2002

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

where available

Jurisdiction Report

03

Alleghany County
Town of Clifton Forge
City of Covington
Town of Iron Gate

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management 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 at VDOT Mobility Management's 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's Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour 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 Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve 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.

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|---------------------|-------------------|-------|----|--------------|------|------------------|--------------------------|------------------|-----------|--------------|--------------|----------|---------------|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | | 0 : (| T. | | - | | | | | | | |
| 18 | 0.43 | 200 | F | 97% | 1% | 1% | County Lir 0% | e 1% | 0% | С | 0.132 | F | 0.56 | 200 | F | 2002 |
| 18 | | | | To: From: | | | Potts Cree | | | | | | | | | |
| (18) | 2.82 | 240 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.118 | F | 0.509 | 250 | F | 2002 |
| | | | | To: From: | | 0 | 3-608 | | | | | | | | | |
| 18 | 7.93 | 900 | F | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.099 | F | 0.620 | 910 | F | 2002 |
| | | | | To: From: | | 03-614 | Near Arri | | | | | | | | | |
| 18) | 3.20 | 1600 | F | 97% | 1% | 1% | 1% | 0% | 0% | С | 0.097 | F | 0.735 | 1600 | F | 2002 |
| $\frac{\sim}{\sim}$ | | | | From: | | | 3-657 | | | | | | | | | |
| 18 | 4.04 | 1900 | F | 97% To: | 1% | 1% | 1% Covington | 0% | 0% | F | 0.091 | F | 0.746 | 1900 | F | 2002 |
| | | | | <u> </u> | | SCL | Covingion | | | | | | | | | |
| City of Covington | | | | From: | | SCL | Covington | | | | | | | | | |
| (18) Indian Valley | y 0.37 | 2900 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.099 | F | 0.694 | 3100 | F | 2002 |
| $\frac{\sim}{\sim}$ | _ | | | From: | | | zer Ridge | | | | | | | | | |
| 18 S Carpenter | Dr 0.44 | 4700 | F | 98% To: | 1% | 1% | 0% | 0% | 0% | С | 0.094 | F | 0.639 | 5000 | F | 2002 |
| | | | | From: | | | don Street ordon Stre | et | | | | | | | | |
| 18 S Carpenter | Dr 0.31 | 6000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.64 | 6400 | F | 2002 |
| | | | | To: From: | | | nont Drive nt Road Ex | | | | | | | | | |
| 18 Carpenter D | rive 1.20 | 4200 | F | 94% | 1% | 1% | 4% | 0% | 0% | С | 0.087 | F | 0.563 | 4400 | F | 2002 |
| | | | | To | | US 220 | Madison | St | | | | | | | | |
| Town of Iron Gate | | | | r | | | | | | | | | | | | |
| 42) [220] | 0.88 | 7700 | F | 93% | 0% | Alleghan | y County I 0% | 5% | 0% | F | 0.074 | F | 0.512 | 8000 | F | 2002 |
| 42) (220) | 0.00 | | | To: | 070 | | Iron Gate | 070 | | | 0.07 1 | | 0.012 | 0000 | • | 2002 |
| Alleghany County | | | | | | | | | | | | | | | | |
| | 0.66 | 7700 | N. | From: | 00/ | | Iron Gate | E0/ | 00/ | NI | 0.074 | N. | 0.510 | 9000 | N. | 2002 |
| 42 220 | 0.66 | 7700 | N | 93% | 0% | 2% | 0% | 5% | 0% | N | 0.074 | N | 0.512 | 8000 | N | 2002 |
| 42) (220) | 0.61 | 6500 | F | From: 93% | 0% | 2% | 0% | 5% | 0% | F | 0.068 | F | 0.528 | 6800 | F | 2002 |
| 42 220 | 0.01 | 0000 | • | To: | 070 | | | | 070 | • | 0.000 | • | 0.020 | 0000 | • | 2002 |
| Bus | 0.47 | 2222 | | From: | 40/ | | S 60, US 2 | | | 0 | 0.004 | _ | 0.504 | 0400 | _ | 0000 |
| 42 60 | 0.47 | 8000 | F | 88% To: | 1% | 1% | 1% 03-670 | 9% | 0% | С | 0.081 | F | 0.501 | 8100 | F | 2002 |
| | | | | From: | | | S US 60 | | | | | | | | | |
| 42 (670) | 0.50 | 1900 | R | | | | | | | | NA | | | NA | | 1999 |
| $\frac{1}{2}$ | | | | From: | | BUS US | S 60; SR 6 | 32 | | | | | | | | 0=1111001 |
| 42 (632) | 0.83 | 1200 | R | | | | | | | | NA | | | NA | | 07/11/200 |
| | 0.48 | 1600 | R | From: | | 0 | 3-639 | | | | NA | | | NA | | 1999 |
| 42 (632) | 0.40 | 1000 | K | To: | | SR 26 | 69; SR 632 | | | | INA | | | INA | | 1999 |
| | | | _ | From: | | RT 269 | 9 & RT 63 | 2 | | | | _ | | | _ | |
| 42 269 | 0.18 | 1100 | F | 94% To: | 1% | 2% | 3% 269;I-64 | 0% | 0% | С | 0.094 | F | 0.509 | 1200 | F | 2002 |
| | | | | From: | | | R 269 | | | | | | | | | |
| 42) | 4.89 | 940 | F | 95% | 1% | 1% | 1% | 2% | 0% | С | 0.097 | F | 0.593 | 960 | F | 2002 |
| <u> </u> | | | | To: | | | County Lin | | | | | | | | | |
| (m) (m) | 1.83 | | | From: | Ç. | West Virg | | | fic volum | ne est | imates fo | or thic | segment. | | | |
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| | Johnshied Halle. | 11000 | | 1 Z /0 | 1 /0 | | F-198 | ∠→ /0 | 1 /0 | · | 0.013 | <u>'</u> | | 10000 | | |
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| 55 1 V OT / | 5.33 | | | | | | | | | | | | | | | |
| | Combined Traffic: | 11000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | | F | Ü | 10000 | F | |

| Tro E Oak Street | | | | | | | Alle | gnany Mainte | | | | | | | | | |
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| See 1-86 1 | | | | | | From: | | | | | | | | | | | |
| First Firs | (60) | | 0.40 | 3200 | F | 93% | 1% | | | 0% | С | 0.088 | F | 0 741 | 3200 | F | 2002 |
| See See | (60) | | 0.10 | 0200 | • | | 170 | | 0 270 | | ı | 0.000 | • | 0.7 11 | 0200 | • | 2002 |
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| William Will | (60) | | 4.29 | 2300 | F | | 1% | | | 0% | ı | 0.09 | F | 0.737 | 2300 | F | 2002 |
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| O.97 See I-64 for directional traffic volume estimates for this segment. Combined Traffic: 14000 F 72% 1% 2% 1% 24% 1% F 0.076 F 14000 F | MERHAHY COUNTY | | | | | From: | | ECL Clifton | Forge | | | | | | | | |
| Combined Traffic: 14000 F 72% 1% 2% 1% 24% 1% F 0.076 F 14000 F 1.78 See I-64 for directional traffic volume estimates for this segment. Combined Traffic: 11000 F 72% 1% 2% 1% 24% 1% F 0.08 F 0.547 10000 F | 60 64 | | 0.97 | | | | S | | | affic volu | me est | imates fo | or this | segment. | | | |
| US 220; BUS US 60 1.78 See I-64 for directional traffic volume estimates for this segment. Combined Traffic: 11000 F 72% 1% 2% 1% 24% 1% F 0.08 F 0.547 10000 F | | Combined | | 14000 | F | 72% | | | | | | | | • | 14000 | F | |
| 60 64 1.78 See I-64 for directional traffic volume estimates for this segment. Combined Traffic: 11000 F 72% 1% 2% 1% 24% 1% F 0.08 F 0.547 10000 F | | | | | - | Te | . , • | | | | | 2.2.3 | • | | | - | |
| Combined Traffic: 11000 F 72% 1% 2% 1% 24% 1% F 0.08 F 0.547 10000 F | | | 1 70 | | | From: | | | | offic value | mo oci | imatas fa | or thic | oogmon! | | | |
| | 60 64 | | | 44655 | _ | 700/ | | | | | | | | - | 10000 | _ | |
| ¹⁰] SR 42, SR 269 | | Combined | I raffic: | 11000 | F | | 1% | | | 1% | F | 0.08 | F | 0.547 | 10000 | F | |
| | | | | | | To: | | SR 42, SR | 269 | | | | | | | | |

| | | | | | | Airc | | | ICE AICE | | | | | | | | |
|-------------------------------|--------------|------------------|---------------|--------|-------------------|----------|---------------|-----------------------------|-----------|-----------|---------|--------------|--------|---------------|---------------|--------|------|
| Route | | Length | AADT | QA | 4Tire | Bus | | Trı 3+Axle | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| lleghany County | | | | | From: | | | | | | | | | . 4010. | | | |
| \rightarrow | | 0.00 | | | 110 | | | 42, SR 269 | | icia | | | 4la :- | | | | |
| 60 (64) | | 6.38 | | | | | | | | | | | | segment. | | _ | |
| ~ ~ | Combined | Traffic: | 8900 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.075 | F | 0.535 | 8400 | F | |
| | | | | | To: From: | | ; | SR 269 | | - | | | | | | | |
| 60 (64) | | 5.34 | | | 110 | S | ee I-64 f | or direct | onal traf | fic volur | ne esti | mates fo | r this | segment. | | | |
| | Combined | Traffic: | 8300 | G | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.072 | F | 0.527 | 8300 | G | |
| | Combined | Traino. | 0000 | • | To: | 170 | | lge County | | 170 | • | 0.012 | • | 0.021 | 0000 | Ū | |
| | | | | | From: | | | | | <u> </u> | | | | | | | |
| Bus | | 0.44 | 0000 | _ | | 00/ | | 4 SR 384 | 40/ | 00/ | _ | 0.00 | _ | 0.044 | 0000 | _ | 0000 |
| 60} | | 0.44 | 8900 | F | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.09 | F | 0.614 | 9000 | F | 2002 |
| | | | | | To: | | WCL | Clifton For | ge | | | | | | | | |
| own of Clifton For | ·øe | | | | | | | | | | | | | | | | |
| <u>Bus</u> | | | | | From: | | WCL | Clifton Fo | | | | | | | | | |
| ₆₀ ≀Ridgeway Str | reet | 0.27 | 8700 | F | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.088 | F | 0.646 | 8800 | F | 2002 |
| ~ | | | | | To | | | 6Th St | | | | | | | | | |
| ∃us | | | | | From: | | | ornst | | | | | | | | | |
| 60 Ridgeway Str | reet | 0.61 | 9600 | F | 96% | 0% | 1% | 2% | 1% | 0% | С | 0.093 | F | 0.622 | 9700 | F | 2002 |
| ~ · | | | | | To: | | D. | oxbury St | | | | | | | | | |
| Bus | | | | | From: | | | | | | | | | | | | |
| 60 Ridgeway Str | reet | 0.14 | 5900 | F | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.101 | F | 0.635 | 6000 | F | 2002 |
| ~ | Combined | Traffic: | 10000 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.101 | F | 0.635 | 11000 | F | |
| | | | | | To: | | Com | mercial Av | re . | | | | | | | | |
| Bus | | | | | From: | | Com | iliciciai Av | <u> </u> | | | | | | | | |
| ₆₀ ∖ Ridgeway Str | eet | 0.07 | 5900 | N | 96% | 0% | 1% | 2% | 1% | 0% | Ν | 0.101 | Ν | 0.635 | 6000 | N | 2002 |
| ~ | Combined | Traffic: | 11000 | N | 97% | 0% | 1% | 1% | 1% | 0% | Ν | 0.101 | Ν | 0.635 | 11000 | N | |
| | | | | | To: | | l | Main St | | | | | | | | | |
| Bus | | | | | From: | | Ric | dgeway St | | | | | | | | | |
| 60 Main Street | | 0.26 | 7100 | F | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.091 | F | 0.512 | 7200 | F | 2002 |
| | | | | | To: | | | D.C. | | | | | | | | | |
| Bus | | | | | From: | | | B St | | | | | | | | | |
| 60 Main Street | | 0.06 | 7100 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.079 | F | 0.501 | 7200 | F | 2002 |
| | | | | | To: | | 110 | 7 220 D | | | | | | | | | |
| Bus | | | | | From: | | US | S 220 Bus | | | | | | | | | |
| 60 } | | 0.87 | 6000 | F | 98% | 0% | 1% | 1% | 1% | 0% | С | 0.099 | F | 0.535 | 6100 | F | 2002 |
| | | | | | To: | | ECL (| Clifton For | ge | | | | | | | | |
| llaghany Caunty | | | | | | | | | | | | | | | | | |
| lleghanv Countv Bus | | | | | From: | | ECL 0 | Clifton For | ge | | | | | | | | |
| 60 | | 0.34 | 5000 | F | 96% | 0% | 1% | 1% | 1% | 0% | С | 0.094 | F | 0.536 | 5000 | F | 2002 |
| 00) | | 0.0 . | | - | | | | | .,, | | · | 0.00 | • | 0.000 | 0000 | • | |
| Bus | | | | | From: | | 1 | US 220 | | | | | | | | | |
| 60} | | 0.47 | 8000 | F | 88% | 1% | 1% | 1% | 9% | 0% | С | 0.081 | F | 0.501 | 8100 | F | 2002 |
| 30) | | | | • | | . , • | | | - / - | - / - | - | | - | | | - | |
| Bus | | | | | From: | | | 03-670 | | | | | | | | | |
| 60} | | 0.19 | 8400 | F | 88% | 1% | 1% | 1% | 9% | 0% | F | 0.076 | F | 0.500 | 8600 | F | 2002 |
| 00) | | | | | To: | | | 64 US 60 | | | | | | | | | |
| 4.67** | | | | | - | | - ` | | | | | | | | | | |
| own of Clifton For | ·ge | | | | From: | | D: | dagway C+ | | | | | | | | | |
| Bus | ot | 0.05 | 6000 | F | 97% | Ω0/ | | dgeway St | 10/ | 00/ | F | 0.00 | E | 0.056 | 7000 | _ | 2002 |
| Dovhum Ctro | - | 0.05 | 6900 | F | 9170 | 0% | 1% | 1% | 1% | 0% | F | 0.09 | F | 0.956 | 7000 | F | 2002 |
| Roxbury Stre | Combined | ı rattic: | 0 | F | | | | | | | | NA | | | 0 | F | |
| Roxbury Stre | 00 | | | | To: From: | | | sswick St | | | | | | | | | |
| | | | | | rion): | | Ro | oxbury St | | | | | | | | | |
| Bus | | | | | | | | | | | _ | | _ | | | _ | |
| Bus | | 0.14 | 4500 | F | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.085 | F | | 4500 | F | 2002 |
| Bus | | | | F F | | 0% 0% | | 1% 1% | 1% 1% | 0% 0% | C F | 0.085 NA | F | | 4500 11000 | F F | 2002 |
| Bus | reet | | | | 97% 97% To: | | 1% 1% | | | | | | F | | | | 2002 |
| Bus Kesswick Str | reet | | | | 97% 97% | | 1% 1% | 1% Main St esswick St | 1% | 0% | | | F | | | | 2002 |
| Bus Kesswick Str | reet | | | | 97% 97% To: | | 1% 1% | 1% Main St | | | | | F F | | | | |
| Bus | reet | Traffic: 0.07 | 10000 4600 | F | 97% 97% To: | 0% | 1% 1% N | 1% Main St esswick St | 1% | 0% | F | NA | | 0.635 | 11000 | F | 2002 |

