	OCock	Knob R	Rd								
		From						Dead	l End				i						
737) Gladden Rd	0.80	320	R										NA				NA		10/25/200
<u> </u>		To					80-63	89 Harb	orwoo	od Rd									
<u> </u>		From						Cul-de	e-Sac										
739 Longview Rd	1.25	320 To	R					00.	c00				NA				NA		11/13/200
			1					80-0											
740) Carvins Cove Rd	0.07	1200	R			<u>S</u>	R 311	Cataw	vba Va	illey Dr			 NA				NA		10/10/200
Carvins Cove Rd	0.07	1200															INA		10/10/200
740) Carvins Cove Rd	0.02	1200	R		—		80-7	794 Syc	camore	: Dr			NA				NA		10/10/200
(740) Carvins Cove Rd	0.02	1200															INA		10/10/200
740) Carvins Cove Rd	1.25	980	R				80-	-872 B	eldon	Dr			NA				NA		10/10/200
(740) Carvins Cove Rd	1.25	300											11/4				INA		10/10/200
740) Carvins Cove Rd	0.37	530 From	R				8	0-783;	80-91	2			NA				NA		10/10/200
Carvins Cove Rd	0.57	To					8	30-773	WEST	Γ							INA		10/10/200
<u> </u>		From				8		3 W, S1											
(740) Cacrvins Cove Rd	0.38	380	R										NA				NA		10/10/200
		To From					80-7	73 E, <i>I</i>	Apache	e Rd			ightharpoons						
740) Carvins Cove Rd	1.58	220	R										NA				NA		10/10/200
<u> </u>		To	<u> </u>				Bote	tourt C		Line									
$\cap$	0.04	From	Ļ					80-6	625								N14		40/00/00
743)	0.34	1000	R									 	NA				NA		12/06/200
O 51		From						80-1	547				<u> </u>						1010-1-
743 John Richardson Rd	0.14	1100	R				CD 1	15 D'		D - '			NA				NA		12/06/200
		To	<u> </u>		—	—	SK 11	15 Plan	itation	Koad									

					Ro	anoke M	aintenand	ce Area	<u> </u>							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	:			80 607 B	ottom Creel	∠ D.d			-1					
(744) Rocky Rd	1.00	60	R								NA			NA		11/08/2006
(744) Rocky Rd	1.08	130 From	R			1.00 1	MN 80-607	'			NA			NA		11/08/2006
$\overline{}$		To				US 221 Be	ent Mountai	in Rd								
(745)	0.30	710	G	99%	0%	US 221 Be	ent Mountai 0%	in Rd 0%	0%	С	0.113	F	0.706	730	G	2008
(745) Ran Lynn Dr	1.00	460			80-690	Rose Law	n Rd; Poag	e Valley	Rd		NA			NA		11/13/2006
(745) Ran Lynn Dr	1.00	40U	R			De	ead End				INA			NA		11/13/2000
_		From	-			De	ead End									
(746) Wade Rd	0.37	100	R								NA			NA		10/25/2006
<u> </u>		To	<u> </u>		80-		e OClock I	Knob Rd			<u> </u>					
747	0.20	900	R			{	80-668				NA			NA		09/25/2006
(747)	0.20	300 To				00.720	C D	. 1						INA		03/23/2000
(747) Goodman Rd	0.27	730 From	1 R			80-730	Cowman R	d			NA			NA		09/25/2006
		To	:			80-66	6 Bandy Rd	i								
		From				80-749	Eastland R	ld								
(748) Ballard St	0.27	50	R			00.440					NA			NA		09/20/2006
		From	] .r				Highland R	Rd			<u> </u>					
740	0.46	650	R			ECL	Roanoke				NA			NA		09/20/2006
749	0.40	To				00.00	NO TT'11 A							1471		00/20/2000
(749)	0.18	400 From	ī R			80-92	28 Hill Ave				NA			NA		09/20/2006
(149)		То				80.74	8 Ballard St	t								
(749) Eastland Rd	0.55	270 From	R			00-74	o Banaiu Si	ı			NA			NA		09/20/2006
		To	:			80-618	Highland R	Rd								
		From	:			8	30-776									
(751) Rock Hill Dr	0.14	60 To	R								NA			NA		09/25/2006
			1				ead End									
(752) Old Bent Mountain Rd	0.44	300	R		U	S 221 W, I	Bent Mount	tain Rd			NA			NA		11/13/2006
(752) Old Bent Mountain Rd	0.11	To	·`			00 750 D	11: 1 7	,			—"``					11/10/2000
(752)	1.30	<b>70</b> From	R			80-759 Be	erganblick I	Lane			NA			NA		11/13/2006
(752)		To				90.764	Vinyard R	d								,, _
(752) Old Mill Rd	0.90	450 From	R			6U-7U4	villyalu K	u			NA			NA		11/13/2006
(102)		To			U	JS 221 E, E	Bent Mount	ain Rd								
		From				De	ead End									
(753) Terminal Rd	0.29	950	R								NA			NA		11/20/2006
		To					4 Starkey Ro									
754) Coles Rd	0.36	10	R			US 221 Be	ent Mountai	in Rd			NA			NA		11/08/2006
(754) Coles Rd	0.50	To				De	ead End							INA		11/00/2000
		From	:				Skyview R	d			<del></del>					
(755) Skyview Rd	0.42	560	R					-			NA			NA		11/27/2006
$\bigcirc$		To Erro				Ве	gin Loop				$\neg$ —					
(755) Skyview Rd	0.24	290	R			-,	-				NA			NA		11/27/2006
$\overline{}$		To From	<u>.                                      </u>			8	0-1122									
(755) Skyview Rd	0.10	290	R								NA			NA		11/27/2006
<u> </u>		To				Eı	nd Loop									
O		From	·			US 460 C	Challenger A	Ave								
(757) Valley Gateway Blvd	0.15	650	R				20. 020				NA			NA		10/04/2006
		To	1				80-829									

					Roa	noke Maintena	ince Area	l							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		Fron	1:			ECL Roanol	/A			-i-					
(758) Carson Rd	0.27	1700	R							NA			NA		10/04/2006
(758) Carson Rd	0.07	1500	R			80-990 Glade Hill	Circle			NA			NA		10/04/2006
(758) Carson Rd	0.12	900 From	R			80-991				NA			NA		10/04/2006
Corresp Dd	0.00	From				80-994 Apricot	Trail			$\supset$			NIA		40/04/0000
(758) Carson Rd	0.66	1000 To	R			US 460 Challeng	er Ave			NA —			NA		10/04/2006
(759) Berganblick Lane	0.20	From <b>30</b>	R		80-	752 Old Bent Mo	untain Rd			NA			NA		11/13/2006
(739) 2019411011011 24110		Tr				Dead End									,,
(760)	0.19	4200	G	97%	80-639 W 1%	est Riverside Dr; 1% 1%	1%	d Rd 0%	С	0.112	F	0.526	4500	G	2008
		From	1:			WCL Salen Cul-de-Sac				1					
(761) Huffman Lane	0.32	140	R			Cui-ue-sac				NA			NA		09/20/2006
		To	:			80-658									
(762) Ivy Mountain Dr	0.85	From <b>60</b>	E			Dead End				NA			NA		11/08/2006
,		To	):			80-692 Mt Chest	nut Rd								
O Prence Dr	0.25	From				Dead End							NIA		10/02/2006
(763) Branco Dr	0.35	60 To	R			80-688 Cotton H	ill Rd			NA T			NA		10/02/2006
		Fron	n:			Dead End									
764) Vinyard Rd	0.30	<b>30</b>	R			80-752 Old Mil	11.D.4			NA			NA		11/13/2006
		Fron	n:			Dead End	1 Ku								
(765) Janne Dr	0.25	40	R			Detta Enti				NA			NA		10/10/2006
		To	:		S	R 311 Catawba V									
(766) Stable Rd	0.22	210	" <u> </u>			US 220; 80-93	356			NA			NA		09/18/2006
700)		To	-			80-933 Singing H	ills Dr			_					
(766) Stable Rd	0.23	120 From	R							NA			NA		09/18/2006
		Fron				US 220									
(767) Christopher Dr	0.50	140	R			Cul-de-Sac				NA			NA		10/02/2006
		To	:			80-688 Cotton H	ill Rd								
(768) Olsen Rd	0.66	100	R			Dead End				NA			NA		12/04/2006
(768) Olsen Rd	0.00	100 To				80-2060							INA		12/04/2000
(768) Olsen Rd	0.08	410 From	R			80-2000				NA			NA		12/04/2006
		To	:			80-1832									
(769) Harwick Dr	0.45	40	 R			US 11 West Ma	in St			NA			NA		09/29/2006
(769) Harwick Dr	0.40	To				Dead End							147.		00/20/2000
<u> </u>		From				US 220									
(770) Davis Boone Rd	0.25	30 Tr	R			Dead End				NA T			NA		09/18/2006
		Fron	1:			ECL Roanol									
(771) Ridge Rd	0.16	60	R							NA			NA		09/26/2006
		From				Dead End				<u> </u>					
772) Joe Carrol Rd	0.20	60	R			80-641 Texas Hol	iow Kd			NA			NA		11/27/2006
···		Tr	»·			Dead End									

						arione ivi	a	0071104								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			C)C:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From		8(	0-740 W	Cacrvins (	Cove Rd: C	arvine Co	ve Rd		1					
773) Shawnee Trail	0.37	210	R	00	0-7 <del>40 W</del> ,				ve Ru		NA			NA		10/10/2006
773) Apache Rd	0.45	90 From	R			80-96	50 Flint Rd				NA			NA		10/10/2006
773) Apache Rd	0.40	То	$\overline{}$	8	0-740 E,	Carvins C	ove Rd; Ca	acrvins Co	ve Rd					INA		10/10/2000
		From				D	ead End									
774) Creekside Dr	0.93	190	R								NA			NA		10/25/2006
$\overline{}$		To From				8	0-1175				]—					
774) Creekside Dr	0.02	300 To	R			90 629	Creekside	D _r			NA			NA		10/25/2006
		From	:				ead End	DI								
775) Ivyland Rd	0.30	190	R				caa Ena				NA			NA		09/20/2006
		То	:			9	80-658									
		From	:			D	ead End									
776)	0.30	160	R								NA			NA		09/25/2006
	0.10	From	┖			80-922	Meadow L	ane						NΙΔ		00/25/200/
776 Lewis Rd	0.10	200 To	R		80-7	31 Rocking	ham Blvd	: Lewis Rd			NA T			NA		09/25/2006
		From	:		00 7.		West Main									
777) Fort Lewis Church Rd	0.60	2500	R			0011	,, 050 1,1411				NA			NA		11/29/2006
		To From	-			80-680	Little Bear	Rd								
777) Fort Lewis Church Rd	0.40	<b>250</b>	R								NA			NA		11/29/2006
		То	:			D	ead End									
$\widehat{}$		From				D	ead End				<u> </u>					10/01/000
778)	0.08	30	R								NA 			NA		12/04/2006
Tuine Hellow Dd	0.00	450 From				80-910	Meacham	Rd						NΙΔ		12/04/2004
778 Twine Hollow Rd	0.82	45U To	R			80-647 Γ	ow Hollov	v Rd			NA T			NA		12/04/2006
$\widehat{}$		From					80-647	, 1.0								
(778) Glen Mary Dr	0.70	430 To	R								NA			NA		12/04/2006
			1				ead End									
779) Catawba Creek Rd	0.01	1000	R			SR 311 Ca	tawba Val	ley Dr			NA			NA		10/10/200
779) Galawsa Greek Na	0.01	To				90.60	0 IZ - ££ D	1						14/1		10/10/200
779) Catawba Creek Rd	0.74	800 From	R			80-09	8 Keffer R	<u>a</u>			NA			NA		10/10/2006
		То	-		S	SR 320 Cat	awba Hosr	nital Dr								
779) Catawba Creek Rd	1.56	640 From	R			K 320 Cat	awoa 1103 ₁	ntai Di			NA			NA		10/10/2006
		To From	-			80-600 M	oses Fami	ly Rd								
779) Catawba Creek Rd	1.32	<b>240</b>	R								NA			NA		10/10/2006
$\smile$		То	:			Botetou	rt County I	Line								
O P.I	4.40	From		070/	40/		Roanoke	00/	00/	_	2,000	_	0.504	0500	0	0000
780 Cove Rd	1.16	2300	G	97%	1%	1%	0%	0%	0%	С	0.099	F	0.594	2500	G	2008
	0.26	From	G	079/	10/		ireen Ridg 0%		00/	F	0.111	F	0.574	2000		2008
780)	0.36	3600 To	_	97%	1%	1% SR 419	9 Electric I	0% Rd	0%	Г	0.111	Г	0.574	3900	G	2006
		From	:			80-1271 A										
781) Crumpacker Dr	0.08	220	R				11				NA			NA		10/23/2006
		To From			8	0-1220 Hu										
781) Crumpacker Dr	0.08	580	R			80-1226	Rome Dr;	Gap			NA			NA		10/23/2006
(781) Crumpacker Dr		To				90 100	1 W/i	Dr.			¬					
781) Crumpacker Dr	0.12	1000 From	R			δU-1084	4 Winesap	זע			NA			NA		10/23/2006
701) 5.3	J. 12					Q0 1005	Apple Ta-	a Dr			¬					. 5, 25, 2500
781) Crumpacker Dr	0.30	2400 From	R			00-1085	Apple Tre	ועי			NA			NA		10/23/2006
1011 - 1 1											-					2. 2. = 2.00

					110	anoke Mainten									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	1			Cul-de-Sa	c			<u> </u>					
782) Drake Circle	0.06	30	R			Cur-uc-sa	· ·			NA			NA		12/04/20
,02)		To				80-1858									
		From				80-740; 80-9	912								
783) Bennett Springs Rd	0.47	280	R							NA			NA		10/10/20
		То				Dead End									
O 0 11 D 1		From				80-797 Barrer	ns Rd			<u> </u>					10/01/00
784) Sudley Rd	0.06	350 To	R			80-1858				NA			NA		12/04/20
		From													
785) Blacksburg Rd	2.18	240	G	96%	0%	Montgomery Cou 2% 1%		0%	С	0.154	F	0.717	250	G	2008
785 Blacksburg Rd	2.10	240		30 70	0 70			070		0.134	'	0.717	250	J	2000
Plankahura Pd	7.55	From	_			80-697 Sandyric	dge Rd			NIA			NΙΛ		10/12/20
785) Blacksburg Rd	7.55	370 _{To}	R			SR 311 Catawba V	Valley Dr			NA			NA		10/12/20
		From								1					
786) Willett Lane	1.72	60	R			80-612 Poor Mou	ntain Ku			NA			NA		11/08/20
766) ***********************************	2	To				80-612 Poor Mou	ntain Rd			<b>–</b> i"`			1471		11/00/20
		From				80-640 Allegha	ny Dr			i					
787) Lee Rd	0.50	70	R			oo o to i mogni	, 21			NA			NA		11/27/20
		To				Dead End	1								
		From				Dead End	1								
788) Greenhouse Rd	0.40	50	R							NA			NA		11/08/20
		To				80-612 Slings C	Gap Rd								
_		From				Dead End	1								
789) Old Rocky Mount Rd	0.19	1700	R							NA			NA		09/18/20
<u> </u>		To				SCL Roano	ke								
<u> </u>		From				80-747 Goodm	an Rd								
790) Dickerson Rd	0.10	30	R							NA			NA		09/25/20
<u> </u>		To				Dead End									
O 51 A	0.00	From				80-904 Starke	y Rd			٠,,					4.4/0.0/0.4
791) Eden Ave	0.28	230 _{To}	R			80-792 Downi	ina Ct			NA			NA		11/20/20
										_					
792) Downing St	0.09	From				Dead End	i			NIA			NA		11/20/20
792) Downing St	0.09	60	R							NA —			INA		11/20/20
	0.05	From	<u> </u>			80-791 Eden	Ave						NIA		44/00/0
792 Downing St	0.05	<b>20</b>	R			Dead End	1			NA			NA		11/20/20
		From													
793) Artrip Lane	0.06	40	R			Dead End	1			NA			NA		11/29/20
793) Artrip Lane	0.00	<b>40</b>	:		8	0-777 Fort Lewis	Church Rd						INA		11/23/20
		From				Dead End				l					
794) Sycamore Dr	0.11	30	R			Dead En				NA			NA		10/10/20
194)		To				80-740 Carvins C	Cove Rd								
		From				80-687 Penn For	est Blvd			Ī					
795) Bernard Dr	0.12	2500	R							NA			NA		11/20/20
		To				SR 419 Electr	ic Rd								
795) Fallowater Lane	0.47	3500 From	R			Sit 41) Liceu	ic itu			NA			NA		11/20/20
		To				Dead End	1								
<u> </u>		From				US 11 S, West N	Main St								
796) Pleasant Run Dr	0.58	180	R			,	*			NA			NA		10/25/20
		To				80-894 Edgewo	nod St								
796) Pleasant Run Dr	0.05	450 From	R			00-074 Eugewi	oou or			NA	_	_	NA	· <u> </u>	10/25/20
, 50)		To				US 11 N, West I	Main St			⊐¨`					
		From	-			80-1832		_	_	Ī					
797) Barrens Rd	0.30	910	R			00-1032				NA			NA		12/04/20
( 3.)		To				Dead End	1			一 ·			-		,

Route	Length	AADT	QA	4Tire	Bus			-Truck		C	)C F	K actor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County									an ∠ i	ıaıı		acioi		racioi			
(798) Chicasaw Dr	0.20	70	R			80-783 I	Bennett S	Springs Rd				J NA			NA		10/10/2006
(798) Chicasaw Dr	0.20	To	Ė				Dead E	nd				i i					10/10/2000
		From					Dead E	nd				T					
(799) Chevy Rd	0.10	6	R									NA			NA		11/20/2006
		То				80-70	06 Elm V	iew Rd									
O 01	0.00	From	<u> </u>	000/	00/		13 Merri		0/	.,		]	_		0000	_	2222
(800) Chaparral Dr	0.06	3200 _{To}	F	96%	2%	2%	752 Pen		09	% (	C (	).154 <b>7</b>	F		3200	F	2008
		From				00-1	80-175										
(800) Chaparral Dr	0.06	3400	R									NA			NA		09/10/2003
<u> </u>		To From					80-175	3				]—					
(800) Chaparral Dr	0.09	3500	R									NA			NA		09/10/2003
<u> </u>		From					80-156	7				]—					
(800) Chaparral Dr	0.04	3200	R									NA			NA		09/10/2003
<u> </u>		To From					80-158	8				]—					
(800) Chaparral Dr	0.23	3200	R									NA			NA		09/10/2003
<u> </u>		To From					80-158	7				]—					
(800) Chaparral Dr	0.28	3800	R									NA			NA		09/10/2003
<u> </u>		From					80-156	3				]					
(800) Chaparral Dr	0.07	4800	R									NA			NA		09/10/2003
<u> </u>		From					80-156	2				]					
(800) Chaparral Dr	0.06	5100	R									NA			NA		09/10/2003
<u> </u>		From					80-174	8				<del>]</del>					
800 Chaparral Dr	0.09	5600	R									NA			NA		09/10/2003
O 01 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2.24	From	_				80-157	8				]					00/40/0000
800 Chaparral Dr	0.34	5700	R									NA			NA		09/10/2003
Oh are arread Da	0.04	From	Ļ				80-154	0							NIA		00/40/0000
(800) Chaparral Dr	0.21	7500	R									NA			NA		09/10/2003
Chanamal Da	0.40	From	<u> </u>			80-687	Penn Fo	rest Blvd							NIA		00/40/0000
(800) Chaparral Dr	0.12	9100 To	R			SR 4	419 Elec	tric Rd				NA T			NA		09/10/2003
		From					Dead E										
(801) Morris Rd	0.09	40	R				Dead El	Id				NA			NA		11/27/2006
		То				80-61	19 Wildv	ood Rd									
		From					80-180	2									
802) Sunnybrook Dr	0.32	940	R									NA			NA		12/06/2006
		То					11 Lee H										
803) Carr Rouse Dr	0.40	50					Dead E	nd				J NA			NA		09/18/2006
(803) Carr Rouse Dr	0.40	<b>30</b>	R			SR 11	16 Jae Va	allev Rd							INA		09/10/2000
		From						wood Rd				i					
(804) Leffel Rd	0.20	170	R			00 070	o Buridic	wood Rd				NA			NA		10/02/2006
		То				80-6791	Buck Mo	ountain Rd									
		From				80-628	8 Woodh	aven Rd				]					
(805) Ram Dr	0.15	10	R									NA			NA		12/04/2006
		To	<u> </u>				Dead E					<u> </u>					
806) Brookfield Rd	0.20	170	<u> </u>				80-183	2				J NA			NA		12/04/2006
806) Brookfield Rd	0.20	1/U To	R				Dead E	nd							INA		12/04/2000
		From					Dead E					T					
807) Stanley Farm Rd	0.30	140	R				Deau El	nd				NA			NA		11/29/2006
		To			8	0-777 Fo	ort Lewis	Church Ro	1			1					

								e iviaii											
Route	Length	AADT	QA	4Tire	Вι	JS				ruck e 1Tra		QC	K Factor	QK	Dir Factor	AA	WDT	QW	Year
Roanoke County		Fron	.1				0.0	2.610	100.00	10			-						
(808) Riverdale Rd	0.22	170	R				80	)-618;	128-80	148			NA				NA		09/20/2000
(606) 1.11161.00.110	0.22	т.					91	0-825 1	Dloff E	D.A.									00/20/200
(808) Bluff Rd	0.35	80 From	R				01	0-823 1	DIUII F	Ku			NA				NA		09/20/2006
(000)		Tr						Dead	d End										
		Fron	:				]	ECL R	Coanok	e									
809) Sunnyvale St	0.39	110	R										NA				NA		09/25/2006
		Te Fron					SR 1	116 Jae	Valle	y Rd									
809 Sunnyvale St	0.03	180	R										NA				NA		09/20/200
		To				80	0-866	Mount	t Pleas	ant Blvd									
O 1 11 15	0.40	From	<u> </u>				80	0-617 I	Pitzer I	Rd									00/00/000
810 Lockhart Dr	0.10	<b>70</b>	R					Door	d End				NA				NA		09/20/200
		Fron	<u>.</u>																
(811) Hemingway Blvd	0.20	110	R					Deac	d End				NA				NA		09/25/200
(811) Hemingway Blvd	0.20	To	Ė				80-	-659 M	ayfield	l Dr			<b>–</b> "``				14/ (		00/20/200
		Fron	:							ty Line									
(813) Stones Keep Lane	0.22	140	R					J					NA				NA		10/25/200
		Tr						Dead	d End										
		Fron					SR	115; I-	-81 RA	MP									
(815) Plantation Rd	0.70	100	R										NA				NA		12/04/200
<u> </u>		To					Bote	etourt C	County	Line									
O = = = :		From	<u> </u>					Dead	d End										/0=/000
816) Parr Rd	0.14	40 Tr	R				90.4	642 A1	la ahan	v. D			NA				NA		11/27/2006
<del>-</del>		Fron	<u>1                                    </u>			_	8U-C	642 All		у DI									
(817) Koppers Rd	0.08	250	R					Deac	d End				NA				NA		10/25/2006
(817) Koppers Rd	0.00	To					US	11 We	est Mai	n St			¬```				14/ (		10/20/2000
		Fron	:					82 S, G											
(818) Hollowdale Dr	0.41	660	R										NA				NA		11/20/2006
		Tr				—		80-1	1349										
(818) Hollowdale Dr	0.11	<b>780</b> From	R										NA				NA		11/20/2006
$\bigcirc$		To	:				80-68	32 N, G	arst M	ill Rd									
		Fron	-					Dead	d End										
(819) Wilson Mountain Rd	0.14	20	R										NA				NA		09/24/2006
<u> </u>		To							668										
O Daniell Da	0.55	From	ᄂ					Dead	d End								N I A		40/05/000
820 Powell Dr	0.55	120	R			80-6	694 Ty	welve	OCock	Knob R	d		NA				NA		10/25/2006
		Fron	: :				0711		d End	Tulou IV	·u		İ						
(821)	0.18	40	R					Deal	LIIU				NA				NA		11/29/2006
021)		Th					IIC	11 We	act Mai	n St									
(821) Peaceful Dr	1.17	80 From	R				US	11 446	or ividi	ıı ot			NA				NA		10/25/2006
021)		To	:				80-6	39 We	st Rive	er Rd									
		Fron	-				8	30-623	Dent R	Rd									
(822) Pendleton Ave	0.34	150	R										NA				NA		12/04/2006
		To	-					Dead	d End										
O		From			_	_		80-1	1804										
(823) Waldron Park Rd	0.14	90 To	R					C : .	1. 0				NA				NA		12/04/2006
			1		_	<u>—</u>			le-Sac										
(824) Viewpoint Ave	0.00	Fron	<u> </u>		—	—	80-90	01 Vie	wpoin	t Ave							NΙΛ		10/25/2004
(824) Viewpoint Ave	0.20	<b>90</b>	R				80-70	96 Plea	asant P	un Dr			NA				NA		10/25/2006
		Fron	:					ECL R											
(825) Underhill Ave	0.30	60	R					LUL K	OanOK(	<u> </u>			NA				NA		09/20/2006
020		To	:				0.	.30 ME	E of EC	CL			<b>1</b>						

Devite	1	AADT	0.1	4				itenance Truck			- 00	K	O!/	Dir	A A\A(D.T	014	V
Route	Length	AADT	QA	4Tire	Bus	2 <i>F</i>	Axle 3	+Axle 1	Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Roanoke County		From				(	0.30 ME	e of ECL									
825) Bluff Rd	0.10	30	R									NA			NA		09/20/2006
<u> </u>		To	<u> </u>		8			d; Riverdal									
(826) Tyler Rd	0.07	230	R			80-6	541 Texa	s Hollow I	Rd			NA			NA		11/27/2006
(826) Tyler Rd	0.01	To				90	0 1152 0	tanford Dr									11/21/2000
(826) Tyler Rd	0.08	90 From	R			80	J-1132 <b>3</b>	tanioid Di				NA			NA		11/27/2006
(020)		To					Dead	l End									
		From				80-6	674 Clea	rbrook Lar	ne								
(827) Amanda Lane	0.25	80	R									NA			NA		09/18/200
<u> </u>		To						l End									
(200)	0.41	From <b>880</b>	L R				80-777;	80-1121				NA			NA		11/20/200
828)	0.41	000										INA			INA		11/29/2006
	0.16	2300 From	R			80	80-1119 I	ngal Blvd				NA			NA		11/29/2006
828)	0.10	2300													INA		11/23/2000
828) Tobey Rd	0.13	40 From	R			80	)-643 Da	ugherty Ro	l			NA			NA		11/29/2006
(828) Tobey Rd	0.15	To					Dead	l End							INA		11/23/2000
		From					Cul-d										
(829) Integrity St	0.03	650	R									NA			NA		10/04/2006
		To					80-	757									
		From					Dead	l End									
(830)	0.38	1000	R									NA			NA		06/25/2003
		То					US 11;	FR-620									
\( \text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\tin}\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\tin}\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\ti}}\\ \text{\text{\text{\text{\text{\text{\text{\text{\tex{\tex	0.50	From	<u> </u>			80	0-1361 H	lalevan Rd							NIA		44/00/000
(831) Willowlawn St	0.53	1700 To	R		SCI	Roan	noke: 128	8-8014 Gra	ındin Ra	A		NA			NA		11/20/2006
		From	<u>.                                    </u>		501	L Roun	Dead		mann rec								
(832) Overbrook Dr	0.10	70	R				Deac	Lina				NA			NA		11/20/2006
002		То				80-	-831 Wil	lowlawn S	t			<u> </u>					
(832) Overbrook Dr	0.23	200 From	R			00-	-031 **11	10wiawii 5				NA			NA		11/20/2006
002		To				8	80-833 C	helsea St									
(832) Overbrook Dr	0.12	90 From	R				50 055 C	neisea st				NA			NA		11/20/2006
		To					Dead	l End									
		From				80	)-832 Ov	erbrook Di	r								
(833) Chelsea St	0.10	80	R									NA			NA		11/20/2006
		То			SCI	L Roan		8-8014 Gra	ındin Ro	d							
Cractland Dr	0.24	From	<u> </u>				Dead	l End							NΙΔ		10/06/2004
(834) Crestland Dr	0.21	110 To	R			SR	R 115 Pla	antation Ro	1			NA			NA		12/06/2006
		From						estland Dr				l					
(835) Crestland Dr	0.09	30	R			00	0-034 CI	CSHAIIG DI				NA			NA		12/06/2006
		То				80	0-834 Cr	estland Dr									
		From					80-623 I	Dent Rd									
(836) Plymouth Rd	0.28	480	R									NA			NA		12/04/2006
		То				U		e Highway									
Paymend Ave	0.00	From	Ļ_				Dead	l End							NIA		10/00/0000
(837) Raymond Ave	0.08	70	R				80-	839				NA T			NA		12/06/2006
		From				0/						<u> </u>					
(020)	0.29	850	R			80	υ-84U N6	elms Lane				NA			NA		12/06/2006
838)		To					ρΛ 1	911				— <u>L</u>					
620	0.29	800 From	R				80-1	844				NA			NA		12/06/2006
838)	0.20	To	Ò				80-1	849				<b>—</b> ""					, 5 5, _ 5 6

					• •	Court	JIC IVI	ianite	iance A	ıı oa									
Route	Length	AADT	QA	4Tire	Bus	S			Truck xle 1Tr			QC	K Factor	QK	Dir Factor	AA	WDT	QW	Year
Roanoke County		From	1					00 1040	`				-1						
(838) Thornrose Rd	0.18	180	R					80-1849	,				NA				NA		12/06/200
000)		To					8	80-1851	l										
		From	·				80-840	) Nelm	s Lane										
(839)	0.27	1000	R										NA			I	NA		12/06/200
<u> </u>		To From					8	80-1844	1				$\Box$						
(839) Malvern Rd	0.16	400	R										NA			l	NA		12/06/200
<u> </u>		10	i					80-1847											
Nelms Lane	0.06	From <b>880</b>	R					80-838					NIA				NA		12/06/20
Nelms Lane	0.00	To						80-839					NA				INA		12/06/20
		From	:			80			anch Rd										
841) Knoll Lane	0.17	120	R			00	7-0 <b>-1</b> 2 I	DCCI DI	anch Ru				NA			ı	NA		12/04/20
941)	_	To				80-84	3 Men	nory La	ıne; Post I	Rd									
		From	:			SF	R 117 F	Peters C	Creek Rd										
842) Deer Branch Rd	0.37	1000	R										NA				NA		12/04/20
		То				80	-843 N	I, Mem	ory Lane										
$\sim$		From				80-	842 S,	Deer I	Branch Rd										
843) Post Rd	0.22	200	R										NA				NA		12/04/20
<u> </u>		From					80-84	1 Knoll	Lane										
843) Memory Lane	0.06	40	R										NA			l	NA		12/04/20
<u> </u>		To				80-8			Branch Rd	l									
	0.55	From	느				D	Dead En	ıd								NIA		10/02/20
845)	0.55	230	R										NA 				NA		10/02/20
O 0 11 1 1 0 D	0.00	From	<u> </u>			80	0-676 l	Back C	reek Rd				<u> </u>						40/00/00
845 South Indian Grave Dr	0.20	<b>20</b>	R				D	Dead En	d				NA			ı	NA		10/02/200
		From	] :1			00							+						
846) Cotton Hill Lane	0.10	40	R			80-	·854 M	lason K	nob Trail				NA				NA		10/02/200
646) GOMOTT IIII ZOTTO	0.10	То					Cı	ul-de-S	ac				T)						10/02/20
		From	:					Dead En											
847) Waldon Lane	0.09	20	R						-				NA			ı	NA		10/25/20
		То	:			8	80-857	Beaso	n Lane										
		From	:				ECI	L Roan	oke										
848) Hiram St	0.15	70	R										NA				NA		09/20/20
<u> </u>		To						Dead En											
	0.05	From	Ļ				8	80-1832	2										10/01/05
849 Laban Rd	0.35	880	R										NA 				NA		12/04/20
<u> </u>		From					8	80-1808	3										10/2/:=
849 Laban Rd	0.08	<b>80</b>	R				c	80-1826	5				NA			ı	NA		12/04/20
		From											+						
850) North Ridge Lane	0.40	1000	R			SF	K 117 F	reters (	Creek Rd				NA				NA		12/04/20
850 North Ridge Lane	J.70	To	· [				D	Dead En	ıd							'	• •/ \		12,07,20
		From	:					Dead En											
851) Johnsville Church Rd	0.08	7	R					oud En					NA				NA		10/12/20
<u></u>		To	:			8	0-785	Blacksl	ourg Rd										
		From					D	Dead En	ıd										
852) Mayfair Dr	0.10	530	R										NA			I	NA		10/25/20
<u> </u>		То					80-64	46 Barle	ey Dr										
		From		_		8	0-688	Cotton	Hill Rd		_	_							
853) Briar Ridge Circle	0.32	<b>70</b>	R						•				NA			ı	NA		10/02/20
			1					Dead En											
		From	:					1 1	.1				1						
(854) Mason Knob Trail	0.60	180	R				D	Dead En	id				NA				NA		10/02/200

					Ro	anoke Maint	enance Area	a							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From				D41	74			1					
(855) Whispering Lane	0.35	130	R			Dead I	SNO.			NA			NA		09/18/200
(833) ***********************************		To				SR 116 Jae V	Valley Rd								
		From	:			80-601 Sha	dwell Dr								
(856) Summerview Dr	0.25	320	R							NA			NA		12/06/200
		To				US 11 Lee									
Paggan Lang	0.04	40	R			80-612; 8	30-639						NA		10/25/200
857 Beason Lane	0.04	40								NA			INA		10/25/200
857) Beason Lane	0.20	20 From	R			80-847 Wale	don Lane			NA			NA		10/25/200
857 Beason Lane	0.20	To				Dead I	End						INA		10/23/200
		From				Dead I									
858) Country Farm Rd	0.16	60	R				*			NA			NA		10/25/200
		To				US 11 West	Main St								
		From				80-601 Sha	dwell Dr								
(859) Ashton Lane	0.22	180	R			~	~			NA			NA		12/06/200
						Cul-de-									
861 Havens Trail	0.08	40	R			Cul-de-	-Sac			NA			NA		10/12/200
(861) Havens I rail	0.00	<b>40</b>				80-864 Brad	Ishaw Rd						INA		10/12/200
		From	:			Dead I									
862)	0.11	1200	R			Deua	Ziid			NA			NA		01/24/200
<u> </u>		To	:			US 220 Va	ılley Rd								
		From	:			SR 419 Ele	ctric Rd								
(863) Dutch Oven Rd	80.0	750	R							NA			NA		10/10/200
		To From				80-14	04								
(863) Dutch Oven Rd	0.53	290	R							NA			NA		10/10/200
		To				SR 311 Catawb	oa Valley Dr								
Prodobow Pd	1.66	3100	G	98%	S 1%	R-311 S, Cataw 1% (	ba Valley Dr 0% 0%	0%	С	0.138	F	0.754	3200	G	2008
864) Bradshaw Rd	1.00	3100 To	۳	90%	170	80-622 Old C		0%	C	0.136	г	0.734	3200	G	2006
		From				80-622 Brad									
(864) Old Catawba Rd	0.33	540	R							NA			NA		10/12/200
<u> </u>		To From				80-890 Mou	ıntain Dr								
(864) Old Catawba Rd	0.59	300	R							NA			NA		10/12/200
<u> </u>		To From				80-699 Bend	emeer Rd								
(864) Old Catawba Rd	0.03	230	R							NA			NA		10/12/200
		To From				80-890 Carte	erbell Rd								
864) Old Catawba Rd	1.57	150	R							NA			NA		10/12/200
<u> </u>		To			S	R 311 N; Catav									
( Vinga Brothara Dd	0.50	From	Ļ			Floyd Cour	nty Line						NIA		11/00/200
865 Kings Brothers Rd	0.59	<b>50</b>	R			80-669 Patt	erson Dr			NA			NA		11/08/200
		From	:			Dead I				1					
(866)	0.23	250	R			Dead I	Sild .			NA			NA		09/20/200
000		To	_			80-659 S, Ma	avfield Dr								
866	0.18	630 From	R			55 557 B, IVI	.,11010101			NA			NA		09/20/200
		To	1			80-672 Rai	nelle St								
866)	0.10	950 From	R			50 0/2 Kai				NA			NA		09/20/200
		To				80-617 Pit	zer Rd								
(866)	0.23	1400 From	R			30 017 110				NA			NA		09/20/200
		To				80-809 Suni	nyvale St								
866 Mount Pleasant Blvd	0.05	1300 From	R			50-603 Bull	., 1400 01			NA			NA		09/20/200
		To				SR 116 Jae V	Valley Rd								
·			_			·			_	·	_			_	·

							ke iviairilei									
Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County									211011		1 actor		1 actor			
867) Ogden Rd	0.25	9900	G	99%	0%		R 419 Elect		0%	С	0.099	F	0.589	11000	G	2008
867) Ogden Rd	0.25	<b>3300</b>	<u> </u>	3370	0 70		SCL Roan		0 70		0.033	•	0.509	11000	G	2000
		From	:			80-	-628 Woodh				i					
868) Carner Lane	0.25	30	R								NA			NA		12/04/200
		То	:				Dead En	d								
<u> </u>		From	:		80-64	40 Alle	eghany Dr; C	Givens Tyler	Rd							
869 Martin McNeil Rd	0.35	170 To	R				D 1 F.	4			NA			NA		11/27/20
		From					Dead En									
870) Old Bent Mountain Rd	0.33	30	R				Dead En	d			NA			NA		11/13/20
870) 614 2611 111641141	0.00	То	:		80	30-752	Old Bent M	Iountain Rd								,, 20
		From	:				Dead En	d								
871) Tree Top Camp Rd	0.30	60	R								NA			NA		10/25/20
$\overline{}$		То	:			80-7	34 Bohon H	ollow Rd								
O 5 11 5		From	<u> </u>			80-7	740 Carvins	Cove Rd								
872 Beldon Dr	0.20	50 To	R				Dood En	a			NA			NA		10/10/20
		From					Dead En									
873) Green Acres Rd	0.30	150	R			3	80-656 Moo	re Ra			NA			NA		10/12/20
6/3) 6/66/1/10/66 1/4	0.00	To	1			80	)-622 Bradsh	naw Rd								. 0, . 2, 20
		From	:			80	)-864 Bradsh	naw Rd								
874) Plunkett Rd	0.19	60	R								NA			NA		10/12/20
<u> </u>		То	:				Dead En	d								
$\overline{}$		From				8	80-904 Stark	ey Rd								
875 South Mountain Dr	0.27	480	R				D 1E	1			NA			NA		11/20/20
			<u> </u>				Dead En									
879) Woodland Dr	0.45	130	R			80	0-720 Coloni	al Ave			NA			NA		11/20/20
(879) Woodland Dr	0.40	То				80	0-720 Coloni	al Ave						INA		11/20/20
		From	:				51 Mountain				l					
Rhodes Ave	0.06	80	R								NA			NA		10/04/20
		To	:			Ве	edford Coun	ty Line								
<u> </u>		From	:				80-651									
881) Staton Dr	0.10	30	R								NA			NA		10/04/20
		To				Ве	edford Coun									
882) Terrace Dr	0.30	From <b>80</b>	·L				Dead En	d			NA			NA		10/25/20
882) Terrace Dr	0.30	To				80-	639 Harbory	vood Rd						INA		10/23/20
		From					-914 Bluebii									
883) Ridge Dr	0.65	190	R			00	->14 Diucon	id Edile			NA			NA		10/12/20
		То	:			80	)-622 Bradsh	naw Rd								
		From	:				80-651									
884) Laurel Glen Lane	0.04	260	R								NA			NA		10/04/20
<u> </u>		To From					80-1035	i								
884) Laurel Glen Lane	0.08	40	R								NA			NA		10/04/20
<u> </u>		То					Dead En									
Dover Dr	0.00	From	<u> </u>				Dead En	d			NI A			NIA		11/20/20
885 Dover Dr	0.08	<b>70</b>	R				SCL Roan	oke			NA			NA		11/30/20
		From	:								1					
886) Buckwood Trail	0.32	60	R				Cul-de-S	ac			NA			NA		10/12/20
		To				80	)-864 Bradsl	naw Rd								
		From	c				Dead En				Ī					
888) Raintree Rd	0.44	150	R								NA			NA		10/02/20
$\bigcirc$		To				80-	-688 Cotton	Hill Rd								