| | | | | | Alle | ghany M | 1aintena | nce Area | 3 | | | | | | | |
|--------------------------|---------------------------|------------------|--------|--------------|----------|----------|------------------|---------------|---------------|--------|----------------|--------|---------------|--------------|--------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tr 3+Axle | uck 1Trail | 2Trail | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | | West Vir | ginia State | Line | ī | | | | | | | |
| East 64 | 1.83 | 6000 | F | 72% | 1% | 2% | 1% | 23% | 1% | F | 0.073 | F | | 5600 | F | 2002 |
| 64) | Combined Traffic: | 11000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.073 | F | | 10000 | F | |
| | | | | To | | | F-198 | | 1 | | | | | | | |
| East | 5.00 | 5700 | _ | From: | 40/ | | | 000/ | 40/ | _ | 0.070 | _ | | F400 | _ | 0000 |
| 64 | 5.33 | 5700 | F | 72% | 1% | 2% | 1% | 23% | 1% | F | 0.070 | F | | 5400 | F | 2002 |
| | Combined Traffic: | 11000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.070 | F | | 10000 | F | |
| East | | | | From: | | - | 03-661 | | | | | | | | | |
| 64 | 2.85 | 5600 | F | 72% | 1% | 2% | 1% | 23% | 1% | F | 0.069 | F | | 5300 | F | 2002 |
| | Combined Traffic: | 10000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.069 | F | | 9600 | F | |
| Fast | | | | To: From: | | US | 60, SR 159 |) | - | | | | | | | |
| East 64 | 4.62 | 4900 | F | 72% | 1% | 2% | 1% | 23% | 1% | F | 0.076 | F | | 4600 | F | 2002 |
| 04) | Combined Traffic: | 11000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.077 | F | | 10000 | F | |
| | Combined Frame. | 11000 | • | To: | 170 | | Covingto | | 170 | • | 0.011 | • | | 10000 | • | |
| City of Covington | | | | | | | | | | | | | | - | | |
| East | | | | From: | | | . Covingto | | | | | | | | | |
| 64) | 0.21 | 4900 | F | 72% | 1% | 2% | 1% | 23% | 1% | F | 0.076 | F | | 4600 | F | 2002 |
| | Combined Traffic: | 11000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.077 | F | | 10000 | F | |
| East | | | | To: From: | | | SR 154 | | - | | | | | | | |
| East 64 | 1.19 | 7500 | F | 72% | 1% | 2% | 1% | 23% | 1% | F | 0.079 | F | | 7000 | F | 2002 |
| 04) | Combined Traffic: | 15000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.079 | F | | 14000 | F | |
| | | | | To- | .,, | | Covingto | | | - | | | | | • | |
| Alleghany County | | | | | | | | | | | | | | | | |
| East | | | | From: | | | Covingto | | | | | | | | | |
| (64) | 0.65 | 7500 | F | 72% | 1% | 2% | 1% | 23% | 1% | F | 0.079 | F | | 7000 | F | 2002 |
| | Combined Traffic: | 15000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.079 | F | | 14000 | F | |
| East | | | | From: | | US | 60; US 220 |) | - | | | | | | | |
| 64) | 4.81 | 9900 | F | 72% | 1% | 2% | 1% | 23% | 1% | F | 0.075 | F | | 9300 | F | 2002 |
| | Combined Traffic: | 19000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.074 | F | 0.523 | 18000 | F | |
| | | | | To | | | 03-696 | | - | | | | | | | |
| East | 2.27 | 0600 | _ | From: | 10/ | | | 220/ | 10/ | _ | 0.001 | _ | | 0100 | _ | 2002 |
| 64 | 2.37 | 9600 | F | 72% | 1% | 2% | 1% | 23% | 1% | F | 0.081 | F | 0.500 | 9100 | F | 2002 |
| | Combined Traffic: | 20000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.073 | F | 0.536 | 18000 | F | |
| East | | | | From: B | US US 6 | 0 BUS US | S 220 Wes | t of Cliftor | Forge | | | | | | | |
| 64 | 1.11 | 7100 | F | 72% | 1% | 2% | 1% | 23% | 1% | F | 0.076 | F | | 6700 | F | 2002 |
| | Combined Traffic: | 14000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.076 | F | | 14000 | F | |
| | | | | To: | | WCL | Clifton Fo | rge | | | | | | | | |
| Town of Clifton For | rge | | | r | | | cu:a - | | - | | | | | | | |
| East | 1.55 | 7100 | F | 72% | 1% | WCL 0 | Clifton Fo 1% | rge 23% | 1% | F | 0.076 | F | | 6700 | F | 2002 |
| 64 | Combined Traffic: | 14000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.076 | F | | 14000 | F | 2002 |
| | Combined Trainc. | 14000 | | To: | 1 /0 | | Clifton For | | 1 /0 | 1 | 0.070 | | | 14000 | • | |
| Alla-bana Garata | | | | | | LCL (| | Be | · | | | | | | | |
| Alleghany County East | | | | From: | | ECL (| Clifton For | ·ge | | | | | | | | |
| (64) | 0.97 | 7100 | F | 72% | 1% | 2% | 1% | 23% | 1% | F | 0.076 | F | | 6700 | F | 2002 |
| \smile | Combined Traffic: | 14000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.076 | F | | 14000 | F | |
| | | | | To: | | US 220 | 0; Bus US | 60 | | | | | | | | |
| East 64 | 1.78 | E400 | E | 720/ | 10/ | | 1% | 23% | 1% | E | U U0E | E | | 5100 | _ | 2002 |
| 16/1 | 1./8 | 5400 11000 | F | 72% | 1% | 2% | | | | F | 0.085 | F | 0.547 | 5100 | F | 2002 |
| 04) | Combined Treff: - | 71 71 11 11 11 1 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.08 | F | 0.547 | 10000 | F | |
| (04) | Combined Traffic: | 11000 | | | | | | | | | | | | | | |
| | Combined Traffic: | 11000 | | To: From: | | SR 4 | 42, SR 269 |) | | | | | | | | |
| East | Combined Traffic: 6.38 | 4100 | F | From: 72% | 1% | SR 4 | 42, SR 269 1% | 23% | 1% | F | 0.076 | F | | 3900 | F | 2002 |
| | | | F F | | 1% 1% | | | | 1% 1% | F F | 0.076 0.075 | F F | 0.535 | 3900 8400 | F F | 2002 |

| | | | | | Alle | egnany iv | laintena | nce Area | 3 | | | | | | | |
|---------------------------------|-------------------|--------|----|--------------|------|----------------|-----------------|---------------|----------|--------|--------------|----|---------------|-------|--------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | | uck 1Trail | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | | | | | | | | | | | | |
| East | 5.34 | 4600 | G | 72% | 1% | 2% | SR 269 1% | 23% | 1% | F | 0.073 | F | | 4600 | G | 2002 |
| 64 | | | | | | | | | | F | | F | 0.507 | | G | 2002 |
| | Combined Traffic: | 8300 | G | 72% To: | 1% | 2% Rockbrid | 1% ge County | Line | 1% | Г | 0.072 | Г | 0.527 | 8300 | G | |
| N/ t | | | | From: | | | ginia State | | | | | | | | | |
| West 64 | 2.12 | 5000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.084 | F | | 4700 | F | 2002 |
| 64 | Combined Traffic: | 11000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | NA | • | | 10000 | F | 2002 |
| | Combined Trainc. | 11000 | • | | 1 /0 | | | 24 /0 | 1 70 | ' | INA | | | 10000 | ' | |
| West | | | | From: | | | F-198 | | | | | | | | | |
| (64) | 5.06 | 5100 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.085 | F | | 4800 | F | 2002 |
| \smile | Combined Traffic: | 11000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | NA | | | 10000 | F | |
| Moot | | | | To: From: | | (| 03-661 | | - | | | | | | | |
| West 64 | 3.23 | 4600 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.08 | F | | 4300 | F | 2002 |
| 04 | Combined Traffic: | 10000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | NA | · | | 9600 | F | 2002 |
| | Combined Traine. | .0000 | • | T | 170 | | | | | • | | | | 0000 | • | |
| <u>Vest</u> | | | | From: | | US | 50, SR 159 | , | | | | | | | | |
| 64) | 4.27 | 6200 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.086 | F | | 5900 | F | 2002 |
| \smile | Combined Traffic: | 11000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | NA | | | 10000 | F | |
| | | | | To: | | WCL | Covingto | n | | | | | | | | |
| City of Covington | | | | From: | | WOL | <i>a</i> : . | | - | | | | | | | |
| West | 0.28 | 6200 | F | 72% | 1% | 2% | Covingto | n 24% | 1% | F | 0.086 | F | | 5900 | F | 2002 |
| 64 | Combined Traffic: | 11000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.077 | F | | 10000 | F | 2002 |
| | Combined Trainc. | 11000 | • | 7270 | 1 /0 | | | 24 /0 | 1 70 | ' | 0.077 | • | | 10000 | ' | |
| West | | | | From: | | | SR 154 | | | | | | | | | |
| 64) | 1.08 | 7200 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.084 | F | | 6800 | F | 2002 |
| | Combined Traffic: | 15000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | NA | | | 14000 | F | |
| | | | | To: | | ECL | Covingto | n | | | | | | | | |
| Alleghany County | | | | From: | | EGI | | | ī | | | | | | | |
| West | 0.77 | 7200 | F | 72% | 1% | 2% | Covingto | 24% | 1% | F | 0.084 | F | | 6800 | F | 2002 |
| 64 | Combined Traffic: | 15000 | F | 72% | 1% | 2% | 1% | 24% | 1% | , F | 0.004 | F | | 14000 | F | 2002 |
| | Combined Trainc. | 13000 | • | 7270 | 1 /0 | | | | 1 70 | ' | 0.073 | • | | 14000 | ' | |
| West | | | | From: | | US 6 | 60; US 220 |) | <u> </u> | | | | | | | |
| 64) | 4.98 | 8900 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.077 | F | | 8400 | F | 2002 |
| \smile | Combined Traffic: | 19000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | NA | | | 18000 | F | |
| Al | | | | To: From: | | - | 03-696 | | | | | | | | | |
| West | 2.34 | 10000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.07 | F | | 9400 | F | 2002 |
| 64 | Combined Traffic: | | F | 72% | 1% | 2% | 1% | 24% | 1% | F | NA | · | | 18000 | F | 2002 |
| | Combined Traine. | 20000 | • | | 170 | | | | | • | | | | 10000 | • | |
| West | | | | From: | | BUS US | 60 Bus U | 5 220 | | | | | | | | |
| 64) | 0.86 | 7300 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.071 | F | | 6900 | F | 2002 |
| | Combined Traffic: | 14000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | NA | | | 14000 | F | |
| | | | | To: | | WCL 0 | Clifton Fo | rge | <u> </u> | | | | | | | |
| Cown of Clifton For | rge | | | From: | | WOL | OI:0 E | | - | | | | | | | |
| West | 1.55 | 7300 | F | 72% | 1% | 2% | Clifton Fo | rge 24% | 1% | F | 0.071 | F | | 6900 | F | 2002 |
| 64 | Combined Traffic: | 14000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.071 | N | | 14000 | F | 2002 |
| | Combined Haille. | 1-1000 | r | To: | 1 /0 | | Clifton For | | 1 /0 | | 0.070 | IN | | 17000 | | |
| llaghary Carret | | | | | | | | | 1 | | | | | | | |
| Alleghany County West | | | | From: | | ECL (| Clifton For | ·ge | I | | | | | | | |
| 64) | 1.06 | 7300 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.071 | F | | 6900 | F | 2002 |
| | Combined Traffic: | 14000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.076 | F | | 14000 | F | |
| | | | | To: From: | | US 220 | ; BUS US | 5 60 | | | | | | | | |
| West | 0.40 | F000 | _ | | 407 | | | | 40/ | _ | 0.075 | _ | | 5000 | _ | 0000 |
| 64 | 2.19 | 5300 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.075 | F | | 5000 | F - | 2002 |
| | Combined Traffic: | 11000 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | NA | | | 10000 | F | |
| | | | | To: | | SR 4 | 12, SR 269 |) | | | | | | | | |

| Route | Le | ngth | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--|---------------------------------------|---|---|------------------|--|----------------------|--|---|--|----------------------|-------------|--|-------------|----------------------------------|---|------------------|--------------------------------------|
| lleghany County | | | | | | | | | | | | | | | | | |
| Vest | 0 | | 4700 | _ | From: | 40/ | | 2, SR 269 | 040/ | 40/ | _ | 0.070 | _ | | 4500 | _ | 2002 |
| 64 | | .52 | 4700 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.076 | F | | 4500 | F | 2002 |
| | Combined Tra | affic: | 8900 | F | 72% | 1% | 2% | 1% | 24% | 1% | F | NA | | | 8400 | F | |
| Nest | | | | | From: | | SR 26 | 59, 03-850 | | | | | | | | | |
| (64) | 4 | .69 | 3700 | G | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.076 | F | | 3700 | G | 2002 |
| | Combined Tra | affic: | 8300 | G | 72% | 1% | 2% | 1% | 24% | 1% | F | 0.072 | F | 0.527 | 8300 | G | |
| | | | | | To: | | Rockbridg | e County | Line | | | | | | | | |
| City of Covington | | | | | From: | | 7.64 | <u> </u> | | 1 | | | | | | | |
| 151 | 0 | .75 | 8400 | F | 97% | 0% | 1-64 (| Covington 1% | 0% | 0% | F | 0.098 | F | 0.579 | 8900 | F | 2002 |
| 154 | O | .13 | 0400 | • | 31 70 | 0 70 | | | 0 70 | 070 | ' | 0.030 | • | 0.57 5 | 0300 | | 2002 |
| Onein Avra | | FC | 4000 | | From: | 00/ | | nut Street | 00/ | 00/ | | 0.405 | _ | 0.540 | 4200 | | 2000 |
| 154 Craig Ave | U | .56 | 4000 | F | 99% To: | 0% | 0% | 0% | 0% | 0% | С | 0.105 | F | 0.548 | 4300 | F | 2002 |
| | | | | | From: | | | ust Street ton Avenu | ie | + | | | | | | | |
| 154 E Riverside S | St 0 | .28 | 3400 | F | 94% | 0% | 1% | 4% | 1% | 0% | С | 0.117 | F | 0.594 | 3600 | F | 2002 |
| | | | | | To: | | Monro | oe Avenue | <u>, </u> | | | | | | | | |
| 154) E Riverside S | St 0 | .24 | 5800 | F | 89% | 0% | 1% | 2% | 7% | 0% | С | 0.096 | F | 0.613 | 6200 | F | 2002 |
| 134) = | | | | | To: | | | | | | | | | | | | |
| 154 East Hickory | Street 0 | .09 | 1500 | F | From: 89% | 0% | Magazi | ine Avenu 2% | e 7% | 0% | F | 0.104 | F | 0.588 | 1600 | F | 2002 |
| 154 Last Flickory | Street 0 | .03 | 1300 | • | To: | 0 70 | | any Avenu | | 070 | | 0.104 | • | 0.500 | 1000 | ' | 2002 |
| llaghany Caunty | | | | | | | | | - | | | | | | | | |
| lleghany County | | | - | | From: | | SR 3 | 11 Crows | | | | | | | | | |
| 159) | 8 | .52 | 1200 | F | 93% | 1% | 1% | 1% | 4% | 0% | С | 0.088 | F | 0.685 | 1200 | F | 2002 |
| | | | | | To: | | 0 | 3-665 | | - | | | | | | | |
| 159) | 2 | .81 | 1500 | F | 94% | 1% | 1% | 1% | 3% | 0% | С | 0.081 | F | 0.664 | 1500 | F | 2002 |
| 1007 | | | | | To | | I-64 (| Callaghan | | | | | | | | | |
| Town of Clifton For | ·σe | | | | | | | | | | | | | | | | |
| Bus | | | | | From: | | RIDG | EWAY ST | Γ | | | | | | | | |
| 188) (60) Main S | Street 0 | .07 | 4600 | F | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.085 | F | | 4600 | F | 2002 |
| | Combined Tra | affic: | 11000 | N | 97% | 0% | 1% | 1% | 1% | 0% | Ν | 0.101 | Ν | 0.635 | 11000 | Ν | |
| | | | | | To: From: | | | WICK ST | | | | | | | | | |
| 188 Main St | 0 | .05 | 340 | F | 99% | 0% | 0% 0% | r, Keswick | 0% | 0% | F | 0.11 | F | | 360 | | |
| 188 Iviairi St | U | .03 | 340 | Г | 9970 | U 70 | U 70 | U 70 | 070 | 070 | Г | 0.11 | Г | | | | |
| | Combined Tr | offi o | | | | | | | | | | 0.11 | _ | | | F | 2002 |
| | Combined Tra | affic: | 0 | F | To: | | McCor | mick Blve | d | i | | 0.11 | F | | 0 | F F | 2002 |
| | Combined Tra | affic: | | | To: From: | | | rmick Blvo Iain St | d | | | 0.11 | F | | | | 2002 |
| 188) McCormick E | | affic: .07 | | | To: From: 99% | 0% | | | d 0% | 0% | F | 0.11 | F F | | | | |
| 188 McCormick E | | .07 | 0 | F | | 0% | M | Iain St | | 0% | F | | | | 0 | F | |
| 188 McCormick E | Blvd 0 | .07 | 360 | F | 99% | 0% | 0% | lain St 0% | 0% | 0% | F | 0.108 | F | | 380 | F | 2002 |
| | Blvd 0 Combined Tra | .07 | 360 | F | | 0% | 0% | Iain St | 0% | 0% | F | 0.108 0.108 | F | 0.598 | 380 | F | |
| | Blvd 0 Combined Tra | .07 affic: | 360 0 | F F F | 99% | | M 0% SR 188 P 0% Lafa | Par, Church 0% ayette St | 0% n St 0% | | | 0.108 | F F | 0.598 | 380 0 | F F F | 2002 |
| 188 McCormick E | Blvd 0 Combined Tra | .07 affic: | 0 360 0 920 | F F F | 99% To- From: 99% To: From: | 0% | M 0% SR 188 P 0% Lafa McCor | Par, Church 0% ayette St rmick Blve | 0% n St 0% | 0% | С | 0.108 0.108 0.097 | F F | | 0 380 0 970 | F F F | 2002 |
| 188 McCormick E | Blvd 0 Combined Tra | .07 affic: | 360 0 | F F F | 99% From: 99% To: 99% | | M 0% SR 188 P 0% Lafa McCon 0% | Par, Church 0% Paryette St rmick Blve 0% | 0% n St 0% | | | 0.108 0.108 | F F | 0.598 | 380 0 | F F F | 2002 |
| 188 McCormick E | Blvd 0 Combined Tra | .07 affic: | 0 360 0 920 | F F F | 99% To- From: 99% To: From: | 0% | M 0% SR 188 P 0% Lafa McCor 0% Ro | Par, Church 0% Pary Church 0% Payette St Tmick Blve 0% ose Ave | 0% n St 0% | 0% | С | 0.108 0.108 0.097 | F F | | 0 380 0 970 | F F F | 2002 |
| 188 McCormick E | Blvd 0 Combined Tra Blvd 0 | .07 affic: .23 | 0 360 0 920 | F F F | 99% To: 99% To: 99% To: From: 99% To: | 0% | M 0% SR 188 P 0% Lafa McCor 0% Ro Lafa | Par, Church 0% ayette St mick Blve 0% see Ave ayette St | 0% 1 St 0% d 0% | 0% | C F | 0.108 0.108 0.097 | F F | 0.557 | 0 380 0 970 320 | F F F | 2002 |
| 188 McCormick E | Blvd 0 Combined Tra Blvd 0 | .07 affic: | 0 360 0 920 | F F F | 99% To: From: 99% To: From: 99% To: From: | 0% | M 0% SR 188 P 0% Lafe McCot 0% Ro Lafe 2% | Par, Church 0% Pary Church 0% Payette St Tmick Blve 0% ose Ave | 0% n St 0% | 0% | С | 0.108 0.108 0.097 | F F | | 0 380 0 970 | F F F | 2002 |
| 188 McCormick E | Blvd 0 Combined Tra Blvd 0 0 | .07 affic: .23 .07 | 0 360 0 920 310 | F F F | 99% From 99% To From 96% To From 96% To From 96% | 0% | M 0% SR 188 P 0% Lafa McCot 0% Ro Lafa 2% Tre Ro | lain St 0% Par, Church 0% ayette St mick Blve 0% use Ave ayette St 1% mont St use Ave | 0% n St 0% d 0% | 0% | C F | 0.108 0.108 0.097 0.1 | F F | 0.557 | 0 380 0 970 320 720 | F F F | 2002 |
| 188 McCormick E 188 Lafayette St 188 Rose Ave | Blvd 0 Combined Tra Blvd 0 0 | .07 affic: .23 | 0 360 0 920 | F F F | 99% From: 99% To From: 99% To From: 96% | 0% | M 0% SR 188 P 0% Lafa McCot 0% Ro Lafa 2% Tre Ro 2% | lain St 0% Par, Church 0% ayette St mick Blve 0% use Ave ayette St 1% mont St use Ave 1% | 0% 1 St 0% d 0% | 0% | C F | 0.108 0.108 0.097 | F F | 0.557 | 0 380 0 970 320 | F F F | 2002 2002 2002 2002 |
| 188 McCormick E 188 Lafayette St 188 Rose Ave | Blvd 0 Combined Tra Blvd 0 0 | .07 affic: .23 .07 | 0 360 0 920 310 | F F F | 99% To | 0% | M 0% SR 188 P 0% Lafa McCor 0% Ro Lafa 2% Tre Ro 2% Sio | lain St 0% Par, Church 0% ayette St rmick Blve 0% sse Ave ayette St 1% mont St sse Ave 1% bux Ave | 0% n St 0% d 0% | 0% | C F C | 0.108 0.108 0.097 0.1 | F F F | 0.557 | 0 380 0 970 320 720 | F F F | 2002 2002 2002 2002 |
| 188 McCormick E 188 Lafayette St 188 Rose Ave | Blvd 0 Combined Tra Blvd 0 0 | .07 affic: .23 .07 .22 | 0 360 0 920 310 680 | F F F | 99% To | 0% | M 0% SR 188 P 0% Lafe McCoi 0% Ro Lafe 2% Tre Ro 2% Sio Tre | lain St 0% Par, Church 0% ayette St mick Blve 0% use Ave ayette St 1% mont St use Ave 1% bux Ave mont St | 0% 1 St 0% d 0% 1% | 0% 0% 0% | C F C | 0.108 0.108 0.097 0.1 0.106 | F F F | 0.557 0.513 0.513 | 380 0 970 320 720 | F F F | 2002 2002 2002 2002 2002 |
| 188 McCormick E 188 Lafayette St 188 Rose Ave | Blvd 0 Combined Tra Blvd 0 0 | .07 affic: .23 .07 | 0 360 0 920 310 | F F F | 99% To | 0% | M 0% SR 188 P 0% Lafa McCor 0% Ro Lafa 2% Tre Ro 2% Sio Tre 2% | lain St 0% Par, Church 0% ayette St rmick Blve 0% sse Ave ayette St 1% mont St sse Ave 1% bux Ave mont St 1% | 0% 1 St 0% d 0% 1% 1% | 0% | C F C | 0.108 0.108 0.097 0.1 | F F F | 0.557 | 0 380 0 970 320 720 | F F F | 2002 2002 2002 2002 2002 |
| 188 McCormick E 188 Lafayette St 188 Rose Ave 188 Tremont St 188 Sioux Ave | Blvd 0 Combined Tra Blvd 0 0 | .07 affic: .23 .07 .22 | 0 360 0 920 310 680 | F F F | 99% From 99% To From 96% To From Prom Pro | 0% | M 0% SR 188 P 0% Lafe McCor 0% Ro Lafe 2% Tre Ro 2% Sio Tre 2% 105-3351,1 | lain St 0% Par, Church 0% ayette St rmick Blve 0% sse Ave ayette St 1% mont St sse Ave 1% bux Ave mont St 1% 1% 1-64, Sioux | 0% 1 St 0% d 0% 1% 1% | 0% 0% 0% | C F C | 0.108 0.108 0.097 0.1 0.106 | F F F | 0.557 0.513 0.513 | 380 0 970 320 720 | F F F | 2002 2002 2002 2002 2002 |
| 188 McCormick E 188 Lafayette St 188 Rose Ave 188 Tremont St 188 Sioux Ave | Blvd 0 Combined Tra Blvd 0 0 0 0 | .07 affic: .23 .07 .22 | 0 360 0 920 310 680 680 | F F F F | 99% From: 99% To From: 96% To | 0% 0% 0% 0% | M 0% SR 188 P 0% Lafe McCot 0% Ro Lafe 2% Tre Ro 2% Sio Tre 2% 105-3351, 1 | lain St 0% Par, Church 0% ayette St rmick Blve 0% sse Ave ayette St 1% mont St sse Ave 1% bux Ave mont St 1% 146 1-64, Sioux AIN ST | 0% 1 St 0% 0% 1 % 1 % 4 Ave | 0% 0% 0% 0% | C C C | 0.108 0.108 0.097 0.1 0.106 0.106 | F F F | 0.557 0.513 0.513 0.513 | 0 380 0 970 320 720 720 | F F F F | 2002 2002 2002 2002 2002 |
| 188 McCormick E 188 Lafayette St 188 Rose Ave 188 Tremont St 188 Sioux Ave | Blvd 0 Combined Tra Blvd 0 0 0 0 | .07 affic: .23 .07 .22 .03 | 0 360 0 920 310 680 | F F F | 99% From 99% To From 96% To From Prom Pro | 0% | M 0% SR 188 P 0% Lafe McCor 0% Ro Lafe 2% Tre Ro 2% Sio Tre 2% 105-3351,1 | lain St 0% Par, Church 0% ayette St rmick Blve 0% sse Ave ayette St 1% mont St sse Ave 1% bux Ave mont St 1% 1% 1-64, Sioux | 0% 1 St 0% d 0% 1% 1% | 0% 0% 0% | C F C | 0.108 0.108 0.097 0.1 0.106 | F F F | 0.557 0.513 0.513 | 380 0 970 320 720 | F F F | 2002 2002 2002 2002 2002 |