					R0		aintenand									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	.1								ī					
(889) Mill Creek Dr	0.85	40	R			D	ead End				NA			NA		11/08/2006
(009)		To					80-711									
<u> </u>		From				80-864 C	Old Catawba	ı Rd								
(890) Carterdell Rd	0.65	<b>80</b>	R			80 864 C	Old Catawba	D.d.			NA T			NA		10/12/2006
		From	:				ead End	i Ku								
(891) Northwest River Rd	0.26	90	R								NA			NA		10/25/200
$\bigcirc$		То	=			80-639	West River	Rd								
O Labo Ot	0.40	From				80-618	Highland F	Rd						NIA		00/00/000
892) Lake St	0.10	<b>60</b>	R			D	ead End				NA T			NA		09/20/200
		From	:				ead End									
(893) Southwest River Rd	0.57	30	R								NA			NA		10/25/200
<u> </u>		To				80-639	West River	Rd								
Edgewood St	0.45	From	<u> </u>			80-796 P	leasant Rui	n Dr						NIA		10/25/202
894) Edgewood St	0.15	290 To	R			80-895	Maywood A	Ave			NA T			NA		10/25/200
		From	1				Dogwood A				Ì					
(895) Maywood Ave	0.25	100	R								NA			NA		10/25/200
		To	1			80-894	Edgewood	St								
896) Dogwood Ave	0.25	From 120	R			80-895	Maywood A	Ave			 NA			NA		10/25/200
(896) Dogwood Ave	0.25	To	<u> </u>			80-894	Edgewood	St						INA		10/25/200
		From	:		US 221		on Rd; Bent		ı Rd							
(897) Crystal Creek Dr	0.58	540	R								NA			NA		11/20/200
<u> </u>		To From				8	80-1716									
(897) Crystal Creek Dr	0.37	420	R								NA			NA		11/20/200
<u> </u>		From				8	80-1726				⇉					
897) Crystal Creek Dr	0.72	630 To	R			80-613	Merriman l	Rd			NA			NA		11/20/200
		From	:				L Roanoke	itu .								
(898) Woodbury St	0.07	50	R			1101	2 Rounoite				NA			NA		12/06/200
$\bigcup$		То	:			D	ead End									
( Wiless Or	0.00	From	<u> </u>			Ţ	US 220							NIA		00/40/000
900 Wilson St	0.30	<b>90</b>	R			D	ead End				NA T			NA		09/18/200
		From	:				ead End									
(901) Viewpoint Ave	0.11	40	R				eua Ena				NA			NA		09/25/200
<u> </u>		То				80-824 V	Viewpoint A	Ave								
○ Weed Dd	0.40	From	<u> </u>			80-747	Goodman I	Rd						NIA		40/05/000
902) Wood Rd	0.12	<b>40</b>	R			D	ead End				NA T			NA		10/25/200
		From	: :				Goodman I	Rd			ì					
903) Daniel Rd	0.15	60	R								NA			NA		09/25/200
$\bigcup$		To				D	ead End									
Ctarkov Dd	0.45	From	<u> </u>	050/	00/		Merriman l		00/		0.115	_	0.520	6000	0	2000
904) Starkey Rd	0.45	6500	G	95%	0%	1%	0%	4%	0%	F	0.115	F	0.539	6900	G	2008
904) Starkey Rd	1.05	From <b>8000</b>	G	95%	0%	80-679 Bt	ick Mounta 0%	in Rd 4%	0%	F	0.098	F	0.581	8600	G	2008
904) Starkey Rd	1.00	To		5570	J /0				0 /0	•	J.555		0.001			
904) Starkey Rd	0.48	11000	G	95%	0%	1%	3 Benois Ro 0%	4%	0%	С	0.102	F	0.585	12000	G	2008
a, 1		To	-				9 Electric R			-	<u> </u>					
(904) Starkey Rd	0.14	8200 From	R			51(71)	, Licente N				NA			NA		11/20/200
$\cup$		To				80-795 F	allowater L	ane								

			Truck	K	Dir		
Length	AADT	QA	4Tire Bus QC	(	QK Factor	AAWDT Q\	V Year
	From	1	80-795 Fallowater Lane	1			
0.17	7500	R	00 775 I MIOWACI EMIC	NA		NA	11/20/200
	To		80-867 Ogden Rd				
	From		80-904 Starkey Rd	J			
0.30			Dood End	NA T		NA	11/20/200
		:I					
0.15		R	Deau Enu	NA		NA	09/25/200
			80-668				
	From	:	80-1470				
0.11	230	R		NA		NA	11/20/200
	To From		80-613 Merriman Rd				
0.09	4100	R		NA		NA	11/20/200
	To From		80-1682				
0.21	1000	R		NA		NA	11/20/200
	To	:	US 221 Brambleton Rd				
	From		80-675 Indian Grave Rd				
0.20		R		NA		NA	10/02/200
		<u> </u>		<u> </u>			
0.06			Cul-de-Sac	NA.		NΙΛ	11/13/200
0.00	ZU To	_	80-1641			INA	11/13/200
	From	:					
0.14		R	Dead End	NA		NA	12/04/200
	To		90 020 Vallay St				
0.51	200 From	:L	80-920 Kelley St	NA		NA	12/04/200
0.0.			80-778 Twine Hollow Rd	T			.2,0 .,200
	From	:					
0.20	50	R		NA		NA	10/10/200
	To	:	Dead End				
	From		SR 311 Catawba Valley Dr				
0.90	300	R		NA		NA	10/10/200
			80-740; 80-783				
0.50	From	<u> </u>	80-641 Texas Hollow Rd			NIA	44/07/000
0.53			Dood End	NA T		NA	11/27/200
		<u>1                                    </u>					
0.72			Dead End	NΔ		ΝΔ	10/12/200
0.72	To		80-883			14/3	10/12/200
	From		80-883 Ridge Dr				
0.22				NA		NA	10/12/200
0.05		<u> </u>	80-668 Yellow Mountain Rd			NIA	00/40/000
0.25			Dead End	NA T		NA	09/18/200
		.1		1			
5 35		R	Dead End	NΑ		NΑ	11/08/200
0.00			80-612 Poor Mountain Rd	iii		10.	11/00/200
	From	:	80-679 Buck Mountain Rd				
0.10	120	R		NA		NA	11/20/200
	То	:	Dead End	1			
	From	:	80-919 Martin Dr				
0.20	170	R		NA		NA	10/04/200
	To	1	80-724 Parkview Circle	<u></u>			
	From	:	80-1010				
0.14	280	R		NA		NA	10/04/200
	0.17  0.30  0.15  0.11  0.09  0.21  0.20  0.06  0.14  0.51  0.20  0.90  0.53  0.72  0.22  0.25  5.35  0.10	0.30 900 From 0.15 60 To	0.17	Solidar   Soli	Columbia   Columbia	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle   1Trail   2Trail   QC   Factor   AADT   ARDT   AR	Length   AADT   GA   ATire   Bus   2Axle 3+Axle   Tirel   2Trail   CC   Factor   AAWDT   QA   AAWDT   QA

					Ro	anoke iviair	itenance Are	а							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	1:			Cul-d	a Caa			-					
(920) Kelley St	0.14	70	R			Cui-u	c-sac			NA			NA		12/04/200
,		To	3.			80-910 Me	eacham Rd								
		From	h:			US	220								
921) Hofawger Rd	0.12	40	R							NA			NA		09/18/20
		То	4			Dead	l End								
$\bigcirc$	0.45	From			8	30-668 Yellov	Mountain Rd								00/05/00
922) Meadow Lane	0.15	90 To	R			80-776 I	auric Dd			NA			NA		09/25/20
		From	1:												
923) Corntassle Lane	0.55	370	R			80-690 Poag	e valley Ru			NA			NA		11/13/20
923) 00	0.00	T.	.—			90.	700								,, _
923) Corntassle Lane	1.00	220 From	R			80-1	.128			NA			NA		11/13/20
923) Comicadoro Edirio	1.00	To				Dead	End			iii			107		11/10/20
		From	1:			80-1	366								
924) Wynmere Dr	0.14	210	R							NA			NA		11/20/20
		To	)2			SCL R	oanoke								
		From	e:			SR 24 Wasl	nington Ave								
926) Baker Dr	0.24	45	R							NA			NA		10/04/20
		То	C .			Dead									
<u> </u>		From				US 11 We	st Main St			J					
Genvar Heights Blvd	0.03	480	R							NA			NA		11/29/20
<u> </u>		From	1:			0.03 Mi N	IW US 11								
Glenvar Heights Blvd	1.16	480	R							NA			NA		11/29/20
		То	<u>.</u>			Dead									
A LEIL A	0.00	From				Dead	End						NIA		00/00/00
928 Hill Ave	0.20	<b>90</b>	R			80-	740			NA			NA		09/20/20
		From													
929) Garman Rd	0.31	2200	R			Cul-d	e-sac			NA			NA		10/25/20
g29) Garrian rta	0.01	To	_			US 11 We	st Main St			Π΄``			1473		10/20/20
		From	1:			US	220								
930) Suncrest Dr	0.48	160	R							NA			NA		09/18/20
		То	vi.			80-726 Circ	elebrook Dr								
		From	c			Dead	End								
931) Scenery Dr	0.10	40	R							NA			NA		10/25/20
$\overline{}$		To	C .			80-796 Plea	sant Run Dr								
$\widehat{}$		From				Dead	End								
932)	0.20	280 To	R			00.5557	1.51			NA			NA		09/25/20
			<u> </u>			80-666 E									
933) Singing Hills Dr	0.40	130	R			80-766 S	table Rd			NA			NA		09/18/20
933) Singing Hills Dr	0.40	To				Dead	Fnd						INA		09/10/20
		From	1			Dead				+					
934) Shingle Ridge Rd	0.85	340	R			Deac	Elia			NA			NA		10/02/20
934)		To				80-688 Cot	ton Hill Rd			T					
		From	1:			80-617 F	Pitzer Rd								
936) Horseshoe Bend Rd	0.35	50	R							NA			NA		09/20/20
		То	()			Dead	l End								
_		From	1"			80-696 Appl	e Grove Lane								
937) Whistler Dr	1.13	80	R							NA			NA		11/13/20
$\overline{}$		То	0			80-	752								
		From				80-937 W	histler Dr								
() Crook Cirolo	0.32	30	R							NA			NA		11/13/20
938) Creek Circle	0.02	To	_			80-937 W				11/			INA		11/13/20

						arione man	itenance Are								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trai		OC	K actor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From				SR 116 Jae	Valley Rd			1					
939) Aerospace Rd	0.40	200	R			SIC 110 Jac	vancy Ru			NA			NA		09/18/200
		To				Dead	End								
<u> </u>		From				Dead	l End								
940) Fallbrook Dr	0.18	8	R							NA			NA		09/29/200
		10				US 11 We				<u> </u>					
941) Casey Rd	0.20	60 From	R			80-783 Benne	ett Springs Rd			J NA			NA		10/10/20
(941) Casey Rd	0.20	To	N			Dead	l End						INA		10/10/20
		From				80-798 Ch				Ì					
942) Choctaw Rd	0.10	30	R			00 770 01.	rousan Di			NA			NA		10/10/20
		То				Dead	l End								
		From				80-731 Lewis	Rd; Bryan Rd								
943) Branch Rd	0.16	40	R							NA			NA		09/25/20
		То				Dead	l End								
<u> </u>		From				80-666 B	andy Rd			Ţ					
944) Park Manor Dr	0.12	<b>50</b>	R			ъ.	IF 1			NA			NA		09/26/20
		- 10				Dead									
945) Sun Valley Lane	0.25	100	R			SR 116 Jae	Valley Rd			J NA			NA		09/18/20
945 Sun Valley Lane	0.23	To	- N			Dead	End			7			INA		09/10/20
		From				80-666 E				+					
946) Ashebrook Dr	0.16	950	R			80-000 E	alidy Ku			NA			NA		09/25/20
940)		To				80-948 Wo	oodway Rd			Ī					
		From				80-951	Lori Dr								
947) Pebble Dr	0.32	300	R							NA			NA		09/25/20
		To				80-948;	80-949			]					
		From				80-946 Asl	nebrook Dr								
948) Woodway Rd	0.27	230	R							NA			NA		09/25/20
<u> </u>		To				80-947;	80-949								
$\bigcirc$ 5 5	0.00	From	_			80-946 Asl	nebrook Dr								00/05/00
949 Parham Dr	0.23	<b>200</b>	R			80-947;	80 048			NA T			NA		09/25/20
		From								+					
950) Freeborn Dr	0.10	90	R			80-947 P	ebble Dr			NA			NA		09/25/20
950) 1 10000111 21	0.10	To				Dead	l End			i i			10.		00/20/20
		From				80-947 P	ebble Dr			Ì					
951) Lori Dr	0.12	100	R					-		NA			NA		09/25/20
<u></u>		To				Dead	l End								
		From				Dead	End								
953) Bushdale Rd	0.29	70	R							NA			NA		09/25/20
$\smile$		То				80-659 M	ayfield Dr								
O		From				80-700 Fore:	st Acre Trail								
954) Forest Acre Court	0.05	<b>30</b>	R			0.1.1				NA			NA		10/12/20
						Cul-d				_					
955) Indian Rock rd	0.21	180	R			80-666 E	Bandy Rd			J NA			NA		09/25/20
955 Indian Rock rd	0.21	To	- Г			Cul-d	e-Sac			7			INA		09/23/20
		From								+					
956) Autumn Dr	0.16	50	R			Cul-d	c-Sac			NA			NA		10/04/20
330) - 1		To				80-	758			1					
		From				Dead				Ī					
958) Dunahoo Dr	0.28	20	R			2500				NA			NA		09/18/20
		То				US	220			1					
		From			80-7	773 Apache R	d; Shawnee Tra	il							
960) Flint Rd	0.22	60	R							NA			NA		10/10/20
$\bigcirc$		To				Cul-d	e-Sac								

Route	Length	AADT	QA	4Tire	Bus			Truck		()(;	K	QK	Dir	AAWDT	QW	Year
Roanoke County						2AXI	le 3+A	xle 1Tra	l 21 rail		Factor		Factor			
	0.26	From <b>80</b>	R			SR 24	Washing	ton Ave			NA			NA		10/04/2006
(961) Goodg Park Rd	0.20	To					Cul-de-Sa	ac						INA		10/04/2000
		From					Cul-de-Sa				i					
(990) Glade Hill Circle	0.06	60	R								NA			NA		10/04/2006
<u> </u>		To				80-	758 Carso	on Rd								
County Da	0.44	From	ᄂ			(	Cul-de-Sa	ac						NIA		40/04/000
991) Cundiff Dr	0.14	90	R								NA			NA		10/04/2006
	0.09	370 From	R				80-992				NA			NA		10/04/200
991)	0.00	To				80-	758 Carso	on Rd						14/3		10/04/200
		From					80-991									
992	0.06	180	R								NA			NA		10/04/200
$\bigcirc$		To From			80-	993 Apri	icot Trail;	Praline Pla	e		$\neg$					
992) Blueberry	0.06	100	R								NA			NA		10/04/200
		To From				80-99	94 Aprico	t Trail								
992) Praline Place	0.04	30	R								NA			NA		10/04/200
<u> </u>		То				(	Cul-de-Sa	ac								
O Dark as Disas	0.00	From	Ļ			(	Cul-de-Sa	ac						N.1.0		40/04/000
993) Praline Place	0.06	60	R								NA 			NA		10/04/200
Anning Trail	0.00	From	Ļ_			80-	992 Blue	berry						NIA		40/04/000
993 Apricot Trail	0.06	60 To	R				Cul-de-Sa	ac .			NA			NA		10/04/200
		From					Cul-de-Sa				+					
994) Apricot Trail	0.23	260	R			· · · · · · · · · · · · · · · · · · ·	Cui-uc-sa	ac			NA			NA		10/04/200
		To					80-758									
Aprioct Trail	0.00	From	L_			80-	758 Carso	on Rd						NIA		10/04/200
994) Apricot Trail	0.09	240	R								NA			NA		10/04/200
	0.06	From From	_		8	0-992 Pra	aline Plac	e; Blueberry	•		NA NA			NA		10/04/200
994)	0.06	To	R				Cul-de-Sa	ас						INA		10/04/2000
		From					Cul-de-Sa									
(1000)	0.05	30	R				car ac s				NA			NA		10/20/2003
<u> </u>		Ta					80-1092	<u> </u>								
(1000)	0.07	<b>40</b> From	R								NA			NA		10/20/2003
$\bigcirc$		To				(	Cul-de-Sa	ac								
$\bigcirc$		From				80-673	3 Lindeny	vood Dr								
(1001)	0.05	<b>20</b>	R				Cul-de-Sa				NA			NA		10/16/2003
		From	<u> </u>				3 Lindenv				<u> </u>					
(1002)	0.05	30	R			80-073	5 Lindenv	voou Dr			NA			NA		10/16/2003
1002		To					Cul-de-Sa	ac								
		From					80-1419	)								
(1003)	0.23	480	R								NA			NA		10/22/2003
		To From				80-102	24 North I	Rome Dr								
1003)	0.06	630	R								NA			NA		10/22/2003
<u> </u>		To From					80-1025	i								
1003)	0.33	970	R								NA			NA		10/22/2003
		То			1			County Line	;							
Dorby Dr	0.47	From	L			(	Cul-de-Sa	ac						NΙΛ		10/04/202
1004 Derby Dr	0.17	50	R								NA			NA		10/04/2006
Dorby Dr	0.04	From	L.,				80-1229	)						NI A		10/04/0004
(1004) Derby Dr	0.04	270	N								NA			NA		10/04/2006

Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trai	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	1				80-1005			<u> </u>					
(1004) Derby Dr	0.08	270	R				80-1003	)		NA			NA		10/04/2006
		To				80-	758 Carso	on Rd							
$\bigcirc$	0.40	From	Ļ				Cul-de-S	ac					NIA		40/04/000
(1005)	0.10	<b>70</b>	R			80-	1004 Der	by Dr		NA T			NA		10/04/2006
		From					Cul-de-Sa								
1006	0.11	80	R							NA			NA		10/16/2003
$\bigcirc$		То					80-1007	7							
$\bigcirc$	0.00	From	Ļ			SR 24	Washing	ton Ave					NIA		40/40/000
(1007)	0.30	730 To	R				80-1009	)		NA T			NA		10/16/2003
		From					80-1009								
(1008)	0.20	100	R				00 1002			NA			NA		10/16/2003
		То					80-1007	7							
$\bigcirc$		From					80-1008	3							
(1009)	0.07	100	R							NA			NA		10/16/2003
$\overline{\bigcirc}$	0.44	From	Ļ				80-1007	7					NIA		40/40/000
1009	0.11	200 To	R				80-1058	}		NA			NA		10/16/2003
		From					Dead En								
1010	0.03	20	R				Doug En			NA			NA		10/20/2003
		To From					80-1014	1							
1010	0.06	110	R							NA			NA		10/20/2003
		To From					80-1026	5							
(1010)	0.36	550	R							NA			NA		10/21/2003
		To				SR 24	Washing								
	0.04	From <b>880</b>	R				80-1003	3		 NA			NA		10/22/2003
(1011)	0.04	То				Botet	tourt Cour	nty Line					INA		10/22/2000
		From					654 Feath								
(1012)	0.48	300	R							NA			NA		10/20/2003
<u> </u>		То					80-1026	5							
$\bigcirc$	0.09	From	<u> </u>				80-1026	5					NIA		10/20/2001
(1013)	0.08	110 To	R				80-1014	1		NA			NA		10/20/2003
		From					80-1013								
(1014)	0.17	100	R				00 1010	,		NA			NA		10/20/2003
		То					80-1010	)							
		From				80	)-1016 W	EST							
1015	0.44	200 To	R				80-1026			NA			NA		10/20/2003
		From	I			- 90	654 Feath			<u>_</u>					
(1016)	0.37	430	R			80-	054 Feath	ei Ku		NA			NA		10/20/2003
(619)		То				80	0-1015 E	AST							
		From				80-67	3 Lindenv	wood Dr							
(1017)	0.13	890	R							NA			NA		10/16/2003
$\overline{\bigcirc}$		From					80-1018	3							
(1017)	0.22	750	R							NA			NA		10/16/2003
$\overline{}$	0.00	From					80-1019	)					<b>81</b> A		
(1017)	0.33	NA To					80-1019	)		NA			NA		
		From					Cul-de-S			1					
(1018)	0.05	30	R				Cur-uc-3			NA			NA		10/16/2003
		To					80-1017	7							

										ance A									
Route	Length	AADT	QA	4Tire	В	us				ruck le 1Tr		(.)(.	K Facto	Q P	Dir octor	AA۱	VDT	QW	Year
Roanoke County		From					90 651	Mone	ntoin V	Jian D4			ī						
(1019)	0.39	220	R			•	80-031	Mour	ntain v	View Rd			NA			Ν	IΑ		10/20/2003
		To						80-	1023										
(1019)	0.08	200 From	R										NA			١	IΑ		10/20/2003
<u> </u>		To						80-	1017										
O T 115	2.22	From					US 4	60 Ch	alleng	er Ave			Ц.,						40/40/000
1020 Trail Dr	0.23	200 To	R				80-1	1021 B	lnevie	w Rd			NA			N	IA		10/18/2006
		From					00 1		d End				i						
(1021) Blueview Rd	0.05	20	R					Бси	a Liia				NA			Ν	IΑ		10/18/200
$\bigcup$		To From					80	0-1020	) Trail	Dr									
(1021) Blueview Rd	0.17	60 From	R										NA			١	IΑ		10/18/200
<u> </u>		To					80-61	10 Wes	st Ruri	itan Rd									
$\bigcirc$		From					80-61	10 Wes	st Ruri	itan Rd									
(1022)	0.23	<b>70</b>	R					Door	d End				NA			N	IA		10/20/2003
		From	1						de-Sac										
(1023)	0.06	50	R					Cui-c	uc-sac	·			NA			N	IΑ		10/20/2003
1020		To						80-	1019										
		From						80-	1003										
(1024) North Rome Dr	0.02	270	R										NA			١	IΑ		10/23/2006
		To				11-	-1456;			ounty Li	ine								
	0.02	430	R					80-	1003				 NA				ΙA		10/20/2001
(1025)	0.02	430 To					Bote	etourt (	Count	v Line						יו	iA		10/20/2003
		From						-654 F											
(1026)	0.44	740	R					00.1	cume				NA			Ν	IΑ		10/20/2003
$\bigcup$		To						80-	1010										
		From						80-	1012										
1027	0.37	190 _{то}	R					00	1016				NA			١	IA		10/20/200
		From							1016										
(1028)	0.17	80	R					80-	1012				NA			N	ΙA		10/20/200
(1028)	0.17	To	<u> </u>					80-	1026				<b>—</b> "`				•/ \		10/20/2000
		From						Dead	d End										
(1029) Hammond Dr	0.35	20	R										NA			١	IΑ		10/20/2003
<u> </u>		To					09-63	4 Hard	ly Rd;	80-634									
$\bigcirc$	2.22	From						80-	-634				Ц.,						40/00/000
(1030)	0.22	100 To	R				80	)-654 F	Saatha	r Dd			NA			N	IA		10/20/2003
		From	1					0-1033											
(1031)	0.44	110	R				- 00	5-1055	, 500	111			NA			١	IΑ		10/20/2003
		To					80	0-1033	NOR	TH									
		From						80-	1027										
(1032)	0.13	70	R					00	1012				NA			١	IA		10/20/2003
		To						80-	1012										
Bedford County		From					80	0-1031	NOR	TH									
(1033)	0.22	150	R										NA			١	IΑ		10/20/2003
$\bigcirc$		То					80	0-1031	SOU	TH									
Roanoke County		From						0.100:	007	my v									
1023	1.06	530	R				80	0-1031	SOU	īН			 NA			N	ΙA		10/20/2003
(1033)	1.00	To							County							ľ	٠, ٠		10,20,200

Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tı		QC	K Facto	. QK	Dir Factor	AAWE	T QW	Year
Bedford County		From	•			Bedf	ford Cou	nty Line			1					
(1033)	0.09	600	R								NA			NA		10/20/2003
		To				S	SR 24; 80	)-651								
Roanoke County		From	:				Dead E	and								
(1034)	0.10	40	R								NA			NA		10/20/2003
		To					80-103				_					
(1035)	0.09	210	R			80-884	4 Laurel	Glen Lane			 NA			NA		10/16/2003
(1033)	0.00	To					80-103	36								10/10/200
(1035)	0.41	140 From	R				00-10.	50			NA			NA		10/16/200
$\bigcup$		To	:				Cul-de-	Sac								
$\bigcirc$		From					Cul-de-	Sac								10/10/000
1036	0.05	<b>20</b>	R				SR 13	15			NA			NA		10/16/2003
		From	:l								_					
(1037)	0.32	1200	R				80-63	+			NA			NA		10/20/2003
()		To				80	0-1038 E	EAST								
<u> </u>		From				80	0-1037 V	VEST								
(1038)	0.07	230	R								NA			NA		10/20/2003
		To From				80-	-1039 N	ORTH			$\Box$					
1038)	0.16	200	R								NA			NA		10/20/2003
		From				80	0-1037 E	EAST			<u> </u>					10/00/000
1038	0.12	300 To	R			80	-1039 S0	TITH			NA			NA		10/20/2003
		From	! :I				-1039 N				+					
(1039)	0.18	200	R			80	-1036 IN	OKIH			NA			NA		10/20/2003
		To	_				80-104	11								
(1039)	0.08	200 From	R				00 10	11			NA			NA		10/20/2003
		To From	-				80-103	37			$\neg$					
1039	0.39	780	R								NA			NA		10/20/2003
		To				80-	654 Feat	ther Rd								
		From	<u> </u>				80-103	33								10/00/000
(1040)	0.15	<b>30</b>	R				Dead E	ind			NA			NA		10/20/2003
		From	I				80-103				_					
(1041)	0.05	40	R				60-103	09			NA			NA		10/20/2003
(1041)		To					Dead E	End								
		From					Dead E	End								
(1042)	0.03	20	R								NA			NA		10/20/2003
		To					80-103				<u> </u>					
(1)	0.21	220	R				80-10-	46			 NA			NA		10/14/2003
1043	0.21	220					00.10	-1						14/3		10/14/2000
(1043)	0.63	2700 From	R				80-106	51			NA			NA		10/14/2003
1043)	0.00	To					80-63	4								10/11/2000
		From	1				Dead E	End								
(1044)	0.06	48	R								NA			NA		10/14/2003
		To From		_			80-104	43								
(1044)	0.05	60	R								NA			NA		10/14/2003
$\overline{}$		To	<del></del>				Dead E				<u> </u>					
$\bigcirc$	0.00	From					Dead E	End						N I A		40/44/0000
(1045)	0.20	150	R								NA			NA		10/14/2003

Length	AADT	QA	4Tire	Bus	3					C	)( :	K actor	QK	Dir Factor	AA	WDT	QW	Year
	From						0.1042					1						
0.07		R				- 81	0-1043					J NA			ı	NA		10/14/200
	To						0-1066					1						
0.10	80 From	R										NA			ı	NΑ		10/14/200
	To					Cu	1-de-Sac											
	From					81	0-1220					]						/ /
0.28	140 To	R			11 144	50: Pot	atourt C	ounty I in				NA 1			ſ	NA		10/22/200
	From											1 1						
0.04	780	R		80-	-0091	zast Ku	iiiaii Ku	, Kuritan	Ku			NA			1	NΑ		10/18/200
	To				80-	1055 C	'oachmai	ı Circle				1						
0.19	90 From	R				1000 0	ouemma	· circic				NA			ı	NΑ		10/18/200
	То					De	ead End											
	From					De	ead End					]						
0.21	50	R										NA			ı	NA		10/18/200
						8/	0-1051					}—						
0.19		R			- 00	(10 W	7 D	4 D.1				NA 1			ı	NA		10/18/200
					80-			tan Ku				<u> </u> 						
0.11		R				- 81	0-1053					J NA			ı	NA		10/18/200
0.11	То			8	30-105	50 Jean	a Lane; \	Wesvan D	)r			1				,,		10/10/20
	From											]						
0.11	100	R										NA -			ſ	NA		10/18/200
0.40	From	_			80	0-1052	Labelly	ue Dr				<u> </u>						40/40/00/
0.12	90	К										NA			ı	NA		10/18/200
0.16	From	_			8	30-1057	Surrey	Lane				<u> </u>			,	NIA.		10/10/200
0.16	OU To	K			80	-610 W	est Ruri	tan Rd				1 1			ı	NA		10/18/200
	From							iiii rtu				1						
0.17	40	R					oud Diid					NA			1	NΑ		10/18/200
	To					8/	0-1051					]						
	From					De	ead End											
0.08	48	R										NA			1	NA		10/18/200
						8	0-1051					}—						
0.09		R					and End					NA T			ı	NA		10/18/200
												<u> </u>						
0.27		R				De	ead End					J NA			ı	NA		10/18/200
0.2.					80-	-610 W	est Ruri	tan Rd				1						. 0, . 0, 20
	From				- 8	0-1049	Donaba	le Dr										
0.14	620	R										NΑ			ı	NΑ		10/18/200
	To From				{	80-105	6 Greggi	n Dr				}—						
0.08	400	R										NA			1	NΑ		10/18/200
	To From				80	0-1059	Forest C	ak Dr				}—						
0.11	260	R			00.	1050.0						NA			1	NA		10/18/200
	10																	
0.31		R			80-	1055 C	oachma	1 Circle				J NA			,	NA		10/18/200
<u> </u>						Dr	ead End					L.			'			
	From				8			od St										
0.12	160	R										NA			1	NΑ		10/18/200
	To				80	-610 W	est Ruri	tan Rd				]						
0.04	From <b>40</b>	R				De	ead End					NA				NA		10/16/200
	0.07 0.10 0.28 0.04 0.19 0.21 0.19 0.11 0.12 0.16 0.17 0.08 0.09 0.27 0.14 0.08 0.11 0.31	0.10 80 From:  0.28 140 To From:  0.04 780  0.19 90 To	0.07   150   R	0.07 150 R    0.10 80 R   10   10   10   10	0.07 150 R  0.10 80 R  To From:  0.28 140 R  0.04 780 R  0.19 90 R  To From:  0.21 50 R  0.19 340 R  0.11 90 R  To From:  0.11 90 R  0.11 100 R  0.12 90 R  0.12 90 R  0.14 620 R  0.08 48 R  0.09 40 R  To From:  0.14 620 R  0.11 260 R  0.11 160 R  0.12 160 R	Columbia	Content	Continue	Content	AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail 2Tr   2Tr   80-1043	Solida   S	AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   F.	AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor	Carry   Carr	AADT   CA   ATIFE   Bus   2Axde 3+Axde 1Trail 2Trail   CC   Factor   CK   Factor   C	AADT   CA   ATTITE   BUS   2Axide 3+Axide 1Trail 2Trail   QC   Factor   QK   Factor   AA	Company   Comp	Content   Cont

								lance Are								
Route	Length	AADT	QA	4Tire	Bus	2Ax	de 3+A	·Truck xle 1Tra	il 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From:					90 100	`			-					
(1058)	0.15	140	R				80-1009	)			NA			NA		10/16/2003
(1036)		To					Dead Er	d								
		From:					80-1055	5								
(1059) Forest Oak Dr	0.22	100	R								NA			NA		10/18/2006
		To:					Cul-de-S									
(1060) Summit Ridge Rd	0.79	220	R				Cul-de-S	ac			 NA			NA		10/18/2006
(1060) Summit Ridge Rd	0.79	To:					80-1055	5						INA		10/10/2000
		From:					80-1062									
(1061)	0.05	90	R								NA			NA		10/14/200
<u> </u>		To					80-1043	3								
$\bigcirc$		From:					80-106	l								
1062	0.19	410	R				80-1043	,			NA			NA		10/14/200
		From:														
(1063)	0.20	220	R				80-1043	3			NA			NA		10/14/2003
(1063)	0.20	To:					80-106-	1			T)			1471		10/11/2000
		From					80-106									
(1064)	0.14	70	R								NA			NA		10/14/2003
$\overline{}$		To: From:					80-1065 C	•								
(1064)	0.06	50	R			- 7	80-1063 C	зар			NA			NA		10/14/2003
(1004)	0.00	To	• • •				90 100	`			—, · · ·			1471		10/11/2000
(1064)	0.03	30 From:	R				80-1069	<del>)</del>			NA			NA		10/14/200
(1004)		To:					Dead Er	ıd								
		From:					80-1043	3								
1065	0.20	670	R								NA			NA		10/14/2003
		To:					80-106	1								
	0.40	From:					80-1046	5						<b>N</b> 14		40/44/000
1066	0.10	80	R								NA —			NA		10/14/2003
$\bigcap$	0.45	From					80-107	l						NIA		10/14/2003
(1066)	0.15	170	R								NA			NA		10/14/200
$\bigcap$	0.06	400 From:	R				80-106	7			NA			NA		10/14/2003
1066	0.06	400 To:					80-1065	5			TNA			INA		10/14/200
		From:					Dead Er									
(1067)	0.03	20	R					-			NA			NA		10/14/2003
		To					80-1066	5								
(1067)	0.02	90 From:	R								NA			NA		10/14/2003
		To					80-1064	1								
(1067)	0.04	40	R								NA			NA		10/14/2003
		To:					Cul-de-S	ac								
$\bigcirc$		From:					80-1062	2								
(1068)	0.27	180 To:	R				D., 4E.	4			NA			NA		10/14/2003
		From:					Dead Er									
(1069)	0.19	200	R				80-1043	)			 NA			NA		10/14/2003
1000	<u> </u>	To:					80-1064	1						. */ `		. 5, . 1, 2500
		From					Cul-de-S	ac				_				
1070	0.04	20	R								NA			NA		10/14/2003
$\overline{}$		To					80-1064	1								
$\bigcirc$		From	_				80-1066	ó								
(1071)	0.05	30	R				C-1 1 2				NA			NA		10/14/2003
		To					Cul-de-S	ac								

Route	Length	AADT	QA	4Tire	Bus				Truck de 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	:I						ritan Rd	 · ruii		1 40101		1 40101			
(1072) Ashbury Court	0.04	250	R			80-	-010 W	CSt Kui	itali Ku			NA			NA		10/18/2006
<u> </u>		To From				80-	-1073 A	Ashbur	y Court			_					
1072 Ashbury Court	0.05	40 Ta	R				Cul	1-de-Sa	C			NA			NA		10/18/2006
		From	:			80.			y Court								
(1073) Ashbury Court	0.11	190	R			00	10/21	Isliedi	j court			NA			NA		10/18/2006
		To From				80-1	1074 G1	reenmo	ont Court			_					
1073 Ashbury Court	0.09	<b>70</b>	R									NA			NA		10/18/2006
		From				90		l-de-Sa				<del></del>					
1074) Greenmont Court	0.07	60	R			80-	-10/3 F	ASHOUL	y Court			NA			NA		10/18/2006
		To	:				Cul	1-de-Sa	с								
$\overline{}$		From					De	ead Enc	i								
1075	0.17	90	R									NA —			NA		10/16/2003
	0.18	220 From	R				80	0-1076				NA			NA		10/16/2003
1075	0.10	<b>220</b>					9/	0.1070							INA		10/10/2000
1075	0.09	1800	R				80	0-1078				NA			NA		10/16/2003
		To	-				8	80-651									
$\bigcirc$		From					80	0-1075									
1076	0.06	100 To	R				80	0-1077				NA			NA		10/16/2003
		From	I					ead Enc									
1077)	0.20	80	R				Do	zua Ene				NA			NA		10/16/2003
		To From					80	0-1076				_					
1077)	0.19	140	R									NA			NA		10/16/2003
		To						0-1078									
1078	0.07	1400	R				80	0-1075				NA			NA		10/16/2003
1078		To					80	0-1077									
1078)	0.14	1200 From	R					0 10//				NA			NA		10/16/2003
$\overline{}$		To From					80	0-1079				_					
1078)	0.09	620	R									NA			NA		10/16/2003
<u> </u>		From					80	0-1082				$\supset$					
1078	0.06	<b>30</b>	R				De	ead Enc	1			NA			NA		10/16/2003
		From	:					ead Enc				1					
1079	0.15	50	R									NA			NA		10/16/2003
		To From					80	0-2020				$\exists$ —					
1079	0.05	120	R									NA			NA		10/16/2003
$\overline{\bigcirc}$		From					80	0-1081				<u> </u>					
1079	0.08	170	R									NA 			NA		10/16/2003
	0.06	240	 R				80	0-1080				NA			NA		10/16/2003
1079	0.00	<b>240</b>					80	0-1078							INA		10/10/2003
		From						0-1079									
1080	0.21	90	R									NA			NA		10/16/2003
		To	1					ead Enc									
1081)	0.05	20 From	R				De	ead Enc	i			 NA			NA		10/16/2003
1001)	0.00	To					80	0-1079				¬'``			INA		10,10,2000

Route	Length	AADT	QA	4Tire	Bus			Tru	uck			QC	K	QK	Dir	AA'	WDT	QW	Year
Roanoke County	· ·		-			2A	xle 3-	+Axle	1Trail	2Ti	rail		Factor		Factor				
$\bigcirc$	0.13	600	R				80-1	078					NA				NA		10/16/2003
(1082)	0.13	To				O	0. 1002 (	COLUTI								,	N/A		10/10/2003
(1082)	0.10	370 From	R		-	81	30-1083	SOUTE	H				NA			1	NA		10/16/2003
1002)		To				80	0-1083 I	NORTI	Н				٦						
1082	0.10	<b>220</b> From	R			0.	0 10051	TORTI					NA			1	NΑ		10/16/2003
$\cup$		To					80-1	093					<b>—</b> —						
1082	0.63	70	R										NA			1	NΑ		10/16/2003
<u> </u>		To					Cul-de	e-Sac											
	0.20	From	Ļ				80-1	082								,	NI A		10/16/2003
1083	0.38	120 To	R				80-1	082					NA			ı	NA		10/16/2003
		From					Cul-de												
(1084) Winesap Dr	0.14	100	R				cur u	c Bac					NA			1	NA		10/23/2006
		To					80-1	089											
(1084) Winesap Dr	0.15	150 From	R										NA			1	NΑ		10/23/2006
$\bigcirc$		То				80-7	781 Crur	mpacke	r Dr										
O		From	<u> </u>				80-1	242					]						
(1085) Apple Tree Dr	0.07	350 _{To}	R				80-1	220					NA			ſ	NA		10/23/2006
		From				80-12	220 Hur		e Rd										
1085) Apple Tree Dr	0.23	290	R										NA			1	NΑ		10/23/2006
		To From				80-	-1227 La	abrador	Dr										
1085) Apple Tree Dr	0.21	860	R										NA			1	NΑ		10/23/2006
<u> </u>		To From				80-108	86 Harv	est Rid	ge Rd				$\Box$						
(1085) Apple Tree Dr	0.06	880	R										NA			1	NΑ		10/23/2006
<u> </u>		To From				80-1	1087 Jon	athan L	Lane										
(1085) Apple Tree Dr	80.0	910	R			00.5	701.0						NA			1	NA		10/23/2006
						80-7	781 Crur		r Dr										
(1086) Harvest Ridge Rd	0.17	90	R				Dead	End					NA			1	NA		10/23/2006
1086) Trail voot Triago Tra	0.11	То				80-1	085 App	ple Tree	e Dr				٦Ü`				***		10/20/2000
		From					Dead	End											
(1087) Jonathan Lane	0.13	70	R										NA			1	NΑ		10/23/2006
		To From					80-1	089					_						
(1087) Jonathan Lane	80.0	110	R										NA			1	NΑ		10/23/2006
<u> </u>		To From					80-1	088					$\Box$						
(1087) Jonathan Lane	0.17	<b>220</b> To	R						_				NA			1	NΑ		10/23/2006
		From				80-1	1085 App		e Dr										
4000	0.04	<b>30</b>	R				Dead	End					NA			1	NA		10/22/2003
1088	0.04	To				80-1	1087 Jon	athan I	Lane				Τ΄`				*/ \		10/22/2000
		From				80-1	1087 Jon	athan I	Lane										
(1089)	0.06	100	R										NA			1	NΑ		10/22/2003
$\bigcirc$		To From				80-	-1084 W	inesap	Dr										
1089	0.06	80	R										NA			1	NΑ		10/22/2003
		To				80	0-1226 I		Or										
	0.00	From	L_				Dead	End					NI A				NΙΛ		10/20/2002
(1090)	0.23	<b>220</b> To	R			80-65	1 Mount	tain Vi	ew Rd				NA			Γ	NΑ		10/20/2003
		From				55 05	Dead		- · · 1 · · ·				l						
(1091)	0.18	230	R				Dead	21IU					NA			1	NA		10/20/2003
		To				80-65	1 Mount	tain Vie	ew Rd										

					NO	anoke	iviainte	nance Are	ea								
Route	Length	AADT	QA	4Tire	Bus			-Truck Axle 1Tra		(	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		Fron	1:				80-109	1				ī					
(1092)	0.05	70	R				80-109	1				NA			NA		10/20/200
(1002)		Т	o-				80-100	0									
		Fron	n:				Cul-de-S	Sac									
1093)	0.07	40	R									NA			NA		10/16/200
		Т	:				80-108										
1094) Red Barn Lane	0.17	90	·L			80-109	96 Stoney	Ridge Dr				NIA			NA		10/16/200
1094 Red Barri Larie	0.17	90 Ti					Cul-de-S	Sac				NA T			INA		10/16/200
Botetourt County																	
O	0.00	From					Cul-de-S	lac				]					10/10/00
1095 Hill Dr	0.30	120	R				80-636	<u> </u>				NA			NA		10/16/200
Roanoke County			1				80-030	,				ı					
Coanoke County		Fron	n-			80-	1097 Phy	llis Rd									
1096 Stoney Ridge Dr	0.20	220	R									NA			NA		10/16/200
<u> </u>		Т	:			80-6	603 Bons										
Dhullia Dal	0.00	From					Dead E	nd							NIA		40/40/00/
1097) Phyllis Rd	0.08	40	R									NA —			NA		10/16/200
Obudia Dd	0.12	Fron	<u> </u>			80-109	96 Stoney	Ridge Dr							NΙΔ		10/16/20
1097) Phyllis Rd	0.13	<b>60</b>	R				Dead E	nd				NA			NA		10/16/200
		Fron	1:				Cul-de-S					+					
0rchard Hill Dr	0.06	40	R				Cui-ue-s	iac				NA			NA		10/23/200
1000)		т				80.10	000 Orcho	rd Circle									
0rchard Hill Dr	0.34	280 From	R			80-10	199 Olchi	id Circle				NA			NA		10/23/20
		Т				80-78	31 Crump	acker Dr									
		From	n:				Cul-de-S	Sac									
1099 Orchard Circle	0.05	30	R									NA			NA		10/23/200
<u> </u>		Т	:			80-109	98 Orcha	rd Hill Dr									
O 01 15	0.00	Fron				80-641	1 Texas I	Hollow Rd									4.4/07/00
1100 Stonewood Dr	0.23	60	R				Cul-de-S	Sac				NA			NA		11/27/200
		Fron					11 West					1					
1101) McDaniel Dr	0.43	500	R			031	11 West	viaii St				NA			NA		11/29/200
		Т					Dead E	nd									
		From	1:			80-1	1105 Hav	vley Dr									
1102) Andrew Ave	0.19	160	R									NA			NA		11/29/200
$\overline{}$		Т	:			80-13	101 McD	aniel Dr									
$\overline{}$		Fron				80-1	102 Andı	ew Ave									
1103)	0.31	80	R									NA			NA		11/29/200
		From				80	)-1136 Ge	ene St				]					
1103 Ellen Dr	0.12	6 T	R				Dead E	n d				NA			NA		11/29/200
		Fron				00.1						+					
1104) Evelyn Dr	0.39	60	R			80-1	102 Andı	ew Ave				NA			NA		11/29/200
1104) Evelyn Dr	0.00	Т	:			80	)-1136 Ge	ene St				Τ΄`			1471		11/20/200
		From	n-				11 West				•		•				
1105) Hawley Dr	0.26	270	R									NA			NA		11/29/200
$\bigcirc$		- T				80-1	1109 Give	ens Ave				_					
1105) Hawley Dr	0.10	<b>30</b> From	R									NA			NA		11/29/200
$\bigcup$		Т					Dead E	nd									
		Fron				80-1	1105 Hav	vley Dr									
1106	0.06	120	R									NA			NA		11/29/200
<u> </u>		T	):[				80-110	3									

Route	Length	AADT	QA	4Tire	Bus	S			Truck	<b>(</b>	OTroil	(.)(:	K	_ QK	Dir	AAW	/DT	QW	Year
Roanoke County										ıralı	2Trail		Facto	r	Factor				
(1106)	0.06	100	R					80-110	03				NA			N.	Δ		11/29/2006
(1106)	0.00	Te					80-1	104 Fv	elyn Dr								•		,
(1106) Fort Ave	0.07	140 From	R				80-1	104 EV	CIYII DI				NA			N.	4		11/29/2006
		Tr				8	80-110	)1 McI	Daniel D	r									
<u> </u>		Fron				8	80-110	8 Callo	oway Av	e									
(1107) Mountview Dr	0.08	60 Tr	R					Dead F	Ind				NA			N.	4		11/27/2006
		Fron	:T						ghany Dr				<u> </u>						
(1108) Calloway Ave	0.30	140	R				00-0 <del>1</del>	Z Ancş	grarry Di				NA			N.	Д		11/27/2006
		To	:					Dead E	End										
$\sim$		Fron	:			_	80-64	2 Alleg	ghany Dr										
(1109) Givens Ave	0.19	100 Tr	R				90.11	105 11	1 D				NA			N.	4		11/29/2006
		Fron							wley Dr				<u> </u>						
(1110) Locust Grove Lane	0.36	500	R				US 1	l West	Main St				NA			N.	Δ		11/29/2006
(1110) Locust Grove Lane	0.00	To					S	SCL Sa	lem								`		11/20/2000
		Fron	•				80-11	09 Giv	ens Ave				Ī						
(1111) Mountview Dr	0.07	20	R										NA			N.	4		11/29/2006
		To						Dead F	End										
O Donnia Lana	0.40	From					80-70	)5 NCI	Salem							N	٨		11/1E/2006
(1112) Dennis Lane	0.42	<b>80</b>	R			—	,	Dead E	End				NA			N.	4		11/15/2006
		Fron	:					Dead F					l						
(1113) Deborah Lane	0.19	40	R					Detta I	and .				NA			N.	4		10/10/2006
$\bigcirc$		To	-				SR	311; 80	)-1150										
		Fron						Dead F	End										
(1114)	0.19	750	R										NA			N.	4		08/11/2003
			1					SCL Sa											
	0.10	130	R			—		Dead E	End				 NA			N.	Δ		08/11/2003
(1115)	0.10	To						80-11	14				$\exists$			14	`		00/11/200
		Fron	:					Dead E					1						
(1116)	0.10	110	R										NA			N.	4		08/11/2003
<u> </u>		To						80-11											
$\bigcirc$	0.40	Fron						Dead E	End				$\Box$						00/44/000
(1117)	0.10	160	R					80-11	14				NA			N.	4		08/11/2003
		Fron	:						iew Rd										
(1118) Weaver Rd	0.36	30	R				1 IX- /	USKyv	icw Ru				NA			N.	4		11/27/2006
		Tr						Dead E	End										
		Fron	:					80-82	28										
(1119) Ingal Blvd	0.62	600	R										NA			N.	4		11/29/2006
		To	<u> </u>						ard Lake	Dr									
(1120) Polly Dr	0.03	30 From	R			—	80-1	119 Ing	gal Blvd				NA			N.	٨		11/29/2006
(1120) Polly Dr	0.03	30 Te	_					Dead E	End							IN	٦.		11/29/2000
		From	1			_		Dead F					i						
(1121)	0.10	50	R										NA			N.	Д		06/18/2003
$\cup$		Te					80-	-777; 8	0-828										
$\bigcirc$		Fron					80-11	23 Sky	view Rd										
(1122)	0.15	260 To	R				00.7	ZE 01	dar-P 1				NA			N.	4		11/27/2006
		Fron	<u> </u>						view Rd										
(1123) Skyview Rd	0.07	120	R		80-	1138	Brush	ıy Kıdg	ge Rd; Sl	cycoe D	r		NA			N.	Δ		11/27/2006
1123) 5, 1.0 1.0	0.01	g					90.1	120 66	irley Rd				—;"`			1 1/	•		,,2000

						di lone i	viairitorio	ance Area	•							
Route	Length	AADT	QA	4Tire	Bus			ruck le 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From:				90.11	139 Shirle	n D.d			1					
(1123) Skyview Rd	0.14	240	R			80-11	139 SIIITIE	y Ku			NA			NA		11/27/200
,		To					80-1122									
		From				]	Dead End									
(1124)	0.09	60	R								NA			NA		11/27/200
<u> </u>		To- From:				80-113	33 Silverle	eaf Dr			$\supset$					
(1124) Creekwood Dr	0.58	1800	R								NA			NA		11/27/200
<u> </u>		To:	<u> </u>				Texas Hol									
1125) Puckett Circle	0.14	100	L			]	Dead End				NIA			NA		11/27/200
Puckett Circle	0.14	To:	_			80-112	4 Creekwo	nod Dr			NA			INA		11/27/200
		From:	:				Dead End									
1126) Beaberbrook Rd	0.10	760	R				Dead End				NA			NA		11/27/200
		To				80 113	31 Crown	Circle								
1126) Beaverbrook Rd	0.14	530 From:	··L			00-113	or Clowin	CHCIC			NA			NA		11/27/200
1120		To:	:			]	Dead End									
		From				80-112-	4 Creekwo	ood Dr								
1127) Fernlawn Rd	0.21	200	R								NA			NA		11/27/200
$\bigcup$		To				80-112	9 Elderwo	ood Rd								
$\sim$		From:	<u> </u>		Sl	R 311 Tho	mpson M	emorial Dr								
1128 Mountain Heights Dr	0.65	2000	R								NA			NA		11/15/200
		To:				80-1	155 Wyba	l Dr								
1128 Mountain Heights Dr	0.15	80	R								NA			NA		11/15/200
<u> </u>		To:	<u> </u>				Dead End									
1129) Elderwood Rd	0.22	510	 R			(	Cul-de-Sac	:			NIA			NA		11/27/200
1129 Elderwood Rd	0.23	310 To	_			80-1126	Beaverbr	nok Rd			NA T			INA		11/21/200
		From:					8 Callowa									
1130) Southview Dr	0.10	50	R			00-110	o Canowa	ly Avc			NA			NA		11/27/200
1139		То	:				Dead End									
		From				(	Cul-de-Sac	;								
1131) Crown Circle	0.09	90	R								NA			NA		11/27/200
<u> </u>		To	<u> </u>		80-112	6 Beaverb	rook Rd;	Beaberbrook	k Rd							
$\sim$		From:				]	Dead End									
1132 Bent Tree Circle	0.07	60	R			00.110		D.1			NA			NA		11/27/200
		To:	<u> </u>				27 Fernlav									
Silverleaf Dr	0.22	140	L			80-112	4 Creekwo	ood Dr			 NA			NA		11/27/200
Silveriear Dr	0.22	140 To:	$\overline{}$			80-112	9 Elderwo	od Rd						INA		11/21/200
		From:					Dead End									
1134)	0.07	50	R				Deua Ena				NA			NA		08/11/200
		To	:				80-1117									
		From:				80-11	l 19 Ingal 1	Blvd								
1135) Ivie Circle	0.03	30	R								NA			NA		11/29/200
<u> </u>		To:	<u> </u>			]	Dead End									
O		From:				80-1	103 Ellen	Dr								
1136 Gene St	0.14	<b>70</b>	R				Decit '				NA			NA		11/29/200
			<u> </u>				Dead End									
1137) Givens Rd	0.28	40	·L			]	Dead End				NA			NA		11/27/200
1137 Givens Rd	0.20	<b>40</b>	·			80-64	2 Alleghai	nv Dr						INA		11/21/200
		From:	$\overline{}$				Dead End				<del></del>					
1138) Skycoe Dr	0.10	70	R				ocau Eliü				NA			NA		11/27/200
		To				QA 11	23 Skyvie	w Dal								
		From	<u> </u>			ου-11.	skyvie دے	w Nu								4.4.107.100.0
(1138) Brushy Ridge Rd	0.30	30	R								NA			NA		11/27/200

						anoke Maintenance Are					
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai	QC	K Factor	ΩK	Dir AAWDT Q actor	W Year
Roanoke County		From	:			80-1140 Eddies Rd		ı			
(1139) Shirley Rd	0.25	20	R			00-11-0 Eddies Rd		NA		NA	11/27/200
		To	·			80-1123 Skyview Rd					
^		From	:			80-1139 Shirley Rd					
(1140) Eddies Rd	0.23	40	R					NA		NA	11/27/200
		To				80-1123 Skyview Rd					
(1141) Lelia Circle	0.03	30	L			80-1119 Ingal Blvd		 NA		NA	11/29/200
(1141) Lelia Circle	0.03	JU To				Dead End				NA .	11/29/200
		From	:			80-1119 Ingal Blvd					
1142) Adel Circle	0.03	20	R			00-1117 Ingai Divu		NA		NA	11/29/200
		To	:			Dead End					
		From				80-1119 Ingal Blvd					
1143) June Circle	0.03	30	R					NA		NA	11/29/200
$\bigcirc$		To	:			Dead End					
$\sim$		From	<u> </u>			Dead End					
( ₁₁₄₄ ) Zana Rd	0.40	60	R					NA		NA	11/27/200
<u> </u>		To				80-619 Wildwood Rd					
Nallia Cinala	0.00	From	<u> </u>			80-1119 Ingal Blvd				NIA	44/00/000
Nellie Circle	0.03	<b>30</b>	R			Dead End		NA		NA	11/29/200
		From	,								
1146) Westward Lake Dr	0.32	270	R			80-1147 Westward Lake Dr		NA		NA	11/29/200
(1146) Westward Lake Dr	0.02	To				80-643 Daugherty Rd		<b>–</b>		107	11/20/200
		From	:			80-1148 Lake Front Dr					
(1147) Westward Lake Dr	0.03	60	R			00 1140 Etake 110ht B1		NA		NA	11/29/200
		To				80-1146 Westward Lake Dr					
		From	:			Dead End					
(1148) Lake Front Dr	0.05	40	R					NA		NA	11/29/200
		To	c		8	80-1147 Westward Lake Dr					
$\widehat{}$		From	:			80-1119 Ingal Blvd					
(1149) Dot Circle	0.03	30	R					NA		NA	11/29/200
		To				Dead End					
1150) Edgebrook Rd	0.97	1000	 R		8	80-705 Red Lane Extension		NA		NA	11/15/200
(1150) Edgebrook Rd	0.97	To				SR 311; 80-1113				NA	11/13/200
		From	:			80-1119 Ingal Blvd					
1151) Neta Circle	0.03	30	R			60-1119 Higai Bivu		NA		NA	11/29/200
(113)		To	:			Dead End		Ti i			
		From	:			80-641 Texas Hollow Rd					
1152) Stanford Dr	0.22	70	R					NA		NA	11/27/200
		To				80-826 Tyler Rd					
_		From	:			US 11 West Main St					
(1153)	0.05	120	R					NA		NA	06/25/200
<u> </u>		To	:			Dead End					
		From	<u> </u>			80-646 Barley Dr		<b>⊥</b>			
(1154)	0.05	<b>20</b>	R			D 1E 1		NA		NA	06/25/200
						Dead End					
(1155) Wybal Dr	0.00	From			80	0-1128 Mountain Heights Dr		 NA		NA	11/15/200
(1155) Wybai Dr	0.08	40 To	R			80-1156 Rubley Ave		INA		INA	11/15/200
		From				•		_			
1156) Rubley Ave	0.11	20	R			Cul-de-Sac		NA		NA	11/15/200
(1156) Rubley Ave	0.11					00.1155.W.				IVA	11/10/200
(1156) Rubley Ave	0.06	10 From	R			80-1155 Wybal Dr		NA		NA	11/15/200
(1156) Rubley Ave								NΙΔ			

					R	oanoke	e Maint	enance Ar	rea								
Route	Length	AADT	QA	4Tire	Bus	3		Truck Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWI	OT QW	/ Ye	ar
Roanoke County		From	:			90 114	6 Wastu	ard Lake Dr			-						
1157) Mountain Park Dr	0.13	70	R			00-114	O WEST	ard Lake Di	l		NA			NA		11/29	/200
		To				80-1	158 Indi	an Hill Rd									
		From				80-114	6 Westw	ard Lake Dr	r								
1158 Indian Hill Rd	0.20	70	R								NA			NA		11/29	/200
		To				80-115		tain Park Dr									_
1159)	0.11	70	R				Dead l	End			NA			NA		08/11	/2∩(
1159	0.11	To					SCL Sa	alem			Τ΄``			1471		00/11/	20
		From	:			FR-	68 Dan 1	Robin Rd									_
1160	0.47	280	R								NA			NA		06/18	/20
		To					80-11	61									
$\bigcirc$	2.24	From	Ļ				Dead l	End								00/40	/0.0
1161	0.94	1200 To	R			ED 6	0 Charol	kee Hill Dr			NA			NA		06/18	/20
		From	:I			1 K-0					+						
1162	0.25	150	R				80-11	08			NA			NA		06/25	/20
1102		To					80-11	67									
1162	0.17	NA From					00-11	07			NA			NA			
		To	:				WCL S	alem									
		From	:				80-11	60									_
1163	0.15	40	R								NA			NA		06/18	/20
<u> </u>		To					Cul-de	-Sac									
	0.44	From	Ļ				80-11	67						NIA		00/05	/00
1164	0.14	160	R								NA			NA		06/25	/20
$\overline{}$	0.00	From	<u> </u>				80-11	69						NIA		06/05	/20
1164	0.09	360	R				80-11	66			NA			NA		06/25	/20
		From	:				WCL S				<u> </u>						_
1165	0.03	180	R				WCLB	uiciii			NA			NA		06/25	/20
		To	-				80-11	68									
1165)	0.07	330 From	R								NA			NA		06/25	/20
<u> </u>		To					80-11	66									
		From					Cul-de	-Sac									
1166	0.12	70	R								NA			NA		06/25	/20
$\overline{}$		To From	-				80-11	67			$\Box$						
1166	0.22	1700 To	R				90.11	<i>C</i> 4			NA			NA		06/25	/20
		From	] .I				80-11				<del></del>						
1167)	0.07	350	R				80-11	02			NA			NA		06/25	/20
1107)	0.0.	To					00.11	<b>70</b>								00,20	
1167	0.07	<b>750</b> From	R				80-11	08			NA			NA		06/25	/20
1167		To					80-11	66								0 0, _ 0,	
1167)	0.06	140 From	R				00-11	00			NA			NA		06/25	/20
1101)		To					80-11	60									
1167)	0.06	40 From	R				00-11	09			NA			NA		06/25	/20
		To					80-11	64									
	<u> </u>	From					Cul-de	-Sac									
1168	0.33	170	R							 	NA			NA		06/25	/20
<u> </u>		To From					80-11	62			_						
1168	0.27	490	R								NA			NA		06/25	/20
<u> </u>		To From					80-11	67									
1168)	0.18	130	R								NA			NA		06/25	/20
$\overline{}$		To	]				80-11	65									

0.10 0.16 0.12 0.09 0.05 0.05	70 To: From: 200 From: 70 From: 40 From: 40 From: 40	R R R		Cul-de-S  80-116  80-116  Dead Er  US 11 West N  Cul-de-S  80-994 Aprice	77 44 nd Main St		NA NA NA NA		Factor	NA NA		06/25/2003 06/25/2003 06/25/2003
0.16 0.12 0.09 0.05	70 100 100 To- From: 200 To- From: 40 From: 40 From: 40	R R		80-116 80-116 Dead Er US 11 West N Cul-de-S	77 44 nd Main St		NA			NA		06/25/2003
0.16 0.12 0.09 0.05	To: From: 100 To: From: 200 To: From: 40 To: From: 40 To: From: 40	R R		80-116 Dead Er US 11 West M Cul-de-S	4 nd Main St		NA			NA		06/25/2003
0.12 0.09 0.05	70 From: 70 To: From: 40 From: 440	R R		80-116 Dead Er US 11 West M Cul-de-S	4 nd Main St			<u> </u>			<del></del>	
0.09 0.05 0.05	70 To:  From: 70 To:  From: 40 To:  From: 440	R		Dead Er US 11 West M	nd Main St Sac		NA			NA	<del></del>	06/25/2003
0.09 0.05 0.05	70 To:  From: 70 To:  From: 40 To:  From: 440	R		US 11 West M	Main St		NA T			NA		06/25/2003
0.09 0.05 0.05	70 To: From: 40 To: From: 440 To:	R		Cul-de-S	Sac					INA		06/25/200
0.05	70 To: From: 40 From: 440			Cul-de-S	Sac		j					
0.05	To: From: 40 From: 40			80-994 Aprice	ot Trail							
0.05	From: 40 From: 40	R		80-994 Apric	ot Trail		NA			NA		10/20/200
0.05	40 To-	R					<u> </u>					
0.05	From: <b>40</b>	K		Cul-de-S	Sac					NA		10/20/200
	40			80-994; 80-	-1173		NA T			INA		10/20/200
				80-994; 80-			$\equiv$					
0.10		R					NA			NA		10/20/200
0.10	To:			Cul-de-S	Sac							
0.10	From:			80-116	8		J.,					00/05/000
	80 To:	R		Cul da S	Sac.		NA T			NA		06/25/2003
	From:						<del></del>					
0.45		R		60-774 CIEEK	iside Di		NA			NA		06/25/200
	To:			Dead Er	nd							
	From:			80-619 Wildw	vood Rd							
0.23	60	R					NA			NA		11/27/200
0.02		D		Cul-de-S	Sac					NΑ		11/27/200
0.02	<b>20</b> To:	K		80-117	'6					INA		11/27/200
	From:						$\equiv$					
0.10	80	R					NA			NA		06/18/200
	To:			80-117	9		¬—					
0.05	130 From:	R					NA			NA		06/18/200
	To			80-641 Texas H	Hollow Rd							
	From:			80-117	8		<u> </u>					
0.05	1	R		Cul do S	ž _{oo}		NA T			NA		06/18/200
							+					
0.12		R		Cui-de-S	sac		NA			NA		11/27/200
	To:			80-1181 Clover	leaf Circle							
0.06	150 From:	R		00-1101 Clovell	icai Circic		NA			NA		11/27/200
	To:			80-1129 Elder	wood Rd		$\Box$					
	From:		8	80-1180 Fresh Me	eadow Lane							
0.05		R					NA			NA		11/27/200
							<del>+</del>					
0.08		R		80-619 Wildw	vood Rd		 NA			NΔ		11/27/200
J.00	To:			80-1183 Field	lgate Rd					14/7		. 1/2//2000
	From:						一					
0.25	20	R					NA			NA		11/27/200
	To			Cul-de-S	Sac							
	From:	_		80-118	3							
0.02	30 To:	R					NA			NA		11/27/2006
	0.45 0.23 0.02 0.10 0.05 0.05 0.06 0.05	0.10 80 To: From: 0.45 140 To: 0.23 60 To: 0.02 20 To: 0.05 130 To: 0.05 40 To: 0.05 40 To: 0.06 150 To: 0.08 130 To: 0.08 130 To: 0.08 130 To: 0.02 70000000000000000000000000000000000	0.10 80 R To:    From:	0.10 80 R To:    Pront	Document   Document	Display   Color   Co	Solution   Solution	10.10   80   R	NA	NA   NA   NA   NA   NA   NA   NA   NA	NA	10.10   80   R

Douts	الت سم ا	AADT		AT:				ance Are Truck			K	011	Dir	A A \ A \ C T	O\47	V
Route	Length	AADT	QA	4Tire	Bus	2Axle	e 3+Ax	de 1Trai	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Roanoke County		From				]	Dead Enc	1								
(1185)	0.88	590	R								NA			NA		06/25/2003
		То	1				Harborw									
(400)	0.24	160	R		8	80-705 R	ed Lane I	Extension			 NA			NA		06/18/2003
(1186)	0.24	To					80-1187							14/3		00/10/2000
		From				(	Cul-de-Sa	с								
(1187)	0.12	NA									NA			NA		
<u> </u>		From					80-1186									
(1187)	0.19	<b>NA</b>					Tul do Co				NA			NA		
		From					Sul-de-Sa 80-1187									
1188	0.09	220	R				80-1187				NA			NA		06/18/2003
		To			80	0-1128 N	Iountain 1	Heights Dr								
		From				80-619	9 Wildwo	ood Rd								
(1189) Aarons Run	0.15	160	R								NA			NA		11/27/2006
<u> </u>		To				(	Cul-de-Sa									
(1190)	0.46	From <b>100</b>	R				80-1192				 NA			NA		06/18/2003
(1190)	0.40	То				80-67	1 Campb	ell Dr			<b>–</b>			14/1		00/10/2000
		From					80-1190									
(1191)	0.19	60	R								NA			NA		06/18/2003
<u> </u>		To				(	Cul-de-Sa	С								
	0.00	From	<u> </u>				80-1190							NIA		00/40/0000
(1192)	0.06	30 To	R			(	Cul-de-Sa	c			NA			NA		06/18/2003
		From	1				Cul-de-Sa									
(1193) Louise Circle	0.06	30	R				our de bu				NA			NA		11/29/2006
		To					80-1191									
$\sim$		From					80-1019									
(1194) Edgemont Circle	0.16	100 To	R				3.1.1. C-	_			NA			NA		11/29/2006
		From	<u> </u>				Cul-de-Sa	c			+					
(1195)	0.20	190	R				80-634				NA			NA		10/14/2003
(1193)		То				(	Cul-de-Sa	с								
		From					80-1197									
(1196)	0.19	NA									NA			NA		
<u> </u>		То					80-640									
	0.24	From <b>NA</b>				(	Cul-de-Sa	с			NA			NA		
(1197)	0.24	To				(	Cul-de-Sa	c						INA		
		From					80-641									
(1198)	0.07	NA									NA			NA		
$\bigcirc$		To				(	Cul-de-Sa	с								
		From				(	Cul-de-Sa	с								10/00/000
1199 Dresden Circle	0.12	<b>50</b>	R			-	Cul-de-Sa				NA			NA		10/23/2006
		From	<u>.                                    </u>				Bent Mou				<u> </u>					
(1200)	0.22	260	R			03 2211	Bent Mot	ilitalii Ku			NA			NA		09/02/2003
Ů.		To					80-1201				<b>¬</b>					
(1200)	0.17	60 From	R				50 1201				NA			NA		09/02/2003
$\overline{\bigcirc}$		То				(	Cul-de-Sa	с								
		From					80-1200									
(1201)	0.10	170	R								NA			NA		09/02/2003
<u> </u>		To					80-1202				1					

					Ro			nance Are		V		D:-			
Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trai	OC.	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	<u>:</u>				80-1202								
(1201)	0.04	20	R				60-1202	<u> </u>		NA			NA		09/02/2003
		To				(	Cul-de-Sa	ac							
$\bigcirc$	0.00	From					80-1201						NIA		00/00/000
(1202)	0.32	130 To	R			(	Cul-de-S	ac		NA			NA		09/02/2003
		From	:				80-651								
(1203)	0.35	70	R							NA			NA		10/16/2003
		To	:				Cul-de-S								
	0.14	140	R			(	Cul-de-S	ac		 NA			NA		10/16/2003
(1204)	0.14	To					80-1203	3					14/4		10/10/200
_		From				(	Cul-de-S	ac							
(1205)	0.12	NA								NA			NA		
		To					80-752								
	0.35	From <b>NA</b>	<u> </u>			80-122	20 Hunt R	lidge Rd		NA			NA		
(1206)	0.55	To	:			Е	End of Lo	ор					INA		
		From					Cul-de-S								
(1207)	0.05	NA								NA			NA		
<u> </u>		To	1				80-1186								
1208) Afton Lane	0.27	70	R			80-6	06 Laym	an Rd		NA			NA		10/16/200
(1208) Afton Lane	0.27	To				(	Cul-de-S	ac					INA		10/16/200
		From	:				Cul-de-S								
(1209) April Lane	0.12	20	R							NA			NA		10/16/200
$\bigcirc$		То				80-12	208 Aftor	n Lane							
Ct Lauria Cinala	0.40	From				80-1110	Locust G	rove Lane					NIA		44/00/000
1210 Ft Lewis Circle	0.10	100 To	R			(	Cul-de-S	ac		NA T			NA		11/29/2006
		From	:				Cul-de-S								
(1211)	0.13	230	R				car ac s			NA			NA		10/22/2003
$\bigcup$		To From	-				80-1214	1		<b>—</b>					
(1211)	0.10	550	R							NA			NA		10/22/2003
<u> </u>		To From					80-1212	2		$\Box$					
(1211)	0.06	1000 To	R			00.510	. W D			NA			NA		10/22/2003
		From	] .i				West Ru								
(1212)	0.23	80	R			(	Cul-de-S	ac		NA			NA		10/22/2003
1212		To				80-1216	5 Kelling	ton Court							
(1212)	0.43	200 From	R			00-1210	o Kennig	ion court		NA			NA		10/22/2003
$\bigcirc$		To From	:				80-1213	3							
(1212)	0.10	370	R							NA			NA		10/22/2003
$\bigcirc$		То					80-1211								
$\bigcirc$	0.00	From	<u> </u>			Cul-c	de-Sac S	OUTH					NIA		40/00/000
(1213)	0.08	50	R							NA —			NA		10/22/2003
(1242)	0.03	20 From	R				80-1212	2		NA			NA		10/22/2003
1213	0.00	ZU To				Cul-c	de-Sac N	ORTH					14/7		10/22/2000
		From	:				80-1211			İ					
(1214)	0.02	140	R							NA			NA		10/22/2003
$\overline{}$		To	1	·			Dead En								
Pridgeport Lens	0.00	From				(	Cul-de-S	ac		NIA		· <u> </u>	NΙΛ		10/19/2004
1215 Bridgeport Lane	0.08	60 To	R				80-1212	2		NA			NA		10/18/2006
							.,								

									iance /										
Route	Length	AADT	QA	4Tire	Bus	S			Truck- xle 1T		2Trail	QC	K Factor	QK	Dir Factor	. A <i>l</i>	AWDT	QW	Year
Roanoke County		From	i					1 1 6											
(1216) Kellington Court	0.03	20	R				Ci	ul-de-S	ac				NA				NA		10/18/200
1216) - togto Godit	0.00	To					8	80-1212	2				T.						. 0, . 0, 200
		From					Cı	ul-de-S	ac										
1217) Olney Rd	0.10	90	R										NA				NA		10/04/200
		To			80-6	51 M	ountair	n View	Rd; ECI	Vinto	n								
O 0 11 1		From					80-12	217 Olne	ey Rd										10/01/00
1218) Corllens Lane	0.08	<b>40</b>	R				C	ul do C					NA				NA		10/04/200
		From	l					ul-de-S											
Cidermill Court	0.10	90	R			8	SU-1220	) Huntr	idge Rd				NA				NA		10/23/20
1219	• • • • • • • • • • • • • • • • • • • •	To					Cı	ul-de-S	ac										
		From				U	S 460	Challer	nger Ave										
Hunt Ridge Rd	0.11	2900	R										NA				NA		10/23/20
<u> </u>		To From					80-1	1221 Se	etter				$\neg$ —						
Hunt Ridge Rd	0.09	2200	R										NA				NA		10/23/20
<u> </u>		To From				80	)-1227	E, Lab	rador Dr				$\neg$ —						
1220) Hunt Ridge Rd	0.06	1400	R										NA				NA		10/23/20
		To From					80-122	3 Sprin	ger Rd				$\supset$						
1220) Hunt Ridge Rd	0.16	1300	R										NA				NA		10/23/20
		To From				8	80-122	4 Britta	ney Rd				$\supset$						
Hunt Ridge Rd	0.08	1200	R										NA				NA		10/23/20
		To From				80	0-1085	Apple	Tree Dr										
Hunt Ridge Rd	0.05	990	R										NA				NA		10/23/20
		To From				80	-1227	W, Lab	rador Di				$\supset$						
Hunt Ridge Rd	0.08	850	R										NA				NA		10/23/20
		To From				8	0-1225	5 Golde	n Circle				$\Box$						
1220 Hunt Ridge Rd	0.17	660	R										NA				NA		10/23/20
		To From					80-12	226 Ron	ne Dr				$\Box$						
Hunt Ridge Rd	0.08	410	R										NA				NA		10/23/20
<u> </u>		To From				80	-1219	Ciderm	ill Court				$\Box$						
Hunt Ridge Rd	0.30	210	R										NA				NA		10/23/20
<u> </u>		To				- 80		Crumpa 80-781	acker Dr										
1220)	0.25	1000	R					00-701					NA				NA		10/22/20
1229		To					80-10	003; 80-	-1011										
_		From					Cı	ul-de-S	ac										
1221)	0.22	90	R										NA				NA		10/23/20
		To From					8	80-1228	3				$\exists$						
1221)	0.06	150	R										NA				NA		10/23/20
		To From				8	30-122	4 Britta	ney Rd										
Setter Setter	0.20	250	R										NA				NA		10/23/20
<u> </u>		To				80			Ridge Rd										
$\frown$	0.00	From	ᄂ				Cı	ul-de-S	ac								NI A		40/00/00
1222)	0.09	<b>70</b>	R				5	80-1212	)				NA				NA		10/22/20
		From	l					4 Britta											
Springer Rd	0.12	90	R				JU-122	י בווונט	incy Ku				NA				NA		10/23/20
	- · <del>-</del>	To				80	)-1220	Hunt R	Ridge Rd										
		From						1221 Se											
Brittaney Rd	0.07	100	R										NA				NA		10/23/20
$\overline{}$		To				;	80-122	3 Sprin	ger Rd				_						
1224) Brittaney Rd	0.14	90	R										NA				NA		10/23/20
$\bigcirc$		To				80	)-1220	Hunt R	Ridge Rd										

Length	AADT	QA	4Tire	Bus				QC	K	QK _	Dir	AAWDT	QW	Year
							ıı Zıralı		Factor	r	-actor			
0.19		 R			80-1220 H	unt Ridge Rd			 NA			NA		10/23/2006
00	To				80-1227 1	Labrador Dr								. 0, 20, 200
					80-1220 H	unt Ridge Rd								
0.06	40	R							NA			NA		10/23/2006
0.17					80-1220 H	unt Ridge Rd			NΔ			NΔ		10/23/2006
0.17	J00				90	1000						14/3		10/23/2000
0.12	330 From	R			80-	-1089			NA			NA		10/23/2006
•					80-781 Cr	umpacker Dr								
	From	:			80-1220 H	unt Ridge Rd								
0.26	180	R							NA			NA		10/23/200
					80-1085 A	pple Tree Dr								
0.11	800	R							NA			NA		10/23/2006
	From				80-1224 I	Brittaney Rd								
0.11		R							NA			NA		10/23/2006
0.06					Cul-	de-Sac			NΔ			NΔ		10/22/2003
0.00					80-	-1221						14/3		10/22/2000
	From								Ī					
0.10	60	R							NA			NA		10/20/2003
	To	-			80-1004	Derby Dr								
	From	<u> </u>			80-	-1161			<u> </u>					
0.06	110	R			90	1021			NA			NA		06/18/2003
		] :							_					
0.04		R			Cul-	de-Sac			NA			NA		06/18/2003
0.0.	To				90	1220								00,10,200
0.08					80	-1230			NA			NA		06/18/2003
	To	-			80.	1232								
0.03	10 From	R				-1232			NA			NA		06/18/2003
	To	-			Dea	nd End								
					Cul-	de-Sac								
0.04	20	R							NA			NA		06/18/2003
	- 10													
0.07		<u> </u>			80-	-1234			NΙΔ			NΔ		06/18/200
0.07					80-	-1161						14/3		00/10/200
	From	:			80-	-1233								
0.20	100	R							NA			NA		06/18/2003
	To				Cul-	de-Sac								
					80-	-1161								
0.08	30 To	R			Day	d End			NA			NA		06/18/2003
	From								 					
0.21					80-	-1002			NA			NA		
·	To				Cul-	de-Sac								
	From				80	-1161								
0.07	50	R							NA			NA		06/18/2003
		1			Cul-	de-Sac								
0.07	From	Ļ			80-	-1161						N 1 A		00/40/222
0.07									NΑ			NΑ		06/18/2003
	0.19 0.06 0.17 0.12 0.26 0.11 0.11 0.06 0.10 0.08 0.03 0.04 0.07 0.20 0.08 0.21	0.19 70 To  0.06 40 To  0.17 500  0.12 330 To  0.26 180  0.11 800  0.11 950 To  0.06 40 To  0.06 110  0.07 From  0.08 70 To  0.09 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100 To  0.00 100	0.19   70   R	0.19   70   R	0.19 70 R Tro    0.06   40 R   0.07   500 R   0.17   500 R   0.12   330 R   0.12   330 R   0.11   800 R   0.11   800 R   0.11   950 R   0.06   40 R   0.06   40 R   0.06   110 R   0.06   110 R   0.07   130 R   0.08   70 R   0.09   100 R   0.00 R	California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   California   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California   California   California   California   California   California   California   California   California   California   California   California   California   California   Cal	Length   AADI   QA   4   Irre   Bus   2   2   2   2   2   4   1     1	Length   AADT   QA   4   Irre   Bus   2Axle   3+Axle   1   Trail   2   Trail   2	Solid State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   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Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Cont	Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac   Cold-de-Sac	Length   AADI   QA   4   Irre   Bus   2Axde   3+Axde   1Trail   2Trail   QC   Factor   AAWUJ	Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   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Length	AADT	QA	4Tire	Bus						QC	K Factor	QK	Dir Factor	AAWE	T QW	Year
		1			۷.			un 2	_ 1 1 (311)		. 40101		i actol			
0.03		L				80-12	39				NΔ			NΔ		06/18/2003
0.03	ZU To:	<u> </u>				Dead I	End							INA		00/10/200
	From:	1				Cul-de-	Sac				i					
0.09	50	R									NA			NA		06/18/2003
	To:					80-12	38									
	From:					Cul-de-	Sac									
0.09		R				90.11	<i>c</i> 1				NA			NA		06/18/200
0.23		R				Cul-de-	-Sac				NA			NA		11/15/200
0.20	To:			80	)-1242	Plantatio	n Grove La	ne								,, 200
	From					Cul-de-	Sac									
0.33	30	R									NA			NA		10/23/200
	To					Cul-de-	Sac									
	From:				80-1	199 Dres	den Circle									
0.21	150	R					~				NA			NA		10/23/200
				80	)-1242			ne								
0.40		<u> </u>				Cul-de-	Sac							NIA		11/1F/200
0.12	/U	K			80-12/	41 Carter	Grove Lane							INA		11/15/200
	From:				00-12-											
0.69		R				6U-02	24				NA			NA		10/12/200
0.00	To				00	1046 E	1.0.				_					.0, .2,200
0.19	From:	R			80	)-1246 F1I	ly Court				NΑ			NΑ		10/12/200
0.10	To:					Cul-de-	-Sac				iii					10/12/200
	From:				80-	1245 Aral	bian Lane									
0.16	20	R									NA			NA		10/12/200
	To					Cul-de-	-Sac									
	From					Cul-de-	Sac									
0.10	NA										NA			NA		
						80-12	20									
0.00						80-12	47				٠,,			N.1.0		
0.08	NA To:					Cul do	Coo				NA			NA		
	From:															
0.15						80-12	33				NA			NA		
0.10	To:					Cul-de-	Sac				i i					
	From:										İ					
0.13	48	R									NA			NA		10/14/200
	To					80-12	51									
0.16	130 From:	R									NA			NA		10/14/200
	To:				80-93	34 Shingle	e Ridge Rd									
	From					Cul-de-	-Sac									
0.09	40	R									NA			NA		10/14/200
	To:					80-12	50				_					
0.16	40	R									NA			NA		10/14/200
	To	<u> </u>				Cul-de-	Sac									
	From:					80-12	55									
0.12		R				D ::	7 1				NA			NA		09/08/200
		<u> </u>														
0.44		L				80-12	58							NIA		10/02/202
U. 14	170	Γ									INA			INA		10/02/200
	0.03  0.09  0.09  0.23  0.33  0.21  0.12  0.69  0.19  0.16  0.10  0.08  0.15  0.13  0.16  0.09	0.09	0.03	0.03	0.03	Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carre   Carr	Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-decomposition   Cul-	AADT	Length	Length	Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Sect	Length   AADI	Length   AADT   QA   4   Hre   Bus   2   2   2   2   2   2   3   4   3   4   4   1   7   2   1   2   7   3   4   4   4   4   4   4   4   4   4	Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Calde-Sac   Cald	Call-de-Sac	Length   AAD   GA   4   Irre   Bus   2Axie 3+Axie 1Trail 2Trail   C   Factor   C

Length	AADT	QA	4Tire E	3us						QC	K Factor	QK	Dir Factor	AA۱	WDT	QW	Year
	From										-						
0.24	340	R				ui-uc-s	sac				NA			N	lΑ		09/08/2003
	To				80-1	255; 80	-1256										
0.44	From	<u> </u>			80-688	Cotton	Hill Rd								1.0		00/00/000
0.11	1200	К —									NA			יו	NA		09/08/2003
0.18	790	L		—		80-125	6				NΔ				ΙΔ		09/08/2003
0.10	7.00 To				90 1250	Cuantra	iary Canat								•/ (		00/00/2000
0.38	450 From	R			00-1239	CIECKV	iew Court				NA			Ν	ΙA		09/08/2003
	To					80-125	2				$\neg$ —						
0.18	180	R									NA			N	IA		10/02/2006
0.46		<u> </u>				80-125	5								1.0		00/00/2003
0.16					)	Dead E	nd							יו	NA		09/08/2003
	From																
0.06	340	R					_				NA			N	lΑ		10/02/2006
	To				80-12:	58 Ashr	nont Dr										
0.12	NA										NA			١	1A		
	То										<u> </u>						
0.13					80-125	7 Sedge	wick Dr								1.0		10/02/2006
0.13	To				(	Cul-de-S	Sac							יו	NA		10/02/2006
	From																
0.06	50	R				-	_				NA			١	lΑ		10/02/2006
	To				(	Cul-de-S	Sac										
0.40	From				(	Cul-de-S	Sac										40/44/000
0.19	<b>70</b>	K			80-66	63 Sterl	ing Rd				NA T			N	1A		10/14/2003
	From																
0.07	48	R				our de l	, dec				NA			N	lΑ		09/08/2003
	То					80-125	5										
	From	L			80-1253	3 Willin	ngham Dr				<u> </u>						/ /
0.05		R			-	'ul de S	lac				NA T			N	<b>I</b> A		10/02/2006
	From																
0.19	50	R				00-123	0				NA			١	lΑ		10/02/2006
	То				(	Cul-de-S	Sac										
	From				(	Cul-de-S	Sac				<u> </u>						
0.04	130 To	R				90 126	2				NA			N	1A		10/02/2006
											_						
0.33		R				Jui-de-S	sac				NA			Ν	lΑ		10/14/2003
	To				SR 110	6 Jae Va	alley Rd										
	From				(	Cul-de-S	Sac										
0.18		R				00.125	_				NA			١	1A		10/14/2003
0.10		R				80-126	5				NA			N	JA		10/14/2003
						80-126	8				¬					_	
0.24	50 From	R				o∪-1∠0	U				NA			N	IA		09/25/2006
	То				(	Cul-de-S	Sac										
	From				80-1267	7 Cedan	meade Dr										
0.13	100	R									NA				١A		10/14/2003
	0.24  0.11  0.18  0.38  0.18  0.16  0.06  0.12  0.13  0.06  0.19  0.07  0.05  0.19  0.04  0.33  0.18  0.10  0.24	0.24 340 To From 0.11 1200  0.18 790  0.18 180  0.18 180  0.16 110  0.06 340  0.12 NA To To To To To To To To To To To To To	0.24   340   R   From:	0.24 340 R Tro    From:	Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp	Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp	Cul-de-Street	Cul-de-Sac	Cul-de-Sac	Cul-de-Sac	Cul-de-Sac	Calde-Sac	Cut-de-Sac	Cul-de-Size	Cut-de-Size   NA	Call-de-Sac	Calida-Size   NA