| Route | Length | AADT | QA | 4Tire | Bus | Tı 2Axle 3+Axle | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--|---|----------------------------------|--------|---|---------------------------------|---|--|--------------------------------------|-----------------------------------|------------------------------------|---------|-------------------------|-------------------------|-------------|------|
| own of Clifton Fo | rge | | | From: | | | | - | | | | | | | |
| Observation Otrace | -4 0.05 | 0000 | _ | <u> </u> | | JS 60 Bus Commer | | 00/ | _ | 0.000 | _ | 0.050 | 0000 | _ | 0000 |
| 68 Church Stree | et 0.05 | 2200 | F | 97% | 0% | 1% 1% | 1% | 0% | F | 0.096 | F | 0.650 | 2300 | F - | 2002 |
| | Combined Traffic: | 0 | F | т | | 10 (0 D) V C | . 1 701 1 | | | NA | | | 0 | F | |
| | | | | From: | ι | US 60 Bus McCorm US 60 Main Str | | | | | | | | | |
| 1 _{β8} Commercial | Ave 0.06 | 3900 | F | 97% | 0% | 1% 1% | 1% | 0% | F | 0.094 | F | 0.705 | 4100 | F | 2002 |
| 188 Commercial | | | | 91 /0 | 0 /6 | 170 170 | 1 /0 | 0 /0 | ļ | | | 0.703 | | - | 2002 |
| | Combined Traffic: | 0 | F | | | | | | | NA | | | 0 | F | |
| | | | | From: | | Church Stree | | | | | | | | | |
| 188) | 0.07 | 2000 | F | 97% | 0% | 1% 1% | 1% | 0% | С | 0.119 | F | 0.779 | 2000 | F | 2002 |
| | Combined Traffic: | 0 | F | | | | | | | NA | | | 0 | F | |
| | | | | To: | | SR 188 | | | | | | | | | |
| own of Iron Gate | | | | | | | | | | | | | | | |
| | | | | From: | | Alleghany County | Line | | | | | | | | |
| 220 | 0.88 | 7700 | F | 93% | 0% | 2% 0% | 5% | 0% | F | 0.074 | F | 0.512 | 8000 | F | 2002 |
| ~ | | | | To: | | SCL Iron Gat | e | | | | | | | | |
| lleghany County | | | | | | | | | | | | | | | |
| | | | | From: | | SCL Iron Gat | | | | | | | | | - |
| 220 | 0.66 | 7700 | N | 93% | 0% | 2% 0% | 5% | 0% | Ν | 0.074 | Ν | 0.512 | 8000 | Ν | 2002 |
| ~~ · | | | | To: | | BUS US 220 |) | | | | | | | | |
| 220} | 0.61 | 6500 | F | 93% | 0% | 2% 0% | 5% | 0% | F | 0.068 | F | 0.528 | 6800 | F | 2002 |
| 220) | 0.01 | | • | - 70 | J /0 | | - 70 | J / 0 | • | 2.000 | • | 0.020 | 3000 | • | _502 |
| Bus | | | | From: | | BUS US 60 | | | | | | | | | |
| 220 (60) | 0.47 | 8000 | F | 88% | 1% | 1% 1% | 9% | 0% | С | 0.081 | F | 0.501 | 8100 | F | 2002 |
| 20 (00) | | | | Tai | | 02.670 | | | | | | | | | |
| Bus | | | | From: | | 03-670 | | | | | | | | | |
| 220 (60) | 0.19 | 8400 | F | 88% | 1% | 1% 1% | 9% | 0% | F | 0.076 | F | 0.500 | 8600 | F | 2002 |
| + | | | | To: | I-64 | EAST OF CLIFTO | N FORGE | | | | | | | | |
| ~~~ | | | | From: | | US 220; BUS U | | | | | | | | | |
| 220 } (64) | 1.06 | | | | S | ee I-64 for direc | tional tra | fic volur | me esti | imates fo | r this | segment. | | | |
| ~ | Combined Traffic: | 14000 | F | 72% | 1% | 2% 1% | 24% | 1% | F | 0.076 | F | | 14000 | F | |
| | | | | To: | | ECL Clifton Fo | rge | | | | | | | | |
| own of Clifton Fo | rge | | | | | | | | | | | | | | |
| | | | | From: | | ECL Clifton Fo | rge | | | | | | | | |
| 220 (64) | 1.55 | | | | S | ee I-64 for direc | tional tra | fic volur | me esti | imates fo | r this | segment. | | | |
| \sim | Combined Traffic: | 14000 | F | 72% | 1% | 2% 1% | 24% | 1% | F | 0.076 | Ν | | 14000 | F | |
| | | | | To: | | WCL Clifton Fo | orge | | | | | | | | |
| lleghany County | | | | | | | | | | | | | | | |
| ncznany County | | | | From: | | TITOT OUT T | | - 1 | | | | | | | |
| 220 (64) | 0.86 | | | | | WCL Clifton Fo | orge | | | | | | | | |
| ~ | | | | | S | ee I-64 for direc | | fic volur | ne esti | imates fo | r this | segment. | | | |
| | Combined Traffic: | 14000 | F | 72% | | ee I-64 for direc | tional tra | | me esti F | imates fo | r this | segment. | 14000 | F | |
| | Combined Traffic: | 14000 | F | 72% | 1% | ee I-64 for direc 2% 1% | tional trat 24% | fic volur | | | r this | segment. | 14000 | F | |
| | | 14000 | F | 72% | 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U | tional trat 24% JS 220 | 1% | F | NA | | | 14000 | F | |
| 220 64 | 2.34 | | | To: From: | 1% Se | ee I-64 for direc 2% 1% BUS US 60 BUS US ee I-64 for direc | 24% JS 220 tional traf | 1% | F me esti | NA imates fo | | | | | |
| 220 64 | | | F | | 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U | tional trat 24% JS 220 | 1% | F | NA | | | 14000 | F | |
| 220 64 | 2.34 Combined Traffic: | | | To: From: | 1% Se | ee I-64 for direc 2% 1% BUS US 60 BUS US ee I-64 for direc | 24% JS 220 tional traf | 1% | F me esti | NA imates fo | | | | | |
| 220 64 220 64 | 2.34 | | | 72% | 1% Se 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U ee I-64 for direc 2% 1% | 24% US 220 tional trat 24% | 1% fic volur 1% | F me esti F | NA imates fo NA | r this | segment. | | | |
| ~~ ~~ | 2.34 Combined Traffic: | 20000 | | 72% | 1% Se 1% | ee I-64 for direc 2% 1% BUS US 60 BUS US ee I-64 for direc 2% 1% | 24% US 220 tional trat 24% | 1% fic volur 1% | F me esti F | NA imates fo NA | r this | segment. | | | |
| ~~ ~~ | 2.34 Combined Traffic: 4.98 | 20000 | F | 72% From: 72% To: | 1% Se 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U ee I-64 for direc 2% 1% 03-696 ee I-64 for direc | tional traf 24% US 220 tional traf 24% | 1% fic volur 1% fic volur | F me esti me esti | NA imates fo | r this | segment. | 18000 | F | |
| 220 64 | 2.34 Combined Traffic: 4.98 Combined Traffic: | 20000 | F | 72% To From: 72% To From: | 1% Se 1% Se 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U ee I-64 for direc 2% 1% 03-696 ee I-64 for direc 2% 1% US 60 I-64 | tional traf 24% US 220 tional traf 24% tional traf 24% | 1% fic volur 1% fic volur 1% 1% | F me esti F me esti | imates for NA imates for NA | or this | segment. | 18000 | F | |
| 220 64 | 2.34 Combined Traffic: 4.98 | 20000 | F | 72% 72% 72% 72% 72% 72% 72% 72% | 1% Se 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U ee I-64 for direc 2% 1% 03-696 ee I-64 for direc 2% 1% US 60 | tional traf 24% US 220 tional traf 24% | 1% fic volur 1% fic volur | F me esti me esti | NA imates fo | r this | segment. | 18000 | F | 2002 |
| 220 64 | 2.34 Combined Traffic: 4.98 Combined Traffic: | 20000 | F | 72% To From: 72% To From: | 1% Se 1% Se 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U ee I-64 for direc 2% 1% 03-696 ee I-64 for direc 2% 1% US 60 I-64 | tional trai 24% US 220 tional trai 24% tional trai 24% | 1% fic volur 1% fic volur 1% 1% | F me esti F me esti | imates for NA imates for NA | or this | segment. | 18000 | F | 2002 |
| 220 64 | 2.34 Combined Traffic: 4.98 Combined Traffic: | 20000 | F | 72% 72% 72% 72% 72% 72% 72% 72% | 1% Se 1% Se 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U ee I-64 for direc 2% 1% 03-696 ee I-64 for direc 2% 1% US 60 I-64 1% 1% | tional trai 24% US 220 tional trai 24% tional trai 24% | 1% fic volur 1% fic volur 1% 1% | F me esti F me esti | imates for NA imates for NA | or this | segment. | 18000 | F | 2002 |
| 220 64 | 2.34 Combined Traffic: 4.98 Combined Traffic: | 20000 | F | 72% 72% 72% 72% 72% 72% 72% 72% | 1% Se 1% Se 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U ee I-64 for direc 2% 1% 03-696 ee I-64 for direc 2% 1% US 60 I-64 1% 1% | tional trai 24% US 220 tional trai 24% tional trai 24% | 1% fic volur 1% fic volur 1% 1% | F me esti F me esti | imates for NA imates for NA | or this | segment. | 18000 | F | 2002 |
| 220 64 220 60 220 60 | 2.34 Combined Traffic: 4.98 Combined Traffic: | 20000 | F | 72% To From 10 10 10 10 10 10 10 10 10 10 10 10 10 | 1% Se 1% Se 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U ee I-64 for direc 2% 1% 03-696 ee I-64 for direc 2% 1% US 60 I-64 1% 1% ECL Covingto | tional trai 24% US 220 tional trai 24% tional trai 24% | 1% fic volur 1% fic volur 1% 1% | F me esti F me esti | imates for NA imates for NA | or this | segment. | 18000 | F | |
| 220 64 220 60 220 60 | 2.34 Combined Traffic: 4.98 Combined Traffic: 0.64 | 20000 19000 14000 | F F | 72% To From: 72% 72% 72% 70 From: 92% To From: | 1% Se 1% Se 1% 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U ee I-64 for direc 2% 1% 03-696 ee I-64 for direc 2% 1% US 60 I-64 1% 1% ECL Covingto 1% 1% | tional trat 24% US 220 tional trat 24% tional trat 24% 5% on 5% | 1% ffic volur 1% ffic volur 1% 0% | F me esti me esti F F F | NA imates fo NA imates fo NA 0.086 | or this | segment. segment. 0.543 | 18000 18000 14000 | F F | |
| 220 60 220 60 E Mad | 2.34 Combined Traffic: 4.98 Combined Traffic: 0.64 | 20000 19000 14000 13000 | F F | 72% To From 92% From 92% | 1% Signature 1% Signature 1% 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U ee I-64 for direc 2% 1% 03-696 ee I-64 for direc 2% 1% US 60 I-64 1% 1% ECL Covingto 1% 1% SR 18 Carpente | tional trat 24% US 220 tional trat 24% tional trat 24% 5% on 5% on 5% | 1% ffic volur 1% ffic volur 1% 0% 0% | me esti F me esti F F | NA imates for NA 0.086 | or this | segment. segment. 0.543 | 18000 18000 14000 | F F F | 2002 |
| 220 60 ity of Covington 220 60 E Mad | 2.34 Combined Traffic: 4.98 Combined Traffic: 0.64 | 20000 19000 14000 | F F | 72% | 1% Se 1% Se 1% 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U ee I-64 for direc 2% 1% 03-696 ee I-64 for direc 2% 1% US 60 I-64 1% 1% ECL Covingto 1% 1% | tional trat 24% US 220 tional trat 24% tional trat 24% 5% on 5% | 1% ffic volur 1% ffic volur 1% 0% | F me esti me esti F F F | NA imates fo NA imates fo NA 0.086 | or this | segment. segment. 0.543 | 18000 18000 14000 | F F | 2002 |
| 220 64 220 60 City of Covington 220 60 E Mad 220 60 East M | 2.34 Combined Traffic: 4.98 Combined Traffic: 0.64 dison Street 0.46 Madison Str 0.26 | 20000 19000 14000 | F F | 72% To From 92% From 92% | 1% Signature 1% Signature 1% 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U ee I-64 for direc 2% 1% 03-696 ee I-64 for direc 2% 1% US 60 I-64 1% 1% ECL Covingto 1% 1% SR 18 Carpente | tional trai 24% US 220 tional trai 24% tional trai 24% 5% 5% on 5% r St 4% | 1% ffic volur 1% ffic volur 1% 0% 0% | me esti F me esti F F | NA imates for NA 0.086 | or this | segment. segment. 0.543 | 18000 18000 14000 | F F F | 2002 |
| 220 64 220 60 City of Covington 220 60 E Mad 220 60 East M | 2.34 Combined Traffic: 4.98 Combined Traffic: 0.64 | 20000 19000 14000 | F F | 72% 72% 72% 72% 70 70 70 70 70 70 70 70 70 7 | 1% Signature 1% 1% 1% | ee I-64 for direc 2% 1% BUS US 60 BUS U ee I-64 for direc 2% 1% 03-696 ee I-64 for direc 2% 1% US 60 I-64 1% 1% ECL Covingto 1% 1% SR 18 Carpente 1% 1% | tional trai 24% US 220 tional trai 24% tional trai 24% 5% 5% on 5% r St 4% | 1% ffic volur 1% ffic volur 1% 0% 0% | me esti F me esti F F | NA imates for NA 0.086 | or this | segment. segment. 0.543 | 18000 18000 14000 | F F F | 2002 |

| | | | | | Alle | egnany Maintenan | ce Area | a | | | | | | | |
|--|---------------------|---------------|--------|--------------|----------|--------------------------------|-------------|----------|--------|--------------|----|---------------|---------------|--------|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru | | 2Trail | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| City of Covington | | | | | | | | ZIIali | | Houi | | i actor | | | |
| 220 N Alleghany Ave | 0.93 | 10000 | F | 96% | 1% | S Monroe Avenue | 1% | 0% | F | 0.08 | F | 0.567 | 11000 | F | 2002 |
| 220 W Allegharry Ave | 0.00 | 10000 | | To: | 170 | E Locust Street | 170 | | | 0.00 | | 0.001 | 11000 | ' | 2002 |
| 220 N Alleghany Ave | 0.62 | 10000 | F | 96% | 1% | 1% 1% | 1% | 0% | F | 0.083 | F | 0.542 | 11000 | F | 2002 |
| | | | | To: From: | | N Magazine Avenu | ie | | | | | | | | |
| (220) N Alleghany Ave | 0.66 | 6800 | F | 96% | 1% | 1% 1% | 1% | 0% | С | 0.093 | F | 0.593 | 7200 | F | 2002 |
| | | | | To: | | NCL Covington | | | | | | | | | |
| Alleghany County | | | | From: | | NCL Covington | | | | | | | | | |
| 220 | 1.61 | 5400 | F | 96% | 1% | 1% 1% | 1% | 0% | С | 0.089 | F | 0.603 | 5500 | F | 2002 |
| ~~~ | | | | From: | 10/ | 03-687 Clearwate | | | | | | | | | |
| [220] | 8.28 | 1900 | F | 96% To: | 1% | 1% 1% Bath County Line | 1% | 0% | F | 0.077 | F | 0.543 | 2000 | F | 2002 |
| | | | | From: | I- | 64 EAST OF COVIN | | | | | | | | | |
| 220 60 | 0.08 | 14000 | N | 92% | 1% | 1% 1% | 5% | 0% | Ν | 0.086 | Ν | 0.543 | 14000 | N | 2002 |
| | | | | To: | | US 220 | | | | | | | | | |
| Bus | 0.80 | 2100 | F | From: 96% | 0% | US 220 Near Clifton I 1% 1% | Forge 1% | 0% | С | 0.087 | F | 0.548 | 2100 | F | 2002 |
| [220] | 0.00 | 2100 | | 70 70 To: | 0 70 | SCL Clifton Forg | | 070 | 0 | 0.007 | ' | 0.540 | 2100 | ı | 2002 |
| Town of Clifton Forge | | | | | | | | | | | | | | | |
| Bus | 0.70 | 2700 | F | From: 96% | 0% | SCL Clifton Forg | e 1% | 0% | С | 0.088 | F | 0.562 | 2700 | F | 2002 |
| [220] | 0.70 | 2700 | | 30 /0 | 0 70 | | 1 /0 | U 70 | C | 0.000 | ' | 0.502 | 2700 | Į. | 2002 |
| Bus Bus | 0.00 | 7400 | _ | From: | 00/ | US 60 Bus | 40/ | 00/ | | 0.070 | _ | 0.504 | 7000 | _ | 2002 |
| (220) (60) Main Street | 0.06 | 7100 | F | 97% | 0% | 1% 1% | 1% | 0% | F | 0.079 | F | 0.501 | 7200 | F | 2002 |
| Bus Bus | | | | From: | 201 | B ST | 40/ | | | | _ | 2 = 12 | | | |
| (220) (60) Main Street | 0.26 | 7100 | F | 97% | 0% | 1% 1% | 1% | 0% | С | 0.091 | F | 0.512 | 7200 | F | 2002 |
| Bus Bus | | | | From: | | RIDGEWAYST | | | | | | | | | |
| 220 60 Main Street | 0.07 | 4600 | F | 97% | 0% | 1% 1% | 1% | 0% | F | 0.085 | F | 0.005 | 4600 | F | 2002 |
| Combine | ed Traffic: | 11000 | N | 97% To: | 0% | 1% 1% KESSWICK ST | 1% | 0% | N | 0.101 | N | 0.635 | 11000 | N | |
| Bus Bus | 0.44 | 4500 | | From: | 00/ | MAIN ST | 40/ | 00/ | _ | 0.005 | _ | | 4500 | _ | 0000 |
| (220) (60) Kesswick Street | 0.14 ed Traffic: | 4500 10000 | F F | 97% 97% | 0% 0% | 1% 1% 1% 1% | 1% 1% | 0% 0% | C F | 0.085 NA | F | | 4500 11000 | F F | 2002 |
| | a rramo. | 10000 | • | To: | 070 | ROXBURY ST | 170 | 070 | | 11/1 | | | 11000 | ' | |
| Bus Bus 220 60 Roxbury Street | 0.05 | 6900 | F | 97% | 0% | KESSWICK ST 1% 1% | 1% | 0% | F | 0.09 | F | 0.956 | 7000 | F | 2002 |
| ()(40) | ed Traffic: | 0 | F | 31 /0 | 0 70 | 170 170 | 1 /0 | 0 70 | į | NA | ' | 0.930 | 0 | , F | 2002 |
| | | | | To: From: | | RIDGEWAYST | • | | | | | | | | |
| Bus Bus (220) (60) Ridgeway Street | 0.61 | 9600 | F | 96% | 0% | ROXBURY ST 1% 2% | 1% | 0% | С | 0.093 | F | 0.622 | 9700 | F | 2002 |
| 220 (00) 1 1 1 3 3 5 1 1 3 5 1 3 | | | | To | | 6TH ST | .,, | | | 0.000 | • | 0.022 | | • | |
| Bus Bus (220) 60 Ridgeway Street | 0.27 | 8700 | F | 96% | 0% | 1% 2% | 1% | 0% | F | 0.088 | F | 0.646 | 8800 | F | 2002 |
| 220 60 1 1 1 2 2 1 2 1 | 0.27 | 0.00 | | To: | 070 | WCL Clifton Forg | | 070 | | 0.000 | | 0.010 | 0000 | | 2002 |
| Alleghany County | | | | - | | | | | | | | | | | |
| Bus Bus (220) (60) | 0.44 | 8900 | F | 97% | 0% | WCL Clifton Forg | e 1% | 0% | С | 0.09 | F | 0.614 | 9000 | F | 2002 |
| 220 60 | 0.11 | | | Tn· | 070 | I-64 SR 384 | 170 | 070 | | 0.00 | | 0.011 | 0000 | | 2002 |
| | | | | From: | | Begin SR 42 | | | | | | | | | |
| 269) | 0.18 | 1100 | F | 94% | 1% | 2% 3% | 0% | 0% | С | 0.094 | F | 0.509 | 1200 | F | 2002 |
| | 0.00 | F00 | | From: | 40/ | 03-632 | 00/ | 00/ | | 0.007 | | 0.500 | F70 | | 2000 |
| 269 | 6.62 | 560 | F | 94% To: | 1% | 2% 3% I-64 & US 60 | 0% | 0% | F | 0.087 | F | 0.583 | 570 | F | 2002 |
| | | | | From: | | West Virginia State I | Line | | | | | | | | |
| (311) | 6.62 | 890 | F | 91% | 1% | 1% 2% | 5% | 0% | С | 0.096 | F | 0.636 | 900 | F | 2002 |
| \smile | | | | To- | | SR 159 Crows | | | | | | | | | |