Route	Length	AADT	QA	4Tire	Bus	:				ck 1Trail			QC	K Factor	QK	Dir Factor	. AAV	VDT	QW	Year
Roanoke County		Fron	.1							TTTAII	21	ıaıı		1 actor		i actor				
(1269)	0.04	20	R		-			80-126	08					NA			N	Α		10/14/2003
		Tr					С	ul-de-S	Sac											
		Fron						80-126	57											
(1270) Glen Rock Lane	0.04	40	R											NA			N	A		09/25/2006
<u> </u>		To					С	ul-de-S	Sac											
<u> </u>		From	<u> </u>					80-127	72					<u>ا</u>						/ /
1271) Apple Harvest Dr	0.23	60	R											NA			N	A		10/23/200
<u> </u>		Fron						80-127	72					<u> </u>						
1271) Apple Harvest Dr	0.07	210	R			- 01	0.701	<u>C</u>	1	D				NA			N	A		10/23/200
			1			- 80		Crump		Dr										
	0.00	From	Ļ				С	ul-de-S	Sac									^		40/00/000
(1272)	0.26	30 Tr	R			80	1271	Apple 1	Harva	et Dr				NA			N	А		10/22/200
		Fron												+						
1273) Briar Hill Court	0.05	40	R			80-	1271	Apple 1	Harve	st Dr				NA			N	Δ		10/23/200
1273 Briar Hill Court	0.03	<b>40</b>	_				С	ul-de-S	Sac								IN	^		10/23/200
		Fron				_								1						
1274) Gardendale Circle	0.05	40	R				C	ul-de-S	Sac					NA			N	Α		10/23/200
Gardendale Circle	0.00	To						80-127	71					Τ΄`				, ,		10/20/200
		Fron	:			80		Linder		Dr										
1275)	0.38	NA				- 00	0-073	Linder	IWOOU	Di				NA			N	Α		
1273		To						80-131	10											
		From	:					80-127						i						
1276)	0.04	NA						00 127						NA			N	Α		
		To	:				С	ul-de-S	Sac											
		Fron	:					80-125	55											
1280) Matisse Lane	0.21	300	R											NA			N	Α		10/02/200
		To	:				С	ul-de-S	Sac											
		Fron	:					80-689	9											
(1281)	0.12	NA												NA			N	Α		
<u> </u>		To					C	ul-de-S	Sac											
		Fron	:				С	ul-de-S	Sac											
(1282)	0.08	NA												NA			N	Α		
<u> </u>		Tr Fron	:					80-128	31					$\neg$ —						
(1282)	0.05	NA	-											NA			N	Α		
$\bigcirc$		To	:				C	ul-de-S	Sac											
		Fron						80-128	30											
(1284)	0.24	NA												NA			N	Α		
<u> </u>		To					C	ul-de-S	Sac											
_		Fron	:				Cul-de	e-Sac S	SOUT	Н										
(1285)	0.23	110	R											NA			N	Α		09/24/2003
<u> </u>		T-	:					80-154	11					_						
1285	0.13	30	R											NA			N	Α		09/24/200
$\bigcirc$		To	:				Cul-de	e-Sac N	NORT	Н										
_		Fron				80	0-1150	) Edge	brook	Rd										
1286) Pine Valley Lane	0.09	NA												NA			N	Α		
$\overline{}$		To		80	0-1288 S	lawgr	rass C	ourt; 8	0-1289	Valha	lla Cou	urt								
		From	:			80-	-1286	Pine V	alley l	Lane										
(1287) Cascades Court	0.05	NA												NA			N	Α		
$\overline{}$		Tr					С	ul-de-S	Sac											
		Fron					C	ul-de-S	Sac											
(1288) Sawgrass Court	0.05	NA												NA			N	Α		
$\overline{}$		To	:			80-	-1286	Pine V	alley l	Lane										

					F	coanc	oke IVIa	aintenand	e Area	a									
Route	Length	AADT	QA	4Tire	Bu	IS		Tru 3+Axle			C	QC F	K actor	QK	Dir Factor	AAWD ⁻	T QW	Y	'ear
Roanoke County		From				80-	.1286 Pi	ne Valley l	ane				1						
1289) Valhalla Court	0.07	NA	l.			00-	120011	ne vancy i	zanc				NA			NA			
		To					Cul	-de-Sac											
$\sim$		From					80	)-1294					J					_	
1290	0.11	2700	R										NA			NA		09/2	2/200
		To From					80	)-1293					]—						
(1290)	0.08	2700	R										NA			NA		09/2	2/200
$\overline{}$	0.00	From					80	)-1292								NIA		00/0	0/000
1290	0.26	2700	R										NA			NA		09/2	2/200
	0.13	3000 From	R				80	)-1291					NA			NA		00/2	2/200
1290	0.13	3000 To	ĸ			<del></del> ,	US 220	Franklin R	d							INA		09/2	2/200
		From						-de-Sac											
1291)	0.10	60	R				Cui	de Bue					NA			NA		09/2	2/200
		То					80	)-1290											
		From					80	)-1290					_						
1292	0.20	100	R										NA			NA		09/2	2/200
<u> </u>		То						-de-Sac					<u> </u>						
	0.14	40	R				Cul	-de-Sac					NIA			NA		00/2	2/200
1293	0.14	<b>40</b>	K				80	)-1290					NA T			INA		09/2	2/200
		From						-de-Sac					i i						
1294)	0.06	30	R				Cui	-uc-sac					NA			NA		09/2	2/200
		To					80	)-1290											
		From					Cul	-de-Sac					_						
1295	0.14	NA											NA			NA			
		To From					80	)-1183					]—						
1295)	0.12	NA	1										NA			NA			
<u> </u>		То					Cul	-de-Sac											
$\frown$	0.12	From <b>NA</b>					De	ad End					NA			NA			
1299	0.12	To					80	)-1780								INA			
		From						-de-Sac					ì						
1301)	0.43	100	R					de Bue					NA			NA		08/1	3/20
$\cup$		To					8	0-692											
<u> </u>		From					80	)-1301											
1302)	0.10	40	R										NA			NA		08/1	3/200
<u> </u>		10						-de-Sac											
$\frown$	0.13	From <b>NA</b>					Cul	-de-Sac					_ NA			NA			
1305	0.13	To				8	30-1307	Winbrook	Dr				1			INA			
		From						Electric R											
1306)	0.72	950	R				510 (1)	<u> </u>					NA			NA		10/0	8/200
		To					80	)-1365					1						
1306)	0.20	100 From	R										NA			NA		10/0	8/200
		To					De	ad End											
$\overline{}$		From					Cul	-de-Sac					]						
1307) Winbrook Dr	0.37	150 To	R				0 50 - :-	gr wa					NA			NA		11/1	3/200
						80		randin Rd l	±xt				<u> </u>						
1308) Winnbrook Court	0.03	10	R				Cul	-de-Sac					NA			NA		11/1	3/200
(1308) Winnbrook Court	0.03	To	N.				80	)-1307								INA		1 1/ 1	<i>3</i> /200
		From				_		)-1275					<del> </del>						
1310	0.09	NA					30	=!					NA			NA			
		To					80	)-1311					1						

Route	Length	AADT	QA	4 Lire Bus	TruckQC Axle 1Trail 2Trail	K Factor	QK Dir Factor	AAWDT	QW Year
Roanoke County		From		Cul-de-S	Sac	1			
(1311)	0.11	NA				NA		NA	
$\bigcirc$		To		80-131	0				
	0.12	750	R	80-136	2	NA		NA	08/11/200
(1313)	0.12	750 To	_	SR 419 Elec	etric Rd			INA	00/11/200
_		From		80-136					
(1314)	0.13	40	R			NA		NA	08/11/200
		To		Dead E					
(1315)	0.11	50	R	Dead E	nd	NA		NA	08/13/200
(1010)		To		80-692	2.				
(1315)	0.19	800 From	R	*****	<del>-</del>	NA		NA	08/18/200
<u> </u>		To From		80-132	29	$\exists$ —			
(1315)	0.08	1300	R			NA		NA	08/18/200
<u> </u>		From		80-133	0	_			
(1315)	0.04	1400	R			NA 		NA	08/18/200
$\overline{}$	0.00	From	<u> </u>	80-133	1			NIA	00/40/200
(1315)	0.08	1600	R	20.122		NA		NA	08/18/200
(1315)	0.11	1200	R	80-132	.3	NA		NA	08/18/200
(1313)	0.11	To		80-132	25				00/10/200
1315	0.06	1200 From	R	50-132	<u> </u>	NA		NA	08/18/200
$\bigcirc$		To From		80-132	<u></u>				
(1315)	0.07	2500	R			NA		NA	08/18/200
<u> </u>		To From		80-713 Glen H	eather Dr	$\exists$ —			
(1315)	0.10	2300 To	R	90 121		NA		NA	08/18/200
		From		80-131 80-702 Castle					
(1316)	0.09	1600	R	80-702 Castle	KOCK KU	NA		NA	08/18/200
		To From		80-152	26				
(1316)	0.53	2200	R			NA		NA	08/18/200
<u> </u>		To From		80-131	.7	$\neg$ —			
(1316)	0.04	<b>2200</b>	R	SR 419 Elec	otuio D.d	NA		NA	08/18/200
		From		80-131					
(1317)	0.10	80	R	80-131	0	NA		NA	08/18/200
		To		80-713 Glen H	eather Dr				
$\bigcirc$		From	<u> </u>	80-132	.1				
(1320)	0.05	<b>30</b>	R	80-136	<u>i6</u>	NA		NA	10/08/200
		From		Dead E		+			
(1321)	0.07	20	R	Death E		NA		NA	10/08/200
$\overline{}$		To		80-132	0				
_	0.18	From <b>NA</b>		Cul-de-S	Sac	NIA		NA	
(1322)	U.16	NA To		80-690 Rose I	Lawn Rd	NA 		INA	
		From		80-132					
(1323)	0.28	500	R			NA		NA	08/18/200
<u> </u>		To From		80-132	:5				
(1323)	0.06	660	R	00.146.1-	TECT	NA		NA	08/18/200
<u> </u>		From		80-1324 W 80-1324 E		-			
(1323)	0.06	3400	R			NA		NA	08/18/200
$\overline{}$		To		SR 419 Elec	tric Rd				

					R	oanok	e Mainte	enance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2		Truck Axle 1Tra		()(	) K Fac	( ) k	Dir Factor	AAWDT	QW	Year
Roanoke County		Fron	:				80-13	15								
(1324)	0.15	1500	R	-		-	60-13	1.3			N/			NA		08/18/200
		Tron					80-1323 E	EAST			$\supset$					
(1324)	0.06	2000	R								N/			NA		08/18/200
<u> </u>		Fron					80-1323 V	VEST								
(1324)	0.07	1500 To	R			80.6	586 Grand	in Dd Evt			N/	١.		NA		08/18/200
		Fron	:			80-0	Dead E									
1325)	0.07	90	R				Deua	and .			N/			NA		08/20/200
		To Fron					80-13	16								
1325	0.16	90	R								N/	١.		NA		08/18/200
		Fron					80-132	27			<u> </u>					
1325	0.15	120	R								N/	١		NA		08/18/200
	0.12	130 From	R				80-13	15			N/			NA		08/18/200
1325	0.12	130 To					80-132	23				•		INA		00/10/200
		Fron	:				Dead F	nd								
1326	0.05	20	R								N/			NA		08/18/200
		Te					80-132	25								
	0.07	50 From	R				80-132	28			 N/			NA		08/18/200
(1327)	0.07	<b>30</b>					80-132	25			11/			INA		00/10/200
		Fron	:				Dead F				i					
1328	0.13	70	R								N/			NA		08/18/200
		Tr Fron	:				80-132	23			$\Box$					
1328)	0.30	170	R								N/	1		NA		08/18/200
		Fron	1			- 8	0-1316; 8									
1329	0.27	400	R				80-69	2			 N/			NA		08/18/200
1329		Т					80-13	15			l	•				00/10/20
		Fron					80-13	15								
(1330)	0.12	120	R								N/	١		NA		08/18/200
		Fron	1			80-6	586 Grand									
1221	0.09	40	R				Dead E	ind			N/			NA		08/18/200
(1331)	0.00	т.					80-13	15				•				00, 10, 20
(1331)	0.13	200 From	R				00-13	15			N/			NA		08/18/200
		To				80-€	686 Grand	in Rd Ext								
$\bigcirc$		Fron					Dead E	ind								
1335	0.14	80 Tr	R				80-69	2			N/	١		NA		08/13/200
		Fron					Cul-de-									
(1336)	0.51	330	R				Cui-ue-	sac			N/	١		NA		08/13/200
		Te					80-69	2								
		Fron					Cul-de-	Sac								
1337	0.06	<b>20</b>	R				00.12	16			N/	١		NA		08/13/200
_		Fron	_				80-133									
1338)	0.16	110	R				Dead E	ııd			 N/			NA		08/18/200
		Т					80-134	17								
1338)	0.11	200 From	R				00-13	.,			N/			NA		08/18/200
$\bigcirc$							80-135	58								
(1338)	0.36	420 From	R								N/	١		NA		08/18/200
$\smile$		To	e e				80-13	16								

								nance Are Truck		K		Dir			
Route	Length	AADT	QA	4Tire	Bus			xle 1Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Roanoke County		Fron	n:				Dead En	d		_					
(1339)	0.10	48	R				Dead En	u		NA			NA		08/18/2003
		To Fron	h:				80-1338	3		_					
(1339)	0.25	210	R							NA			NA		08/18/2003
		Fron					80-1316	j		<b>□</b> —					
1339	0.16	120	R				80-1525	<u> </u>		NA			NA		08/20/2003
		Fron	n:				80-1342			1					
(1340)	0.06	200	R				00 10 12			NA			NA		10/06/2003
$\bigcirc$		To	:				80-1345	i							
$\bigcirc$	2.00	Fron				80-682	2 Garst N	Mill Rd							10/00/000
(1341)	0.20	<b>46</b>	R			80-818	3 Hollow	dale Dr		NA			NA		10/06/2003
		Fron	n:				Dead En								
(1342)	0.12	80	R				Dead En	u		NA			NA		10/06/2003
$\bigcup$		To From					80-1340	)		_					
(1342)	0.16	100	R							NA			NA		10/06/2003
		Te	1				Dead En								
$\bigcirc$	0.20	230	R			80-818	3 Hollow	dale Dr		 NA			NA		10/06/2003
(1343)	0.20	<b>230</b>				1	Dead En	d					INA		10/00/2003
		Fron	1:				80-1345								
(1344)	0.07	150	R							NA			NA		10/06/2003
$\bigcirc$		Te Fron	2				80-1343	}		_					
1344	0.14	80	R							NA			NA		10/06/2003
		To					Dead En								
	0.10	From	R			I	Dead En	d		 NA			NA		10/06/2003
(1345)	0.10	30				00.016				- INA			INA		10/00/2003
(1345)	0.30	570 From	R			80-818	3 Hollow	dale Dr		NA			NA		10/06/2003
(1343)	0.00	To				W	CL Roan	oke							.0,00,200
		Fron	n:			80-682	2 Garst N	Mill Rd							
(1346) Garst Cabin Dr	0.22	160	R							NA			NA		10/06/2003
		To					Dead En								
(1347)	0.21	40	R				Cul-de-Sa	ac		NA			NA		08/18/2003
(1347)	0.2.	Te					80-1338	3							00/10/2000
		Fron	1:			I	Dead En	d							
1348	0.10	70	R							NA			NA		08/18/2003
		To					80-1316								
(100)	0.11	70	R			80-818	B Hollow	dale Dr		 NA			NA		10/06/2003
(1349)	0.11	Te				(	Cul-de-Sa	ac					1471		10/00/2000
		Fron	n:			]	Dead En	d							
(1350)	0.23	40	R							NA			NA		08/13/2003
<u> </u>		To	:				Grandin								
(1353)	0.26	100	R			80-831	Willow	lawn St		 NA			NA		10/08/2003
(1353)	0.20	To To					Dead En	d		14/1			14/7		10/00/2000
		Fron	1:				S, Willov								
(1354) Southwood Dr	0.24	180	R							NA			NA		10/08/2003
$\overline{}$		To	:					wlawn St							
	0.43	190	R				80-1338	3		NIA			NA		09/49/2002
1358	0.43	190	, K				80-1525	<u> </u>		NA			INA		08/18/2003
							1020								-

Route	Length	AADT	QA	4Tire	Bus	:			ıck 1Trail	(	QC	K Factor	QK	Dir Factor	AAW	DT (	QW	Year
Roanoke County		From					80-1	1658				1						
(1359)	0.33	420	R									NA			N/			10/08/200
<u> </u>		To From					80-1	1306				_						
(1359)	0.68	470	R									NA			N/			10/08/2003
		To				80-	831 Wil		n St			<u> </u>						
	0.11	250	R				80-1	1365				 NA			N/			10/08/200
(1360)	0.11	230													INF			10/00/200
	0.05	45 From	R				80-1	1369				NA			N/			10/08/200
(1360)	0.00	To					Dead	d End				i i			147	,		10/00/200
		From				80-	831 Wil	llowlaw	n St			Ī						
(1361) Halevan Rd	0.11	2900	R									NA			N/			10/08/200
$\overline{}$		To				80-	-682 Gai	rst Mill	Rd									
$\bigcirc$		From				S	R 419 E	lectric F	Rd									
(1362)	0.51	1000 _{To}	R				20.505.1	, p				NA			N/			08/11/200
		From				8	80-685 K		d			<u> </u>						
4000	0.05	50	R				80-1	1366				NA			N/			10/08/200
1363	0.05	То					Dead	d End							INA			10/00/200
		From	1				80-1					i						
(1365)	0.31	990	R									NA			N/			10/08/200
$\bigcup$		To From					80-1	1367				٦						
1365)	0.07	1000	R									NA			N/			10/08/200
<u> </u>		То					SCL R	oanoke										
		From					SCL R	oanoke										
(1366)	0.23	280	R									NA			N/			10/08/200
<u> </u>		To From				80	)-924 Wy	ynmere	Dr			$\Box$						
(1366)	0.31	380	R									NA			N/	١		10/18/200
<u> </u>		To					80-1					<u> </u>						
	0.07	From	R				80-1	1365				 NA			N/			10/18/200
(1367)	0.07	To					Cul-d	le-Sac							INF			10/10/200
		From						1366										
(1368)	0.07	50	R									NA			N/			10/18/200
$\bigcirc$		To					Cul-d	le-Sac										
		From					80-1	1360										
(1369)	0.15	270	R									NA			N/			10/18/200
<u> </u>		To				80-1	1354 So		d Dr									
	0.06	From 50	R				Dead	d End				 NA			N/			10/08/200
(1370)	0.00	To					80-1	1365							INF			10/00/200
		From					80-1660											
(1371)	0.07	170	R				00 1000	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA			N/			10/08/200
		To					80-1306	S WEST	,									
(1371)	0.48	200 From	R				1500					NA			N/			10/08/200
$\bigcirc$		To					Dead	l End										
		From					80-1	1647										
(1372)	0.18	300	R									NA			N/			10/08/200
		To From					80-1	1378				_						
(1372)	0.05	20	R									NA			N/			10/08/200
$\overline{}$		То					Dead					$\perp$						
$\overline{}$	0.00	From	Ļ_				Dead	d End							K 1 -			10/00/000
(1373)	0.20	400	R									NA			N/	١.		10/08/200

Route	Length	AADT	QA	4Tire	Bus	2A		Tru 3+Axle	ck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWD [*]	ΓQW	Year
Roanoke County		From					80-	1306				1					
(1375)	0.02	130	R									NA			NA		10/08/2003
<u> </u>		To From					80-	1377									
(1375)	0.10	80	R				ъ	15.1				NA			NA		10/08/2003
		From	<u> </u>			00.10		d End	LD.								
(1376) Hickory Ridge Court	0.16	90	R			80-13	38/ HIG	ckory Hil	I Dr			NA			NA		11/13/2006
, ,		To					Cul-c	de-Sac									
$\widehat{}$		From					80-	1375									
(1377)	0.06	<b>40</b>	R				C-1 -	1- C				NA			NA		10/08/200
		From	<u>                                     </u>					de-Sac 1379				+					
1378)	0.05	80	R				80-	13/9				NA			NA		10/08/200
1079		To					80-	1372									
		From					Dead	d End									
(1379)	0.02	20	R									NA			NA		10/08/200
<u> </u>		To From					80-	1378									
(1379)	0.08	60 To	R				Des	4 F 4				NA			NA		10/08/200
		From	l					d End				+					
(1380)	0.29	130	R				Cul-c	de-Sac				NA			NA		08/11/200
(1380)	0.20	To					90	1202									00/11/200
(1380)	0.18	1600	R				80-	1383				NA			NA		08/11/200
(1360)	0.10	To					WCL	Salem				<u> </u>					00/11/200
		From					Dead	d End									
(1381)	0.18	40	R									NA			NA		08/11/200
		To From				8	80-1380	0 WEST				$\supset$ —					
(1381)	0.05	250	R									NA			NA		08/11/200
<u> </u>		To From				0.	.05 ME	E 80-1380	)								
(1381)	0.18	250 To	R				00.100	0.5.405				NA			NA		08/11/200
		From	l					0 EAST				<u> </u>					
(1382)	0.03	30	R				Dead	d End				NA			NA		08/11/200
(1302)		To					80-	1380									
		From					80-	1380									
(1383)	0.06	40	R									NA			NA		08/11/200
		To						d End				<u> </u>					
	0.14	From	<u> </u>				Cul-c	de-Sac							NA		00/44/200
(1384)	0.14	60 To	R				80-	1380				NA			INA		08/11/200
		From				8		Keagy Rd				i					
(1385)	0.23	80	R					reagy rea				NA			NA		08/11/2003
		To					Cul-c	de-Sac									
$\bigcirc$		From					Cul-c	de-Sac									
1386	0.04	20	R									NA			NA		08/13/200
$\bigcirc$	0.05	From	Ļ				80-	1387							NIA.		00/40/000
(1386)	0.05	240 To	R			Q	0-685 1	Keagy Rd	1			NA			NA		08/13/2003
		From				0		de-Sac				_					
(1387) Hickory Hill Dr	0.07	50	R				Cui-C	uc-Dac				NA			NA		11/13/200
		To	_				80	1376				<u> </u>			•		. 5,=30
(1387)	0.24	220 From	R				30-					NA			NA		08/13/200
		To					80-	1386									

Route	Length	AADT	QA	4Tire Bus	K Factor	QK Dir Factor	AAWDT C	W Year
Roanoke County		From	ĺ	80-1381	1			
1388)	0.18	820	R	00 1501	NA		NA	08/11/200
<u> </u>		To From		80-1389				
1388	0.06	300	R		NA		NA	08/11/200
		To		Cul-de-Sac				
	0.60	140	R	Cul-de-Sac	NA		NA	08/11/20
1389	0.00	To To		80-1388			INA	00/11/20
		From	İ	80-686 Grandin Rd Ext	i			
1390)	0.12	280	R		NA		NA	08/13/20
$\bigcirc$		To From		80-1391				
1390)	0.19	170	R		NA		NA	08/13/20
		To	l .	Cul-de-Sac				
$\bigcirc$	0.11	From		80-1390				00/40/00
1391)	0.14	<b>50</b>	R	Cul-de-Sac	NA		NA	08/13/20
		From	l					
1392	0.16	100	R	Cul-de-Sac	NA		NA	08/13/20
		To		80-1390				
		From		80-1394				
1393	0.08	20	R		NA		NA	08/11/20
<u> </u>		To		Cul-de-Sac				
$\bigcirc$	0.40	From		80-1397	J., _			00/44/00
1394	0.48	230	R		NA		NA	08/11/20
	0.07	From	Ļ	80-1396			NIA	00/44/00
(1394)	0.07	180	R		NA		NA	08/11/20
$\overline{}$	0.07	From	Ļ	80-1395			NIA	00/44/00
(1394)	0.37	<b>260</b>	R	80-1388	NA		NA	08/11/20
		From		80-1394	+			
1395)	0.10	50	R	00-1354	NA		NA	08/11/20
(1333)		To		Cul-de-Sac				
		From		80-693 Franklin St				
1396	0.12	160	R		NA		NA	08/11/20
		To		80-1394				
	0.00	From	Ļ	80-1394			NIA	00/44/00
(1397)	0.08	<b>30</b>	R	Cul-de-Sac	NA		NA	08/11/20
		From	l	Cul-de-Sac	+			
1398)	0.07	60	R	Cui-de-Sac	NA		NA	08/04/20
····		To		80-1399				
1398)	0.04	140 From	R	00 1377	NA		NA	08/04/20
		To		80-1708				
		From		Cul-de-Sac				
1399)	0.06	60	R		NA		NA	08/04/20
		To		80-1398	_			
	0.25	3500	R	SR 117 Peters Creek Rd	NA		NA	08/25/20
(1402)	0.20	3300 To		Dead End			IN/A	00/23/20
		From	I	80-863 Dutch Oven Rd	i			
1404)	3.73	320	R	oo oo buun oren Id	NA		NA	06/23/20
$\bigcirc$		To		Dead End				
		From		80-1715				
(1413)	0.07	250	R		NA		NA	08/06/20

					110	anone	iviaiiii	enance A	iica								
Route	Length	AADT	QA	4Tire	Bus	2A:	xle 3+	Truck	rail 2 ⁻	 Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County			1									_					
	0.26	NA From					Cul-de	-Sac				NA			NA		
(1414)	0.20	To				80-6	28 Wood	dhaven Rd				Τ΄`			147.		
		From					80-14	14									
(1415)	0.06	NA										NA			NA		
<u> </u>		To					80-14	16									
$\bigcirc$		From					Cul-de	-Sac									
1416	0.10	NA										NA			NA		
$\overline{}$	0.07	From					80-14	15							NIA		
(1416)	0.07	<b>NA</b>					Cul-de	-Sac				NA T			NA		
		From	l				Cul-de										
1419)	0.15	NA					Cui-ue	-sac				NA			NA		
		To	ı —				80-10	103									
1419)	0.08	NA From					00-10	103				NA			NA		
		To					Cul-de	-Sac									
		From					Cul-de	-Sac									
1420	0.15	70	R									NA			NA		09/22/200
		To From					80-14	123				_					
(1420)	0.08	140	R									NA			NA		09/22/200
<u> </u>		To From					80-14	122				$\exists$ —					
(1420)	0.25	490	R									NA			NA		09/22/200
		To From				80	)-1421 S	OUTH									
1420	0.28	1100	R									NA			NA		09/22/200
		To From				80	)-1421 N	ORTH									
1420	0.11	1700	R									NA			NA		09/22/200
		To	I.				80-15										
	0.18	From <b>50</b>	R				Cul-de	-Sac				NA			NA		09/22/200
(1421)	0.18	30										- INA			INA		09/22/200
	0.40	430 From	R			80	)-1420 S	OUTH				NA			NA		09/22/200
(1421)	0.40	<b>430</b>				80	)-1420 N	ORTH				Τ΄			INA		03/22/200
		From	<u> </u>				Cul-de					İ					
1422)	0.15	80	R									NA			NA		09/22/200
<u> </u>		To					80-14	20									
$\widehat{}$		From					Cul-de	-Sac									
(1423)	0.09	<b>30</b>	R									NA			NA		09/22/200
		From					80-14										
	0.09	600	R			1	NCL Ro	anoke				NA			NA		08/04/200
(1429)	0.05	- T-					1.120.0	OX ITTE							IVA		00/04/200
(100)	0.25	280 From	R			80	)-1430 S	OUTH				NA			NA		08/04/200
(1429)	0.20	<b>200</b>	·`			- 0/	1420 1	IODTH							1471		00/0-//200
(1429)	0.02	20 From	R			80	)-1430 N	OKTH				NA			NA		08/04/200
1429	0.02	To					Dead l	End				⊐¨`					
		From					80-14					Ī					
(1430)	0.30	280	R									NA			NA		08/04/200
$\bigcirc$		To					80-14	129				1					
$\bigcirc$		From					80-14	138									
(1433)	0.14	780	R				00.1	124				NA			NA		07/07/200
		From	<u> </u>				80-14					<u> </u>					
(1424)	0.20	130	R				80-14	155				NA			NA		07/07/200
1434	0.20	To					Dead 1	End				<b>–</b>			INA		01/01/200
																	,

Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Tra		-0	C Fac		QK	Dir Factor	AAW	DT C	QW	Year
Roanoke County		From	1								1							
(1435)	0.05	40	R				Dead Er	ıa			N	A			N/			07/07/2003
		To					80-1438	3										
$\sim$		From					80-1438	3										
(1436)	0.06	50	R				D 1F	1			N	A			N/			07/07/2003
		From	I				Dead Er											
(1437)	0.10	30	R				Dead Er	ш			N	Α			N/			08/04/2003
1437		To					80-146	1										
		From				80-628	8 Woodh	aven Rd										
(1438)	0.43	1700	R								N	A			N/			07/07/2003
		То					Dead Er											
	0.18	120	R				80-1438	3			 N	٨			N.A			07/07/2003
(1439)	0.10	To					Dead Er	nd			IN.	٦.			INF			01/01/2003
		From					8 Woodh											
(1440)	0.20	900	R								N	A			N/	L		07/07/2003
		То					Dead Er	nd										
O		From				80-	705 Red	Lane										
North Rd	0.20	90 To	R				Dead Er	A			N	A			N/			11/15/2006
		From																
(1442)	0.13	360	R			SK	419; 80-	9360			N	Д			N/			08/11/2003
(1442)	01.10	To				90	1443 SO	TITTI				•				•		00/11/2000
(1442)	0.05	200 From	R			80-	1443 80	UIH			N.	А			N/			08/11/2003
(1442)		To				80	1443 NC	рти										
(1442)	0.05	280 From	R			00-	1443 NC	KIII			N	A			N/			08/11/2003
		То					80-1362	2										
		From					80-1442	2										
(1443)	0.42	200	R								N	A			N/			08/11/2003
		То					80-1442											
	0.14	From <b>120</b>	R				Dead Er	nd			 N	٨			N.A			07/07/2003
(1444)	0.14	120									IN.	٦.			INF			01/01/2003
(1444)	0.19	220 From	R			80-	-1438 W	EST			N.	Δ			N/			07/07/2003
(1444)	0.13	To				80	-1438 E	AST				`			14/			01/01/2000
		From						untain Rd										
(1445) Airport Dr	0.55	140	R								N	Α			N/	L		11/08/2006
$\bigcirc$		To					Dead Er	nd										
$\bigcirc$		From				(	Cul-de-S	ac				_						
1446	0.69	160 _{To}	R				80-1443	2			N	A			N/			08/11/2003
		From	1								<u>l</u>							
(1447)	0.07	NA					80-1003				N.	Α			N/			
(1447)	0.0.	То			Во	tetourt (	County L	ine; 11-144	4			•				-		
		From				SR 117	Peters C	Creek Rd										
(1450)	0.07	430	R								N	A			N/			07/07/2003
		То					80-145											
$\bigcirc$	2.15	From	Ļ_				80-1450	)										07/07/0000
(1451)	0.16	250	R				Cul-de-S	20			N	A			N/	<u>.</u>		07/07/2003
		From									1							
(1452) Sequoia Dr	0.19	160	R			6U-628	8 Woodh	aven Ka			N	A			N/			12/04/2006
1702	33	То				(	Cul-de-S	ac			—i`	-			,			

Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	i							1					
1453) Layne Court	0.06	60	R			80	0-1452			NA			NA		12/04/200
,		To				Cul	l-de-Sac								
		From				80-609 E	ast Ruritan R	d							
1456	0.32	NA				-				NA			NA		
		To	<u>1</u>				0-1459								
(1457)	0.12	NA	<u> </u>			Cul	l-de-Sac			NA			NA		
(1457)	0.12	To	:			Cul	I-de-Sac						1471		
		From	:			80	0-1456								
1458)	0.06	NA								NA			NA		
		To				Cul	l-de-Sac								
$\bigcirc$	0.05	From				Cul	l-de-Sac						NIA		
1459	0.05	NA								NA 			NA		
$\overline{}$	0.00	From	:			80	0-1456						NIA		
1459	0.09	<b>NA</b>	:			Cul	I-de-Sac			NA			NA		
		From	:				0 Cove Rd								
1461)	0.15	80	R			80-78	o cove Ku			NA			NA		08/04/200
1401)		To	:			De	ad End								
		From	:			80-628 W	Voodhaven R	d							
1462	0.13	NA								NA			NA		
$\bigcup$		To				Cul	l-de-Sac								
$\widehat{}$		From	:			80	)-1462								
1463	0.03	<b>NA</b>				Cvi	I-de-Sac			NA			NA		
		From	] :1												
1460	0.08	NA	<u> </u>			De	ead End			NA			NA		
1468	0.00	To	:		Fr	ranklin Cou	nty Line; 33	-1468		T)					
		From	:			De	ad End								
1469	0.11	NA								NA			NA		
$\bigcirc$		To			Fr	ranklin Cou	nty Line; 33	-1520							
$\bigcirc$		From				Cul	l-de-Sac								
1470	0.09	50	R							NA			NA		09/10/200
		From				80-907 F	Ranchcrest D	r		<u> </u>					22/12/22
1470)	0.12	140	R			9/	0-1471			NA			NA		09/10/20
		From													
1474	0.07	40	R			Cui-de-	Sac SOUTH			NA			NA		09/10/20
1471)	0.0.	To				9/	0-1470			— —					00/10/20
1471)	0.07	48 From	R			81	J-1470			NA			NA		09/10/20
		To	:			Cul-de-	Sac NORTH								
		From	-			Cul	l-de-Sac			1					
1472) Bradford Circle	0.07	80	R							NA			NA		11/20/20
$\bigcup$		To				80-613 1	Merriman Ro	l							
$\bigcirc$		From				De	ad End			<u> </u>					00/2::=
1476)	0.23	<b>80</b>	R			90 70	O Cove Pd			NA			NA		08/04/200
_		From					0 Cove Rd								
1490	0.08	<b>60</b>	R			80	0-1573			NA			NA		08/20/200
(1480)	0.00	To	<u> </u>			Cul	I-de-Sac			<b></b>			7471		30,20,20
		From	:				558 EAST			Ī					
Millcrest Court	0.09	120	R				**			NA			NA		11/20/200
$\bigcirc$		To				Cul	l-de-Sac								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	c			80-	1658 WEST	1		ī					
1489) Garstview Circle	0.10	70	R			00 .	1030 11251			NA			NA		11/20/20
		To				C	Cul-de-Sac								
$\sim$		From				I	Dead End			]					
(1490)	0.15	<b>60</b>	R			90.63	6 Thirlane R	) d		NA			NA		08/04/20
		From	:				80-1524	Ku		1					
(1491)	0.18	220	R				00-1324			NA			NA		08/06/20
(140)		To					80-1523								
		From	:			С	Cul-de-Sac								
1492)	0.14	120	R							NA			NA		08/06/20
<u> </u>		To					80-1491								
	0.27	170	R			I	Dead End			NA			NA		08/20/20
1498	0.27	To To	_				80-1502						INA		06/20/20
		From					80-1498			i					
1499)	0.07	40	R				00 11,70			NA			NA		08/20/20
<u> </u>		To	:			Ι	Dead End								
^		From				80-745	5 Ran Lynn l	Dr							
(1500)	0.18	<b>50</b>	R				1116			NA			NA		08/13/20
		From					Cul-de-Sac			<u> </u>					
1501)	0.36	250	R			1	Dead End			NA			NA		08/20/20
1501)	0.00	To					00 1506			¬``			10.		00/20/20
1501)	0.04	480	R				80-1586			NA			NA		08/20/20
1301)	0.01	To					80-1502			¬			10.		00/20/20
1501)	0.05	600 From	R				80-1302			NA			NA		08/20/20
1301)		To					80-1676								
		From	:				80-1498								
1502)	0.19	350	R							NA			NA		08/20/20
		To					80-1501								
$\bigcirc$	0.45	From				Ι	Dead End						NIA		00/00/00
(1503)	0.15	80	R							NA			NA		08/20/20
$\cap$	0.07	From	R				80-1501			NA			NA		09/20/20
1503	0.07	JU To				I	Dead End						INA		08/20/20
		From	:				Dead End			i					
1504)	0.15	80	R							NA			NA		08/20/20
		To	:				80-1501								
$\sim$		From				Ι	Dead End								
1505	0.05	30	R							NA			NA		08/20/20
$\bigcirc$		From					80-1501			<u> </u>					00/00/00
(1505)	0.11	<b>48</b>	R				Dead End			NA			NA		08/20/20
		From								+					
1506	0.29	290	R				80-1524			NA			NA		08/06/20
1300)		To					80-1507								
		From					80-1579								
(1507)	0.15	500	R							NA			NA		08/06/20
		To					Woodhaven	Rd							
$\overline{}$	0.00	From					80-1579					_	N I A	_	00/00/00
(1508)	0.09	<b>60</b>	R				80-1506			NA			NA		08/06/20
		From					80-1556								
_							00-1330			<b>⊣</b>					
(1509)	0.12	80	R							NA			NA		08/08/20

Route	Lenath	AADT	QA	4Tire			Truck			QC	K	QK	Dir	AAWDT	QW	Year
Roanoke County			'		 2A:	xie 3 <del>1</del>	-Axie III	rail 2	?Trail		Factor	~!`	Factor			. 531
	0.05	From <b>48</b>	R			80-15	556				NA			NA		08/06/2003
(1510)	0.00	To				Cul-de	-Sac							1471		00/00/2000
		From			80-60		Iountain Rd									
(1511)	0.28	460	R								NA			NA		07/14/2003
		To From				80-19	923									
(1511)	0.02	<b>0</b>	R		D-4-		tT:				NA			NA		12/06/2006
		From					ounty Line				<u> </u>					
(1512)	0.16	100	R		80-68	3/ Penn	Forest Blvd				NA			NA		09/15/2003
(1312)		To				80-15	513									
_		From				Dead	End									
1513	0.03	10	R								NA			NA		09/15/2003
<u> </u>		To From				80-15	512				$\exists$ —					
(1513)	0.05	45	R								NA			NA		09/15/2003
		To				Dead										
	0.10	From <b>20</b>	R		80-	-626 Thi	rlane Rd				 NA			NA		08/04/2003
(1514)	0.10	<b>20</b>				Dead	End							INA		00/04/2003
		From				Cul-de					i					
(1515)	0.24	100	R								NA			NA		08/13/2003
$\overline{\bigcirc}$		To				80-6	89									
$\bigcirc$		From				Dead	End									
1516	0.30	380	R								NA			NA		08/20/2003
		To From				80-16	553				<u> </u>					
1516	0.04	<b>20</b>	R			Dead	End				NA			NA		08/20/2003
		From									_					
(1517)	0.22	330	R			80-16	089				NA			NA		08/20/2003
(1917)		To				80-13	358									
		From				80-16	568									
(1518)	0.15	270	R								NA			NA		09/02/2003
<u> </u>		То				80-6										
$\bigcirc$	0.40	From			80-6	28 Woo	dhaven Rd							NIA		00/44/0000
(1519)	0.42	1200 _{To}	R			80-17	785				NA			NA		08/11/2003
		From				80-16					l					
(1520)	0.20	250	R			00 10	507				NA			NA		10/01/2003
		To				80-16	502									
		From			80-	720 Col	onial Ave									
(1521)	0.12	440	R								NA			NA		09/15/2003
$\overline{\bigcirc}$		To From			8	80-1522	EAST				$\exists \vdash$					
(1521)	0.18	150 To	R			00.1500	WECE				NA			NA		09/15/2003
		From				80-1522					 					
1522	0.15	200	R			80-1521	EASI				NA			NA		09/15/2003
(1522)	0.10	To				20.1521	WEST									00/10/2000
1522	0.05	45 From	R		8	80-1521	WEST				NA			NA		09/15/2003
	****	To				Dead	End									
		From				Dead	End									
(1523)	0.14	140	R								NA			NA		08/06/2003
		To From				80-15	556				_					
(1523)	0.13	350	R								NA			NA		08/06/2003
$\overline{}$		To				80-15	557									

					K			enance Ar			14		F:			
Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tra		 QC F	K actor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	:1			SD 11	7 Datare	Creek Rd			1					
(1524)	0.67	4500	R			SK 11	17 T CICIS	CICCK NU			NA			NA		08/06/2003
		To					80-157	77			1					
(1524)	0.54	720	R								NA			NA		08/11/2003
		To	<u> </u>			80-62	9 Green	Ridge Rd								
	0.05	From	<u> </u>				Dead E	and						NΙΔ		00/20/2002
(1525)	0.05	30 To	R			80-702	P. E. Castl	le Rock Rd			NA T			NA		08/20/2003
$\sim$		From						le Rock Rd								
(1525)	0.50	510 To	R			90	1216: 90	0.1220			NA			NA		08/20/2003
		From	] :I			80-	-1316; 80				1					
1526	0.08	60	R				Dead E	ind			NA			NA		08/16/2003
(1526)	0.00	To					80-131	16								00/ : 0/2000
(1526)	0.14	100 From	R				80-131	10			NA			NA		08/20/2003
(1320)		To	:				80-152	25								
_		From	:				80-159	98								
(1527)	0.21	100	R								NA			NA		08/06/2003
		То					80-158									
	0.16	130	<u> </u>				Cul-de-S	Sac			NIA			NA		00/11/2003
1528	0.16	13U To	R				80-151	19			NA T			INA		08/11/2003
		From	:				Dead E									
(1529)	0.07	48	R				Dead L	and .			NA			NA		08/20/2003
		То	:				80-165	53								
		From					80-175	52								
(1530)	0.76	970	R								NA			NA		09/15/2003
		То	<u> </u>			80-687		orest Blvd			<u> </u>					
	0.37	930	R				80-153	30			_ NA			NA		00/45/2003
(1531)	0.37	<b>930</b> To				80-687	7 Penn Fo	orest Blvd						INA		09/15/2003
		From	:				Dead E									
(1532)	0.21	120	R				Detta D				NA			NA		09/15/2003
		To From				80	0-1530 W	VEST			<del>_</del>					
(1532)	0.32	380	R								NA			NA		09/15/2003
$\bigcirc$		To				80	0-1530 E	EAST								
$\bigcirc$		From	<u> </u>				Dead E	End			]					
1533	0.10	<b>70</b>	R				80-153	20			NA			NA		09/15/2003
		From					Dead E				1					
(1534)	0.08	50	R				Dead E	and			NA			NA		08/20/2003
(1334)		To					80-165	52								
		From	:				US 22	20								
(1535)	0.20	1500	R								NA			NA		09/24/2003
		То				80-789 C		y Mount Ro	1							
	0.50	From					Dead E	and						NIA		00/04/0000
(1536)	0.56	1800 _{To}	R			N	NCL Roa	noke.			NA			NA		08/04/2003
		From	:			-	Dead E				1					
(1537)	0.50	600	R				D CHA L				NA			NA		08/13/2003
$\bigcirc$		То					80-68	9								
$\widehat{}$		From					Dead E	End								
(1538)	0.03	10	R								NA			NA		09/15/2003
<u> </u>		To From					80-154	40			]—					
1538	0.20	160	R				0.				NA			NA		09/15/2003
		To	<u> </u>				80-153	39								

Route	Length	AADT	QA	4Tire	Bus			·Truck xle 1Trai	CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From:	1				80-1540			1					
(1539)	0.18	410	R				00-13-4	,		NA			NA		09/15/200
<u> </u>		To						rest Blvd							
	0.12	160	R				80-1538	3		NA			NA		09/15/200
(1540)	0.12	To:				80-80	00 Chapa	rral Dr					INA		09/13/200
		From				80-9	04 Stark	ey Rd							
(1541)	0.29	4400	R							NA			NA		09/22/200
	0.26	From:					80-1944	1					NΙΔ		00/22/200
1541	0.36	4300	R				00.101			NA			NA		09/22/200
(1541)	0.33	4100 From:	R				80-1943	3		NA			NA		09/22/200
		To					80-1420	)							
1541)	0.20	4100	R				00 1 120	,		NA			NA		09/22/200
		To:				80-	-1554 W	EST							
1541)	0.12	1500	R							NA			NA		09/22/200
		From:					80-1285	5							00/00/000
1541	0.28	1400 To:	R			80-	-1554 E	AST		NA			NA		09/22/200
		From					-1554 W								
(1541)	0.12	1400	R							NA			NA		09/22/200
	0.04	From:	_				80-1940	)		$\sqsupset$					00/00/000
(1541)	0.04	1400	R							NA —			NA		09/22/200
	0.30	1400	R				80-1939	)		NA			NA		09/22/200
(1541)	0.30	To:				US 2	20 Frank	lin Rd					INA		03/22/200
		From				]	Dead En	ıd							
(1542)	0.20	40	R							NA			NA		06/06/200
		To:					Woodh								
(1543)	0.37	From:	R				80-1501	<u>l</u>		NA			NA		08/20/200
(1343)		To					80-1652	,							
1543	0.14	80 From	R				00-1032			NA			NA		08/20/200
$\bigcirc$		To:				]	Dead En	ıd							
$\bigcirc$	0.04	From:				]	Dead En	ıd							10/00/000
(1544)	0.21	<b>70</b>	R				80-1601	1		NA			NA		10/06/200
		From:					80-1546								
(1545)	0.07	160	R							NA			NA		09/10/200
<u> </u>		To:					80-1576	5							
(1545)	0.07	390	R							NA			NA		09/10/200
		To: From:					80-1683								
(1546)	0.07	40	R				Dead En	ıd		NA			NA		09/10/200
1040		To					80-1545	5							
(1546)	0.20	110 From:	R				00 104	-		NA			NA		09/10/200
		To				1	Dead En								
	0.40	From	_				80-743	_		NI A			NIA		07/00/000
(1547)	0.12	30 To:	R			1	Dead En	ıd		NA			NA		07/23/200
		From					80-1549			İ					
(1548)	0.09	3100	R							NA			NA		08/25/200
$\overline{}$		To				US 221	l Brambl	leton Rd							

Length	AADT	QA	4Tire	Bus	2Ax	le 3+A	Truck xle 1Tra	il 2Tra	il QC	K Factor	QK	Dir Factor	AAW	OT QW	Year
	Fron	.ī								-					
0.03	20	`L				Dead En	d			 NA			NA		08/25/2003
	Т	4				80-1552	!								
0.19	<b>70</b> From	R				00 1002				NA			NA		08/25/2003
	Teron					80-1548	<u> </u>			_					
0.04	0	R								NA			NA		11/13/2006
		1													
0.07						Dead En	d						NI A		00/00/000
0.07	60									INA			INA		08/06/2003
0.06	230 From					80-1730	)			NΔ			NΔ		08/06/2003
0.00	230					1504 117	nom.						11/7		00/00/2000
0.19	200 From				80	1524 WI	EST			NA			NA		08/11/2003
0.10					80	)-1524 E <i>A</i>	AST			TÏ.					00/11/2000
	Fron	:													
0.04	0	R								NA			NA		11/13/2006
0.05						Dead En	d						NI A		00/05/0000
0.05	40 To					80-1549	1			NA T			NA		08/25/2003
	Fron														
0.12	70	R				Cur-uc-5				NA			NA		08/20/2003
						80-1525									
					80	-1541 WI	EST								
0.64										NA			NA		09/24/2003
		1			80										
0.67						80-1554	-						NΙΛ		09/24/2003
0.07					80-	1938; 80-	1939						INA		03/24/2000
	Fron	:													
0.73	500	R								NA			NA		08/06/2003
	To	c				80-1524									
						80-1523									
0.11	110	R								NA —			NA		08/06/2003
0.44						80-1561							NI A		00/00/000
0.14						Dead En	d			NA I			NA		08/06/2003
	Fron	:													
0.35	530	R				Deua En	<u> </u>			NA			NA		08/06/2003
	Т					80-1579	)								
0.23	190 From	R								NA			NA		08/06/2003
	Te	:				80-1595									
						80-1524									
0.09	100	R								NA			NA		08/06/2003
	Fron					80-1560	)			<u> </u>					00/00/000
0.06						Dead En	d			NA			NA		08/06/2003
0.06						00-1339	•			NA			NA		08/06/2003
						Cul-de-Sa	ac								
	Fron					80-1524						· <u></u>			
0.07	240	R								NA			NA		08/06/2003
	To Fron					80-1557				$\supset$					
0.09	130	R								NA			NA		08/06/2003
	0.03 0.19 0.04 0.07 0.06 0.19 0.04 0.05 0.12 0.64 0.67 0.73 0.11 0.14 0.35 0.23 0.09 0.06	0.03 20  0.19 70  0.04 0 From  0.07 60  0.06 230  0.19 200  0.08 40  0.09 100  0.09 100  0.06 30  0.06 30  0.06 48  0.07 From  0.06 48  0.07 From  0.07 From  0.08 From  0.09 100  0.08 To  0.09 100  0.08 To  0.09 To  0.08 To  0.09 To  0.09 To  0.09 To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00  To  0.00	0.03   20   R	0.03 20 R  To From:  0.19 70 R  0.04 0 R  To From:  0.07 60 R  0.08 230 R  0.19 200 R  To From:  0.08 R  0.19 From:  0.09 R  0.10 R  0.10 R  0.10 R  0.10 R  0.10 R  0.10 R  0.10 R  0.10 R  0.10 R  0.10 R  0.10 R  0.10 R  0.10 R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.11 To R  0.	0.03 20 R  0.19 70 R  0.04 0 R  10 Prom	0.03 20 R  0.19 70 R  0.04 0 R  10.07 60 R  0.06 230 R  0.09 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  100 R  1	Dead En	Dead End   Dead End	Dead End   Dead End	Dead End   Dead End	Dead End	Dead End   NA	Dead End	Dead End	Deal End   NA

Route	Length	AADT	QA	4Tire		Truck		QC _	K	QK	Dir	AAWDT	QW	Year
Roanoke County			_		ZAXIE 3+	Axie IIIali	21 rail	F	actor		Factor			
	0.02	190	R		80-16	500			NA			NA		08/06/200
(1561)	0.02	190 To			Cul-de	-Sac						INA		00/00/200
		From	:		80-15				İ					
(1562)	0.26	1500	R						NA			NA		09/17/200
<u> </u>		To From			80-800 Cha	parral Dr			]—					
(1562)	0.10	490	R						NA			NA		09/15/200
		To			80-15									
1563)	0.10	From	R		80-800 Cha	parral Dr			NA			NA		09/17/200
1563)	0.10	To			Dead	End			<u> </u>					00/11/200
_		From	:		80-613 Mer	riman Rd								
1564	0.86	910	R						NA			NA		09/22/200
		To From			80-15	572								
1564	0.06	<b>48</b>	R		5 1				NA			NA		09/17/200
		From			Dead				<u> </u>					
(1565)	0.05	<b>50</b>	R		Dead	End			J NA			NA		09/22/200
(1965)	0.00	To			80-15	664			<u> </u>					00/22/200
		From	:		80-15	667								
1566	0.15	350	R						NA			NA		09/17/200
<u> </u>		To			80-15									
	0.50	From <b>840</b>	R		80-800 Cha	parral Dr			J NA			NA		09/17/200
1567	0.30	040 To			80-15	i64						INA		09/11/200
		From	:		Dead				Ì					
1568	0.05	40	R						NA			NA		09/17/200
<u> </u>		To			80-15	667								
	0.05	From			Dead	End						NIA		00/47/00/
(1569)	0.05	<b>30</b>	R		80-15	664			NA T			NA		09/17/200
		From	:		Dead				i					
(1570)	0.08	60	R		Doug	<u> </u>			NA			NA		09/17/200
$\bigcirc$		To From			80-15	662			1—					
(1570)	0.05	450	R						NA			NA		09/17/200
<u> </u>		To			Dead	End								
$\bigcirc$	0.00	From			Dead	End						NIA		00/47/00/
(1571)	0.02	<b>20</b>	R		80-15	662			NA T			NA		09/17/200
		From	:		Dead				1					
(1572)	0.03	30	R		Doug	<u> </u>			NA			NA		09/17/200
<u> </u>		To	:		80-15	664								
$\bigcirc$		From			Dead	End								
(1573)	0.29	<b>250</b>	R		90.14	:50			NA			NA		08/20/200
		From			80-16				<del>                                     </del>					
(1574)	0.06	30	R		Dead	Lilu			NA			NA		08/20/200
		To			80-15	573			1					
(1574)	0.05	<b>40</b> From	R		00-10	.,,,			NA			NA		08/20/200
$\bigcup$		To			Dead	End								
$\bigcirc$		From			Dead	End								
(1575)	0.09	50	R						NA			NA		08/25/200
<u> </u>		From			80-16	550			]					
1575)	0.09	<b>70</b>	R		D 1	End			NA 1			NA		08/25/200
		10	1		Dead	LIIU								

Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Tra	O	( ·	K actor	QK	Dir Factor	AAW	OT QV	V Yea	ar
Roanoke County		From					Dead En	d									
(1576)	0.05	40	R							1	NΑ			NA		09/10/2	2003
<u> </u>		To From					80-1545	í			-						
(1576)	0.15	110 To	R				Dead En	4		1	۱A			NA		09/10/2	2003
		From					Green R										
(1577)	0.38	1200	R			80-029	Gleen K	luge Ku		1	NA NA			NA		08/06/2	2003
		To					80-1524	ļ									
$\widehat{}$		From				80-80	00 Chapa	rral Dr									
1578)	0.28	60	R				D 15			1	۱A			NA		09/17/2	200
		From					Dead En										
1579	0.32	200	R				80-1558	<u> </u>		1	NA NA			NA		08/06/2	200:
1579	0.02	To					Dead En	d		· ·				147		00/00/2	_000
		From					80-1579	)									
1580	0.07	48	R							1	NΑ			NA		08/06/2	2003
<u> </u>		То					Cul-de-S										
	0.04	From					80-1556	<u> </u>						NIA		08/06/2	2001
1581	0.04	<b>30</b>	R				Dead En	d			NA ا			NA		06/06/2	200
		From					Dead En										
1582	0.13	100	R				Detta En			1	NA			NA		08/11/2	200
<u> </u>		То					80-1550	)									
$\overline{}$		From					80-1577	1									
1583)	0.28	210 To	R				00.1500	•		1	۱A			NA		08/06/2	200
		From					80-1598										
1584)	0.34	80	R			80-73	35 Colen	ian Ku		1	NA NA			NA		09/08/2	2003
1304)		То					Cul-de-S	ac									
		From					Cul-de-S	ac									
1585	0.09	70	R							1	NΑ			NA		09/17/2	2003
$\overline{}$		То					80-1587										
	0.23	350	R				80-1501				NA.			NA		09/20/	2004
(1586)	0.23	330								- 1	NA			INA		08/20/2	2003
4500	0.30	130 From	R				80-1652	2		-	NA			NA		08/20/2	2001
(1586)	0.00	To					Cul-de-S	ac			ľ			147		00/20/2	_000
		From					80-1567	,									
1587	0.07	470	R							1	NΑ			NA		09/17/2	2003
		To From					80-1588	3									
(1587)	0.14	580	R							1	NΑ			NA		09/17/2	2003
		To From				80-80	00 Chapa	rral Dr			<del>                                     </del>						
(1587)	0.07	120	R							1	NA			NA		09/17/2	2003
<u> </u>		From					80-1585	i			-						
(1587)	0.05	<b>30</b>	R				D 1F			1	۱A			NA		09/17/2	2003
		From	l				Dead En										
(1588)	0.10	170	R			80-80	00 Chapa	rral Dr		1	NA NA			NA		09/17/2	2003
15509	3.10	To					80-1589	)						,		33,11/2	.500
1588)	0.05	150 From	R				00-1389	•		1	NA			NA		09/17/2	2003
		То					80-1587	1									
		From					80-1588	3									
1589	0.06	40	R	-						1	NΑ			NA		09/17/2	2003
$\sim$		To					Dead En	d	 _								

Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trail	QC F	K actor	QK	Dir Factor	AAWD ⁻	ΓQW	Year
Roanoke County		From					Dead End	1		1					
(1590)	0.37	1200	R				Dead End	1		NA			NA		07/07/2003
$\bigcirc$		To					SR 117								
	0.10	50	R				Dead End	i		NA			NA		09/22/2003
(1591)	0.10	To				80-875	South Mou	untain Dr		]			INA		09/22/2003
		From					Dead End	i							
1592	0.14	80	R							NA			NA		09/17/2003
		To	<u> </u>				80-1567			1					
1593)	0.06	50	R				Dead End	1		NA			NA		09/17/2003
1000)		To					80-1594			1					
1593)	0.20	140 From	R				00 15).			NA			NA		09/17/2003
		To					80-1567			<u> </u>					
$\bigcirc$	0.00	From	Ļ				Dead End	i					NIA		00/47/000
1594	0.06	<b>40</b>	R				80-1593			NA T			NA		09/17/2003
		From					80-1506			ì					
1595	0.20	140	R				00 1500			NA			NA		08/06/2003
		To	-				80-1558			<del> </del>					
1595)	0.03	6	R							NA			NA		08/06/2003
		To					Dead End								
	0.34	180	R				Cul-de-Sa	С		J NA			NA		08/20/2003
1596	0.34	ToU	<u> </u>				80-1689			1			INA		00/20/2003
		From					80-1524			l					
1597)	0.08	50	R							NA			NA		08/06/2003
$\bigcup$		To					Dead End								
	0.03	From	<u> </u>				Cul-de-Sa	С		NIA			NΙΔ		00/06/2003
(1598)	0.03	30	R							NA T			NA		08/06/2003
4500	0.15	140	R				80-1527			NA			NA		08/06/2003
1598	0.10	To					80-1739			7			1471		00/00/2000
1598	0.16	350 From	R				80-1739			NA			NA		08/06/2003
		To					80-1583			1					
(1598)	0.07	530 From	R							NA			NA		08/06/2003
$\bigcirc$		To					80-1577								
$\bigcirc$	0.00	From	Ļ			80-7	745 Ran Ly	nn Dr					NIA		00/40/000
1599	0.33	140	R				Dead End	1		NA T			NA		08/13/2003
		From					80-1561	•		1					
1600	0.12	80	R				00 1501			NA			NA		08/06/2003
$\bigcirc$		To					Cul-de-Sa	С							
$\bigcirc$	2.22	From	<u> </u>			80-6	582 Garst M	Iill Rd		]					40/00/000
1601	0.39	1100	R							NA -			NA		10/06/2003
	0.05	1500 From	R				80-1606			NA			NA		10/06/2003
1601	0.03	To				US 22	21 Bramblet	ton Ave		1			INA		10/00/2000
		From			1		W, Brambl								
1602	0.09	900	R							NA			NA		10/01/2003
		To From					80-1520		 	}					
1602	0.09	390	R							NA			NA		10/01/2003
$\overline{}$		From					80-682 WES 80-682 EAS								
1602	0.64	140	R				55 502 EAS			NA			NA		10/06/2003
$\bigcirc$		To					80-1615			<u></u>					

Route	Length	AADT	QA	4Tire	Bus			-Truck Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWE	T QW	Year
Roanoke County		Fron	:				Dead E	nd			Ī					
(1603)	0.10	60	R								NA			NA		10/01/2003
		To Fron	:				80-160	5			_					
(1603)	0.15	340	R			110.00	1 D 1	1			NA			NA		10/01/2003
		Fron						leton Ave								
(1604)	0.09	2400	R			80-72	20 Color	nal Ave			NA			NA		10/01/2003
100-7		Te	_				80-161	0								
(1604)	0.05	2400 From	R				00 101	0			NA			NA		10/01/200
		т.	_				80-161	1			Τ					
(1604)	0.52	2300 From	R								NA			NA		10/01/200
$\bigcirc$		To	:			US 221	1 Bramb	leton Ave								
$\bigcirc$		Fron				80-68	82 Garst	Mill Rd			]					
(1605)	0.40	120	R				80-160	<u>,,                                   </u>			NA			NA		10/01/200
_		Fron														
1606	0.17	100	R				80-160	1			NA			NA		10/06/200
(1606)	• • • • • • • • • • • • • • • • • • • •	To					80-161	5								
		Fron	:			US 221	1 Bramb	leton Ave								
(1607)	0.41	530	R								NA			NA		10/01/200
		To	•				Dead E	nd								
$\bigcirc$	0.05	Fron	<u> </u>				Dead E	nd						<b>N</b> 1.0		40/04/000
1608	0.05	<b>50</b>	R				80-160	15			NA			NA		10/01/200
		Fron	:I				80-160				+					
(1609)	0.19	60	R				80-100	1			NA			NA		10/06/2003
(1003)		To					80-161	5								
		Fron	:				80-163	2								
(1610)	0.18	90	R								NA			NA		10/22/200
		To	•				80-160	4								
	0.07	Fron	<u> </u>				80-160	14			٠,,			<b>N</b> 10		40/04/000
1611)	0.27	360	R								NA			NA		10/01/200
	0.05	Fron	<u> </u>				80-167	1						NIA		40/04/000
1611)	0.05	<b>30</b>	R				Dead E	nd			NA			NA		10/01/2003
		Fron	1				Dead E				1					
(1612)	0.14	60	R				DCau E	iid .			NA			NA		10/01/2003
		Tr From				80-68	82 Garst	Mill Rd								
(1612)	0.36	250 From	R			00 00	oz ourst				NA			NA		10/01/2003
$\cup$		To	-				80-160	4								
		Fron					80-160	1								
(1613)	0.20	80	R								NA			NA		10/06/2003
		To					80-161									
	0.17	From <b>80</b>	R				80-160	01			NA			NA		10/06/2003
(1614)	0.17	To					80-161	5						INA		10/00/2000
		From	·			80-68	82 Garst									
(1615)	0.35	1000	R								NA			NA		10/06/2003
		Te Fron					80-160	16			<b>—</b>					
(1615)	0.36	1100 From	R								NA			NA		10/06/2003
$\overline{}$		Te	:			W	/CL Roa	noke								
$\overline{}$		Fron					Dead E	nd								
(1616)	0.10	50	R								NA			NA		10/01/200

Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tra		K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County			i												
(100)	0.08	90	R				80-16	17		 NA			NA		10/01/2003
(1616)	0.00	To	r È				80-152	20		<b>-</b>			INA		10/01/2000
		From	1				80-160	07							
(1617)	0.05	140	R							NA			NA		10/01/2003
		То	•				80-16								
	0.47	From				80-6	682 Garst	t Mill Rd					NIA		40/04/0004
1618	0.17	230	R							NA			NA		10/01/200
	0.20	90 From	R				80-16	32		NA			NA		10/01/200
(1618)	0.20	To					80-160	04					14/4		10/01/200
		From					80-16	15							
1619	0.26	90	R							NA			NA		10/06/200
		To					80-16	15							
$\bigcirc$		From				80-	-687 Colo	nial Ave							
1620	0.20	300	R							NA			NA		09/10/2003
$\bigcirc$		From					80-169	93		⇉┈					00/10/000
1620	0.10	40 To	R				Dead E	End		NA			NA		09/10/2003
		From	:T			LIC 2		oleton Ave							
(1621)	0.06	1200	R			032	ZI BIAIII	Dictoil Ave		NA			NA		10/06/2003
		To					80-16	15							
(1621)	0.05	300 From	R				00-10	13		NA			NA		10/06/200
		To					80-16	22							
		From					Cul-de-	-Sac							
(1622)	0.24	70	R							NA			NA		10/06/200
		То	<u> </u>				80-16			_					
	0.20	From <b>640</b>	R				80-16	78		 NA			NA		10/01/200
(1623)	0.20	То				US 2	221 Bramb	oleton Ave					INA		10/01/200
		From	:				80-16								
(1624)	0.15	290	R							NA			NA		10/01/200
		To					80-16	78							
$\bigcirc$		From					80-1642 I	EAST		]					00/00/000
(1625)	0.33	740 To	R			90	720 Colo	mial Ava		NA			NA		09/29/2003
		From				80-	-720 Colo 80-16								
(1626)	0.09	300	R				80-10.	30		NA			NA		10/01/200
(1020)		To					80-170	04							
(1626)	0.05	530 From	R				80-17	04		NA			NA		10/01/2003
		To	_				80-162	27							
(1626)	0.06	650 From	R				00 10.	27		NA			NA		10/01/200
$\bigcirc$		To	:			80-	-720 Colo	nial Ave							
		From					Dead E	End							
(1627)	0.12	80	R							NA			NA		10/01/200
<u> </u>		From					80-162	26		]					
(1627)	0.05	10 To	R				ъ	74		NA			NA		10/01/2003
			ı				Dead E								
(1000)	0.15	From <b>270</b>	R			80-6	-682 Garst	t Mill Rd		 NA			NA		10/01/200
(1628)	0.13	<i>_</i> 10					00.1	22					INA		10/01/200
4000	0.10	From From	R				80-16	32		NA			NA		10/01/200
(1628)	0.10	To					Dead E	End		$\dashv$			INA		10/01/200

Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trai	CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	:				80-1602								
(1629)	0.09	20	R							NA			NA		10/06/200
		To	<u> </u>				Dead End								
	0.05	From <b>20</b>	R				Dead End	1		 NA			NA		08/20/200
1630	0.03	To					80-1652						INA		00/20/200
		From					Dead End	1							
1631)	0.04	20	R							NA			NA		10/01/200
$\overline{\bigcirc}$		From					80-1696			⊐_					
1631	0.15	<b>210</b>	R				80-1671			NA			NA		10/01/200
		From	:				80-1642								
1632	0.31	920	R				00 1012			NA			NA		10/01/200
		To	_			80-72	20 Colonia	al Ave							
1632	0.20	630 From	R							NA			NA		10/01/200
$\bigcirc$		To					80-1628								
		From				80-61	13 Merrim	nan Rd							00/:0:==
1633	0.36	410	R				80-1648			NA			NA		09/10/200
_		From	:T				Dead End			<u>_</u> _					
1634)	0.15	80	R				Dead Elle	1		NA			NA		09/10/200
		To					80-1633								
		From					Dead End	1							
1635)	0.27	120	R							NA			NA		09/10/200
<u> </u>		To					80-1633								
	0.19	160	R				Dead End	1		 NA			NA		10/01/200
1636	0.19	100					00.1.4.						INA		10/01/200
1636	0.04	30 From	R				80-1626			NA			NA		10/01/200
1030)	0.01	To					Dead End	1		T.					10/01/200
		From					80-1639								
1637)	0.22	170	R							NA			NA		08/25/200
		To From					80-1638								
1637)	0.13	690	R							NA			NA		08/25/200
<u> </u>		To					80-1663								
	0.04	150	R				80-1637			 NA			NA		08/25/200
1638)	0.04	To					80-1639						INA		00/25/200
		From	:				80-1637			l					
1639	0.10	130	R							NA			NA		08/25/200
		To From	-				80-1638			_					
1639	0.04	20	R							NA			NA		08/25/200
		To	I				Dead End								
	0.00	From					Dead End	1					NA		00/40/000
(1640)	0.20	<b>80</b>	R			80-61	13 Merrim	nan Rd		NA T			NA		09/10/200
		From	i				Dead End								
1641)	0.45	170	R				uu Dil	et i		NA			NA		08/13/200
$\bigcirc$		To					80-689								
$\widehat{}$		From				80	-1625 WE	EST							
1642	0.36	360	R							NA			NA		09/29/200
<u> </u>		To From					80-1632			$\sqsupset$					
(1642)	0.05	600	R							NA			NA		09/29/200

Route	Length	AADT	QA	4Tire	Bus	2A:	xle 3+	Truck- -Axle 1T	rail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	1				80-16	543				-					
(1642)	0.11	500	R				00 10	713				NA			NA		09/29/2003
$\bigcirc$		To From					80-17	736				$\neg$ —					
(1642)	0.17	610	R									NA			NA		09/29/2003
		To					80-16										
	0.21	From <b>240</b>	R				80-17	735				 NA			NA		09/29/2003
(1643)	0.21	<b>240</b>					80-16	544							INA		09/29/2000
		From					80-16										
(1644)	0.10	180	R									NA			NA		09/29/2003
<u> </u>		To From					80-16	543				$\exists$ —					
(1644)	0.28	150 To	R				00.14					NA			NA		09/29/2003
		From					80-16										
(15.45)	0.04	60	R				80-16	525				NA			NA		09/29/2003
1645)	0.01	То	_				80-16	532							10.		00/20/2000
		From					Dead l	End									
(1646)	0.15	1500	R									NA			NA		09/02/2003
		To	_				US 2										
	0.20	680	R			SR 4	419 S, E	lectric Rd				 NA			NA		10/06/2003
(1647)	0.20	- T-					00.14								INA		10/00/2000
(1647)	0.23	510	R				80-16	064				NA			NA		10/06/2003
(1647)	0.20	To				0.7	22 MNI (	20.1664							1471		10/00/2000
(1647)	0.08	1300 From	R			0.2	23 MN 8	50-1004				NA			NA		10/06/2003
1047)		To					80-16	557									
(1647)	0.09	310 From	R				80-10	)31				NA			NA		10/08/2003
		To					80-13	372									
(1647)	0.04	O From	R									NA			NA		11/20/2006
		То				SR 4	419 N, E	Electric Rd									
	0.40	From					Dead l	End							NIA		00/40/000
(1648)	0.10	30	R									NA —			NA		09/10/2003
$\bigcap$	0.13	440	R				80-16	533				NA			NA		09/10/2003
(1648)	0.13	44U To				80-68	R7 Penn I	Forest Blvc	ł						INA		09/10/2003
		From					80-16										
(1649)	0.06	220	R									NA			NA		09/29/2003
		To From	-				80-16	543				_					
(1649)	0.26	170	R									NA			NA		09/29/2003
<u> </u>		To From					80-16	555									
(1649) Peace Lane	0.06	30	R									NA			NA		11/20/2006
		To	l				Cul-de-										
(1050)	0.18	340	R				80-16	599				NA			NA		08/25/2003
(1650)	0.10	<b>340</b>					00.16	· · · ·							IVA		00/20/2000
(1650)	0.11	60	R				80-16	100				NA			NA		08/25/2003
		To					Dead l	End									
		From				80-70	02 Castle	e Rock Rd									
(1651)	0.10	290	R									NA			NA		08/25/2003
		To					80-16										
	0.75	1300	R			80-70	02 Castle	e Rock Rd				 NA			NA		08/20/2003
(1652)	0.75	1300 To					80-15	573							INA		00/20/2003

Route	Length	AADT	QA	4Tire	Bus	2Axle	Truck B+Axle 1Trai	I 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	:			80-	1573			1					
1652)	0.17	2600	R				1373			NA			NA		08/20/20
		To				80-	1663								
^		From				80-702 Ca	stle Rock Rd								
(1653)	0.56	350	R							NA			NA		08/20/20
		To					d End			_					
(175)	0.12	40	R			80-923 Co	ntassle Lane			NA			NA		08/13/20
1654	0.12	To				Dea	d End			Τ΄.			1471		00/10/20
		From				80-720 C	olonial Ave								
1655	0.07	1500	R							NA			NA		09/29/20
$\bigcirc$		To From				80-	1644			_					
1655)	0.07	1100	R							NA			NA		09/29/20
<u> </u>		To From				80-1649	Peace Lane			_					
1655	0.06	790	R							NA			NA		09/29/20
$\bigcirc$		To	:			80-	1642								
		From				80-	1646			<u>ا</u>					
1656	0.26	160 Ta	R			Dao	d End			NA			NA		09/02/20
		From	_							+					
1057	0.71	2400	R			SR 4191	Electric Rd			NA			NA		10/08/20
1657	0.7 1	 To				00	1271								10/00/20
	0.04	20 From	R			80-	1371			NA			NA		10/08/20
1657	0.04	To				Dea	d End						14/3		10/00/20
		From	:				1647			Ì					
1658)	0.94	2800	R							NA			NA		10/06/20
		To	:			80-682 G	arst Mill Rd								
$\overline{}$		From				80-	1658								
1659	0.11	100	R			00	1.657			NA			NA		10/08/20
							1657								
	0.36	450	R			80-	1359			NA			NA		10/08/20
1660	0.50	<b>-130</b>				80-137	1 EAST						14/3		10/00/20
		From	:				1359			i					
1661)	0.29	140	R							NA			NA		10/08/20
$\bigcirc$		To				80-	1674			_					
1661)	0.05	160 From	R				1071			NA			NA		10/08/20
		To	-			80-	1675			٦					
1661)	0.15	80 From	R							NA			NA		10/08/20
$\bigcup$		To				Dea	d End								
		From				80-	1663								
1662	0.42	7600	R							NA			NA		08/25/20
<u> </u>		To From				80-702 Ca	stle Rock Rd								
1662)	0.07	9700	R							NA			NA		08/25/20
<u> </u>		To					Electric Rd								
	0.25	From	<u> </u>			US 221 S, E	rambleton Rd						NΙΔ		00/25/20
1663)	0.25	8800	R							NA			NA		08/25/20
	0.05	From	<u> </u>			80-	1652						NΙΛ		08/25/20
(1663)	0.05	8400	R							NA			NA		08/25/20
$\overline{}$	0.40	From	Ļ			80-	1662						NIA		00/05/00
1663)	0.12	2000	R							NA			NA		08/25/20
$\overline{}$	0.00	From	Ļ			80-	1637						N I A		00/05/00
1663)	0.09	<b>2200</b>	R			IIC 221 NI F	Brambleton Rd			NA			NA		08/25/20
		10	<u>.                                    </u>			US 221 N, E	namoreton Ku								

Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trail	()(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From					80-1647			1					
(1664)	0.48	360	R							NA			NA		10/06/2003
		To	<u> </u>				80-1658								
(1665)	0.04	From <b>20</b>	R				Dead En	<u>d</u>		NA			NA		10/06/2003
(1665)	0.0 .	To					80-1664								.0,00,200
		From				80	-1664 WI	EST							
(1666)	0.20	100	R			0.0	1664 54	CIT		NA			NA		10/06/2003
		From				80	0-1664 EA								
1667)	0.26	1500	R				80-1683			NA			NA		09/10/2003
		To				80-6	13 Merrin	nan Rd							
(1667)	0.21	80 From	R			00 0.	10 111011111			NA			NA		09/10/2003
		To					Dead En	d							
$\bigcirc$		From					80-689								
1668	0.47	1700 To	R			115 22	1 Bramble	eton Rd		NA			NA		09/02/2003
		From	l				Dead En			+					
(1669)	0.07	30	R				Dead Ell	1		NA			NA		09/02/2003
		To					80-1668								
		From					Dead En	d							
(1670)	0.16	120	R							NA			NA		09/15/2003
$\overline{\bigcirc}$	0.07	From					80-1690			╗┈					00/45/0000
(1670)	0.07	240	R							NA —			NA		09/15/2003
	0.08	From	R				80-1691			NA			NA		09/15/2003
(1670)	0.06	<b>40</b>					Dead En	d					INA		09/13/2003
		From					Dead En								
(1671)	0.03	20	R							NA			NA		10/01/2003
$\overline{}$		To From					80-1631			_					
(1671)	0.07	170	R							NA			NA		10/01/2003
		To					80-1611								
	0.07	40	R				80-1633			 NA			NA		09/10/2003
(1672)	0.07	To					Dead En	d					INA		09/10/2003
		From					13 Merrin								
(1673)	0.26	320	R							NA			NA		09/10/2003
		To From					80-1633			_					
(1673)	0.07	30	R							NA			NA		09/10/2003
		To					Dead En								
(127)	0.08	950	R				80-1658			NA			NA		10/08/2003
1674	0.00	JJ0					90.1661						IVA		10/00/2003
	0.08	840 From	R				80-1661			NA			NA		10/08/2003
1674		To					80-1657								
1674	0.09	540 From	R				00-1057			NA			NA		10/08/2003
		To					80-1660								
		From	Ļ				Dead En	d		J					1015-1
1675	0.06	<b>40</b>	R				00 1001			NA			NA		10/08/2003
		From	<u> </u>				80-1661			<u> </u>					
1676	0.07	450	R				80-1516			NA			NA		08/20/2003
1076)	5.01	To	<u></u>				80-1501								
(1676)	0.19	540 From	R				00-1301			NA			NA		08/20/2003
		To					80-1652								

							iviairite		 						
Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tra	()(')	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	:				80-165	52							
1676)	0.21	140	R				00-100	) <u>Z</u>		NA			NA		08/20/200
$\overline{}$		To					Cul-de-	Sac							
$\bigcirc$	0.00	From				W	Vedgewo	od Rd					NIA		40/04/00/
1677	0.20	<b>80</b>	R				80-162	73		NA			NA		10/01/20
		From	:				80-162								
1678	0.18	100	R				00 102			NA			NA		10/01/20
$\overline{}$		То	:				80-162	24							
$\overline{}$		From				80-6	82 Garst	Mill Rd							
1679	0.37	500 To	R				Dead E	ind		NA			NA		10/06/20
		From	:												
1680)	0.06	50	R				80-167	19		NA			NA		10/06/20
1000		То	:				Dead E	End							
		From					Dead E	End							
1681	0.07	60	R							ΝA			NA		09/10/20
		To From				80-6	513 Merr	iman Rd							
1681	0.06	440	R							NA			NA		09/17/20
		From					80-174	19		$\Box$					
1681)	0.06	<b>40</b>	R				D 15			NA			NA		09/17/20
		From	1				Dead E								
1682	0.20	400	R				80-90	17		NA			NA		09/10/20
1002)	0.20	То	:			80-6	13 Merr	iman Rd							00/10/20
		From				US 22	21 Braml	bleton Rd							
1683	0.28	1600	R							NA			NA		09/10/20
		To					Dead E								
	0.09	From <b>40</b>	L R				Dead E	End		NA			NA		09/10/20
1684	0.05	<b>-T</b> O					00.15						IVA		03/10/20
1684)	0.14	80 From	R				80-166	57		NA			NA		09/10/20
1664)	0.11	То					80-168	35		T)					00/10/20
		From	:				80-168	33							
1685)	0.06	150	R							NA			NA		09/10/20
		То					80-168								
	0.15	70	R				Dead E	End		NA			NA		09/10/20
1686	0.13	To					80-166	57					INA		09/10/20
_		From	:				80-151								
1687	0.13	300	R							NA			NA		08/20/20
		To From	-				80-168	38							
1687	0.12	680 From	R							NA			NA		08/20/20
$\bigcirc$		То	c			80-70	)2 Castle	Rock Rd							
$\bigcirc$		From					Dead E	end							
1688	0.23	130	R							NA			NA		08/20/20
$\overline{}$	0.04	From	Ę				80-168	39					A 1 A		00/00/00
1688	0.04	440 To	R				80-168	87		NA			NA		08/20/20
		From					Cul-de-								
1689	0.15	80	R				Cui-de-	sac		NA			NA		08/20/20
		To	-				80-159	96							
1689)	0.38	280 From	R				00-13	//		NA			NA		08/20/20
															_

Route	Length	AADT	QA	4Tire	Bus			Truck -Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From					Dead l	End			-					
(1690)	0.06	50	R				Deau	Ellu			NA			NA		09/15/2003
		To					80-16	570								
		From				80-68	87 Penn I	Forest Blvd								
(1691)	0.09	400	R								NA			NA		09/15/2003
		To					80-16									
4000	0.06	48	R				80-16	591			NA			NA		09/15/2003
(1692)	0.00	To					Dead 1	End						INA		03/13/2000
		From				80-	-720 Colo	onial Ave								
1693	0.23	350	R								NA			NA		09/10/200
<u> </u>		To					80-16	520								
$\bigcirc$		From				:	80-1658	WEST								
(1694)	0.38	200 _{To}	R				00.1550	T. CT			NA			NA		10/06/2003
							80-1658									
	0.05	From <b>20</b>	R				Dead l	End			NA			NA		10/06/2003
(1695)	0.05	<b>20</b> To	<u> </u>				80-16	594						INA		10/06/200
		From					80-16				1					
(1696)	0.06	250	R				00-10	<del>, , , , , , , , , , , , , , , , , , , </del>			NA			NA		10/01/200
10009		To					80-16	531								
		From					80-1699	WEST								
(1697)	0.07	90	R								NA			NA		08/25/2003
$\bigcirc$		To					80-16	598			_					
(1697)	0.37	920	R								NA			NA		08/25/200
		To				SI	R 419 Ele	ectric Rd								
$\sim$		From					80-16	597								
1698)	0.20	140 To	R				00.14	-00			NA			NA		08/25/2003
							80-16									
	0.02	From	R				Dead 1	End			NA			NA		08/25/2003
(1699)	0.02										INA			INA		00/23/200
	0.26	480 From	R			8	80-1697 S	OUTH			NA			NA		08/25/2003
1699	0.20	<b>400</b>				8	30-1697 N	IORTH						INA		00/23/200
		From			SR			n Memorial	Dr							
(1700)	0.55	100	R		- SIK	(311)	Thompso	ii ivicinoriai	ы		NA			NA		06/23/2003
		To					Dead l	End								
		From					80-15	536								
1701	0.30	170	R								NA			NA		08/04/2003
		To From					80-17	724								
(1701)	0.06	40	R								NA			NA		08/04/2003
<u> </u>		To					Dead l	End								
$\bigcirc$		From					80-15	536								
(1702)	0.10	230 To	R				80-17	701			NA			NA		08/04/2003
(1702)	0.16	110	R				80-17	/02			NA			NA		08/04/2003
(1703)	0.10	To	· `				80-17	724			<b>–</b>			INA		JU/U-1/2000
		From					80-16				i					
1704	0.15	110	R				30-10	,=0			NA			NA		10/01/2003
		To					Dead 1	End								
		From					80-17	713								
(1705)	0.15	210	R								NA			NA		08/04/2003
$\overline{}$		To					Dead l	End								