| | | | | | 7 (11) | | Widiritoria | | | | | | | | | |
|------------------|--------|---------------|--------|--------------|--------|--------|------------------------------------|--------|----------|--------|--------------|----|---------------|----------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tr le 3+Axle | | | ()() | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | | | | | | | | | | | | |
| 311 | 5.87 | 630 | F | 94% To: | 1% | 1% | R 159 Crow 3% Virginia State | 2% | 0% | С | 0.105 | F | 0.606 | 640 | F | 2002 |
| 600 | 6.90 | 40 | R | From: | | | SR 311 | | | | NA | | | NA | | 07/29/2002 |
| 600 | 4.00 | 20 | R | From: | | | 03-613 | | | | NA | | | NA | | 07/29/2002 |
| 600 | 4.20 | 60 | R | From: | | | 03-614 | | <u>_</u> | | NA | | | NA | | 07/29/2002 |
| 600 | 1.92 | 100 | R | From: | | | 03-658 | | | | NA | | | NA | | 08/01/2002 |
| 600 | 0.08 | 100 | R | From: | | 1.9 | 2 MN 03-65 | 58 | <u>_</u> | | NA | | | NA | | 08/01/2002 |
| 600 | 0.33 | 320 | R | From: | | US 60 | 03-712); Gap Tern | ninus | <u>_</u> | | NA | | | NA | | 1999 |
| 600 | 0.50 | 2800 | F | 96% | 0% | | 9; Gap Tern | | 0% | С | 0.089 | F | 0.508 | 2900 | F | 2002 |
| 600 | 0.40 | 1800 | R | To: From: | | | -661 SOUT | | | | NA | | | NA | | 08/01/2001 |
| 600 | 4.60 | 820 | R | From: | | 03 | -661 NORT | Н | | | NA | | | NA | | 1999 |
| 600 | 4.80 | 270 | R | From: | | | 03-641 | | | | NA | | | NA | | 08/05/2002 |
| 600 | 0.10 | 240 | R | From: | | | 03-666 Dead End | | <u> </u> | | NA | | | NA | | 1999 |
| (601) | 0.60 | 50 | R | From: | | West V | /irginia State | e Line | | | NA | | | NA | | 08/15/2002 |
| 602 | 3.70 | 10 | R | From: | | West V | SR 311 /irginia State | e Line | | | NA | | | NA | | 08/01/2002 |
| (602) | 4.90 | 20 | R | From: | | | 03-603 | | | | NA | | | NA | | 08/01/2002 |
| 602) | 0.50 | 20 | R | From: | | 4.9 | 00 MN 03-60 | 03 | } | | NA | | | NA | | 1999 |
| (603) | 2.41 | 80 | R | To: From: | | | SR 311 | | | | NA | | | NA | | 07/29/2002 |
| (603) | 3.70 | 6 | R | From: | | West V | Virginia State | e Line | | | NA | | | NA | | 08/01/2002 |
| (604) | 1.80 | 60 | R | To: From: | | | 03-602 SR 311 | | | | NA | | | NA | | 07/29/2002 |
| (604) | 0.40 | 4 | R | To: From: | | | -600 NORT -600 SOUT | | | | NA NA | | | NA | | 07/29/2002 |
| | | | | To: From: | | | Dead End 03-666 | | | | | | | | | |
| 605 | 1.41 | 180 30 | R R | To: From: | | 3.3 | 4 MN 03-66 | 66 | | | NA NA | | | NA NA | | 08/05/2002 |
| 605) | 1.71 | | | То: | | Bat | h County Li | ne | | | 14/7 | | | INA | | 30/03/2002 |

| | | | | | Alle | griany ivianilena | ince Area | 2 | | | | | | | |
|------------------|--------|------|-----|--------------|------|--------------------------|-----------|----------|----|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tı 2Axle 3+Axle | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | | NCL CEA F- | | 1 | | | | | | | |
| 606) | 1.40 | 450 | F | 97% | 0% | NCL Clifton Fo | rge 0% | 0% | С | 0.11 | F | 0.58 | 450 | F | 2002 |
| 000 | | | | To: From: | | 03-699 | | | | | | | | | |
| 606 | 6.80 | 380 | R | From: | | 03 077 | | | | NA | | | NA | | 08/05/200 |
| | | | | To- | | Bath County L | ne | | | | | | | | |
| | 0.40 | 40 | _ | From: | | SR 18 | | | | NIA | | | NIA | | 07/00/000 |
| 607 | 3.40 | 48 | R | _ | | | | | | NA | | | NA | | 07/29/2002 |
| | 2.20 | 90 | R | From: | | 3.40 MN SR | .8 | | | NA | | | NA | | 07/29/2002 |
| 607 | 2.20 | | | To: | | 02 (10 | | | | 1471 | | | 147 (| | 0172072007 |
| 607 | 1.60 | 110 | R | From: | | 03-610 | | | | NA | | | NA | | 1999 |
| 007) | | | | То: | | 03-616 | | | | | | | | | |
| | | | | From: | | Dead End | | | | | | | | | |
| 608 | 1.27 | 60 | R | | | | | | | NA | | | NA | | 07/29/200 |
| | | | | To: From: | | 1.27 ME Dead | End | | | | | | | | |
| 608 | 0.05 | 60 | R | To: | | gp. 10 | | | | NA | | | NA | | 07/29/200 |
| | | | | | | SR 18 | | | | | | | | | |
| (000) | 1.80 | 4 | R | From: | | Dead End | | | | NA | | | NA | | 07/29/200 |
| 609 | 1.00 | 7 | | To: | | SR 18 | | | | IVA | | | INA | | 011231200 |
| | | | | From: | | 03-607 | | | | | | | | | |
| 610 | 0.70 | 170 | R | | | | | <u>.</u> | | NA | | | NA | | 1999 |
| | | | | To: | | SR 18 SOUT | | | | | | | | | |
| 610 | 0.25 | 50 | R | F10111 | | SR 18 MID | | | | NA | | | NA | | 07/29/200 |
| 610 | 0.20 | | | To: | | D1E1 C T- | | | | | | | 10. | | 017207200 |
| 610 | 0.92 | 20 | R | From: | | Dead End; Gap Te | rminus | | | NA | | | NA | | 07/29/2002 |
| (010) | | | | To: | | 03-611 | | | | | | | | | |
| 610 | 1.95 | 160 | R | From: | | 03-011 | | | | NA | | | NA | | 07/29/200 |
| 010 | | | | To- | | SR 18 NORT | Н | | | | | | | | |
| | | | | From: | | Dead End | | | | | | | | | |
| (611) | 0.40 | 10 | R | _ | | | | | | NA | | | NA | | 07/29/200 |
| | | | | To: | | 03-610 | | | | | | | | | |
| (612) | 1.56 | 230 | R | From: | | 03-616 | | | | NA | | | NA | | 07/29/200 |
| (612) | 1.50 | 230 | IX. | To: | | SR 18 | | | | INA | | | INA | | 011231200 |
| | | | | From: | | Dead End | | | | | | | | | |
| (613) | 1.40 | 110 | R | | | | | | | NA | | | NA | | 1999 |
| \bigcirc | | | | To: From: | | 03-616 EAS | | - | | | | | | | |
| 613) | 1.62 | 430 | R | | | | | | | NA | | | NA | | 07/29/2002 |
| | | | | To: From: | | SR 18 NORT SR 18 SOUT | | | | | | | | | |
| 613) | 4.40 | 40 | R | <u></u> | | 3K 18 300 1 | .1 | | | NA | | | NA | | 07/29/2002 |
| 019 | | | | To: | | 03-600 | | | | | | | | | |
| | | | | From: | | 03-600 | | | | | | | | | |
| 614) | 2.50 | 80 | R | | | | | | | NA | | | NA | | 07/29/2002 |
| | | | | To: | | 03-649 | | | | | | | | | |
| 614) | 0.39 | 380 | R | To: | | GD 10 | | | | NA | | | NA | | 1999 |
| | | | | | | SR 18 | | | | | | | | | |
| | 2.90 | 270 | F | 92% | 1% | 03-616 1% 4% | 2% | 0% | С | 0.097 | F | 0.75 | 280 | F | 2002 |
| 615) | 2.50 | 210 | • | 92 70 To: | 1 /0 | SR 18 | ∠ /0 | J /0 | C | 0.031 | | 0.75 | 200 | | 2002 |
| | | | | From: | | SR 18 | | | | | | | | | |
| 616) | 0.20 | 190 | R | | | | | | | NA | | | NA | | 07/29/2002 |
| $\overline{}$ | | | | To: | | 03-607 | _ | | | | | | | | |
| | | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+Axle | | | \cap C | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|------------------|--------|------|----|--------------|------|------------------------------|------------|-----|----------|--------------|----|---------------|-------|----|------------|
| Alleghany County | | | | From: | | 03-607 | | 1 | | | | | | | |
| 616 | 1.60 | 100 | R | | | | | | | NA | | | NA | | 1999 |
| | 1.60 | 100 | R | To: From: | | 03-612 | | | | NA | | | NA | | 07/29/200 |
| 616) | 1.00 | 100 | IX | To: | | 03-613 WEST | | | | INA | | | IVA | | 011291200 |
| 616 | 3.87 | 300 | R | From: | | 03-613 EAST | | | | NA | | | NA | | 1999 |
| 616) | | | | To: From: | | 03-617 | | } | | | | | | | |
| 616 | 2.90 | 360 | R | FIOII. | | | | | | NA | | | NA | | 07/29/200 |
| | 2.70 | E40 | | From: | 10/ | 03-619 SOUTH | | 00/ | | 0.005 | | 0.6 | F40 | | 2002 |
| (616) | 3.79 | 540 | F | 93% | 1% | 3% 2% | 0% | 0% | F | 0.085 | F | 0.6 | 540 | F | 2002 |
| (616) (616) | 1.00 | 670 | F | 93% | 1% | 03-621 3% 2% | 0% | 0% | F | 0.098 | F | 0.619 | 680 | F | 2002 |
| | | | | To: From: | | 03-622 | | | | | | | | | |
| 616) | 3.00 | 690 | F | 93% | 1% | 3% 2% | 0% | 0% | F | 0.088 | F | 0.594 | 700 | F | 2002 |
| | 1.42 | 910 | F | From: 93% | 1% | 03-623 3% 2% | 0% | 0% | С | 0.092 | F | 0.647 | 930 | F | 2002 |
| 616) | 1.42 | 310 | ' | To: | 1 70 | 03-696 | 0 70 | 070 | | 0.032 | ' | 0.047 | 930 | ' | 2002 |
| | | | | From: | | Craig County Li | ne | | | | | | | | 4000 |
| 617) | 2.40 | 220 | R | To: | | 03-616 | | 1 | | NA | | | NA | | 1999 |
| | | | | From: | | 03-617 | | | | | | | | | |
| 618) | 2.30 | 90 | R | | | 00.616 | | | | NA | | | NA | | 07/29/200 |
| | | | | To: From: | | 03-616 Dead End | | | | | | | | | |
| 619) | 0.90 | 80 | R | | | Dead End | | | | NA | | | NA | | 1999 |
| | | | | To: From: | | 03-616 NORTH 03-616 SOUTH | | | | | | | | | |
| 619 | 3.33 | 390 | F | 97% | 0% | 1% 2% | 0% | 0% | С | 0.082 | F | 0.629 | 400 | F | 2002 |
| | | | | To: | | 03-657 | | | | | | | | | |
| 620) | 0.20 | 60 | R | From: | | 03-616 | | | | NA | | | NA | | 07/25/200 |
| 020) | | | | To: | | Dead End | | | | | | | | | |
| | 1.30 | 420 | - | From: 97% | 2% | Botetourt County I | Line 0% | 0% | - | 0.111 | | 0.544 | 430 | F | 2002 |
| 621) | 1.30 | 420 | F | 97 76 To: | 270 | 03-616 | 0% | 0% | С | 0.111 | F | 0.544 | 430 | Г | 2002 |
| | | | | From: | | 03-616 | | | | | | | | | |
| 622 | 0.60 | 60 | R | To: | | Dead End | | 1 | | NA | | | NA | | 1999 |
| | | | | From: | | Dead End | | | | | | | | | |
| 623 | 0.10 | 70 | R | | | | | | | NA | | | NA | | 08/15/200 |
| | 0.10 | 400 | | From: | | 0.10 MW Dead B | End | | | | | | | | 4000 |
| 623 | 2.10 | 160 | R | To: | | 03-616 | | | | NA | | | NA | | 1999 |
| | | | | From: | | Dead End | | | | | | | | | |
| 624) | 0.05 | 40 | R | To: | | 02.654 | | | | NA | | | NA | | 08/01/2002 |
| | | | | From: | | 03-654 ECL Covington | n | | | | | | | | |
| 625 | 0.24 | 3100 | R | 1 | | | | | | NA | | | NA | | 1999 |
| | | | | From: | | 03-631 | | | | | | | | | |
| 625) | 0.14 | 1700 | R | | | | | | | NA | | | NA | | 07/25/2002 |
| | 0.45 | 1500 | R | From: | | 03-676 | | | | NA | | | NA | | 1999 |
| 625 | J.+3 | | | To: | | 03-708 | | | <u></u> | | | | 19/3 | | 1000 |

| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|------------------|--------|------|----|--------------|-----|-------|----------------------|----|----|---|--------------|----|---------------|-------|----|------------|
| Alleghany County | | | | From: | | | 03-708 | | | | | | | | | |
| 625) | 0.05 | 910 | R | <u> </u> | | | 03 700 | | | | NA | | | NA | | 07/25/2002 |
| | 0.35 | 700 | R | To: From: | | | 03-655 | | | | NA | | | NA | | 1999 |
| 625) | 0.00 | | | To: | | | 03-771 | | | | | | | | | |
| 625 | 0.58 | 490 | R | To: | | D | ead End | | | | NA | | | NA | | 07/25/2002 |
| | | | | From: | | | 03-662 | | | | | | | | | |
| 626 | 0.05 | 510 | R | | | | | | | | NA | | | NA | | 1999 |
| 626 | 0.05 | 580 | R | From: | | | 03-780 | | | | NA | | | NA | | 07/11/2002 |
| | | | | To: From: | | US | S 60 BUS | | | | | | | | | |
| 626 | 0.05 | 100 | R | To: | | (| 03-1402 | | | | NA | | | NA | | 07/11/2002 |
| | | | | From: | | | ead End | | | | | | | | | |
| 627 | 0.15 | 110 | R | | | | | | | ì | NA | | | NA | | 07/11/2002 |
| 627) | 0.15 | 490 | R | From: | | US | 8 60 BUS | | | | NA | | | NA | | 1999 |
| | | | | To: From: | | (|)3-1406 | | | | | | | | | |
| 627 | 0.04 | 280 | R | To: | | (| 03-1401 | | | | NA | | | NA | | 07/11/2002 |
| | | | | From: | | | ead End | | | | | | | | | |
| 628 | 0.03 | 10 | R | | | | | | | ì | NA | | | NA | | 1999 |
| 628) | 0.09 | 240 | R | From: | | 03-12 | 201 SOUTE | ·I | | | NA | | | NA | | 07/22/2002 |
| | | | | To: From: | | (| 03-1202 | | | | | | | | | |
| 628) | 0.08 | 330 | R | | | | | | | i | NA | | | NA | | 1999 |
| 628 | 0.13 | 770 | R | From: | | 03-12 | 01 NORTI | 1 | | | NA | | | NA | | 07/22/2002 |
| | | | | To: | | | 03-698 | | | | | | | | | |
| 629) | 0.22 | 2000 | F | 95% | 1% | 1% | I-64 2% | 1% | 0% | С | 0.089 | F | 0.665 | 2100 | F | 2002 |
| | | | | To: From: | | |)3-1408 | | | | | | | | | |
| 629 | 0.26 | 1400 | F | 95% | 1% | 1% | 2% | 1% | 0% | F | 0.09 | F | 0.548 | 1400 | F | 2002 |
| 629 | 3.87 | 370 | F | 95% | 1% | 1% | 03-1405 2% | 1% | 0% | F | 0.103 | F | 0.506 | 370 | F | 2002 |
| | | | | To: From: | | | County Lin | e | | | | | | | | |
| 630 | 0.30 | 90 | R | 110111 | | | SR 42 | | | | NA | | | NA | | 1999 |
| | | | | To: From: | | 0.30 | ME SR 42 | | | | | | | | | |
| 630 | 1.20 | 80 | R | To: | | D | ead End | | | İ | NA | | | NA | | 07/11/2002 |
| | | | | From: | | | 03-625 | | | | | | | | | |
| 631) | 0.08 | 800 | R | To: | | D | ead End | | | | NA | | | NA | | 1999 |
| | | | | From: | | | 03-671 | | | | | | | | | |
| 632 | 0.75 | 40 | R | To | | 0.75 | ME 02 (71 | | | ĺ | NA | | | NA | | 07/15/2002 |
| 632 | 0.15 | 47 | R | From: | | 0.75 | ME 03-671 | | | | NA | | | NA | | 1999 |
| | 0.00 | 4000 | | From: | | ı | 03-670 | | | | N/A | | | N1A | | 07/44/0000 |
| 632 | 0.83 | 1200 | R | Ta: | | | 03-639 | | ı | | NA | | | NA | | 07/11/2002 |
| 632 | 0.48 | 1600 | R | From: | | | | | | | NA | | | NA | | 1999 |
| | | | | To: | | SR 4 | 12; SR 269 | | | | | | | | | |

| | | | | | Alle | egnany ivia | aintenance | Area | l | | | | | | | |
|------------------|--------|------|----|--------------|------|-----------------|-------------------|---------|------|------|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truck 3+Axle 1 | | | ()() | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | | | | | | - | | | | | | | |
| | 2.30 | 320 | F | 97% | 1% | Botetourt 1% | County Line | : 0% | 0% | С | 0.088 | F | 0.548 | 330 | F | 2002 |
| (633) | 2.50 | 320 | | 31 /0 To: | 1 /0 | | 9; 03-9876 | J /0 | 0 /0 | C | 0.000 | ' | 0.540 | 330 | | 2002 |
| | | | | From: | | | ad End | | i | | | | | | | |
| 634) | 1.20 | 260 | R | | | 100 | ad Liid | | | | NA | | | NA | | 07/11/2002 |
| | | | | To: | | 03 | 3-633 | | | | | | | | | |
| | | | | From: | | SI | R 269 | | | | | | | | | |
| 635) | 0.28 | 480 | R | | | | | | | | NA | | | NA | | 1999 |
| | | | | To: From: | | 03-72: | 5 SOUTH | | - | | | | | | | |
| (635) (635) | 0.27 | 290 | R | | | | | | | | NA | | | NA | | 07/11/2002 |
| | | | | To: From: | | 03-725 | 5 NORTH | | - | | | | | | | |
| (635) | 1.53 | 360 | R | _ | | | | | | | NA | | | NA | | 1999 |
| | | | | To: | | S | R 42 | | | | | | | | | |
| | | | _ | From: | | Dea | ad End | | | | | | | | | |
| 636 | 0.27 | 100 | R | To: | | | R 42 | | | | NA | | | NA | | 07/11/2002 |
| | | | | From: | | | | | | | | | | | | |
| (637) | 0.50 | 30 | R | 110111. | | 0. | 3-687 | | | | NA | | | NA | | 08/05/2002 |
| (637) | 0.00 | - | | To: | | Dea | ad End | | | | 147 (| | | 147 (| | 00/00/2002 |
| | | | | From: | | | 3-666 | | ĺ | | | | | | | |
| 638) | 0.75 | 230 | F | 97% | 2% | 1% | | 0% | 0% | С | 0.112 | F | 0.625 | 230 | F | 2002 |
| | | | | To: | | 03-68 | 7 NORTH | | 1. | | | | | | | |
| 638) | 0.20 | 20 | R | From: | | 05 00 | , 11011111 | | | | NA | | | NA | | 08/05/2002 |
| | | | | To: | | 03-68 | 7 SOUTH | | | | | | | | | |
| | | | | From: | | 03 | 3-632 | | | | | | | | | |
| 639 | 0.56 | 160 | R | | | | | | | | NA | | | NA | | 1999 |
| | | | | To: From: | | 0.56 N | IN 03-632 | | 1 | | | | | | | |
| 639 | 0.20 | 80 | R | 110111. | | | | | | | NA | | | NA | | 07/11/2002 |
| | | | | To: | | Dea | ad End | | | | | | | | | |
| | | | | From: | | 03 | 3-687 | | | | | | | | | |
| 640) | 2.80 | 390 | R | . — | | | | | | | NA | | | NA | | 1999 |
| | | | | To: | | | S 220 | | | | | | | | | |
| | 4.00 | | _ | From: | | 03 | 3-600 | | | | | | | NIA | | 00/05/0000 |
| 641) | 1.36 | 550 | R | | | | | | | | NA | | | NA | | 08/05/2002 |
| | | | | From: | 407 | | 3-666 | 101 | | | | | 2 22 4 | | | |
| 641) | 0.55 | 730 | F | 95% To: | 1% | 1% | 1% 3-687 | 1% | 0% | С | 0.09 | F | 0.681 | 740 | F | 2002 |
| | | | | From: | | | | | | | | | | | | |
| (242) | 1.45 | 160 | R | r roin. | | De | ad End | | | | NA | | | NA | | 1999 |
| 642 | 1.43 | 100 | 11 | To: | | 03 | 3-687 | | | | 14/4 | | | IVA | | 1333 |
| | | | | From: | | | 3-645 | | | | | | | | | |
| 643) | 0.04 | 90 | R | <u> </u> | | 0. | 0 15 | | | | NA | | | NA | | 08/01/2002 |
| 0.10 | | | | To: | | U | JS 60 | | | | | | | | | |
| | | | | From: | | 03 | 3-645 | | | | | | | | | |
| 644) | 0.03 | 60 | R | | | | | | | | NA | | | NA | | 1999 |
| | | | | To: | | U | IS 60 | | | | | | | | | |
| \bigcirc | | | | From: | | Dea | ad End | | | | | | | | | |
| 645) | 0.14 | 49 | R | | | | | | | | NA | | | NA | | 08/01/2002 |
| | | | | To: From: | | 03 | 3-644 | | | | | | | | | |
| 645) | 0.10 | 45 | R | | | | | | | | NA | | | NA | | 1999 |
| | | | | To- | | 03 | 3-643 | | | | | | | | | |
| 645) | 0.30 | 50 | R | 110111 | | | | | | | NA | | | NA | | 08/01/2002 |
| | | | | To: | | Dea | ad End | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | Allec | | iice Alea | l | | D. 1 | | D: | | | |
|------------------|--------|------|---|--------------|-------|--------------------|---------------|--------------|----|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tr 2Axle 3+Axle | uck 1Trail | 2Trail | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | | SR 42; 03-705 | 5 | ī | | | | | | | |
| 646) | 0.20 | 120 | R | <u></u> | | | | | | NA | | | NA | | 1999 |
| | | | | To: | | Dead End | | | | | | | | | |
| \bigcirc | 0.00 | COO | _ | From: | | ECL Covingto | n | | | 0.400 | _ | 0.077 | 040 | _ | 2002 |
| 647 | 0.86 | 600 | F | To: | | 03-648 | | | | 0.106 | F | 0.877 | 610 | F | 2002 |
| | | | | From: | | Dead End | | 1 | | | | | | | |
| 648 | 0.02 | 46 | R | <u> </u> | | Dead End | | | | NA | | | NA | | 07/25/2002 |
| | | | | To: | | 03-653 | | | | | | | | | |
| 648 | 0.20 | 1300 | R | | | | | | | NA | | | NA | | 1999 |
| | | | | From: | | 03-698 | | | | | | | | | |
| (648) (648) | 0.12 | 2100 | R | | | | | | | NA | | | NA | | 07/22/2002 |
| <u> </u> | | | | To: From: | | 03-792 | | | | | | | | | |
| (648) | 0.42 | 3300 | R | To: | | I (A LIC (O | | 1 | | NA | | | NA | | 1999 |
| | | | | From: | | I-64; US 60 | | <u> </u> | | | | | | | |
| 640 | 0.41 | 80 | R | r toin. | | Dead End | | | | NA | | | NA | | 07/29/2002 |
| 649 | 0.41 | 00 | • | To: | | 03-614 | | | | 1471 | | | 14/1 | | 0112012002 |
| | | | | From: | | SR 311 | | | | | | | | | |
| (650) | 0.70 | 30 | R | | | | | | | NA | | | NA | | 07/29/2002 |
| | | | | To: | | Dead End | | | | | | | | | |
| | 0.00 | 40 | _ | From: | | US 60 WEST | ` | | | NIA | | | NIA | | 00/04/0000 |
| 651) | 0.26 | 10 | R | | | | | | | NA | | | NA | | 08/01/2002 |
| | 0.17 | 310 | R | From: | | US 60 EAST | | | | NA | | | NA | | 08/01/2002 |
| 651) | 0.17 | 310 | K | To: | | Dead End | | | | INA | | | INA | | 00/01/2002 |
| | | | | From: | | Dead End | | | | | | | | | |
| 652 | 0.70 | 60 | R | <u> </u> | | | | | | NA | | | NA | | 07/29/2002 |
| | | | | To: | | SR 18 | | | | | | | | | |
| \sim | | | | From: | | Dead End | | | | | | | | | |
| 653 | 0.26 | 160 | R | | | | | | | NA | | | NA | | 1999 |
| | | | _ | From: | | 03-1206 | | | | | | | | | |
| 653) | 0.13 | 940 | R | To: | | 03-648 | | 1 | | NA | | | NA | | 07/25/2002 |
| | | | | From: | | US 60 WEST | , | <u> </u> | | | | | | | |
| (654) | 0.07 | 260 | R | <u> </u> | | 03 00 WEST | | | | NA | | | NA | | 1999 |
| 004) | | | | To: | | 03-674 | | | | | | | | | |
| (654) | 0.16 | 170 | R | From: | | 03-074 | | | | NA | | | NA | | 08/01/2002 |
| (654) | | | | To: | | 03-624 | | | | | | | | | |
| 654) | 0.15 | 840 | R | From: | | 03 02 1 | | | | NA | | | NA | | 1999 |
| | | | | To: | | US 60 EAST | | | | | | | | | |
| | | | | From: | | Cul-de-Sac | | | | | | | | | |
| 655) | 0.21 | 160 | R | To: | | 02.625 | | | | NA | | | NA | | 07/25/2002 |
| | | | | From: | | 03-625 | | ļ | | | | | | | |
| (CEC) | 0.02 | 10 | R | From: | | Dead End | | | | NA | | | NA | | 07/25/2002 |
| 656 | 0.02 | 10 | • | To: | | SR 18 | | | | 1471 | | | 14/1 | | 0172072002 |
| | | | | From: | | SR 18 | | 1 | | | | | | | |
| 657 | 1.45 | 110 | F | 96% | 0% | 1% 3% | 0% | 0% | F | 0.128 | F | 0.581 | 110 | F | 2002 |
| | | | | To: From: | | 03-619 | | | | | | | | | |
| 657) | 1.54 | 460 | F | 96 <u>%</u> | 0% | 1% 3% | 0% | 0% | С | 0.087 | F | 0.523 | 460 | F | 2002 |
| | | | | To- | | SCL Covingto | n | | | | | | | | |
| \bigcirc | 4.00 | 40 | _ | From: | | Dead End | | | | NI A | | | NIA. | | 00/04/0000 |
| 658) | 1.90 | 10 | R | To: | | 03-600 | | | | NA | | | NA | | 08/01/2002 |
| | | | | | | 03-000 | | | | | | | | | |