Route	Length	AADT	QA	4Tire Bus 2Avio 3 Avio 1Trail 2Trail QC	K	QK	Dir Factor	AAWDT	QW	Year
Roanoke County			1	ZAXIE 3+AXIE IIIAII ZIIAII	Factor		Factor			
1706)	0.05	From	R	80-1642	 NA			NA		09/28/200
1706)	0.00	To		Cul-de-Sac				147 (		00/20/200
		From		Cul-de-Sac						
(1707) Penn Forest Place	0.13	190 To	R	00 (12)	NA			NA		11/20/200
		From		80-613 Merriman Rd 80-1536						
(1708)	0.34	410	R	00-1330	NA			NA		08/04/20
		To		Cul-de-Sac						
$\bigcirc$	0.00	From	_	80-1710	$\Box$					00/00/00
1709)	0.22	<b>80</b>	R	Dead End	NA T			NA		06/23/20
		From		Dead End						
1710)	0.89	140	R	<u> </u>	NA			NA		06/23/20
		To From		SR 311 Thompson Memorial Dr	$\supset$					
1710	0.06	110	R		NA			NA		06/23/20
	• • •	From		80-1709	$\supset$					00/07:-
1710	0.16	<b>30</b>	R	Dead End	NA T			NA		06/23/20
		From		NCL Roanoke	1					
(1711)	0.10	600	R	1 CD Robinste	NA			NA		08/04/20
$\bigcirc$		To From		80-1715						
1711)	0.02	590	R		NA			NA		08/04/20
<u> </u>		From		80-1714						
1711)	0.08	570	R		NA 			NA		08/04/20
	0.05	90 From	R	80-1713	NA			NA		08/04/20
(1711)	0.03	To		80-1712				INA		00/04/20
		From		Dead End						
(1712)	0.05	40	R		NA			NA		08/04/20
<u> </u>		From		80-1711	$\neg$					
(1712)	0.03	<b>48</b>	R	Dead End	NA			NA		08/04/20
		From		80-1720	1					
1713)	0.06	120	R	00 1/20	NA			NA		08/04/20
<u> </u>		To From		80-1721	_					
1713)	0.05	200	R		NA			NA		08/04/20
<u> </u>		From		80-1705						
(1713)	0.08	350 To	R	80-1711	NA			NA		08/04/20
		From		80-1711						
1714)	0.10	80	R	00-1711	NA			NA		08/04/20
		To		Cul-de-Sac						
$\bigcirc$		From		Dead End						22/21/22
1715	0.04	30	R		NA			NA		08/04/20
(745)	0.07	170	R	80-1413	NA			NA		08/04/200
(1715)	0.07	To		80-1711				11/7		30/07/200
		From		80-897 Crystal Creek Dr						
(1716)	0.13	20	R		NA			NA		09/22/20
		To		Cul-de-Sac						
(1717)	0.17	70	R	Dead End	NA			NA		09/22/20
(''')	0.17	To		80-1726	$\exists$			INA		30,22,20

					110			iance Are							
Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trai	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		Fron								-					
(1718)	0.03	20	R				Dead Er	ıd		NA			NA		09/22/2003
(1710)		Th					80-1720	5							
$\sim$		Fron				80	-780 Cov	e Rd							
(1719)	0.35	60 To	R				D 1E			NA			NA		08/04/200
		Fron	<u> </u>				Dead Er			<u> </u>					
(1720)	0.15	100	R				Dead Er	ıa		NA			NA		08/04/200
1720		To					80-1713	2							
(1720)	0.12	220 From	R				00-171.	,		NA			NA		08/04/200
		To					80-1536	5							
		Fron					Dead Er	d							
(1721)	0.16	90	R							NA			NA		08/04/200
$\overline{\bigcirc}$		Fron					80-1713	3		⇉┈					00/01/000
(1721)	0.10	170	R				80-1536	<u> </u>		NA			NA		08/04/200
		Fron					80-1536								
(1722)	0.10	90	R				00-1330	)		NA			NA		08/04/200
		Tr					Dead Er	ıd							
		Fron				80-6	13 Merrii	nan Rd							
(1723)	0.67	1300	R							NA			NA		09/22/200
		Te					Cul-de-S								
	0.34	650	R				Dead Er	ıd		NA			NA		08/04/200
(1724)	0.54	0 <b>00</b>				80	-780 Cov	e Rd					INA		00/04/200
		Fron					Dead Er								
(1725)	0.08	50	R							NA			NA		08/04/200
$\bigcirc$		To				N	ICL Roan	oke							
$\bigcirc$		Fron					80-897			$\Box$					00/00/000
1726	0.30	<b>270</b>	R			80-6	13 Merrii	nan Rd		NA			NA		09/22/200
		Fron					Dead Er								
(1727)	0.10	50	R				Dead El	iu		NA			NA		09/24/200
		To				80-	917 Keef	er Rd							
		Fron					Dead Er	d							
(1728) Moncap Trail	0.20	<b>50</b>	R							NA			NA		11/13/200
		From					3 Corntas								
(1700)	0.38	370	R			80-629	9 Green F	Ridge Rd		NA			NA		08/06/200
(1729)	0.00	To					Dead Er	ıd		Τ΄``			1471		00/00/200
		Fron					80-1733								
(1730)	0.25	130	R							NA			NA		08/06/200
		To					80-1550	)							
	0.00	From	Ļ				Dead Er	ıd					NIA		00/00/000
(1731)	0.06	48 Tr	R				80-1730	)		NA			NA		08/06/200
		Fron	I				80-1733								
(1732)	0.10	110	R				00-173.	•		NA			NA		08/06/200
$\bigcirc$		To					80-1729	)							
$\widehat{}$		From					Dead Er	d		_					
(1733)	0.01	20	R							NA			NA		08/06/200
		From					80-1732	2		$\supset$					
(1733)	0.06	80	R							NA			NA		08/06/200
	2.24	Fron					80-1730	)		<u> </u>					00/00/07
1733	0.04	10 Tr	R				Dead Er	d		NA			NA		08/06/200
							Dead Ef	iu							

Pouto	ا محداد	AADT	O 4	AT:				nance Are Truck		- 00	K	O!	Dir	A A \ A \ \ P T	0147	Vac-
Route	∟ength	AADT	ŲА	4Tire	Bus	2A	xle 3+A	xle 1Trai	l 2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Roanoke County		From	-				Dead En	d								
(1735)	0.21	140	R								NA			NA		09/29/2003
<u> </u>		To From					80-1736	5								
1735	0.07	60 Tro	R				Dood En	a			NA			NA		09/29/2003
		From	<u> </u> :I				Dead En									
1736	0.11	660	R				80-1642	2			NA			NA		09/29/2003
1730		To					80-1735	<u> </u>								
1736	0.16	60 From	R				00 1750	•			NA			NA		09/29/2003
		To					Dead En	d								
$\bigcirc$		From					80-1736	5			Ц.,					
(1737)	0.16	140	R				Cul-de-S	ac			NA			NA		09/29/2003
		From	:I				80-1735									
(1738)	0.03	30	R				00-173	,			NA			NA		09/29/2003
		To	:				Dead En	d								
		From					Cul-de-S	ac								
(1739)	0.10	<b>70</b>	R				00.150				NA			NA		08/06/2003
		From	<u> </u>				80-1598									
4740	0.09	46	R				Dead En	d			NA			NA		10/08/2003
(1740)	0.00	To					80-1660	)			<b>—</b> "			1471		10/00/2000
		From	:				Dead En	d								
(1741)	0.13	80	R								NA			NA		10/08/2003
<u> </u>		To					80-1660									
	0.00	From					80-1371							NIA		40/00/0000
1742	80.0	<b>70</b>	R				Dead En	d			NA			NA		10/08/2003
		From	:				Cul-de-S									
(1743) Strawberry Mtn Dr	0.40	190	R				our de B				NA			NA		11/13/2006
		To	:			80-	739 Longv	iew Rd								
O		From					Cul-de-S	ac								
1744 Sunberry Circle	0.13	<b>60</b>	R			90 174	13 Strawber	ur: Mtn Du			NA			NA		11/13/2006
_		From	.l :I		•	6U-1 /4	Cul-de-S									
(1745)	0.41	280	R				Cui-uc-s	ac			NA			NA		08/13/2003
		To	:				80-1537	7								
		From	:				Cul-de-S	ac								
(1746) Othello Circle	0.06	40 To	R								NA			NA		11/13/2006
							80-1745									
	0.14	From	R				Cul-de-S	ac			NA			NA		11/13/2006
(1747)	0.14	To					Cul-de-S	ac						1471		11/10/2000
		From	:				Dead En	d			Ī					
1748)	0.05	830	R								NA			NA		09/17/2003
		To	1			80-	-800 Chapa									
$\bigcirc$	0.40	From	Ļ				80-1681							NIA		00/47/0000
(1749)	0.19	340 To	R				Dead En	d			NA T			NA		09/17/2003
		From	1				Dead En									
(1750)	0.04	30	R				Deau El	u			NA			NA		09/17/2003
		To					80-1752	2								
		From					Dead En	d								
(1751)	0.08	40	R								NA			NA		09/17/2003
		To	1				80-1752	2								

Route	Length	AADT	QA	4Tire Bus	K Factor	QK Dir Factor	AAWDT QW	Year
Roanoke County		Fron		Dead End	-			
(1752)	0.04	30	R	D that Direct	NA		NA	09/17/200
<u> </u>		To Fron		80-800 Chaparral Dr	$\Box$			
(1752)	0.65	550	R	90 1520	NA		NA	09/17/200
		Fron		80-1530 Dead End	_			
(1753)	0.08	60	R	Dead End	NA		NA	09/17/200
		Tr From		80-1756				
(1753)	0.35	830	R		NA		NA	09/17/200
		Te		80-800 Chaparral Dr				
	0.20	From	R	80-1753			NIA	00/47/200
(1754)	0.20	120		Dead End	NA		NA	09/17/200
		From		Dead End	Ť			
(1755)	0.08	60	R	2 1112 2112	NA		NA	09/17/200
$\bigcirc$		To		80-1753				
	0.00	Fron		Dead End				00/47/000
(1756)	0.03	<b>20</b>	R	80-1753	NA		NA	09/17/200
		Fron	1	Dead End	Ť			
(1757)	0.06	48	R	Dead End	NA		NA	09/17/200
		Tr From		80-1758				
(1757)	0.05	360 From	R	00 2000	NA		NA	09/17/200
$\bigcup$		Te		80-1567				
$\bigcirc$		Fron	<u> </u>	Dead End	<b>.</b>			
(1758)	0.29	240 To	R	80-1757	NA		NA	09/17/200
_		Fron		Dead End	+			
(1759)	0.10	80	R	Dead End	NA		NA	09/17/200
		To		80-1758				
		Fron		Dead End				
(1760)	0.39	320 To	R		NA		NA	08/13/200
		Fron	<u> </u>	80-692	<u> </u>			
(1761)	0.26	190	R	Dead End	NA		NA	08/13/200
(1781)	5.25	Te		80-1760				00, 10, 200
		Fron		Cul-de-Sac				
1762	0.07	48	R		NA		NA	08/13/200
		To		80-1760				
	0.15	From <b>80</b>	R	80-1761	NA		NA	08/13/200
1763	0.15	OU To		Dead End			INA	06/13/200
		Fron		Dead End	i			
1764	0.13	100	R		NA		NA	09/22/200
$\bigcirc$		To		80-632				
$\bigcirc$	0.40	From	Ļ_	Cul-de-Sac				00/00/000
(1765)	0.48	120	R		NA		NA	09/08/200
	0.40	Fron	<u> </u>	80-1766	NA		NA	00/00/202
(1765)	0.18	160	R	80-752	INA		INA	09/08/200
		From		80-1765				
(1766)	0.07	30	R		NA		NA	09/08/200
$\overline{}$		To		Cul-de-Sac				
$\bigcirc$		Fron		80-1768				
(1767)	0.32	120	R		NA		NA	08/13/200

Route	Length	AADT	QA	4Tire	Bus			Truck- +Axle 1T		()(:	K Factor	QK	Dir Factor	AAWD	QW	Year
Roanoke County		Fron					Dead	l End								
(1768)	0.16	60	R					**			NA			NA		08/13/2003
<u> </u>		To Fron					80-1	767								
(1768)	0.03	6 Tr	R				Cul-de	o Soo			NA			NA		08/13/2003
		Fron	<u> </u>				Cul-de									
1769	0.27	120	R				Cui-u	e-sac			NA			NA		08/13/200
		Tr					80-6	692								
$\bigcirc$		Fron					80-1	753								
(1770)	80.0	<b>50</b>	R				Dead	End			NA			NA		09/17/200
		Fron	<u> </u>			80		erriman Rd			+					
(1771)	0.08	50	R			- 60-	-013 WIC	линан Ка			NA			NA		09/22/200
		Tr					Dead	l End								
$\sim$		Fron					Cul-de	e-Sac								
1772	0.11	<b>70</b>	R				90.1	752			NA			NA		09/17/200
		Fron	<u> </u>				80-1				+					
(1773)	0.07	48	R				Cul-de	e-sac			NA			NA		09/17/2003
		Te					80-1	752								
		Fron				US 22	21 Bent l	Mountain Ro	d							
1774	0.03	100	R								NA			NA		09/04/200
$\overline{\bigcirc}$		Fron					80-1	775			⊒					00/04/000
1774	0.07	<b>20</b>	R				Cul-de	e Sac			NA			NA		09/04/200
		Fron					80-1				+					
(1775)	0.23	70	R				80-1	.774			NA			NA		09/04/200
		To					Cul-de	e-Sac								
$\sim$		Fron				US 22	21 Bent l	Mountain R	d							
1776	0.23	200	R								NA			NA		09/02/200
	2.22	Fron					80-1	.777			$\rightrightarrows$					00/00/000
1776	0.02	10 To	R				Cul-de	e-Sac			NA			NA		09/02/200
		Fron	<u>.                                    </u>				Cul-de				1					
(1777)	0.39	170	R								NA			NA		09/02/200
		Te					80-1	776								
$\bigcirc$	0.04	Fron	<u> </u>				80-1	.777								00/00/000
1778)	0.04	<b>20</b>	R				Cul-de	a Sac			NA			NA		09/02/2003
		Fron					80-1									
1779	0.12	80	R				00 1	132			NA			NA		09/17/2003
		To					Cul-de	e-Sac								
$\bigcirc$		Fron			80	)-694 T	Twelve C	OClock Knob	Rd							
1780	0.67	<b>220</b>	R				Dead	End			NA			NA		09/02/2003
		Fron					80-1									
(1781)	0.25	50	R				80-1	. 780			NA			NA		09/02/2003
		Te					80-1	780								
		Fron					80-6	689								
(1782)	0.18	110 To	R				C1 1	a Car			NA			NA		08/27/2003
-		Fron	<u> </u>				Cul-de									
(1783)	0.05	20	R				Cul-de	e-Sac			NA			NA		08/11/200
(1783)	0.00						80-1	785			_ <u>_</u> _					
(1783)	0.16	310 From	R				00-1	. 103			NA			NA		08/11/200
		Tr					80-1	519								

								nance Are Truck	-	K		Dir			
Route	Length	AADT	QA	4Tire	Bus			xle 1Trai	QC	Factor	QK	Factor	AAWDT	QW	Year
Roanoke Countv		Fron	r				80-1785	5							
(1784)	0.08	70	R							NA			NA		08/11/200
<u> </u>		Tì	<u> </u>				Cul-de-S	ac							
	0.22	140	R				80-1783	3		NA			NA		08/11/200
(1785)	0.22	140					00.170			INA			INA		00/11/200
1785	0.16	100 Fron	R				80-178	<u>'</u>		NA			NA		08/11/200
		ъ					80-1519	)							
(1785)	0.04	40	R							NA			NA		08/11/200
		To					Dead Er								
	0.08	Fron 160	R				80-1519	)		NA			NA		08/11/200
1786	0.00	To					80-1785	5					INA		00/11/200
		Fron	1:				80-1785								
(1787)	0.08	120	R							NA			NA		08/11/200
<u> </u>		Te	:				80-1519								
(1700)	0.19	Fron 160	R				80-689			NA			NA		08/27/200
1788	0.10	т					80-1789	)		<u> </u>					00/21/200
		Fron	n:				Dead Er	d							
(1789)	0.03	10	R							NA			NA		08/27/200
$\overline{\bigcirc}$		Fron					80-1788	3		<u> </u>					
1789	0.15	90 Tr	R				Dead Er	đ		NA			NA		08/27/200
		Fron	1:			80-696	6 Martins			i					
(1790)	0.33	500	R			00 070	O Tritaling	oreen ru		NA			NA		09/04/200
)		To Fron	a.				80-179			$\supset$					
1790	0.23	80	R							NA			NA		09/04/200
		Fron					Cul-de-S								
(1791)	0.28	110	R				Cul-de-S	ac		NA			NA		09/04/200
(1/3)		т					80-1792	,							
(1791)	0.17	300 From	R				00 1772	-		NA			NA		09/04/200
$\bigcirc$		To	00				80-1790	)							
	0.10	160	E				80-179	<u> </u>		NA			NA		09/04/200
1792	0.10	100					00.150			INA			INA		09/04/200
(1702)	0.24	110 From	R				80-1793	3		NA			NA		09/04/200
(1792)		To					Cul-de-S	ac							
		Fron					80-1792	2							
(1793)	0.06	10 Tr	R				Cul-de-S			NA			NA		09/04/200
		Fron					80-1799			+					
(1794)	0.11	70	R				00-179	<u>,                                      </u>		NA			NA		08/27/200
		To	):				Cul-de-S	ac							
		Fron					Cul-de-S	ac		J					00/0=/000
(1795)	0.03	30 To	R				80-1799	)		NA			NA		08/27/200
		Fron	1				80-689								
(1796)	0.16	2300	R							NA			NA		08/27/200
_		To Fron	1:				80-179	1	 	_					
1796	0.12	1700	R						 	NA			NA		08/27/200
		Fron					80-1798	3							
(1796)	0.31	1700 To	R				80-1799	)		NA			NA		08/27/200
		•	1				00-1/9	,							

40 T From 40 T From 430 T 1100 T From 530 T From 530 T From 530 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T From 540 T	R		80-1799  Cul-de-Sac  Cul-de-Sac  80-1796  Cul-de-Sac  80-1796  80-690 Two Ford			NA NA NA NA		NA NA		08/27/2003
40 T From 430 T From 1100 T T T T T T T T T T T T T T T T T	R R		Cul-de-Sac 80-1796 Cul-de-Sac 80-1796			NA		NA		
40 T From 430 T From 1100 T T	R R		Cul-de-Sac 80-1796 Cul-de-Sac 80-1796							08/27/2003
40 T From 430 T From 1100 T T T T T T T T T T T T T T T T T	R R		80-1796 Cul-de-Sac 80-1796							08/27/2003
40 T From 430 T From 1100 T T T T T T T T T T T T T T T T T	R R		Cul-de-Sac 80-1796							
430 From 530 From 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100 To 1100	R		80-1796			NΔ				
530 From From 1100	R					NΔ				
530 From From 1100	R					11/1		NA		08/27/200
530 From 1100				170.1						
530 T From From 1100			OU-UZU 1 WU FOIG	a Ra		NA		NA		08/27/200
530 From From 1100			80-2005							
1100	R		00 2003			NA		NA		08/27/200
1100			80-2003			<u> </u>				
T	R					NA		NA		08/27/200
			80-2002							
1200	R					NA		NA		08/27/200
From			80-2001							
1300	R					NA		NA		08/27/200
Fron			80-2000			<u></u>				
1300	R					NA ——		NA		08/27/200
1400	R		80-1795			NA		NA		09/27/200
1400	N.					INA		INA		08/27/200
1400 From	R		80-1794			NA		NA		08/27/200
Т			80-1796					147.		00/21/200
Fron			Dead End							
40	R					NA		NA		07/14/200
Т			80-1888 Quail I	Pl						
130	R		Dead End			NA		NA		07/01/200
Т	11		SR 115; 80-190	01				11/7		07/01/200
Fron			80-1821							
780	R					NA		NA		07/21/200
Fron			80-1820							
<b>1200</b>	R		0D 115 D1	D.1		NA		NA		07/21/200
Fror			SR 115 Plantation	n Kd						
1800	R		80-1857			NA		NA		07/21/200
Т			80-1875							
930 From	R		80-1873			NA		NA		07/16/200
Fron			80-1810							
10	R					NA		NA		07/16/2003
Т			Dead End							
			Dead End	· <del></del>	- <del></del>					07/07/000
			SR 115 Plantation	n Rd		NA 		NA		07/07/200
60	R		00-100 <del>-1</del>			NA		NA		07/07/200
			Dead End							
Т			80-1804							
Froi	R		· ·			NA		NA		07/07/200
	To: From:  2200 To: From:	To:	To:	To Dead End  Prom Dead End  2200 R  To SR 115 Plantatio  80-1804  60 R  To Dead End  80-1804  980 R	Tro Dead End  Prom. Dead End  2200 R  Tro SR 115 Plantation Rd  From. 80-1804  60 R  Tro Dead End  From. 80-1804  980 R	To: Dead End  Prom. Dead End  2200 R  To: SR 115 Plantation Rd  From. 80-1804  60 R  To: Dead End  From. 80-1804  980 R	To: Dead End    Prom	To:	To:         Dead End           2200         R         NA         NA           To:         SR 115 Plantation Rd           From:         80-1804         NA         NA           From:         Dead End         NA         NA           From:         80-1804         NA         NA           Prom:         80-1804         NA         NA           980         R         NA         NA	Tro         Dead End           2200         R         NA         NA           To         SR 115 Plantation Rd         NA         NA           From:         80-1804         NA         NA           From:         Dead End         NA         NA           From:         80-1804         NA         NA           Prom:         80-1804         NA         NA           980         R         NA         NA         NA

Length	AADT	QA	4Tire	Bus			Truck			;	K	QK	Dir	Δ Δ \Λ/Γ	T QW	V
					2A)	xle 3+ <i>i</i>	Axle 1Tr	ail 2Tr	ail 🍑	´ Fa	ctor	Q I C	Factor	7771	I QVV	Year
					27 (7			uii 211	all	- · u	0101		1 40101			
0.31		R				80-180	)8				IA			NA		07/01/200
	To					80-180	)6									
	From:					80-182	27									
0.47		R				90 195	70				IA			NA		07/01/2003
0.27	290	R				00-100	)3				IA			NA		07/16/2003
	To:					Dead E	Ind									
2.24	From:					80-180	)3									07/40/000
0.34	580 To:	R				80-181	13				IA			NA		07/16/200
	From									1						
0.10	50	R				00 101				N	IA			NA		07/16/200
	To:					80-180	)9									
0.00	From	_				Dead E	ind				1.4			NIA		07/40/000
0.03	20	К									IA			NA		07/16/2003
0.05	260 From:	R			80	)-1814 SC	OUTH				IΑ			NA		07/16/2003
0.00	To	•••			90	) 1914 NI	ОРТИ				., .			1471		0171072000
0.30	300 From	R			80	J-1014 NV	OKIN				IA			NA		07/16/2003
	To					Dead E	nd									
	From:					80-181	14									
0.24		R				D., 4E					IA			NA		07/16/200
					90											
0.12		R			80	J-1012 N	OKIN			N	IA			NA		07/16/2003
	To				80	)-1812 SO	OUTH			1						
0.24	360 From:	R								N	IΑ			NA		07/16/200
	To:					80-181	15									
0.00	From	1			8	80-1816 E	EAST			$\Box$	1 1			NIA		07/40/000
0.69	1400 To:	K			US	11 Lee F	lighway				IA			NA		07/16/2003
	From:															
0.23	1900	R								N	IA			NA		07/16/2003
	To:					80-183	37									
0.55	1200	R								Ν	IA			NA		07/16/2003
	From:				8	80-1815 E	EAST			ŀ						
0.05		R									IA			NA		07/16/2003
0.05		_				80-186	51				1 /			NIA		07/46/2004
0.05		K				Dead F	ind				IA			INA		07/16/2003
	From:															
0.10	40	R								N	IΑ			NA		07/16/2003
0.11		P				Dead E	ind			N.	ΙΔ			NΙΛ		06/23/2003
0.11	JU	17				00.10	(1			·'\	·/~			INA		00,20,200
0.33	180	R				80-184	+1			 N	IA			NA		06/23/2003
					80	)-1832 N	ORTH			j						
	From					80-183	32									
0.22	310	R								N	IΑ			NA		06/23/2003
	0.34  0.10  0.03  0.05  0.30  0.24  0.12  0.24  0.69  0.23  0.55  0.05  0.05  0.10  0.11  0.33	0.47 800 To  0.27 290 To  0.27 290 To  0.34 580 To  0.10 50 To  0.05 260 To  0.24 200 To  0.12 60  0.24 360 To  0.24 360 To  0.24 360 To  0.25 1200 To  0.05 790 To  0.10 40 To  0.11 80 To  0.11 80 To  10 10 10 10 10 10 10 10 10 10 10 10 10 1	0.31   520   R	0.31   520   R	0.31 520 R Tro    From	0.31 520 R Try    From	1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00	Dead End   Dead End	Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution	O.31   520   R	0.31   520   R	0.31   520   R	0.31   520   R	0.31   520   R	0.31   520   R	0.31 520 R

Route	Length	AADT	QA	4Tire	Bus	2A	xle 3	Tru +Axle	ck 1Trail	2Tra	ail	QC	K Factor	QK	Dir Factor	. A	AWDT	QW	Year
Roanoke County		Fron	1:				Dead						1		. 45101				
(1820)	0.09	60	R				Dead	End					NA				NA		07/21/2003
		To Fron	h.*				80-1	824					_						
(1820)	0.20	550	R										NA				NA		07/21/2003
$\bigcirc$	0.40	Fron					80-1	802					<u></u>				NIA		07/04/0000
(1820)	0.18	100	R				Dead	End					NA T				NA		07/21/2003
		Fron	n:			US	11 S, Le	e Highv	vay										
(1821)	0.91	2300	R										NA				NA		07/21/2003
$\overline{\bigcirc}$		Fron					80-1	824					]						
(1821)	0.43	800 To	R			T	JS 11 N	. 80-623	:				NA				NA		07/21/2003
_		Fron	1:				S 11 Lee						1						
(1822)	0.12	110	R						• • •				NA				NA		07/21/2003
		To					80-1						<u> </u>						
	0.15	Fron <b>210</b>	E			US	S 11 Lee	Highwa	ıy				 NA				NA		07/21/2003
(1823)	0.15	<b>210</b>					80-1	821									INA		07/21/2003
		Fron	n:			US	S 11 Lee		ıy										
1824	0.29	490	R										NA				NA		07/21/2003
		Fron	1				80-1												
(1825)	0.16	120	R				NCL R	oanoke					NA				NA		07/29/2003
(1023)		Ti				SR 11'	7 W, Pe	ters Cre	ek Rd				¬						
(1825)	0.22	140 Fron	R			SK 11	7 **,10	icis Cici	CK KU				NA				NA		07/07/2003
		To Fron				SR 11	7 E, Pet	ers Cree	k Rd				<b>—</b>						
(1825)	0.19	130	R										NA				NA		07/29/2003
		To					NCL R												
(1826)	0.08	Fron	R				80-1	807					 NA				NA		07/01/2003
(1826)	0.00	To				8	0-849 L	aban Rd	l								14/3		0170172000
_		Fron	n:				80-1	808											
(1827)	0.30	240	R										NA				NA		07/01/2003
		Fron	1			CI	80-1												
(1828)	0.13	140	R			SI	R 118 A	irport R	d				NA				NA		07/29/2003
(1020)		To	:				Dead	End											
$\widehat{}$		Fron					80-1	830											
1829	0.10	<b>70</b>	R				D 1	F. 4					NA				NA		07/29/2003
		Fron				CI	Dead		4										
(1830)	0.06	180	R			51	R 118 A	irport K	ш				NA				NA		07/29/2003
		Te					80-1	829											
$\bigcirc$		Fron	n:				Dead	End											
1831	0.18	120	R			90.6	528 Woo	dharan	Dal				NA				NA		07/07/2003
		Fron	1.				7 W, Pe						<u> </u>						
(1832)	0.15	1800	R			JK II	7 **,10	icis Cro	CK IXU				NA				NA		06/23/2003
		Tr. Fron				8	0-1818	SOUTH	[										
1832	0.59	740	R										NA				NA		06/23/2003
		To Fron				8	30-768 C	lsen Rd					]—						
1832	0.39	350	R										NA				NA		06/23/2003
	0.40	From					80-1	836					]				NI A		00/00/000
1832	0.19	1700 Te	R					aban Rd					NA				NA		06/23/2003

Po: to	-المدمدم ا	AADT	04	4Tire Bus 2Avia 2. Avia 4. Trail 2Trail QC	K	OV	Dir	A A \ A \ C T	OW V
Route  Roanoke County	Lengin	AADI	QA	4Tire Bus QC 2Axle 3+Axle 1Trail 2Trail	Factor	QK	Factor	AAWDT	QW Year
Roanoke County		Fron		80-849 Laban Rd					
(1832)	0.80	4700	R		NA			NA	06/23/200
		Fron	:	SR 117 E, Peters Creek Rd SR 117 MID	_				
(1832)	0.18	1900	R	221 221 221	NA			NA	07/29/200
		To	:	Cul-de-Sac					
		Fron		80-1835					
(1833)	0.12	180	R		NA			NA	07/16/200
<u> </u>		To Fron	:	80-1904	$\Box$				
(1833)	0.18	100	R		NA			NA	07/16/200
<u> </u>		Te		Dead End					
	0.04	Fron		80-1835				NIA	07/40/00/
1834)	0.21	120	R	80-1879	NA			NA	07/16/200
		Fron							
1005	0.36	480	R	80-1816	NA			NA	07/16/200
1835	0.00	т		Dead End	— <b>`</b> ``			1471	017107200
		Fron	:	80-1832	i				
(1836)	0.31	1500	R	00 1032	NA			NA	06/23/200
		т		80-1878					
(1836)	0.09	1300	R	80-1678	NA			NA	06/23/200
(1030)		Tr		80-1894					00,00
		Fron	:	80-1816	ı				
1837)	0.31	310	R		NA			NA	07/16/200
$\cup$		To	:	80-1815					
		Fron	:	80-797 Barrens Rd					
1838)	0.13	70	R		NA			NA	07/01/200
$\overline{}$		Te	:	Dead End					
$\bigcirc$		Fron		Dead End					
(1839)	0.11	80	R		NA			NA	06/23/200
<u> </u>		Fron	:	80-1841					
1839	0.34	200	R		NA			NA	06/23/200
<u> </u>		Te		80-1832 NORTH					
		Fron		80-1839	<u> </u>				22/22/22
1840	0.15	<b>80</b>	R	80-1832	NA			NA	06/23/200
		Fron	1						
	0.12	460	R	SR 117 Peters Creek Rd	NA			NA	06/23/200
(1841)	0.12	400						INA	00/25/200
$\bigcirc$	0.00	Fron		80-1818	$\dashv$			NA	00/00/00
(1841)	0.02	<b>30</b>	R	Dead End	NA			NA	06/23/200
		Fron		Dead End					
(1842)	0.29	230	R	Dead End	NA			NA	07/14/200
(1842)	0.20	To		80-601 Hollins Rd	—i"			1471	0171 1/200
		Fron	:	Dead End	i				
(1843)	0.19	110	R	Delta Ena	NA			NA	07/29/200
		т.		80-839					
1843)	0.63	690 From	R	00-037	NA			NA	07/23/200
		To		Dead End					
		Fron	:	Dead End		-			
1844)	0.35	1000	R		NA			NA	07/23/200
$\bigcirc$		Tr		US 11 Lee Highway					
		Fron	:	80-1843					
1845)	0.29	80	R		NA			NA	07/29/200
$\bigcirc$		Tr		80-838					

Route	Length	AADT	QA	4Tire	Bus	2A)	xle 3+	Truck -Axle 1Tr	ail 2T	rail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		Fron					80-18	332									
1846)	0.36	240	R									NA			NA		07/01/200
<u> </u>		Tr	<u> </u>				Dead										
(1847)	0.29	From <b>600</b>	R				80-18	349				 NA			NA		07/23/200
1847)	0.20	To					80-18	343				i.			1471		017207200
		Fron					Dead	End									
1848	0.07	40	R									NA			NA		07/23/200
$\widehat{}$		Fron					80-8	38				_					
1848)	0.14	140	R				80-18	2/12				NA			NA		07/23/20
		Fron	.l :I				Dead										
1849	0.21	150	R				Dead	EIIU				NA			NA		07/23/20
		т	_				80-18	R47									
1849	0.46	900 From	R				00 10	,,,				NA			NA		07/23/200
		Тъ	-				80-18	343									
1849	0.10	<b>920</b> From	R									NA			NA		07/23/200
$\bigcirc$		To					80-18	351									
$\bigcirc$		Fron				80-8	838 Tho	rnrose Rd				<u> </u>					
1850	0.16	100	R				80-18	0.42				NA			NA		07/23/200
		Fron	:I									<u> </u>					
1851)	0.40	1500	R				Dead	EHU				NA			NA		07/23/20
		To	-			US	11 Lee	Highway									
		Fron					80-18	355									
1852	0.34	250	R									NA			NA		07/21/20
<u> </u>						SR		ntation Rd									
4050	0.87	From <b>190</b>	R				80-18	355				NA			NA		07/21/20
1853	0.07	100 To					90.10	202							1471		01721720
1853)	0.14	90 From	R				80-18	383				NA			NA		07/21/20
1033		To	:				Dead	End									
		From					80-18	355									
1854)	0.36	320	R									NA			NA		07/21/20
		To				SR 1		ntation Rd									
	1.05	1000	R				80-18	352				NA			NA		07/23/200
(1855)	1.03	To				SR 1	115 Plar	ntation Rd							INA		01/23/200
		Fron	:				80-18										
(1856)	0.23	70	R									NA			NA		07/01/200
<u> </u>		Te					Dead	End									
$\bigcirc$	0.40	Fron					80-18	302							NIA		07/04/00
1857	0.10	40	R									NA 			NA		07/21/200
$\overline{}$	0.15	Fron	느			Ε	Dead En	d; Gap							NIA		07/04/00
1857	0.15	<b>50</b>	R				80-18	303				NA T			NA		07/21/200
		From	i I				Dead										
1858)	0.17	130	R				Dead					NA			NA		07/01/20
$\bigcirc$						80	)-784 Su	dlev Rd									
(1858)	0.27	410 From	R									NA			NA		07/01/200
$\bigcup$		т.	:				80-18	308				<b>—</b>					
(1858)	0.31	<b>210</b> From	R									NA			NA		07/01/200
$\bigcirc$		To	:				Cul-de	-Sac									

Route	Length	AADT	QA	4Tire	Вι	JS	2Ax	de 3+	Truc	ж 1Trail	2Tr	rail	QC	K Factor	QK	Dir Facto	r A	AWDT	QW	Year
Roanoke County		Fron	•					80-18												
(1859)	0.73	1600	R					80-16	307					NA				NA		07/21/2003
$\overline{}$		Tr Fron							antation antation											
1859	0.03	440	R				SK II	55,11	antation	Nu				NA				NA		07/14/2003
$\bigcup$		Tr Fron						80-19	973											
1859	0.15	280	R											NA				NA		07/14/2003
$\frac{\circ}{\circ}$		Fron						80-19	974											
1859	0.05	110	R					80-19	975					NA				NA		07/14/2003
		Fron				_		Cul-de						1						
1860)	0.13	110	R					our de	Bue					NA				NA		07/01/2003
		Tr. Fron						Lomai	n Rd											
1860)	0.20	110	R											NA				NA		07/01/2003
		From			_	_		80-18												
1861)	0.34	<b>700</b>	R					80-19	913					NA				NA		07/16/2003
1001)	0.04	To	_					80-18	316									, .		31,10,2000
_		From						Dead	End											
1862	0.05	40	R					-						NA				NA		07/16/2003
		Te			<u> </u>	<del>_</del>		80-18												
1863)	0.15	380	R		—	—	US	11 Lee	Highwa	y				NA				NA		07/07/2003
1863)	0.10	To						Dead	End											0170172000
		Fron				_		Dead	End											
1864)	0.12	110	R											NA				NA		07/29/2003
		To	J		_	_	SR 11		s Creek	Rd										
1905	0.06	100	R		—	—		Dead	End					NA				NA		07/29/2003
1865)	0.00	To						80-18	364									1471		0112012000
		Fron	:					Cul-de	-Sac											
1866)	0.13	90	R											NA				NA		07/01/2003
<u> </u>		To			<u> </u>	<del>_</del>		80-18												
1867)	0.13	3400	R		—	—	80-	-623 Fl	orist Rd					NA				NA		07/21/2003
1867)	0.10	<b>0-100</b>						90.10	250									1471		01/21/2000
1867)	0.56	980 From	R					80-18	539					NA				NA		07/21/2003
		To			—	—		80-19	902											
1867)	0.07	1200	R						-					NA				NA		07/21/2003
		To	:				SR 1	15 Plaı	ntation R	ld										
$\bigcirc$	0.00	Fron						80-18	359					٦.,						07/04/0000
1868)	0.20	<b>90</b>	R					80-18	867					NA				NA		07/21/2003
		Fron				_		80-18						1						
1869)	0.56	160	R					00-10	333					NA				NA		07/23/2003
		To From	:				80	0-1867	EAST											
1869	0.31	<b>60</b>	R											NA				NA		07/21/2003
		Te Fron					80	)-1867	WEST					_						
1869	0.33	140	R											NA				NA		07/23/2003
<u> </u>		Tr	<u>1</u>		_	_	80		WEST											
1870)	0.05	30 From	R					80-18	355					NA				NA		07/23/2003
18/0)	0.00	JU To						Dead	End					$\exists$				INC		0112012000
		From	-			_		80-18						Ì						
(1871)	0.20	30	R											NA				NA		07/07/2003
$\bigcirc$		To	:					Dead	End								_			

Length	AADT	QA	4Tire	Bus	2Axl	I ru e 3+Axle	ck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	r.	ī													
0.18		R				80-1855				NA			NA		07/23/2003
0.10						80-1859				iii					017207200
	From					80-1855									
0.19	70	R								NA			NA		07/23/200
	To					80-1859									
	From					80-1803				$\Box$					
0.10						D4E-4				NA			NA		07/16/200
0.54		R				Dead End				NΑ			NΑ		07/23/200
0.54					Е	CL Roanoke				Τ̈́			11/3		01/25/200
	From														
0.18	210	R				00 1000				NA			NA		07/21/200
					SR 11	15 Plantation l	Rd								
	From					Dead End									
0.10	20	R								NA			NA		06/23/200
	То					80-1836									
	From					80-1834									
0.10										NA			NA		07/16/200
2.00						80-1832				<u>ا</u>					00/00/00
0.30						Dood End				NA			NA		06/23/200
										<u> </u>					
0.12						Dead End				NIA.			NΙΛ		07/01/200
0.13					80-	849 Laban Rd							INA		07/01/200
	From									-					
0.19		R				80-1908				NA			NA		07/01/200
					80-	849 Laban Rd									
	From					Dead End									
0.38	580	R								NA			NA		07/21/200
	To				SR 11	15 Plantation l	Rd								
						80-1883									
0.08										NA			NA		07/21/200
						Dead End									
						80-1883				ᆜ					
0.11		_				D 1E 1				NA			NA		07/21/200
		1													
0.15		L				80-1883							NΙΔ		07/21/200
0.15						Dead End							INA		01/21/200
	From														
0.18	160	R				00-1033				NA			NA		07/23/200
						80-1859									
	From					80-1913									
0.14	190	R								NA			NA		07/14/200
	To					80-1800									
0.24	80 From	R								NA			NA		07/14/200
						80-1900									
	From					Dead End									
0.19	90	R								NA			NA		06/23/200
	To					80-1832									
		1				00.1005									
0.18	From <b>45</b>	R				80-1905				NA			NA		07/07/200
	0.18 0.19 0.10 0.54 0.18 0.10 0.30 0.13 0.19 0.38 0.08 0.11 0.15 0.18 0.14 0.24	0.18 150 To To To To To To To To To To To To To	0.18		0.18	0.18   150   R	Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   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Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution	SOLISS   SOLISS   SOLISS	SOLISS   SOLISS	Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   Solution   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Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Sect	No.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.   St.	2006   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   3406   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Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trai	O.C	K Facto	r QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From					80-1853			Ī					
(1891)	0.23	220	R				50-1655			NA			NA		07/23/200
$\bigcirc$		To				SR 115	Plantati	ion Rd							
$\bigcirc$	0.05	From				8	80-1861						NIA		07/40/000
(1892)	0.25	190 To	R			S	80-1913			NA			NA		07/16/200
		From					80-1913								
(1893)	0.12	60	R				50 1715			NA			NA		07/16/200
$\bigcirc$		To				8	80-1892								
$\bigcirc$		From					FR 71								
1894	0.60	1200 _{To}	R				00 1026			NA			NA		06/23/200
		From	I				80-1836								
1905	0.10	1900	R			SR 115	Plantati	ion Rd		NA			NA		07/07/200
(1895)	0.10	1300 To					00 1071						1471		01/01/200
1895)	0.25	1900	R			3	80-1871			NA			NA		07/07/200
1093)		To				D	Dead End	1							
		From				8	80-1855								
(1896)	0.06	250	R							NA			NA		07/23/200
		To From				80-1	869 WE	EST							
(1896)	0.06	280	R							NA			NA		07/23/200
_		To From				80-1	1869 EA	ST							
1896	0.06	330	R							NA			NA		07/23/200
		To From				8	80-1853								
1896	0.23	350	R							NA			NA		07/21/200
		To					Plantati								
	0.70	150	R			80-1	859 WE	EST		NA			NA		07/21/200
1897	0.70	To	_			8	80-1867						INA		01/21/200
		From					80-1853			l					
1898)	0.23	170	R							NA			NA		07/23/200
		То				SR 115	Plantati	ion Rd							
		From				SR 115	Plantati	ion Rd							
(1899)	0.02	560	R							NA			NA		07/16/200
<u> </u>		To From				8	80-1927								
1899	0.38	310 To	R			an i	15 00 1	0.5		NA			NA		07/16/200
		From	<u> </u>				15; 80-1								
(1900)	0.05	10	R			Dead	End, W	E91		NA			NA		07/14/200
(1900)	0.00	To				00.10	000 0	:1 DI					1471		07/14/200
(1000)	0.07	20 From	R			80-18	888 Qua	11 PI		NA			NA		07/14/200
1900		To				Dead	End, E	AST							
		From	1			SR 1	15; 80-1	801		Ī					
1901)	0.15	180	R							NA			NA		07/07/200
$\bigcirc$		To				D	Dead End	i							
	. :=	From				8	80-1877			<u> </u>					07/00/-
1902	0.17	100	R						 	NA			NA		07/23/200
		From	╚			8	80-1867			<u> </u>					07/01/-
1902	0.06	100 _{To}	R			· ·	nl de C-	0		NA			NA		07/21/200
			I				ul-de-Sa								
1903	0.17	210	R			SR 115	Plantati	ion Rd		NA			NA		07/16/200
(1903)	0.17	ZIU To					80-1899			- 17/			14/1		5., 10/200

								tenance /								
Route	Length	AADT	QA	4Tire	Bus			Truck- -Axle 1T		QC	K Factor	QK	Dir Factor	AAWD [*]	ΓQW	Year
Roanoke County		From					90.11	222			-					
(1904)	0.49	30	R				80-1	833			NA			NA		07/16/200
(1904)		To	·			80	0-601 H	ollins Rd								
		From					80-1	890								
(1905)	0.28	150	R								NA			NA		07/07/200
		To	<u> </u>		B	3otetou		y Line; 11-	648							
Marranali Dd	0.45	From	ᆫ				Dead	End						NIA		40/04/000
(1906) Warmack Rd	0.15	10	R								NA			NA		12/04/200
(1906) Warmack Rd	0.15	40 From	R			0.1	15 ME I	Dead End			NA			NA		12/04/20
(1906) Warmack Rd	0.13	<b>40</b>	:			Bot	tetourt C	ounty Line						INA		12/04/200
		From					80-1									
1907)	0.09	70	R				00 1	3,0			NA			NA		07/23/20
		To					Dead	End								
_		From					Dead	End								
1908)	0.10	80	R								NA			NA		07/23/20
		To From					80-1	876								
(1908)	0.05	20	R								NA			NA		07/23/200
$\overline{}$		To	<u></u>				Dead	End								
$\bigcirc$		From				8	30-1821	SOUTH								0=/0.4/0.0
(1909)	0.15	230 _{To}	R				00 1001 1	JODTH			NA			NA		07/21/20
		From				8	80-1821 1									
1910)	0.03	20	R				80-19	909			NA			NA		07/21/20
1910)	0.00	To	:				Dead	End						INA		01/21/20
_		From					80-1									
(1911)	0.13	50	R								NA			NA		07/21/20
$\cup$		To					80-1	897								
		From					80-1	897								
(1912)	0.20	210	R								NA			NA		07/21/20
		To	<u></u>				80-1									
	0.50	From					80-1	861						NIA		07/40/00
(1913)	0.58	850 To	R			90	0 601 H	ollins Rd			NA			NA		07/16/20
		From						ntation Rd								
1914)	0.15	300	R			- SIX	. 115 114	ntation Ku			NA			NA		07/07/20
1317		To	_				Dead	End								
		From					Dead	End								
(1915)	0.20	100	R								NA			NA		07/14/200
$\bigcirc$		To	<u>:</u>				80-13	842								
$\bigcirc$		From					Cul-de	e-Sac								
1916	0.07	110	R								NA			NA		06/23/200
_		From					80-19	917								
1916	0.05	40 To	R				00.1	222			NA			NA		06/23/20
							80-13									
	0.09	From <b>48</b>	R				Cul-de	e-Sac			NA			NA		06/23/20
1917)	0.09	<b>40</b>					80-19	916						INA		00/23/20
		From					80-19				-					
1918)	0.07	140	R				50-1				NA			NA		07/14/20
		To					80-19	921								
		From					Dead	End								
1919	0.11	50	R							 	NA			NA		07/14/20
		To From					80-19	918								
1919)	0.17	90	R								NA			NA		07/14/200
$\cup$		To					Dead	End								

					1100			nance A			17					
Route	Length	AADT	QA	4Tire	Bus			-Truck Axle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From	ī				Dead E	n d			-					
(1920)	0.13	60	R				Dead E	IIU			NA			NA		07/01/200
(1029)		To					80-180	1								
		From					80-151	1								
(1921)	0.38	350	R								NA			NA		07/14/200
<u> </u>		To					Cul-de-S									
	0.00	From	<u> </u>				80-184	-2								07/44/000
1922	0.06	<b>20</b>	R				Dead E	d			NA —			NA		07/14/200
		From				90.60					1					
1022	0.29	150	R			80-60	5 Old Mo	untain Rd			NA			NA		07/14/200
1923	0.20	To					80-151	1			Ti'					0171 17200
		From					Dead E									
1924	0.17	170	R				D cad D				NA			NA		07/14/200
		To				80-6	621 Beaur	nont Rd								
1924)	0.18	170 From	R			00 (	ozi Beddi	nont rea			NA			NA		07/14/200
		To					Dead E	nd								
		From					Dead E	nd								
1925)	0.05	480	R								NA			NA		07/07/200
<u> </u>		To					80-192	6			_					
1925	0.17	1300	R								NA			NA		07/07/200
$\bigcup$		To				SR	115 Planta	ation Rd								
		From					Cul-de-S	Sac								
1926)	0.24	190	R								NA			NA		07/07/200
$\overline{}$		To					80-180	4								
$\bigcirc$		From	<u> </u>				80-189	9			<u> </u>					
1927	0.12	150 To	R				00.102	4			NA			NA		07/16/200
							80-193									
	0.07	From <b>60</b>	R				80-192	:7			NA			NA		07/16/200
1928	0.07	To	_				Cul-de-S	Sac						INA		07/10/200
		From				90	-601 Shad				1					
1929) Waterfall Dr	0.30	240	R			80-	OOI Shad	well DI			NA			NA		07/14/200
10229		To					Cul-de-S	Sac								
		From				80-1	1929 Wate	erfall Dr								
1930) Running Deer Lane	0.09	50	R								NA			NA		07/14/200
$\bigcup$		To					Cul-de-S	Sac								
_		From				80-1	1929 Wate	erfall Dr								
1931) Sundance Circle	0.06	40	R								NA			NA		07/14/200
<u> </u>		То					Cul-de-S									
	0.04	From				80-679	Buck Mo	ountain Ro	d							00/04/00
1932	0.24	250 To	R				Cul-de-S	700			NA			NA		09/24/200
_											_					
	0.04	From 20	R				Cul-de-S	Sac			NA			NA		09/24/200
1933	0.04	<b>20</b>	_				80-193	2.						INA		09/24/200
		From					80-192				+					
1934	0.11	90	R				00-172				NA			NA		07/16/200
1934		То					Cul-de-S	Sac		 						
		From					Cul-de-S									
1935)	0.14	40	R					-			NA			NA		09/24/200
$\bigcup$		То					80-155	4								
		From					Cul-de-S	Sac								
1936	0.55	100	R								NA			NA		09/24/200
$\overline{}$		To					80-155	5								

Route	Length	AADT	QA	4Tire	Bus	2Axle	e 3+Axl	ruckle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From					80-1555									
(1937)	0.09	50	R								NA			NA		09/24/200
		То	<u> </u>				Cul-de-Sac	;								
(100)	0.10	40	R				80-1555				 NA			NA		09/24/200
(1938)	0.10	To				C	Cul-de-Sac	;						14/4		03/24/200
		From					80-1541									
(1939)	0.40	350	R								NA			NA		09/24/200
$\overline{}$		То				80-1	555; 80-1	938								
$\bigcirc$	0.00	From	<u> </u>			C	Cul-de-Sac	:								00/04/00
1940	0.09	<b>30</b>	R				80-1541				NA			NA		09/24/20
		From					80-1555									
1941)	0.33	240	R				80-1333				NA			NA		09/24/20
1941)		То	_				80-1939									
		From				80-621	l Beaumo	nt Rd								
1942)	0.14	110	R								NA			NA		07/14/20
$\bigcirc$		То				C	Cul-de-Sac									
		From	<u> </u>				80-1541				$\exists$					20/20/20
(1943)	0.05	330	R								NA			NA		09/22/20
$\overline{}$		From				80-194	46 Begin	Loop								
1943	0.46	120 To	R				D 11				NA			NA		09/22/20
		From					End Loop				_					
	0.37	660	R				80-1541				 NA			NA		09/22/20
(1944)	0.57	То	_				80-1946				$\exists$			INA		03/22/20
		From					80-1944									
1945)	0.30	70	R								NA			NA		09/22/20
$\overline{}$		То					80-1946									
$\bigcirc$		From					80-1943									
(1946)	0.05	80	R								NA			NA		09/22/20
<u> </u>		To From					80-1945									
(1946)	0.26	<b>70</b>	R								NA			NA		09/22/20
							Cul-de-Sac									
(10.17)	0.31	3700				SR 117.	Peters Cr	eek Rd			NA			NA		07/07/20
(1947)	0.31	3700					00.1010							INA		01/01/20
	0.41	1200	R				80-1948				NA			NA		07/07/20
(1947)	0.41	To				80-628	Woodhav	en Rd			•``			1471		01701720
		From					Cul-de-Sac									
1948)	0.22	390	R								NA			NA		07/07/20
$\bigcirc$		То					80-1947									
		From					80-1932									
(1949)	0.25	160	R								NA			NA		09/24/20
<u> </u>		То					Dead End									
$\bigcirc$	0.07	From	<u> </u>			US 221 B	Bent Mour	ntain Rd						NΙΔ		00/04/20
1950	0.07	720	R								NA			NA		09/04/20
	0.40	From	<u> </u>			80-2	035 SOU	TH						NI A		00/04/00
(1950)	0.13	330	R								NA —			NA		09/04/20
$\overline{}$	0.04	From	Ļ_				80-1951			-				NIA.		00/04/00
(1950)	0.21	150	R								NA —			NA		09/04/20
$\overline{}$	0.08	From 48	R			80-20	035 NOR	TH		-	NA			NA		09/04/20
(1950)																110/11/11/20

					KU			enance Ar								
Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWD	T QW	Year
Roanoke County		From	:				80-19	50			1					
1951)	0.28	50	R				00 17	<del>70</del>			NA			NA		09/04/200
		To					Cul-de-	Sac								
$\overline{}$		From	<u> </u>			US 22	1 Bent M	Iountain Rd			<u> </u>					
1952	0.42	140	R				C-1 1-	G			NA			NA		09/08/200
		From	] :I				Cul-de-									
1953)	0.05	20	R				80-19	32			NA			NA		09/08/200
		To					Cul-de-	Sac								
		From					80-19	52								
1954	0.06	20	R								NA			NA		09/08/20
<u> </u>		To					Cul-de-									
$\frown$	0.05	From	ᆫ				80-15	19						NIA		00/05/00
1955	0.05	<b>30</b>	R				Cul-de-	Sac			NA			NA		08/25/20
		From	: :			80	-601 Ho				<del>-                                    </del>					
1956)	0.10	360	R			- 80	-001 110	illis Ku			NA			NA		07/14/20
		To					80-19	57								
1956)	0.11	230 From	R				00 17	<i>,,</i>			NA			NA		07/14/200
		To	-				80-19	65								
1956) Carolina Trail	0.12	130 From	R				00 17	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			NA			NA		12/06/20
		To	:				Cul-de-	Sac								
		From					80-19	56								
1957)	0.05	30 To	R				~				NA			NA		07/14/20
							Cul-de-									
1958) Lost Dr	0.26	40	R				Cul-de-	Sac			NA			NA		11/08/20
1958 Lost Dr	0.20	-10					00.10	50						IVA		11/00/200
1958) Lost Dr	0.29	100 From	R				80-19	59			NA			NA		11/08/20
1936) 2301 21	0.20	To					80-69	15			Ti.					11/00/20
		From	:				Cul-de-	Sac								
1959) Lost View Lane	0.14	30	R								NA			NA		11/08/20
		To				80	0-1958 L	ost Dr								
$\bigcirc$		From	<u> </u>			80-679	Buck M	Iountain Rd			<u> </u>					00/01/00
1960	0.03	1100	R								NA			NA		09/24/20
$\overline{}$		From					80-19	54								22/21/22
1960)	0.05	900	R								NA			NA		09/24/200
$\overline{}$	0.05	From	<u> </u>				80-19	51						NIA		00/04/00
1960)	0.05	430	R								NA			NA		09/24/20
$\overline{}$	0.19	110					80-19	52			NA			NA		09/24/20
1960)	0.19	To	R				Cul-de-	Sac			INA			INA		09/24/20
		From					80-19				1					
1961)	0.11	340	R				00 1)	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>			NA			NA		09/24/20
		To					80-19	60								
1961)	0.16	130 From	R				00 17	,,,			NA			NA		09/24/20
$\bigcup$		To					Cul-de-	Sac								
		From					Cul-de-	Sac								
1962	0.03	40	R								NA			NA		09/24/20
<u> </u>		From					80-19	51								
1962	0.13	190	R								NA			NA		09/24/20
<u> </u>		To From	:				80-19	63								
(1962)	0.29	220	R								NA			NA		09/24/200
<u>~</u>		To	1			—	80-19	50								

							viaintenar								
Route	Length	AADT	QA	4Tire	Bus		Tr e 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From					7.1.1.0								
(1963)	0.07	60	R			(	Cul-de-Sac			NA			NA		09/24/200
(1303)		To					80-1962								
~		From	:			C	Cul-de-Sac								
1964	0.10	<b>70</b>	R				00.1060			NA			NA		09/24/200
		From	] .i				80-1960	T:1		<u> </u>					
(1965)	0.05	50	R			80-195	6 Carolina	1 ran		NA			NA		07/14/200
		To	:			C	Cul-de-Sac								
		From				80-1	1958 Lost E	)r							
1966 Split Rail Lane	0.16	<b>30</b>	R				3.1.1.6			NA			NA		11/08/200
		From	] .I				Cul-de-Sac								
1967) Glen Meadow Dr	0.14	100	R			C	Cul-de-Sac			NA			NA		11/20/200
1967) Giori Moddow Bi	0.11	To				80-613	3 Merriman	n Rd		i i					1 1/20/200
		From	:				80-1832								
1968)	0.14	480	R							NA			NA		07/01/200
<u> </u>		To From					80-1969			_					
1968	0.19	300	R							NA			NA		07/01/200
<u> </u>		To From					80-1882								
(1968)	0.08	40	R							NA			NA		07/01/200
		To	<u> </u>				Cul-de-Sac			_					
4000	0.11	<b>80</b>	R			C	Cul-de-Sac			NA			NA		07/01/200
1969	0.11	To					90 1069								017017200
1969)	0.07	40 From	1 R				80-1968			NA			NA		07/01/200
(1909)	0.0.	To	:			C	Cul-de-Sac								0.70.7200
		From	:			80-628	Green Ridg	ge Rd							
1970)	0.16	130	R							NA			NA		08/04/200
		To				C	Cul-de-Sac								
	0.15	160	R				80-1972			NA			NA		06/02/200
(1971)	0.15	To					80-1836						INA		06/23/200
		From	:				Cul-de-Sac								
1972)	0.15	90	R							NA			NA		06/23/200
		To	:			C	Cul-de-Sac								
$\bigcirc$		From					80-1859			<u> </u>					
1973	0.16	150	R				Cul-de-Sac			NA			NA		07/14/200
		From	:I				80-1859								
1974	0.08	70	R				00-1039			NA			NA		07/14/200
<u></u>		To	:			C	Cul-de-Sac								
		From	·			C	Cul-de-Sac								
1975	0.05	40	R							NA			NA		07/14/200
		To From					80-1859								
1975	0.07	60 To	R							NA			NA		07/14/200
			: <u> </u> :r				Cul-de-Sac								
1976) Garland Circle	0.10	730	R			C	Cul-de-Sac			NA			NA		12/04/200
(1976) Garland Circle	J.10	To					80-1895						. 11/-3		.2,07,200
		From	:				Cul-de-Sac			Ì					
1977)	0.09	50	R							NA			NA		07/01/200
$\overline{}$		To					80-1858								
(1978) Rose Lawn Court Dr	0.15	From	<u> </u>				80-689			NA			NA		
/ Poco Lown Court Dr		60	R												11/13/200

Route	Length	AADT	QA	4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC	K Factor	QK Dir Factor	AAWDT QW	Year
Roanoke County		From		80-1548	1			
1980	0.10	410	R	00-13-10	NA		NA	08/25/2003
$\bigcirc$		To From		80-1981				
(1980)	0.06	300	R		NA		NA	08/25/2003
<u> </u>		To From		80-1982	$\supset$			
(1980)	0.08	190 To	R	00.1003	NA		NA	08/25/200
		From		80-1983				
(1981)	0.04	30	R	80-1980	NA		NA	08/25/200
(1301)		To		Cul-de-Sac				
		From		Cul-de-Sac				
(1982)	0.05	60	R		NA		NA	08/25/200
<u> </u>		To From		80-1980				
(1982)	0.09	40	R		NA		NA	08/25/200
		To		Cul-de-Sac	<u> </u>			
	0.05	From <b>20</b>	R	Cul-de-Sac	NA		NA	08/25/200
1983	0.03	20	N.	20.4000	- INA		INA	00/23/200
	0.13	150	R	80-1980	NA		NA	08/25/200
(1983)	0.13	To		Cul-de-Sac	Π΄		14/4	00/23/200
		From		SR 115; 80-1898	Ī			
1984)	0.14	350	R	,	NA		NA	07/14/200
<u> </u>		To		80-1985 EAST				
$\overline{}$		From		80-1984 WEST				
1985	0.26	150	R	90 1004 FACT	NA		NA	07/14/200
		From		80-1984 EAST				
1986)	0.09	120	R	80-1984	NA		NA	07/14/200
1900)	0.00	To		80-1985				0.7.1.,/200
		From		80-1816				
1987) Ridgecrest Lane	0.27	190	R		NA		NA	12/06/200
<u> </u>		To		Cul-de-Sac				
0	0.00	From		Cul-de-Sac			NIA	40/00/00/
1988 Crystal Anne Lane	0.06	<b>60</b>	R	80-1987 Ridgecrest Lane	NA		NA	12/06/200
		From		Cul-de-Sac				
1989) Geneva Circle	0.05	40	R	Cur-de-5ac	NA		NA	12/06/200
		To		80-1987 Ridgecrest Lane				
		From		Cul-de-Sac				
1990)	0.36	30	R		NA		NA	09/02/200
<u> </u>		To		80-694 Twelve OClock Knob Rd				
1991) Colonial Place Dr	0.20	120	R	80-720 Colonial Ave	 NA		NA	11/20/200
(1991) Colonial Place Dr	0.20	To	IX.	Cul-de-Sac			INA	11/20/200
		From		Cul-de-Sac	i			
1992	0.11	20	R	ou de bue	NA		NA	08/13/200
<u> </u>		To		80-923 Corntassle Lane				
$\sim$		From		80-1834	Ц			
1993)	0.18	NA To		00.1024	NA		NA	
		To		80-1834				
1001	0.11	NA From		80-1832	 NA		NA	
(1994)	0.11	To		Cul-de-Sac			INA	
		From		80-1679	i			
1995)	0.10	180	R	00 1077	NA		NA	10/06/200
	-	To		80-1996	7			

Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From					80-199	96			i					
(1995)	0.10	48	R								NA			NA		10/06/2003
		To					Cul-de-									
	0.20	100	R				80-199	95			 NA			NA		10/09/2003
(1996)	0.20	To	<u> </u>				Cul-de-	Sac						INA		10/09/2003
		From				80-7	739 Long									
(1997)	0.13	NA									NA			NA		
$\overline{}$		To					Cul-de-	Sac								
$\bigcirc$		From					80-69	5								
1998)	0.45	<b>NA</b>					C-1 1-	C			NA			NA		
		From	<u> </u>			***	Cul-de-				<u> </u>					
	0.29	60	R			US 22	1 Bent M	ountain Rd			NA			NA		09/08/2003
(1999)	0.25	To	<u> </u>				Cul-de-	Sac						14/3		03/00/200
		From					Cul-de-									
(2000)	0.16	80	R				_ u. uc-				NA			NA		08/27/2003
$\bigcup$		To					80-179	99								
		From					80-179	99								
(2001)	0.05	20	R								NA			NA		08/27/2003
		To					Cul-de-									
	0.40	From	Ļ_				Cul-de-	Sac						N.1.0		00/07/000
(2002)	0.16	110	R								NA			NA		08/27/2003
$\overline{}$	0.47	From	<u> </u>				80-179	99								00/07/000
2002)	0.17	200	R								NA			NA		08/27/2003
O a Fall and Da	0.44	From	Ļ				80-200	)6						NIA		44/40/0000
2002) Salisbury Dr	0.14	<b>90</b>	R				Cul-de-	Saa			NA			NA		11/13/2006
		From														
(2002)	0.06	600	R				80-179	99			NA			NA		08/27/2003
(2003)	0.00	To					00.20	).4			<del>-</del>					00/21/2000
2003	0.07	490 From	R				80-200	)4			NA			NA		08/27/2003
(2003)	0.0.	To					80-200	7			— —					00/21/2000
2003	0.07	150 From	R				80-200	) /			NA			NA		08/27/2003
(2003)	0.07	To					80-201	14			٦̈́					00/21/2000
		From					Cul-de-	Sac								
(2004)	0.09	50	R								NA			NA		08/27/2003
<u> </u>		To					80-200	)3								
$\bigcirc$		From					Cul-de-	Sac								
2005	0.08	48 To	R				00.150				NA			NA		08/27/2003
			<u> </u>				80-179									
	0.12	From	R				80-200	)2			NA			NA		08/27/2003
2006	0.12	To					Cul-de-	Sac						INA		00/21/2000
		From	i I				Cul-de-				İ					
(2007)	0.13	160	R				Cur-uc-	Jac			NA			NA		08/27/2003
		To					80-200	)9								
(2007)	0.07	230 From	R				30*200	• •			NA			NA		08/27/2003
		To					80-200	18								
(2007)	0.20	320 From	R				00-200	,,,			NA			NA	-	08/27/2003
		To					Cul-de-	Sac								
		From					Cul-de-	Sac								
(2008)	0.06	40	R								NA			NA		08/27/2003
$\smile$		To					80-200	)7								

								enance A								
Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWD ⁻	T QW	Year
Roanoke County		Fron	1				C-1 1-	C			-1					
2009)	0.03	40	R				Cul-de-	Sac			NA			NA		08/27/200
2009)	0.00	Ti					80-200	)7								00/2//200
		Fron	Ī				Cul-de-	Sac								
2010)	0.37	190	R								NA			NA		07/07/200
		To				US	11 Lee I	lighway								
	0.05	From	Ļ				Cul-de-	Sac								40/00/00
2011) College View Court	0.05	40	R								NA			NA		12/06/200
Callaga Viano Canat	0.07	Fron	ᆫ				80-20	10						NIA		40/00/00
2011) College View Court	0.07	<b>40</b>	R				Cul-de-	Sac			NA			NA		12/06/20
		Fron					80-20									
2012) Hollins Court Circle	0.05	30	R				80-20	10			NA			NA		12/06/20
2012		Tr					Cul-de-	Sac								,
		Fron	1				80-200	07								
2013)	0.16	110	R								NA			NA		08/27/20
<u> </u>		To					Cul-de-	Sac								
		Fron					Cul-de-	Sac								
(2014)	0.07	70	R								NA			NA		08/27/20
		To					Cul-de-	Sac								
	0.05	From	ᄂ				80-200	02						NIA		00/07/00
2016)	0.05	<b>30</b>	R				Cul-de-	Saa			NA			NA		08/27/20
_		Fron														
2000	0.14	30	R				80-10	/9			NA			NA		10/16/20
2020)	0.11	To	_				Cul-de-	Sac			T)			107		10/10/20
		Fron				80	0-1950 S									
2035)	0.45	460	R								NA			NA		09/04/20
$\bigcup$		To				80	)-1950 N	ORTH								
		Fron					80-203	35								
2036)	0.25	230	R								NA			NA		09/04/20
		To From					80-203	37								
2036)	0.20	70	R								NA			NA		09/04/20
<u> </u>		Tr	<u></u>				Cul-de-	Sac								
$\bigcirc$		Fron	<u> </u>				80-203	36								
2037)	0.09	100	R								NA			NA		09/04/20
<u> </u>		To From					80-203	38								
2037)	0.12	<b>50</b>	R				~	~			NA			NA		09/04/20
							Cul-de-									
	0.10	From	<u> </u>				Cul-de-	Sac			NIA			NIA		00/04/20
2038	0.10	<b>40</b>	R				80-203	37			NA			NA		09/04/20
		Fron					Cul-de-				1					
2040)	0.33	NA					Cui-ue-	Sac			NA			NA		
2040)	0.00	To					80-153	37			Ti i					
		Fron					80-20-	10								
2041)	0.16	NA									NA			NA		
$\bigcirc$		Te					Cul-de-	Sac								
		Fron					Cul-de-	Sac								
2042	0.07	NA									NA			NA		
<u> </u>		Tr	<u> </u>				80-20-		 							
$\cap$	2.55	Fron	<u> </u>			80-679	Buck M	ountain Rd								00/01/5
2050	0.03	700	R								NA			NA		09/24/20
		Fron					80-20	53			<b>I</b> —					
(2050)	0.05	350	R								NA			NA		09/24/20
		Tr	]				80-205	51								

Route	Length	AADT	QA	4Tire	Bus	3 2	2Axle	3+A	-Truck xxle 1 ⁻	Γrail	2Trail	- QC	K Facto	r QK	Dir Factor	AAV	VDT	QW	Year
Roanoke County		Fron						80-205					<u> </u>						
2050)	0.06	130	R				•	50-203	•				NA			Ν	IA		09/24/2003
<u> </u>		To Fron					8	80-2052	2				$\Box$ $\vdash$						
2050	0.03	30 Tr	R				C	ul do C	100				NA			Ν	IA		09/24/2003
		Fron						ul-de-S											
2051)	0.09	70	R				C	ul-de-S	sac				NA			Ν	IA		09/24/2003
		Ti					8	80-2050	0										
$\bigcirc$		Fron					C	ul-de-S	Sac				<u> </u>						20/21/202
2052	0.05	46	R				,	80-205	0				NA			N	IA		09/24/2003
		Fron						ul-de-S											
2053)	0.06	40	R										NA			Ν	IΑ		09/24/200
<u> </u>		To Fron					8	80-205	5				$\Box$						
2053	0.07	100	R										NA			Ν	IA		09/24/2003
		Fron					8	80-205	4				$\neg$						
(2053)	0.18	230 To	R					90 20 <i>E</i>	0				NA			Ν	IA		09/24/2003
		Fron						80-2050 hul-de-S											
(2054)	0.08	50	R				C	ur-uc-S	iac				NA			Ν	IA		09/24/2003
		To					8	80-205	3										
$\bigcirc$		Fron					C	ul-de-S	Sac										
2055	0.04	<b>20</b>	R					80-205	2				NA			Ν	IA		09/24/2003
		Fron						68 Olse											
2060	0.12	230	R				80-70	08 Olse	en Ku				NA			Ν	IA		06/23/2003
		Т						80-206	1										
(2060)	0.14	100 From	R										NA			Ν	ΙA		06/23/2003
<u> </u>		To					C	ul-de-S	Sac										
$\bigcirc$	0.45	Fron					Cul-d	le-Sac V	WEST				$\Box$				1.4		00/00/000
(2061)	0.15	90	R										NA —			N	IA		06/23/2003
(0004)	0.07	40 From	R					80-206	0				NA			N	IA		06/23/2003
(2061)	0.07	To					Cul-d	le-Sac l	EAST								., .		00/20/200
_		Fron					C	ul-de-S	Sac										
(2070)	0.07	NA											NA			Ν	IA		
		Te	<u> </u>			80			aven Rd										
(2075)	0.09	Fron	R				С	ul-de-S	Sac				NA			N	IA		07/01/2003
2013	0.00	Te					80-84	49 Laba	an Rd										317317200
		Fron					C	ul-de-S	Sac										
(2080)	0.18	NA						24**					NA			N	IA		
		Fron				~-		34 Hard		,									
(9352)	0.08	200	R			SF	K 117 l	Peters (	Creek R	1			NA			N	IA		12/04/2006
3332	J.00	<b>200</b>					Burli	ngton S	School								•		, 5 ,,2000
		Fron				S	R 116	Jae Va	alley Rd										
9354	0.06	370	R										NA			Ν	IA		10/14/2003
		T	<u> </u>					easant S											
0050	0.09	350	R					US 220	)				NA			K	IA		10/14/2003
9356	0.03	330 Te					Clear	brook S	School				$\dashv$			1\	i/\		10/14/200
		Fron							Main St				Ī						
(9357)	0.04	80	R										NA			Ν	IA		10/14/2003
$\overline{}$		Tr					Fort I	Lewis S	School				┸						

					Ro	anoke ivia	aintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Roanoke County		From					0.511									
0050	0.03	60	R			8	30-711				NA			NA		09/02/200
(9358)	0.00	To	·			Bent Mo	untain Sch	ool			<b>–</b> "`			1471		00/02/200
		From	:			US 221 Be					i					
9359	0.20	300	R								NA			NA		09/08/200
		To				Black C	reek Scho	ol								
		From				SR 419	Electric R	.d								
(9360)	0.87	1100	R								NA			NA		08/25/200
		To				Hidden \	Valley Sch	ool								
City of Roanoke		From	.1		TIC /	221 D. D	HC 220 E-	1-1: D -	1							
1 2nd St SW	0.23	5600	G	96%	1%	221 P, Bus 3%	08 220 Fr 0%	0%	0%	F	0.123	F	0.578	6000	G	2008
2nd St SW	0.20		.—	0070	170			070	070				0.070	0000	Ū	2000
2nd St SW; Gainsboro	0.73	9500	G	96%	1%	Salen 3%	n Ave SW 0%	0%	0%	С	0.119	F	0.675	10000	G	2008
2nd St SW; Gainsboro	0.73	9300 To		90 /0	1 /0		ge Ave NE	0 /0	0 /6		0.119		0.075	10000	G	2000
		From	:				ng St NE				1					
Belle Ave NE	0.84	NA	<u> </u>			Kii	ig at NE				NA			NA		
Belle Ave NE	0.0 .	То	:			ECL	Roanoke				Ti"					
		From	1				20 Franklii	n Rd			i					
3 Wonju St	0.18	14000	G	98%	0%	1%	1%	1%	0%	С	0.093	F	0.562	15000	G	2008
128		To			T	US 220 Roy	, Wabbar F	Zynwy.								
3 Wonju St	0.12	14000	N	98%	0%	1%	1%	1%	0%	N	0.093	Ν	0.562	15000	Ν	2008
(3) Wonju St		To	:				onial Ave									
		From	:		US 11. I	US 21, Bus	US 220 W	illiamsoi	ı Rd							
4 Kimball Ave NE	0.75	10000	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.673	11000	G	2008
128		To	:			Orang	ge Ave NE									
		From				US 460	Orange A	ve								
5 Plantation Rd NE	0.33	9000	G	98%	0%	1%	1%	1%	0%	F	0.083	F	0.557	9700	G	2008
128		To					nawk Ave									
5 Plantation Rd NE	0.82	7000	G	98%	0%	Mohav 1%	wk Ave NI 1%	1%	0%	F	0.094	F	0.587	7500	G	2008
Plantation Rd NE	0.02	To		30 70	0 70		Liberty Rd		070	'	0.034	'	0.507	7300	G	2000
		From	:				l St NW				<u> </u>					
6 Wells Ave NW	0.05	NA				2110	ISTINW				NA			NA		
6 Wells Ave NW		To				G : 1	1.010	1887								
Wells Ave NW	0.13	8400	G			Gainsboi	ough Rd N	l W			0.101	F	0.62	9000	G	2008
6 Wells Ave NW	0.15	0400										į.	0.02	3000	J	2000
6 Wells Ave NE	0.20	From <b>8400</b>	N			Jefi	ferson St				0.101	N	0.62	9000	NI	2008
128 Wells Ave IVL	0.20	0400 To			US 11 I	JS 221, SR	116 Willi:	amson Ro	INE		0.101	IN	0.62	9000	N	2000
		From	:		05 11, 0		olk Ave SE				1					
7 Wise Ave SE	0.89	7800	G	98%	0%	1%	1%	1%	0%	F	0.129	F	0.807	8300	G	2008
128	0.00	To	·	0070		WCL Vint			0,0	•		•	0.00.	0000	•	
		From	:				Riverland 1				i					
8 9th St SE	0.21	7000	G	98%	0%	1%	1%	1%	0%	F	0.099	F	0.58	7500	G	2008
128		To					try Ave SE									
8 9th St SE	0.93	10000	G	98%	0%	1%	1%	1%	0%	F	0.097	F	0.551	11000	G	2008
128	0.00				0,0				0,0	•		•	0.00		•	2000
9th St SE	0.06	10000 From	N	98%	0%	SR 24 Bul	llitt Avenu 1%	2 SE 1%	0%	N	0.097	N	0.551	11000	N	2008
8 JULI SI SE	0.00	10000	14	<i>3</i> 070	070				U /0	IN	0.031	IN	0.551	11000	IN	2000
044 01 05	0.40	From	<u> </u>	0001	001		amison Av		00/		0.000		0.501	F 400		0000
8 9th St SE	0.18	5000 To	G	98%	0%	1%	1%	1%	0%	F	0.098	F	0.584	5400	G	2008
		- 10			***		ell Ave SI									
Gampbell Ave SE	0.50	From <b>NA</b>	<u> </u>		US	11; US 221	Williamso	on Rd SE			NA			NA		
g Campbell Ave SE	0.59	NA To	:			Norfo	olk Ave SE				INA			INA		
		-	<u> </u>			INOITO	IK AVE SE									

					NO	allone ivi	aintenan	ice Area								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Roanoke		From	1			C	111 A C	F			-					
10 Norfolk Ave SE	0.30	NA				Camp	bell Ave S	E			NA			NA		
10 Norfolk Ave SE		To				14	th St SE									
		From	:				fferson St									
11 Belleview Ave SE	0.61	4500	G	98%	0%	1%	0%	0%	0%	С	0.093	F	0.726	4900	G	2008
		From	: <u> </u> :				Walnut Ave									
Norfolk Ave Connector	0.03	NA				120-17	Saleili Ave	SE			NA			NA		
128		To					olk Ave SI									
Norfolk Ave SE	0.14	From <b>NA</b>	<u> </u>			Nortolk A	ve Connec	tor SE			NA			NA		
13) Norfolk Ave SE	0.14	To	-			128-9 Ca	ımpbell Av	e SE						14/3		
		From	:			S Je	efferson St									
14 Williamson Rd SE	0.56	NA									NA			NA		
		To	:				Elm Avenu									
14 128 Williamson Rd SE	0.22	NA				DIC 2 1 L	ann 2 I venue	J DL			NA			NA		
128		To				US 2211	Franklin R	d SE								
	0.0.	From				US 11 Ca	mpbell Av	e SW			<u> </u>					
15 1st St SW	0.04	NA To	:		,	128 17 Sal	em Ave SV	W. Gan			NA			NA		
_		From					Ave NW;									
15 1st St NW	0.09	NA									NA			NA		
		To	•				Vells Ave l									
16 S Jefferson St	0.18	From <b>NA</b>			Ţ	JS 221, SF	R 116 Fran	klin Rd			NA			NA		
S Jefferson St	0.10	To				IIC 11	C	A						IVA		
16) S Jefferson St	0.05	NA From				05 11	Campbell A	Ave			NA			NA		
16 S Jefferson St		То				128-1	7 Salem A	ve								
		From	:			13	th St SW									
Salem Ave SW	0.34	5100	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.51	5700	G	2008
		From					h St SW				$\supset$					
Salem Ave SW	0.40	2900	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.666	3200	G	2008
Colom Ava CVV	0.20	From	<u> </u>	000/	00/		h St SW	00/	00/		0.004	F	0.506	F900		2000
Salem Ave SW Combined	0.30	5200 12000	G G	98% 98%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.094 NA	Г	0.586	5800 13000	G G	2008
Combined	Trainc.	12000 To		3070	070		d St SW	070	070	<u>'</u>				13000		
17 Salem Ave SW	0.22	4400 From	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.572	4900	G	2008
128		To	-				efferson St									
17 Salem Ave SW	0.15	<b>NA</b> From									NA			NA		
128/		То	:		US 11, U	JS 221, Bu	ıs 220 Will	liamson R	d SE							
( tail a aw		From		2221			bell Ave S					_				
18 13th St SW	0.25	3000 To	G	98%	0%	1%	0% m Ave SW	0%	0%	F	0.088	F	0.534	3300	G	2008
		From	! :				31, US 220				-					
19 Valley View Blvd NW	1.39	NA				1-50	1, 05 220				NA			NA		
128		То				Hershb	erger Rd N	IW								
<u> </u>		From	:			128-23	3 Aviation	Dr								
20 Airport Entrance Rd	0.28	NA To	:			CD 11	Q Airmont T	D.A			NA			NA		
		From	:				8 Aviation				<u> </u>					
21) Towne Square Blvd NW	0.53	NA				128-23	3 Aviation	DΙ			NA			NA		
Towne Square Blvd NW		То	:			SR 11	8 Airport I	Rd								
		From			S	SR 101 He	rshburger I	Rd NW								
22 Rutgers St NW	0.31	NA									NA			NA		
<u> </u>		To	<u> </u>		12	8-21 Town	ne Square I	Blvd NW								

					NU	alioke ivi	aintenan	ce Area	L							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Roanoke		From	1			** 11	7.13	***			-					
23 Aviation Dr NW	0.77	NA				Hersnb	erger Rd N	W			NA			NA		
Aviation Dr NW		To			1	128-20 Air	port Entrar	ice Rd								
		From				WC	L Roanoke									
Colonial Ave	1.16	9300	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.563	10000	G	2008
		From					singer Rd inger Road									
8001 Colonial Ave	0.81	19000	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.536	21000	G	2008
128/		То				Bra	ndon Ave									
O v. 11 . 11 . 11 . 11		From		2221			anoke; 80-									
Yellow Mountain Rd	2.59	2400	G	99%	0%	0%	0%	0%	0%	С	0.122	F	0.752	2600	G	2008
8003) McClanahan St	0.48	7500	G	98%	1%	Jef 1%	ferson St 0%	0%	0%	С	0.093	F	0.51	8000	G	2008
McClanahan St	0.40	7 300		30 /0	1 /0		20 Frankli		070		0.033	•	0.51	0000	J	2000
		From					_ Roanoke									
8005 128 Bandy Rd	0.37	1600	G	98%	0%	1%	0%	0%	0%	F	0.105	F	0.635	1700	G	2008
120/		To		_	1	28-8009 C	Garden City	Blvd.								
<u> </u>		From					L Roanoke				_]	_	_			
Salem Tpke	1.35	7800	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.502	8400	G	2008
<u> </u>	4.55	From	٦	0.007	00.		36th St	461	051			_	0.5	0655		000
Salem Tpke	1.20	8300 _{то}	G	96%	0%	1%	1% 24th St	1%	0%	С	0.085	F	0.514	9000	G	2008
		From														
8009) Garden City Blvd	0.42	4900	G	98%	0%	1%	ow Mtn Rd	0%	0%	F	0.104	F	0.585	5300	G	2008
Garden City Blvd		To					Ray Rd									
8009 Garden City Blvd	1.36	6000 From	G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.578	6500	G	2008
128/		To				SR 116	Riverland	Rd								
$\overline{}$		From					L Roanoke									
Shenandoah Ave	2.13	12000	G	95%	1%	1%	1%	2%	0%	С	0.097	F	0.51	13000	G	2008
<u> </u>	0.77	From	$\Box$	050/	407		24th St	201	00/				0.544	40000		0000
Shenandoah Ave	0.77	9600		95%	1%	1%	1%	2%	0%	F	0.099	F	0.514	10000	G	2008
Chanandagh Ava	0.06	From	G	050/	10/		15th St	20/	00/		0.102		0.536	10000		2000
Shenandoah Ave	0.86	9600		95%	1%	1%	1%	2%	0%	С	0.102	F	0.536	10000	G	2008
8010) Shenandoah Ave	0.29	4700	G	95%	10/	1%	5th St	20/	00/	F	0.094	F	0.605	5100	G	2008
31 Shehandoan Ave	0.29	4700 To		93 /0	1%		1% iamson Rd	2%	0%	ļ-	0.094	r	0.605	5100	G	2000
		From					Roanoke									
8011 128 Odgen Rd	0.55	9400	G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.564	10000	G	2008
<u>''''</u>		То				WC	L Roanoke									
Out of the Bull	4 4 4	From		0007	001		Roanoke	001	001	_	$\Box_{i}$	_		7000	-	0000
8013 Grandin Rd	1.11	<b>7200</b>	G	99%	0%	1%	0% n Rd; Bran	0%	0%	С	0.1	F		7800	G	2008
		From	<u> </u>		US		9 Electric F				<del>-  </del>					
8014 Grandin Rd	0.72	5800	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.504	6200	G	2008
128/		To				Mı	ıdlick Rd									
8014 Grandin Rd	0.97	3200 From	G			1410					NA			3500	G	2008
128/		То				Gar	st Mill Rd									
O		From					y Webber I									
8015 Franklin Rd	0.60	12000	G	98%	0%	1%	0%	0%	0%	С	0.098	F	0.622	13000	G	2008
		To From			ī		Elm Ave; ( lliamson R	_								
8015 Tazewell Ave	0.54	5800	G	98%	0%	1%	0%	0%	0%	С	0.14	F	0.805	6300	G	2008
120		To To					9th St				_					
8015 Tazewell Ave	0.34	4900 From	G	98%	0%	1%	0%	0%	0%	F	0.144	F	0.913	5300	G	2008
(120)		To					13th St									