| | | | | | Alle | equany iv | iamenar | ice Area | 1 | | | | | | | |
|------------------|--------|------|----|--------------|------|------------|---------------|----------|-----|------|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | ()() | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | | | SR 159 | | | | | | | | | |
| 659 | 0.10 | 2 | R | <u> </u> | | | | | | _ | NA | | | NA | | 08/01/2002 |
| | | | | To: | | | ead End | | | | | | | | | |
| | 2.38 | 1500 | F | 97% | 1% | 03-6 1% | 1% | 1% | 0% | С | 0.099 | F | 0.585 | 1500 | F | 2002 |
| 661) | 2.30 | 1300 | • | 31 /0 | 1 /0 | | | | 070 | ı | 0.033 | • | 0.505 | 1300 | | 2002 |
| 661) | 0.07 | 1200 | R | From: | | Kamp | From I- 6 | 4 | | | NA | | | NA | | 1999 |
| | | | | To: | | | np To I-64 | | | | | | | | | |
| 661) | 0.03 | 1100 | R | | | Kam | np To I- 64 | | | | NA | | | NA | | 08/01/2002 |
| | | | | To: | | I | FR-199 | | | | | | | | | |
| 661) | 8.30 | 380 | R | rioiii. | | | | | | | NA | | | NA | | 1999 |
| | | | | From: | | (| 03-781 | | | | | | | | | |
| 661) | 7.00 | 300 | R | | | | | | | | NA | | | NA | | 08/15/2002 |
| | 4.00 | 4000 | | From: | | (| 03-724 | | | | NIA | | | NIA | | 1000 |
| 661) | 1.30 | 1200 | R | To: | | 03-60 | 00 NORTH | Ī | | | NA | | | NA | | 1999 |
| | | | | From: | | | Clifton Forg | | | | | | | | | |
| 662 | 0.20 | 280 | R | | | | | | | | NA | | | NA | | 07/11/2002 |
| | | | | To: From: | | 0 | 3-1401 | | | - | | | | | | |
| 662 | 0.67 | 300 | R | | | | | | | _ | NA | | | NA | | 1999 |
| | 0.15 | 220 | | From: | | (| 03-626 | | | | NΙΛ | | | NIA | | 07/11/2002 |
| 662 | 0.15 | 320 | R | т | | | | | | Ī | NA | | | NA | | 07/11/2002 |
| 662 | 0.15 | 420 | R | From: | | (| 03-780 | | | | NA | | | NA | | 1999 |
| 002 | | | | To: | | US 60 I | BUS; 03-14 | 104 | | | | | | | | |
| | | | | From: | | D | ead End | | | | | | | | | |
| 663 | 0.25 | NA | | To: | | | 03-687 | | | l | NA | | | NA | | |
| | | | | From: | | | ead End | | | | | | | | | |
| (664) | 0.70 | 40 | R | | | Б | caa Ena | | | | NA | | | NA | | 07/15/2002 |
| | | | | To: | | SCL C | Clifton Forg | ge | | | | | | | | |
| \bigcirc | 0.25 | | R | From: | | D | ead End | | | | NIA | | | NIA | | 08/01/2002 |
| 665) | 0.25 | 4 | ĸ | | | | | | | 1 | NA | | | NA | | 06/01/2002 |
| (665) | 0.25 | 90 | R | From: | | 0.25 M | IE Dead Ei | nd | | | NA | | | NA | | 08/15/2002 |
| 003 | 0.20 | | | To: | | S | SR 159 | | | | | | | | | 00/10/2002 |
| | | | | From: | | | 03-641 | | | | | | | | | |
| 666 | 3.25 | 320 | F | 97% | 1% | 0% | 0% | 1% | 0% | С | 0.103 | F | 0.6 | 320 | F | 2002 |
| | 0.45 | 500 | R | From: | | (| 03-638 | | | | NA | | | NA | | 1999 |
| 666 | 0.43 | 500 | K | т | | | 02.605 | | | Ī | INA | | | INA | | 1999 |
| 666 | 0.50 | 230 | R | From: | | (| 03-605 | | | | NA | | | NA | | 08/05/2002 |
| 000 | | | | To: | | (| 03-600 | | | | | | | | | |
| | | | | From: | | | US 60 | | | | | | | | | |
| 667 | 0.10 | 130 | R | | | | | | | _ | NA | | | NA | | 1999 |
| | 0.09 | 60 | R | To: From: | | (| 03-697 | | | - | NA | | | NA | | 07/25/2002 |
| 667) | 0.09 | 60 | ĸ | To: | | D | ead End | | | | INA | | | NA | | 0112312002 |
| | | | | From: | | | JS 220 | | | | | | | | | |
| (668) | 0.30 | 20 | R | | | | | | J. | • | NA | | | NA | | 1999 |
| | | | | To: | | | JS 220 | | | | | | | | | |
| (660) | 0.35 | 100 | R | From: | | ECL C | Clifton Forg | ge | | | NA | | | NA | | 07/15/2002 |
| 669 | | | | To: | | D | ead End | | | | 11/7 | | | | | |
| | | | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | QC Pea Ho | (.) | Oir Factor | AAWDT | QW | Year |
|------------------|--------|------|----|----------|--------------------------------|--------------|-----|---------------|-------|----|------------|
| Alleghany County | | | | From: | US 60 BUS | 1 | | | | | |
| (670) | 0.50 | 1900 | R | _ | | N/ | ١. | | NA | | 1999 |
| | | | | To: | 03-632 | | | | | | |
| 671) | 0.20 | 190 | R | From: | Dead End | l N | ١ | | NA | | 07/11/2002 |
| 0/1) | | | | To: | 03-632 | ļ | | | | | |
| 671) | 0.15 | 280 | R | From: | | N | ١ | | NA | | 1999 |
| <u> </u> | | | | To: | US 60 BUS | | | | | | |
| (0.70) | 0.40 | 60 | R | From: | Dead End |] N | | | NA | | 07/25/2002 |
| 672 | 0.40 | | | To: | 03-621 |] | ` | | 1471 | | 0172072007 |
| | | | | From: | SR 311 SOUTH | | | | | | |
| 673) | 0.20 | 60 | R | To | SR 311 NORTH | N/ | ٨ | | NA | | 1999 |
| | | | | From: | | l 1 | | | | | |
| (674) | 0.04 | 40 | R | | Dead End | I N | ١ | | NA | | 08/01/2002 |
| 014) | | | | To: | 03-654 | | | | | | |
| \bigcirc | | | _ | From: | 03-675 | <u> </u> | | | | | |
| 675 | 0.85 | 180 | R | To: | US 60 | N/ 1 | ١ | | NA | | 1999 |
| | | | | From: | 03-625 | l | | | | | |
| 676) | 0.25 | 300 | R | <u> </u> | 65 025 | N/ | ٨ | | NA | | 07/25/2002 |
| | | | | To: | Dead End | | | | | | |
| \bigcirc | 0.04 | 40 | - | From: | Dead End | , , | | | NIA | | 00/45/2004 |
| 677 | 0.24 | 40 | R | To | SR 18 | N/] | ١ | | NA | | 08/15/2002 |
| | | | | From: | SR 311 | | | | | | |
| 678) Stringer Rd | 0.80 | 80 | R | | | N | ٨ | | NA | | 07/29/2002 |
| \bigcup | | | | To: | Dead End | | | | | | |
| (Ta) | 0.10 | 7 | R | From: | Dead End |] N | | | NA | | 1999 |
| 679) | 0.10 | ' | | To: | SR 311 |] | ` | | 14/-3 | | 1000 |
| | | | | From: | 03-713 | | | | | | |
| (680) | 0.20 | 45 | R | | | N/ | ٨ | | NA | | 08/05/2002 |
| <u> </u> | | | | From: | 03-681 |]——— | | | | | |
| (680) | 0.10 | 70 | R | | | N/ | ١. | | NA | | 1999 |
| | 0.08 | 50 | R | From: | 03-682 | N/ | | | NA | | 08/05/2002 |
| 680 | 0.06 | 50 | K | To | 00 700 001/774 | 1N/ 1 | ` | | INA | | 06/05/2002 |
| (680) | 0.10 | 70 | R | From: | 03-728 SOUTH | N/ | \ | | NA | | 1999 |
| 000 | | | | To: | 03-728 NORTH | ļ | | | | | |
| (680) | 0.12 | 120 | R | From: | 05 /201101111 | N/ | ١. | | NA | | 08/05/2002 |
| <u> </u> | | | | To: | 03-687 | | | | | | |
| | 0.20 | 140 | R | From: | 03-680 |] N | | | NA | | 1999 |
| (681) | 0.20 | 140 | K | т | 22.512 | 1N/ 1 | ` | | INA | | 1999 |
| 681) | 0.05 | 420 | R | From: | 03-713 | N/ | ١ | | NA | | 08/05/2002 |
| | | | | To: | 03-687 | <u> </u> | | | | | |
| $\overline{}$ | | | | From: | 03-680 | | | | | | |
| 682) | 0.20 | 120 | R | To: | 03-687 | N/ 1 | ١. | | NA | | 1999 |
| | | | | From: | 03-661 WEST | | | | | | |
| 683) | 0.95 | 220 | R | | OF-OOT WEST | I N | ١ | | NA | | 08/01/2002 |
| | | | | To | 03-661 EAST | | | | | | |

| | | | | | Alle | griany ivi | | | | | Dools | | D:- | | | |
|------------------|--------|------|----|--------------|------|------------------------|----------------------|------|------|---|--------------|----|---------------|----------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | 1 ru 3+Axle | | | - | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | | U | S 220 | | 1 | | | | | | | |
| 684) | 2.35 | 360 | R | | | | | | | | NA | | | NA | | 1999 |
| _ | 0.30 | 160 | R | From: | | 0. | 3-791 | | | | NA | | | NA | | 08/05/2002 |
| 684) | 0.00 | 100 | | Ta | | 0.30 N | IN 03-791 | | 1 | | 14/1 | | | 147 (| | 00/00/2002 |
| 684 | 0.18 | 160 | R | From: | | | | | | | NA | | | NA | | 08/05/2002 |
| | | | | To: From: | | | ad End ad End | | | | | | | | | |
| 685 | 0.59 | 90 | R | <u> </u> | | | | | | | NA | | | NA | | 07/25/2002 |
| | | | | To: From: | | | 3-657 ad End | | | | | | | | | |
| 686) | 0.10 | 10 | R | | | | | | | | NA | | | NA | | 1999 |
| | | | | To: | | | 3-687 | | | | | | | | | |
| 687) | 1.71 | 2200 | F | 97% | 1% | U | S 220 1% | 1% | 0% | С | 0.093 | F | 0.594 | 2200 | F | 2002 |
| | | | | To: From: | | 0. | 3-642 | | ļ | | | | | | | |
| 687 | 1.51 | 2000 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.093 | F | 0.601 | 2000 | F | 2002 |
| 687 687 | 1.52 | 1400 | F | From: 97% | 1% | 1% | 3-641 1% | 1% | 0% | С | 0.103 | F | 0.544 | 1400 | F | 2002 |
| | | | • | To: From: | .,, | | 3-640 | .,, | | | 01.00 | • | 0.0 | | | |
| 687) | 3.48 | 700 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.098 | F | 0.629 | 710 | F | 2002 |
| | 0.97 | 720 | F | From: 97% | 1% | 03-63 1% | 8 SOUTH | 1% | 0% | F | 0.105 | F | 0.539 | 730 | F | 2002 |
| 687) | 0.97 | 720 | - | To | 1 /0 | | 3-637 | 1 /0 | 0 /6 | | 0.105 | | 0.559 | 730 | ı | 2002 |
| 687) | 2.15 | 740 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.092 | F | 0.563 | 750 | F | 2002 |
| | | | | To: From: | | | ounty Line ad End | e | | | | | | | | |
| 688 | 0.11 | 50 | R | | | De | au Enu | | | | NA | | | NA | | 08/01/2002 |
| | | | | To: | | | JS 60 | | | | | | | | | |
| (689) | 0.23 | 740 | R | From: | | 0. | 3-647 | | | | NA | | | NA | | 1999 |
| | | | | To: | | | ad End | | | | | | | | | |
| (690) | 0.26 | 810 | R | From: | | 0. | 3-647 | | | | NA | | | NA | | 07/22/2002 |
| (690) | 0.20 | 0.0 | | To: | | 0. | 3-792 | | | | | | | | | 0112212002 |
| | 0.50 | 120 | Ъ | From: | | 0. | 3-774 | | | | NA | | | NA | | 1999 |
| 691) | 0.50 | 120 | R | To: | | De | ad End | | | | INA | | | INA | | 1999 |
| $\overline{}$ | | | _ | From: | | De | ad End | | | | | | | | | |
| 692 | 0.07 | 40 | R | To: | | 0 | 3.720 | | | | NA | | | NA | | 08/05/2002 |
| 692) | 0.06 | 110 | R | From: | | 0. | 3-720 | | | | NA | | | NA | | 08/05/2002 |
| | | | | To: | | | 3-625 | | | | | | | | | |
| 693) | 0.15 | 10 | R | From: | | De | ad End | | | | NA | | | NA | | 08/15/2002 |
| 0999 | | | | To: | | S | R 18 | | | | | | | | | |
| | 0.07 | 20 | R | From: | | S | SR 18 | | | | NA | | | NA | | 1999 |
| 694) | 0.07 | | 11 | To: | | De | ad End | | | | INA | | | INA | | 1999 |
| | 0.05 | | _ | From: | | 0. | 3-721 | | | | N/A | | | . | | 00/05/0000 |
| 695) | 0.25 | 90 | R | To | | De | ad End | | | | NA | | | NA | | 08/05/2002 |
| | | | | From: | | | 3-1101 | | | | | | | | | |
| 696) | 0.04 | 4200 | R | To: | | 0 04 M E | rom 03-11 | 01 | | | NA | | | NA | | 07/22/2002 |
| | | | | | | υ.υ 4 IVI Γ | 10111 03-11 | WI. | | | | | | | | |