					K06	alloke ivia	intenance Area	i							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Truck 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Roanoke															
(8018) Green Ridge Rd	1.23	5300	G	99%	0%	NCL Roano 1%	ke NCL Salem 0% 0%	0%	F	0.103	F	0.519	5700	G	2008
(8018) Green Ridge Rd	1.20	To		0070				0,0		- O. 100		0.010	0.00	Ū	2000
8018) Cove Rd	1.49	8700	G	99%	0%	1%	ers Creek Road 0% 0%	0%	С	0.096	F	0.556	9300	G	2008
8018 128 Cove Rd	1.10	To		0070	070		berger Rd	070				0.000	0000	Ū	2000
		From					ndin Rd								
Mud Lick Rd	1.43	3200	G	99%	0%	1%	0% 0%	0%	F	0.126	F	0.645	3400	G	2008
128		To				US 11 B	randon Ave								
<u></u>	0.70	From	<u> </u>	000/	00/		don Ave	00/			_	0.544	0000	_	0000
8020 Edgewood Ave	0.76	6400 _{To}	G	99%	0%	1%	0% 0% orial Ave	0%	С	0.099	F	0.541	6800	G	2008
		From					vood Ave								
8020 Memorial Ave	0.71	5200	G	99%	0%	1%	0% 0%	0%	F	0.100	F	0.547	5600	G	2008
128		To				Grai	ndin Rd								
		From				Willia	mson Rd								
8022 Hershberger Rd	0.60	12000	G	98%	0%	1%	0% 0%	0%	С	0.080	F	0.602	12000	G	2008
		То				ECL	Roanoke								
$\overline{}$		From				SR 116 F	Riverland Rd								
Bennington St SE	0.37	NA								NA			NA		
<u> </u>		To From				Riversi	de Terrace								
8023 Bennington St	0.54	10000	G	97%	1%	1%	1% 0%	0%	С	0.083	F	0.511	11000	G	2008
		To					sle Ave	_							
8023 13th St	0.78	14000	G	97%	0%	1%	e Avenue 1% 1%	0%	С	0.087	F	0.557	15000	G	2008
7 ₈₀₂₃ 13th St	0.70	14000	<u> </u>	01 70						0.007	•	0.007	10000	Ü	2000
12th Ct	0.44	From	G	070/			Ave; Bullitt Avenu		F	0.004		0.610	6000		2000
8023) 13th St	0.41	6400		97%	0%	1%	1% 1%	0%	Г	0.084	F	0.612	6900	G	2008
	0.07	From	<u> </u>	070/	00/		se Ave	00/				0.557	45000		
8023 14th St	0.07	14000	N	97%	0%	1%	1% 1%	0%	N	0.087	N	0.557	15000	N	2008
		From					olk Ave Ith St			+					
Norfolk Ave	0.05	NA								NA			NA		
128		To					lins Rd								
O 11 III - 5 I	0.00	From	<u> </u>	070/	00/		olk Ave	00/			_	0.507	0000	_	
Hollins Rd	0.39	9200	G	97%	0%	1%	1% 1% LT SR 220 Orange	0%	F	0.087	F	0.527	9900	G	2008
		From			03 400,		Hollins Road	Ave							
8023) Old Mountain Rd	1.75	7900	G	97%	0%	1%	1% 1%	0%	F	0.096	F	0.676	8500	G	2008
128		To				NCL Roa	noke; 80-605								
_		From				Memo	orial Ave								
8024 Mountain View Terrace	0.44	1800	G	98%	0%	1%	0% 1%	0%	F	0.086	F	0.573	2000	G	2008
(128)		To From				Bri	dge St			$\neg$ —					
(8024) Mountain View Terrace	0.05	1800	N	98%	0%	1%	0% 1%	0%	N	0.086	Ν	0.573	2000	Ν	2008
Mountain View Terrace		То				Chest	erfield St								
Observant and Or	0.40	From	<u> </u>	000/	007		View Terrace	00/			_	0.000	4000	_	0000
8024 Chesterfield St	0.16	1500 _{To}	G	98%	0%	1%	0% 1%	0%	F	0.114	F	0.602	1600	G	2008
			<u> </u>				orial Ave			<u> </u>					
8025) Jefferson St	0.43	8500	G	98%	0%		anahan St 0% 1%	Λ0/	F	0.078	F	0.569	0200	G	2008
(8025) Jefferson St	0.43	0000		30%	U-70	1%		0%	۲	0.076	Г	0.569	9200	J	2008
$\sim$	0.40	From	<u> </u>	000/	00/		rve Ave	00/		0.005		0.500	45000		2000
<u> </u>		14000	G	98%	0%	1%	0% 1%	0%	С	0.085	F	0.529	15000	G	2008
8025 Jefferson St	0.40	To				w ali	nut Ave								
<u> </u>	0.40														
8025 Jefferson St		From		000/	00/		Brandon Ave	Λ0/		0.073		0.547	7500		2000
<u> </u>	0.40		G	98%	0%	1%	0% 1%	0%	F	0.073	F	0.547	7500	G	2008
8025 Jefferson St		7000 To	G	98%	0%	1% Colo	0% 1% nial Ave	0%	F	0.073	F	0.547	7500	G	2008
8025 Jefferson St		From <b>7000</b>	G	98%	0%	1% Colo	0% 1%	0%	F	0.073	F	0.547	7500 7300	G G	2008

					Ro	anoke IV	1aintenance	Area								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Roanoke																
O Battaman Aus	0.50	From	پ	000/	00/		13th St	00/	00/			_	0.505	0000	0	0000
8028 Patterson Ave	0.53	3000 To	G	96%	0%	2%		2%	0%	F	0.087	F	0.585	3200	G	2008
			<u> </u>				Campbell Ave	,								-
O Brandon Ava	0.00	From	<u> </u>	000/	00/		randin Rd	00/	00/	_	0.005	F	0.506	16000	_	2000
8029 Brandon Ave	0.82	15000 _{To}	G	98%	0%	1%	1% Brambleton Av	0%	0%	F	0.085	Г	0.506	16000	G	2008
		From					Main St	vc								
8029 Brandon Ave	0.92	21000	G	98%	0%	1%	1%	0%	0%	С	0.088	F	0.557	22000	G	2008
128		To				Fr	anklin Rd									
		From					24th St									
8030 Loudon St	1.23	1900	G	94%	1%	3%	1%	1%	0%	С	0.088	F	0.536	2000	G	2008
128		To					10th St									
(8030) Loudon St	0.43	1100 From	G	94%	1%	3%		1%	0%	F	0.098	F	0.65	1200	G	2008
(8030) Loudon St		To	:				5th St									
		From				Г	Dead End									
(8031) Maple Ave	0.36	320	G	96%	0%	2%		2%	0%	F	0.122	F	0.641	350	G	2008
(8031) Maple Ave	0.00	To	·	2070	<u> </u>		6 Jefferson St		3,3	•		•			•	_555
		From					nbleton Ave				i					
(8032) Overland Rd	0.32	9500	G	98%	1%	1%		0%	0%	F	0.101	F	0.514	10000	G	2008
(8032) Overland Rd		To	Ē				lonial Ave					_			_	
		From	-				Elm Ave				i					
8035) 5th St	0.37	5200	G	98%	1%	1%		0%	0%	С	0.107	F	0.661	5500	G	2008
8035 5th St		To			-						_					
C 5th Ct	0.70	3300 From	G	000/	1%	1%	alem Ave 0%	0%	0%	F	0.097	F	0.602	2600		2008
8035 5th St	0.78	3300 To		98%	170		range Ave	076	0%	Г	0.097	Г	0.602	3600	G	2006
		From	<u> </u>								-					
8036) Broadway Ave	0.47	7900	G	99%	0%	Bus US 2	220 Franklin R 0%	0%	0%	С	0.092	F	0.632	8400	G	2008
8036 Broadway Ave	0.47	7 900 To		99 /0	0 /0		Clanahan St	0 /0	0 /6		0.092		0.032	0400	G	2000
		From														
(8038) Fleming Ave	0.87	1400	G	99%	0%	0%	liamson Rd 0%	0%	0%	F	0.106	F	0.513	1500	G	2008
(8038) Fleming Ave	0.07	To	<u> </u>	3376	0 70		ntation Rd	0 70	070	'	0.100	•	0.515	1300	G	2000
		From									1					
8039) Bridge St	0.45	3700	G	99%	0%	Mountai 0%	n View Terrac	œ 0%	0%	F	0.088	F	0.582	4000	G	2008
8039 Bridge St	0.43	37 00 To		3376	0 70		terson Ave	0 70	070	'	0.000	•	0.302	4000	G	2000
		From									1					
Pecerve Ave	0.37	5200	G	96%	0%	1%	anklin Rd 1%	1%	0%	F	0.092	F	0.544	5600	G	2008
8040 Reserve Ave	0.57	<b>J200</b> To		30 76	0 70		fferson St	1 /0	070	'	0.032	•	0.544	3000	G	2000
		From									1					
(8041) 10th St	0.07	NA				US 11	Campbell Ave	,			NA			NA		
(8041) 10th St	0.07	INA												INA		
O 1011 01		From	<u> </u>				8 Patterson Av				<u> </u>	_				
8041 10th St	0.12	6000	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.533	6500	G	2008
		To From				128-17	Salem Ave SW	V			$\Box$					
8041 10th St	0.75	8900	G	96%	0%	1%	1%	1%	0%	F	0.083	F	0.532	9500	G	2008
(178)		To				US 46	0 Orange Ave				$\neg$ —					
(8041) 10th St	0.84	11000 From	G	96%	0%	1%		1%	0%	F	0.084	F	0.519	12000	G	2008
8041) 10th St		To	.—								_					
(8041) 10th St	0.56	8200 From	G	96%	0%	1%	1%	1%	0%	F	0.089	F	0.548	8800	G	2008
(8041) 10th St	0.00	<b>0200</b>	ٿ	JU /0	U /0		liamson Rd	1 /0	J /0	'	0.009	'	0.040	3000	J	2000
		From	_					v.d			<u></u>					
8042) Rutrough Rd	0.57	1500	G	96%	0%	SR 116 N	At Pleasant Bl	vd 1%	0%	F	0.101	F	0.671	1600	G	2008
Rutrough Rd	0.57	1500 To		30%	U%		L Roanoke	1 /0	U70	Г	0.101	Г	0.071	1000	G	2000
		From									1					
8045) Boulevard St	0.16		G	96%	0%		terson Ave	10/	09/	F	0.095	F	0.512	10000	C	2000
8045 Boulevard St	0.10	9500		30%	U%	1%		1%	0%	F	0.085	F	0.512	10000	G	2008
$\sim$		To	1	-		S	1 1		-		1					
		From					alem Ave				—	_			_	
8045 Boulevard St	0.25	12000	G	96%	0%	1%		1%	0%	F	0.085	F	0.514	13000	G	2008

					Ro	anoke Maint	enance Area	ı							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Roanoke		From:				D 1									
8045 128 24th St	0.41	11000	G	96%	0%		% 1%	0%	F	0.088	F	0.540	11000	G	2008
<u> </u>		To	1			Melrose									
8048 Riverdale Rd	0.78	1600	G	96%	0%		% 1%	0%	F	0.101	F	0.656	1700	G	2008
		10:				ECL Roa									
8050) Gus Nicks Blvd	0.70	17000	G	96%	0%	Orange 1% 1	Ave 1%	0%	С	0.09	F	0.654	18000	G	2008
Gus Nicks Blvd	0.70	To:		90 /0	0 /6	SCL Roa		0 /0		0.09	-	0.054	10000	G	2000
		From				Orange				i					
8053 Burwell St	0.35	6200	G	96%	0%		% 1%	0%	F	0.095	F	0.65	6600	G	2008
128		To				Liberty									
C L'hanta Dal	0.74	From:	<u> </u>	000/	00/	Burrel		00/		0.000	_	0.000	5000	_	0000
Liberty Rd	0.74	4800	G	98%	0%	1% C	0%	0%	С	0.092	F	0.622	5200	G	2008
		From:				Williams									
8053 Liberty Rd	0.40	3400	G	98%	0%		<u>0% 0%</u>	0%	F	0.092	F	0.599	3700	G	2008
		To	<u> </u>			Plantatio									
(Cara 0)	4 40	From:	<u> </u>	000/	00/	Gus Nick		00/		0.400	_	0.500	40000	_	0000
8055 King St	1.46	12000 _{To:}	G	98%	0%	1% C US 460 Ora	0% 0%	0%	F	0.102	F	0.502	13000	G	2008
		Par-								_					
8057) Westside Blvd	0.65	3600	G	99%	0%	128-8008 Sa	lem Tpke 0% 0%	0%	F	0.096	F	0.552	3900	G	2008
Westside Blvd	0.05	3000	<u> </u>	99%	0%	1% C	J% U%	0%	Г	0.096	Г	0.552	3900	G	2006
<u> </u>		From:	Ļ			US 460 Mel					_				
Westside Blvd	0.54	5800	G	99%	0%		0% 0%	0%	С	0.091	F	0.545	6200	G	2008
		10.				SR 101 Hersh	iberger Ku								
City of Salem		From				Burwel	1 St								
1 Market St	0.10	3600	G	99%	0%		0%	0%	С	0.086	F	0.533	3900	G	2008
Market St		To:				US 11 West									
		From:				ALT US 460	Texas St								
2 Idaho St	0.18	3600	N	99%	0%		0%	0%	N	0.1	Ν	0.564	3900	Ν	2008
129		To				Illinois	Ave								
2 Idaho St	0.27	3600 From:	G	99%	0%		0%	0%	F	0.1	F	0.564	3900	G	2008
(2) Idaho St		To				Lynchburg									
		From:				Front A	Ave								
3 King St	0.07	150	G	98%	0%		0%	0%	F	0.127	F		160	G	2008
129/		To				Colorad									
	<u> </u>	From:				W Rivers	ide Dr						<u> </u>		
Mill Lane	0.37	8500	G	97%	0%		% 0%	0%	С	0.091	F	0.543	9100	G	2008
1739		To				W Mai	n St								
		From:				129-8051 E	ddy Ave								
5 Piedmont Ave	0.10	NA								NA			NA		
<u> </u>		To:	<u> </u>			129-8002 Mı	ılberry St								
		From:				SR 419 Ele	ctric Rd								
Green Ridge Rd	0.20	NA To				100 0015 =				NA			NA		
		To:	<u> </u>			129-8018 Dale				<u> </u>					
<u> </u>		From	ليا	0001		Salem; 80-639					_	0.615	====	_	
Riverside Dr	0.40	5400	G	99%	0%	0% C	)% 1%	0%	F	0.111	F	0.616	5800	G	2008
		To: From:				Mill L									
Riverside Dr	0.93	6500	G	98%	0%	1% C	0%	0%	F	0.107	F	0.539	7000	G	2008
<u> </u>		To:				Twelve OCloc	k Knob Rd			$\neg$ —					
Riverside Dr	0.05	2900 From:	N	98%	0%		0%	0%	N	0.111	Ν	0.522	3200	Ν	2008
129/		To				Lucas	St			<b>—</b> —					
8002) Piedmont Ave	0.20	6000	G	98%	0%		)% 0%	0%	F	0.105	F	0.563	6500	G	2008
(8002) Piedmont Ave	3.20	To:	Ť	5570	J / 0	Mulber		- 70	•		•	3.300	2300	-	_000
						1,101001	,								

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Salem		From				TO: 1									
8002 129 Mulberry St	0.19	2900 _{Tra}	N	98%	0%	Piedmont 1% 0% Front Av	6 0%	0%	N	0.111	N	0.522	3200	N	2008
		From	12			Mulberry									
8002 Front Ave	0.65	2900	G	98%	0%	1% 0%	6 0%	0%	С	0.111	F	0.522	3200	G	2008
129)		To	:			King Stre	et								
_		From				Roanoke E	lvd							-	-
8004 129 Colorado St	0.29	2600	G	99%	0%	0% 0%	6 1%	0%	С	0.106	F	0.645	2800	G	2008
<u> </u>		To From				Alt US 11, Alt								-	
Colorado St	0.38	14000	<u>G</u>	99%	0%	0% 0%	6 1%	0%	F	0.087	F	0.555	15000	G	2008
8004) Burwell St	0.25	1300	G	99%	0%	0% 0%		0%	F	0.1	F	0.544	1400	G	2008
8004) Burwell St	0.25	1300 To		9970	0 /0	Broad Str		0 /0		- U. I		0.544	1400	G	2008
Decrete Divid	0.40	From	<u> </u>	000/	00/	Burwell		00/	_	0.400	_	0.007	2000	0	2000
Roanoke Blvd	0.48	3300 _{To}	G	99%	0%	0% 0%	6 1%	0%	F	0.123	F	0.807	3600	G	2008
		10				4Th St									
O Longable Comp. Tool or	0.47	From	<u> </u>	000/	001	US 460 E M		007		0.000	_	0.550	4000	_	0000
Lynchburg Tpke	0.17	4300		99%	0%	0% 0%	6 1%	0%	F	0.098	F	0.553	4600	G	2008
<u> </u>		To From				129-2 Idah									
Lynchburg Tpke	0.67	2500	G	99%	0%	0% 0%	6 1%	0%	F	0.102	F	0.505	2700	G	2008
		To	-			Alt US 4	50			$\neg$ —					
8008 Lynchburg Tpke	0.25	5200	G	99%	0%	0% 0%		0%	F	0.098	F	0.699	5600	G	2008
Lynchburg I pke		То				SR 419 Elect	rio Dd								
Lynchburg Tpke	0.44	6500	G	97%	0%	1% 19		0%	С	0.097	F	0.562	7000	G	2008
Lynchburg Tpke	0.44	To		91 /0	0 /0	ECL Sale		0 /0		0.097		0.302	7000	G	2000
		From	<del></del>							_					
Doggales Dhed	0.44		<u> </u>	070/	00/	Texas S		00/	_	0.100	_	0.507	9000	_	2000
Roanoke Blvd	0.41	8300	G	97%	0%	1% 1%	6 1%	0%	F	0.100	F	0.507	8900	G	2008
$\overline{}$		From				Pearl S				ightharpoonup					
Roanoke Blvd	0.30	9600	G	98%	0%	1% 0%	6 0%	0%	С	0.102	F	0.506	10000	G	2008
<u> </u>		To From				Electric l	Rd								
Roanoke Blvd	1.30	12000	G	98%	0%	1% 0%	6 0%	0%	F	0.096	F	0.614	13000	G	2008
129/		To	:			ECL Sale	m								
		From	1:			US 460 Ma	in St								
8018 Dalewood Ave	0.55	1000	G	000/	00/					0.14	F	0.652	4400		2008
129			J	98%	0%	1% 09	0 0/0	0%	F	0.14		0.052	1100	G	
		To	_	98%	0%	1% 0% 128-6 Green R		0%	F	0.14		0.032	1100	G	
$\sim$		From	12			128-6 Green R 128-6; Dalewo	idge Rd od Ave					0.032			
8018 Green Ridge Rd	0.19	5900	):	98%	0%	128-6 Green R 128-6; Dalewo	idge Rd od Ave	0%	F	0.14	· F	0.586	6300	G G	
8018 129 Green Ridge Rd	0.19	From	12			128-6 Green R 128-6; Dalewo	idge Rd od Ave								
(129)		5900	12	98%	0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Salo	idge Rd od Ave 6 0% m	0%		0.14		0.586	6300		2008
(129)		5900 To	12			128-6 Green R 128-6; Dalewo 1% 09 NCL Sale	idge Rd od Ave 6 0% m								2008
(129)		5900 To	G	98%	0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Salo	idge Rd od Ave 6 0% m 7 0%	0%	F	0.14	F	0.586	6300	G	2008
(129)		5900 To	G	98%	0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09	idge Rd od Ave 6 0% m  m C 0% Dr	0%	F	0.14	F	0.586	6300	G	2008
Twelve O'Clock Knob		5900 To From 1200	G	98%	0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09 Riverside	idge Rd ood Ave 6 0% m m C 0% Dr	0%	F	0.14	F	0.586	6300	G	2008
Twelve O'Clock Knob	R 0.98	5900 To From 1200	G G G G C G C G C C C C C C C C C C C C	98%	0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09 Riverside	idge Rd ood Ave 6 0% m m C 0% Dr m 6 0%	0%	F	0.14	F	0.586	6300	G G	2008
Twelve O'Clock Knob	R 0.98	5900 To From 1200 From 4500	G G G G C G C G C C C C C C C C C C C C	98%	0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09 Riverside SCL Sale 1% 09	idge Rd od Ave 6 0% m  6 0% Dr m 6 0% 60	0%	F	0.14	F	0.586	6300	G G	2008
Twelve O'Clock Knob  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2	R 0.98	5900 To From 1200 To From 4500 To	G G G G C G C G C C C C C C C C C C C C	98%	0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09 Riverside SCL Sale 1% 09 US 11; 4	idge Rd od Ave 6 0% m  6 0% Dr m 6 0% 60	0%	F	0.14	F	0.586	6300	G G	2008
Twelve O'Clock Knob  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2015  October 2	R 0.98	5900 To From 1200 To From 4500 To	G G G G C G C G C C C C C C C C C C C C	98%	0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09 Riverside SCL Sale 1% 09 US 11; 4	idge Rd od Ave '6 0% m m C6 0%  m 60 0%  m T6 0%  m T6 0%  m T6 0%	0%	F	0.14 0.123 0.114	F	0.586	6300 1300 4900	G G	2008
Twelve O'Clock Knob  B047 Diuguids Lane  B051 Eddy Ave	R 0.98	From 1200 From 4500 NA	G G G	98%	0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09 Riverside SCL Sale 1% 09 US 11; 4	idge Rd od Ave '6 0% m m '6 0% Dr m '6 0% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od Od O% od O% od Od O% od O% od Od Od O% od Od Od Od Od Od Od Od Od Od Od Od Od Od	0%	F	0.14 0.123 0.114 NA	F F	0.586 0.692 0.544	6300 1300 4900 NA	G G	2008
Twelve O'Clock Knob  B047 Diuguids Lane  B051 Eddy Ave	R 0.98	5900 To From 1200 To From 4500 To	G G G G C G C G C C C C C C C C C C C C	98%	0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09 Riverside SCL Sale 1% 09 US 11; 4 129-5 Piedmo	idge Rd od Ave '6 0% m m  '6 0% Dr m 6 0% 60 ont Ave	0%	F	0.14 0.123 0.114	F	0.586	6300 1300 4900	G G	2008
Twelve O'Clock Knob  B047 Diuguids Lane  B051 Eddy Ave	R 0.98	From 1200 From 4500 NA	G G G	98%	0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09 Riverside SCL Sale 1% 09 US 11; 4	idge Rd od Ave '6 0% m m '6 0% Dr m 60 0% store of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of	0%	F	0.14 0.123 0.114 NA	F F	0.586 0.692 0.544	6300 1300 4900 NA	G G	2008
Twelve O'Clock Knob  BO47 Diuguids Lane  BO51 Eddy Ave	R 0.98	From 1200 From 4500 From NA From NA From NA From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table From Table	G G G	98%	0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09 Riverside SCL Sale 1% 09 US 11; 4 129-5 Piedmo Front Av 1% 09 Union S	idge Rd od Ave '6 0% m m '6 0% Dr m 60 0% idge Rd od Ave '6 0% te	0%	F	0.14 0.123 0.114 NA	F F	0.586 0.692 0.544	6300 1300 4900 NA	G G	2008 2008 2008 2008
Twelve O'Clock Knob  BO47 Diuguids Lane  BO51 Eddy Ave	R 0.98 0.09 0.20 0.18	From 1200 To From 14500 To From NA  6800 To From 84400	G G G	98% 98% 98%	0% 0% 0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09 Riverside SCL Sale 1% 09 US 11; 4  129-5 Piedmo  Front Av 1% 09 Union S Eddy Av 1% 09	idge Rd od Ave '6 0% m m 6 0% Dr m 6 0% od Ave '6 0% to 0% od Ave '6 0% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O% od O%	0%	F	0.14 0.123 0.114 NA 0.108	F	0.586 0.692 0.544	6300 1300 4900 NA 7300	G G G	2008 2008 2008 2008
8037 Twelve O'Clock Knob  8047 Diuguids Lane  8051 Eddy Ave  8051 Union St	R 0.98 0.09 0.20 0.18 0.23	From 1200 To From 4500 To From NA To From NA 8400 To From 8400	G G G G G	98% 98% 98% 98%	0% 0% 0% 0% Alt	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09 Riverside SCL Sale 1% 09 US 11; 4 129-5 Piedmo  Front Av 1% 09 Union S Eddy Av 1% 09 US 460, Alt US	idge Rd od Ave od Ave of 0% m m fo 0% Dr m fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0% fo 0%	0%	F F C	0.14 0.123 0.114 NA 0.108 0.093	F F	0.586 0.692 0.544 0.641	6300 1300 4900 NA 7300 9100	G G G	2008 2008 2008 2008
8037 Twelve O'Clock Knob  8047 Diuguids Lane  8051 Eddy Ave  8051 Union St	R 0.98 0.09 0.20 0.18	From 1200 To From 14500 To From NA  6800 To From 84400	G G G	98% 98% 98%	0% 0% 0% 0% Alt 0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09 Riverside SCL Sale 1% 09 US 11; 4 129-5 Piedmo  Front Av 1% 09 Union S Eddy Av 1% 09 US 460, Alt US 1% 09	idge Rd od Ave od Ave '6 0% m m '6 0% Dr m 60 0% 60 nnt Ave e 6 0% t e 6 0% 11, W 4th St 6 0%	0%	F	0.14 0.123 0.114 NA 0.108	F	0.586 0.692 0.544	6300 1300 4900 NA 7300	G G G	2008 2008 2008 2008
Twelve O'Clock Knob  ROAT Diuguids Lane  ROAT Eddy Ave  ROAT Eddy Ave  ROAT Union St	R 0.98 0.09 0.20 0.18 0.23	From 1200 To From 4500 To From NA To From NA 8400 To From 8400	G G G G G	98% 98% 98% 98%	0% 0% 0% 0% Alt 0%	128-6 Green R 128-6; Dalewo 1% 09 NCL Sale SCL Sale 1% 09 Riverside SCL Sale 1% 09 US 11; 4 129-5 Piedmo  Front Av 1% 09 Union S Eddy Av 1% 09 US 460, Alt US	idge Rd od Ave od Ave 6 0% m m 6 0% Dr m 6 0% 600 nnt Ave e 6 0% t e 6 0% 11, W 4th St 6 0% est Main St	0%	F F C	0.14 0.123 0.114 NA 0.108 0.093	F F	0.586 0.692 0.544 0.641	6300 1300 4900 NA 7300 9100	G G G	2008

					Ro	anoke Ma	aıntenan	ce Area	1							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
City of Salem		From	.ī			W Co.					-					
8051) Academy St	0.51	1900	G	98%	0%	1%	rrolton Av	e 0%	0%	F	0.101	F	0.625	2100	G	2008
8051) Academy St		To				-81 Overpa										
		From	:			US 11 V	West Main	St			l					
8059 Goodwin Ave	0.72	2100	G	97%	1%	2%	0%	0%	0%	С	0.113	F	0.506	2200	G	2008
129)		To	c			NC	L Salem									
O		From					Iain St								_	
8065 Kessler Mill Rd	1.65	1700	G	96%	0%	2%	1%	1%	0%	С	0.096	F	0.514	1900	G	200
		10				NC	L Salem									
Town of Vinton		From	c			Roanoke	County L	ine								
1 Walnut Ave	0.75	7300	G	98%	0%	1%	0%	1%	0%	С	0.116	F	0.734	7800	G	200
1 VV alnut Ave		To	:				Lee Ave									
	0.00	From	<u> </u>	000/	00/		Inut Ave	40/	00/			_	0.005	5000	_	000
W Lee Ave	0.06	5400 _{To}	G	98%	0%	1%	0%	1%	0%	F	0.108	F	0.825	5800	G	200
		From	<u> </u>				ollard St									
2 Mountain View Rd	1.12	NA From				Was	hington St				 NA			NA		
Mountain View Rd	1.12	INA To			80	-1217 Olne	y Rd: EC	L Vinton			TIVA			INA		
		From					SR 24				l					
8034) Hardy Rd	0.65	12000	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.659	13000	G	200
Hardy Rd		То	:				L Vinton									
		From				Vir	ginia Ave									
Pollard St	0.23	7100	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.570	7600	G	200
149/		To	-			Iacl	kson Ave									
Pollard St	0.13	6800 From	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.543	7300	G	200
Pollard St		To	:			Wash	ington Av	e								
		From	:			NC	L Vinton									
Gus W Nicks Blvd	0.30	21000	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.602	23000	G	200
149)		To From				Po	ollard St									
Washington St	0.65	22000	G	97%	0%	1%	0%	1%	0%	С	0.096	F	0.679	24000	G	200
149)		To From	-			Mi	tchell St				<u> </u>					
Washington St	0.25	19000	G	97%	0%	1%	0%	1%	0%	F	0.094	F	0.690	21000	G	200
149)		To				;	SR 24									
Roanoke County			_													
Dont Mountain Dood		From		000/		Countrywo			00/		0.007	_		4000	_	200
Bent Mountain Road		4300 _{To}	F	98%	0%	1% Martin	0% ns Creek R	1%	0%	С	0.097	F		4300	F	200
N4 . en			1			ıvıdıtli	is CICK K	u								
City of Roanoke		From	:			SR 117 P	eters Cree	k Rd								
128-8008 Salem Trnpk		6800	G								0.085	F	0.553	6800	G	200
		To	:			3	66th St									
		From				Ce	ntre Ave									
17th St		200	G								0.105	F	0.5	210	G	200
		To	1			Lou	idon Ave									
404.0		From				Edg	erton Ave					_				
18th St		100 _{To}	G			TO .	1.1 - 75.1				0.167	F	0.6	110	G	200
			<u> </u>				erdale Rd				<del></del>					
10th Ct		1000	<u> </u>			Ora	inge Ave				0.004	_	0.557	0400	_	200
19th St		1900 _{ть}	G			Цен	OVer Ave				0.081	F	0.557	2100	G	200
		From					over Ave				<del></del>					
25th St		1000	L			Ba	ker Ave				0.104	F		1100	G	200
20th <b>0</b> t		1000 To				Cer	ntre Ave				0.104	۲		1100	G	∠00
		From									<del></del>					
7th St		540	G			D	ale Ave				0.092	F	0.657	580	G	200
7 11 31		To	Ť			Ste	wart Ave				0.002	•	0.001	000	J	200
						510										

				- 110	anone i	viaintenance	o Aica							
Route	Length AADT	QA	4Tire	Bus		Truc e 3+Axle ′		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Roanoke	From				W	hite Oak Rd			1					
Avenham Ave	5700	G			vv	ille Oak Ku			0.079	F		6100	G	2008
	To				Cl	ydesdale St								
	From				V	Vindsor Rd								
Barnhill Ln	110	G							0.139	F		120	G	200
	То				(	Grandin Rd								
	From					Clyde St							_	
Dunkirk Ave	1500 _{то}	G				Cline St			0.156	F		1700	G	200
	From													
Fairhope Rd	1800	G				Cove Rd			0.097	F	0.529	1900	G	200
r amope rea	То	Ť			Aı	opleton Ave			7	•	0.020	1000	Ü	200
	From					emorial Ave								
Fauquier St	2400	G							0.074	F		2600	G	200
	То				De	nniston Ave								
	From				(	Olive Ave								
Forest Park Blvd	1700	G							0.095	F	0.589	1800	G	200
	То	<u> </u>				Alder St			<u> </u>					
Fugata Dd	From	Ļ			Co	llingwood St				_		4400	•	000
Fugate Rd	1000 _{то}	G				I samore Ct			0.108	F		1100	G	200
	From	1				Luray St			<u> </u>					
Greenbrier Ave	150	G			Ke	nwood Blvd			0.091	F		170	G	200
	1 <b>30</b>	_				19th St			0.031	'		170	G	200
	From				Не	rshberger Rd								
Hazelridge Rd	370	G			110	ishberger Ru			0.101	F		400	G	200
	To				V	incient Ave								
	From				Do	gwood Ln S								
Heritage Rd	270	G							0.1	F		290	G	200
	То				Do	gwood La N								
	From				He	rshberger Rd								
Hildebrand Rd	1700	G							0.104	F		1800	G	200
	10					hitney Ave								
Lillydayy Ayra	From	<u> </u>			7	Troxell Rd			0.000	_		200	0	200
Hillview Ave	180 _{то}	G			7	entnor Rd			0.269	F		200	G	200
	From						A		+					
I-581 North and South	NA NA	<u></u>		Ka	amp irom	I-581 N to Eli	m Ave		 NA			NA		
1 001 North and Codin	To			Ra	amp from	Elm Ave to I-	581 N		Π΄``			147.		
	From					ansing Dr								
Langdon Rd	190	G				<u>-</u>			0.097	F		200	G	200
	То				F	airway Dr								
	From				I	Hollins Rd								
Liberty Rd	200	G							0.109	F		220	G	200
	То				N	Norton Ave								
	From				0	akland Ave							_	
Maplelawn Ave	<b>270</b>	G				I :1- C:			0.104	F		290	G	200
		<u> </u>				Link St								
Meadow Run Dr	From	<u></u>			Br	ook Run Dr				F		150	C	000
IVI <del>C</del> AUOW KUII DI	140 To	G			Sn	ring Tree Dr			0.104	F		150	G	200
	From	l							+					
Meadowbrook Rd	660	G			INC	orthwood Dr			0.086	F		710	G	200
	То	Ť				Sloan Rd				•			J	_00
	From					King St			Ī					
Mecca St	1100	G							0.124	F	0.709	1200	G	200
	To				,	Belle Ave								

Route	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Roanoke	From:	1			V-11	Mr D 1		1					
Melcher St	150	G			Yellov	w Mt Rd		 0.125	F		160	G	2008
Moloriol Ct	To	Ť			Cario	co Ave			•		100	Ū	2000
	From:				Verm	ont Ave							
Monroe St	570	G						0.088	F		610	G	2008
	To:				Mair	ne Ave							
	From:				Old Mo	untain Rd							
Monterey Rd	500	G						0.099	F		530	G	2008
	To:					d End							
Mantanan	From:	<u> </u>			Mornii	ngside St			_		040	_	000
Montrose Ave	840	G			11th	Half St		0.121	F		910	G	200
	From:							1					
Municipal Airport Entran	4200	G			Avia	tion Dr		0.092	F	0.558	4200	G	200
Manioipai Airport Entrair	<b>4200</b> To:	Ť			Air	rport		0.032		0.550	4200	J	200
	From					sloe Dr							
Oaklawn Ave	240	G			***************************************			0.102	F		260	G	200
	To:				Hazelı	ridge Rd							
	From				Color	nial Ave						-	
Persinger Rd	1700	G						0.086	F	0.656	1800	G	200
	To				Bluefi	eld Blvd							
	From:				Cov	ve Rd							
Portland Ave	620	G						0.102	F	0.528	670	G	200
	To				Ole	eva St							
D D I	From	<u> </u>			New Sprin	g Branch Rd							
Ray Rd	130	G			-	15.1		0.092	F		140	G	200
						d End							
Renfro Blvd	From: <b>110</b>	G			Gun (	Club Rd		 0.116	F		120	G	200
Reliilo biva	To:				Pil	ot St		0.116	Г		120	G	200
	From:												
Reynolds Rd	910	G			Mao	ry Ave		0.108	F		980	G	200
	To:	Ť			ECL I	Roanoke			•				_00
	From:				Canna	aday Rd							
Richard Ave	1100	G						0.105	F	0.517	1200	G	200
	To				Med	cca St							
	From:				Mississ	sippi Ave							
Ridgefield St	170	G						0.114	F	0.791	180	G	200
	To				Norte	on Ave							
	From:				Bur	ks St							
Roanoke Ave	860	G						0.095	F		920	G	200
	To					me St							
•	From:	<u> </u>			197	Γh St			_				
Salem Ave	2900 _{то:}	G			207	El C		0.119	F		3100	G	200
						Γh St							
Swoothrion Ava	From:				Rosew	ood Ave		 0.125	_		90	_	200
Sweetbrier Ave	80	G			Cliff	ford St		0.125	F		80	G	200
	From:							<u></u> T					
Valentine Ave	210	G			Deye	erle Rd		 0.115	F	0.782	230	G	200
V AICH III IC AVC	To:				Knolly	wood Rd			'	0.702	250	5	200
	From					ng Rd		-					
Valley View Blvd NW	12000	F			KII	ı _g ıxu		0.091	F		12000	F	200
	. 2000				X7. 11 X7*	D1 1 NWY			•		000	•	_00
Valley View Blvd NW	14000	F			Valley Vie	ew Blvd NW		0.111	F		14000	F	200
valley view bivu invv	14000				Valley Vie			J. 1 1 1	-		14000	1.	200

				KUć	anoke Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2	OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Roanoke	From:	-										
Valley View Blvd NW	16000	F			Valley View Blvd NW		0.088	F		16000	F	2008
valley view bivu invv	To				I-581		0.000	-		10000	Г	2000
	From:						+					
Ventnor Rd	430	G			Eanes Rd		0.115	F		460	G	2008
VOIIIIOI IXU	To:				Hillview Ave			•			_	
	From:				Omar Ave							
Vinyard Ave	10	G					0.333	F		10	G	2008
	To:				Atherly St							
	From:				Comer St							
Virginia Ave	20	G					0.340	F		20	G	2008
	To:				Dead End							
	From:				Woodbury St							
Whitney Ave	530	G			W.1 D.1		0.116	F		570	G	2008
					Hubert Rd							
William Oals Dr	From:	_			Winterberry Lane			_	0.504	470	0	200
Willow Oak Dr	160 _{To:}	G			Willow Oak Circle		0.121	F	0.524	170	G	2008
	From						1					
Windsor Ave	610	G			Edgewood St		0.106	F		660	G	200
	To-				Derwent Dr		100	•		000	J	200
try of Colom							l.					
tv of Salem	From:				College Ave							
3rd St	230	G					0.131	F	0.523	240	G	2008
	To:				Roanoke Blvd							
	From:				Tennesee St							
6th St	720	G					NA			770	G	200
	To:				College Ave							
8th St	From:				Delaware St			_				
	4300 _{To:}	G			F1 :1 G		0.118	F	0.649	4600	G	200
					Florida St							
Ponovioto Pd	From:	G			Valledale Rd		0.100	F	0.542	160	C	200
Bonavista Rd	150	G			Ft Lewis Blvd		0.109	Г	0.543	160	G	200
	From:											
Burwell St	1500	G			Shanks St		0.162	F	0.533	1600	G	200
Bai Woll Ot	To:				Chestnut St			·	0.000	1000	Ū	200
	From:				Burwell St							
Chapman St	510	G					0.108	F	0.653	550	G	200
·	To:				2nd St							
	From:				Gardner Dr							
Fletcher St	190	G					0.142	F	0.638	200	G	200
	To				Howard Dr							
	From:				Logan St							
Goodwin Ave	1100	G					NA			1200	G	200
	To:				NCL Salem							
	From:				Randolph Ave							
Jackson Dr	550	G			Y 11		0.116	F	0.596	590	G	200
	To:				Kessling Ave							
	From:				Keesling Ave			_		450	_	000
Marra Or							11175	L.		150	G	200
Macon St	140	G			Dondelate Acce		0.125	F		100	J	200
Macon St	To:	<u> </u>			Randolph Ave		0.123	F		100		
Macon St  Pearl St		G			Randolph Ave Carolina Ave		0.125	F	0.604	230		200

ength	From:  Prom:  Prom:	G	4Tire	Bus	2Axle	Tru 3+Axle eydale Rd			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
	2800 _{To-}	G			Valle	eydale Rd									
	2800 _{To-}	G			Valle	eydale Rd									
	To									<b>-</b>	_			_	
										0.110	F		3000	G	200
	From:				W	Main St									
					Rich	nfield Ave									
	390	G								0.180	F	0.805	420	G	200
	To:		Fairview Ave												
	From:				Che	estnut St									
	2400	G								0.118	F		2600	G	200
					F	Pine St								_	
	From:	1				r1- C4				i					
					M	lapie St				0111	_		700	0	200
						1 0				0.111	Г		700	G	200
	10.				Po	oplar St									
	From:				Wash	ington Ave	;								
1300			G								F		1400	G	200
	To				Mo	nroe Ave									
	From:				Mac	lison Ave						<u> </u>			
	240	G			11140					0 101	F	0.667	250	G	200
					-					0. 101	•	0.007	_00	_	200
		2400 To: From: 650 To: From: 1300 To: 240	2400 G To:  From:  650 G To:  1300 G  From:  From:	From:  2400 G  To:  From:  650 G  To:  From:  1300 G  To:  From:  240 G	From:  2400 G  To:  From:  650 G  To:  From:  1300 G  To:  From:  240 G	From:   Ch   2400   G	Chestnut St	Chestnut St	Chestnut St	Chestnut St	Prom:   Chestnut St	Chestnut St	Chestnut St	Chestnut St	Chestnut St