| | | | | | Alle | eghany M | aintenar | nce Are | a | | | | | | | |
|-------------------|--------|------|-----|--------------|------|----------|---------------------------|---------|----------|------|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | | | 2Trail | - QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | | | | | 1 | | | | | | | |
| 696) | 0.24 | 3200 | F | 97% | 0% | 1% | 2% | 1% | 0% | F | 0.095 | F | 0.628 | 3300 | F | 2002 |
| 696) | 2.63 | 1300 | F | 97% | 0% | 1% | 3-1312 2% | 1% | 0% | С | 0.106 | F | 0.582 | 1300 | F | 2002 |
| 696) | 0.12 | 2000 | F | From: 97% | 0% | 1% | 002 MID 2% | 1% | 0% | F | 0.109 | F | 0.530 | 2100 | F | 2002 |
| 696) | 0.24 | 2300 | F | 97% To: | 0% | 1% | 002 EAST 2% BUS EAS | 1% | 0% | F | 0.105 | F | 0.561 | 2300 | F | 2002 |
| 697) | 0.04 | 380 | R | From: | | | JS 60 | | | | NA | | | NA | | 07/25/2002 |
| 697) | 0.06 | 130 | R | From: | | | 3-707 | | | | NA | | | NA | | 1999 |
| 698) | 0.13 | 920 | R | From: | | | 3-648 | | | | NA | | | NA | | 07/22/2002 |
| (699) | 0.50 | 48 | R | From: | | De | ad End | | | | NA | | | NA | | 1999 |
| (700) | 0.67 | 170 | R | To: | | | 3-606 3-778 | | | | NA | | | NA | | 08/05/2002 |
| | | | | To: | | 0 | 3-778 | | | | | | | | | |
| 701) | 0.10 | 620 | R | From: | | | t County I | Line | | | NA | | | NA | | 1999 |
| 701) | 0.06 | 1100 | R | From: | | | 3-1710 Irongate | | <u> </u> | | NA | | | NA | | 07/15/2002 |
| Town of Iron Gate | | | | | | | | | | | | | | | | |
| 701) | 0.34 | 1300 | R | From: | | | Irongate S 220 | | | | NA | | | NA | | 1999 |
| Alleghany County | | | | | | | | | | | | | | | | |
| 702 | 0.12 | 60 | R | From: | | 0 | 3-721 | | | | NA | | | NA | | 08/05/2002 |
| 702) | 0.23 | 30 | R | From: | | | 3-715 | | | | NA | | | NA | | 08/05/2002 |
| 702) | 0.14 | 30 | R | From: | | | 4N 03-71 3-718 | 5 | | | NA | | | NA | | 08/05/2002 |
| (703) | 1.27 | 140 | R | From: | | | 3-606 | | | | NA | | | NA | | 1999 |
| (703) | | | | To: | | Bath C | County Lir | ne | | | | | | | | |
| (704) | 0.38 | 170 | R | From: | | De | ad End | | | | NA | | | NA | | 08/05/2002 |
| | | | | To: | | | 3-721 | | | | | | | | | |
| 705) | 0.20 | 80 | R | From: | | | ead End 2; 03-646 | | | | NA | | | NA | | 1999 |
| | | | | From: | | | 2; 03-646 ead End | | | | | | | | | |
| 706 | 0.97 | 100 | R | To: | | 0 | 3-616 | | 1 | | NA | | | NA | | 07/25/2002 |
| | 0.40 | 40 | - г | From: | | | 3-697 | | | | NIA | | | NIA | | 1000 |
| 707 | 0.10 | 40 | R | To | | De | ad End | | | | NA | | | NA | | 1999 |
| | | | | | | | | | | | | | | | | |

| | | | | | Allec | ghany Maintena | | | | | | | | | |
|------------------|--------|------|----|--------------|-------|-------------------------------------|----------|-----------------|----|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+Axle | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | | | | | | | 11001 | | 1 40101 | | | |
| 708) | 0.15 | 80 | R | From: | | Dead End | | | | NA | | | NA | | 07/25/2002 |
| (700) | | | | To: | | 03-716 | | <u> </u> | | | | | | | |
| 708) | 0.22 | 410 | R | From: | | 03 710 | | | | NA | | | NA | | 1999 |
| | | | | To: | | 03-625 | | | | | | | | | |
| \bigcirc | 0.00 | | _ | From: | | Dead End | | | | | | | | | 00/04/000 |
| 709 | 0.32 | 70 | R | To | | 03-661 | | | | NA | | | NA | | 08/01/200 |
| | | | | From: | | SR 159 | | <u>_</u> | | | | | | | |
| 710 | 0.18 | 40 | R | <u> </u> | | 5K 157 | | | | NA | | | NA | | 1999 |
| | | | | To: | | Dead End | | | | | | | | | |
| \bigcirc | | | | From: | | 03-661 EAS | Γ | | | | | | | | |
| 711) | 0.15 | 10 | R | To: | | 03-661 WES | т | _ | | NA | | | NA | | 08/01/200 |
| | | | | From: | | 03-600 | 1 | _ | | | | | | | |
| 712 | 0.28 | 40 | R | <u> </u> | | 03-000 | | | | NA | | | NA | | 1999 |
| | | | | To: | | FR-202 | | | | | | | | | |
| | | | | From: | | 03-714 | | | | | | | | | |
| 713 | 0.13 | 130 | R | | | | | | | NA | | | NA | | 08/05/2002 |
| | | | | From: | | 03-680 | | | | | | | | | |
| 713 | 0.10 | 180 | R | To: | | 02 (01 | | | | NA | | | NA | | 1999 |
| | | | | From | | 03-681 | | | | | | | | | |
| 714) | 0.06 | 70 | R | | | Dead End | | | | NA | | | NA | | 08/05/2002 |
| | | | | To: | | 03-713 | | | | | | | | | |
| 714) | 0.06 | 30 | R | From: | | 03-713 | | | | NA | | | NA | | 1999 |
| | | | | To: | | Dead End | | | | | | | | | |
| | | | | From: | | 03-702 | | | | | | | | | |
| (715) | 0.27 | 40 | R | To: | | 2.710 | | | | NA | | | NA | | 08/05/200 |
| | | | | From: | | 3-718 | | | | | | | | | |
| (716) | 0.22 | 200 | R | rioiii. | | Dead End | | | | NA | | | NA | | 1999 |
| (710) | 0.22 | | | To: | | 03-708 | | | | | | | | | 1000 |
| | | | | From: | | Dead End | | | | | | | | | |
| 717 | 0.32 | 50 | R | | | | | | | NA | | | NA | | 07/29/2002 |
| | | | | To: | | SR 159 | | | | | | | | | |
| 740 | 0.12 | 170 | R | From: | | 03-721 | | | | NA | | | NA | | 1999 |
| (718) | 0.12 | 170 | IX | т | | 0.10.) (F. 02.7 | 21 | | | INA | | | INA | | 1999 |
| 719 | 0.15 | 60 | R | From: | | 0.12 ME 03-7 | 21 | | | NA | | | NA | | 08/05/2002 |
| 718) | 00 | | | To: | | 03-702 | | | | | | | | | 00,00,200 |
| | | | | From: | | Dead End | | | | | | | | | |
| 719 | 0.23 | 20 | R | _ | | | | | | NA | | | NA | | 1999 |
| | | | | To | | 03-661 | | | | | | | | | |
| 7200 | 0.04 | 80 | R | From: | | 03-692 | | | | NA | | | NA | | 08/05/2002 |
| 720 | 0.04 | OU | ĸ | To: | | Dead End | | | | INA | | | INA | | 00/00/200/ |
| | | | | From: | | 03-687 SOUT | Н | <u> </u> | | | | | | | |
| (721) | 0.35 | 440 | R | | | | | | | NA | | | NA | | 1999 |
| | | | | To: From: | | 03-704 | | \Box \vdash | | | | | | | |
| 721) | 0.13 | 350 | R | | | | | | | NA | | | NA | | 08/05/2002 |
| | | | | To: From: | 1 | 03-695; Gap Ten Dead End; Gap Te | | | | | | | | | |
| 721) | 0.20 | 30 | R | <u> </u> | | ъсаи вни, Сар Ге | iiiiiius | | | NA | | | NA | | 08/05/2002 |
| | | | | То: | | 03-702 | | | | | | | | | |
| | | | | | | | | | | | | | | | |

| | | | | | Alleghany Maintenance Area | | | | | | | |
|------------------|--------|------|-----|--------------|-------------------------------------|----------|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | BusTruck 2Axle 3+Axle 1Trail 2Trail | α | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | | 1 | i ioui | | 1 40101 | | | |
| 721) | 0.34 | 160 | R | From: | 03-702 | j | NA | | | NA | | 1999 |
| | | | | To: From: | 03-718 | | | | | | | |
| 721) | 0.09 | 320 | R | To | 03-687 NORTH | 1 | NA | | | NA | | 08/05/2002 |
| | | | | From: | SR 269 | | | | | | | |
| 722 | 0.05 | 80 | R | | OK 20) | | NA | | | NA | | 1999 |
| | | | | To: | Dead End | | | | | | | |
| (722) | 0.44 | 100 | R | From: | Dead End | ļ | NA | | | NA | | 07/11/2002 |
| (723) | 0.44 | 100 | | To: | SR 269 | | 147. | | | 147. | | 0171172002 |
| | | | | From: | Dead End | | | | | | | |
| (724) | 0.50 | 280 | R | To: | 03-661 | 1 | NA | | | NA | | 1999 |
| | | | | From: | 03-635 SOUTH | l | | | | | | |
| 725) | 0.07 | 60 | R | | 05-055 500 111 | l | NA | | | NA | | 07/11/2002 |
| | | | | To: From: | 0.07 MN 03-635 S | } | | | | | | |
| 725 | 0.28 | 30 | R | | | 1 | NA | | | NA | | 1999 |
| | | | | To: From: | 03-635 NORTH | <u> </u> | | | | | | |
| (727) | 0.13 | 200 | R | From: | Botetourt County Line | J | NA | | | NA | | 07/11/2002 |
| (121) | | | | To: | Dead End | | | | | | | |
| | | | | From: | 03-680 NORTH | | | | | | | |
| 728 | 0.25 | 30 | R | To | 03-680 SOUTH | 1 | NA | | | NA | | 1999 |
| | | | | From: | 03-731 | l I | | | | | | |
| 729 | 0.23 | 940 | R | | 03-731 | l | NA | | | NA | | 08/05/2002 |
| | | | | To: From: | 03-730 | } | | | | | | |
| 729 | 0.07 | 1100 | R | | | 1 | NA | | | NA | | 1999 |
| | | | | To: | 03-687 | <u> </u> | | | | | | |
| (730) | 0.35 | 120 | R | From: | 03-732 | J | NA | | | NA | | 08/05/2002 |
| (730) | | | | Tax | 03-729 | <u> </u> | | | | | | |
| (730) | 0.10 | 80 | R | From: | 05 /25 | | NA | | | NA | | 1999 |
| | | | | To: | Dead End | | | | | | | |
| | 0.15 | 120 | R | From: | Cul-de-Sac | | NA | | | NA | | 08/05/2002 |
| (731) | 0.13 | 120 | IX. | To: | 03-729 | 1 | INA | | | INA | | 00/03/2002 |
| 731) | 0.15 | 650 | R | From: | 05-729 | J | NA | | | NA | | 08/15/2002 |
| | | | | To: | Dead End | | | | | | | |
| | | | _ | From: | 03-729 | | | | | | | |
| 732 | 0.35 | 160 | R | To: | 03-730 | 1 | NA | | | NA | | 1999 |
| | | | | From: | 03-1101 | ! | | | | | | |
| 750 | 0.25 | 1100 | R | | | | NA | | | NA | | 1999 |
| | | | | To: | Dead End | <u> </u> | | | | | | |
| | 0.75 | 80 | R | From: | SR 269 | | NA | | | NA | | 07/11/2002 |
| 770 | 0.73 | OU | Α. | Te | 0.75 MT CD 240 | 1 | INA | | | INA | | 01/11/2002 |
| 770 | 0.70 | 10 | R | From: | 0.75 ME SR 269 | | NA | | | NA | | 07/11/2002 |
| | | - | | Tax | 1.45 ME SR 269 | | | | | | | |
| 770 | 2.80 | 10 | R | From: | HE GR 20/ | | NA | | | NA | | 07/11/2002 |
| \bigcup | | | | To: | Rockbridge County Line | | | | | | | |

| | | | | | Alleghany Maintenance Area | | | | | | |
|------------------|--------|------|-----|--------------|--------------------------------|----------|-----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | OC: | ()K | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | 03-625 | 1 | | | | | |
| (771) | 0.10 | 110 | R | _ | | NA | | | NA | | 1999 |
| | | | | Tn· | Dead End | | | | | | |
| | 0.52 | 430 | R | From: | US 60 | NA NA | | | NA | | 08/01/2002 |
| 772 | 0.52 | 430 | K | To: | Dead End |] | | | INA | | 00/01/2002 |
| | | | | From: | Dead End | | | | | | |
| (773) | 0.30 | 40 | R | | | NA | | | NA | | 07/29/2002 |
| | | | | To: | 03-616 | | | | | | |
| \bigcirc | 0.00 | • | _ | From: | Dead End | | | | NIA | | 07/44/2009 |
| 774) | 0.20 | 6 | R | _ | | NA • | | | NA | | 07/11/2002 |
| | 0.13 | 210 | R | From: | 03-691 | NA | | | NA | | 1999 |
| 774) | 0.13 | 210 | IX. | To: | SR 42 |] | | | INA | | 1999 |
| | | | | From: | 03-616 | | | | | | |
| (775) | 0.15 | 80 | R | | | NA | | | NA | | 07/25/2002 |
| | | | | To: | Dead End | | | | | | |
| \bigcirc | 2.27 | | _ | From: | O.37 MN SR 269 | | | | | | 4005 |
| 776 | 0.37 | 30 | R | To: | SR 269 | NA I | | | NA | | 1995 |
| | | | | From: | | <u> </u> | | | | | |
| 777 | 0.64 | 50 | R | | Dead End | l NA | | | NA | | 07/11/2002 |
| | | | | To: | 03-850 | | | | | | |
| | | | | From: | 03-790 | | | | | | |
| 778 | 0.10 | 200 | R | | | NA | | | NA | | 1999 |
| | | | | To: From: | 03-789 | | | | | | |
| 778 | 0.08 | 340 | R | | | NA | | | NA | | 08/05/2002 |
| | | | | From: | 03-700 WEST |] | | | | | |
| (778) | 0.60 | 660 | R | | | NA | | | NA | | 1999 |
| | | | | From: | 03-700 EAST | | | | | | |
| 778 | 0.15 | 940 | R | To: | VG 222 | NA 1 | | | NA | | 08/05/2002 |
| | | | | From: | US 220 | | | | | | |
| 780 | 0.15 | 50 | R | FIOR | 03-626 | l NA | | | NA | | 1999 |
| (780) | 0.1.0 | | | To: | 03-662 |] | | | | | |
| | | | | From: | 03-661 | | | | | | |
| (781) | 0.10 | 110 | R | | | NA | | | NA | | 08/01/2002 |
| | | | | To: From: | 0.10 MN 03-661 | | | | | | |
| 781) | 1.81 | 110 | R | _ | | NA | | | NA | | 08/01/2002 |
| | | | | To: | West Virginia State Line | | | | | | |
| | 1.42 | 200 | ь. | From: | Dead End | | | | NIA | | 00/01/2000 |
| 782 | 1.42 | 200 | R | To: | 03-661 | NA I | | | NA | | 08/01/2002 |
| | | | | From: | SR 18 | | | | | | |
| 783 | 0.25 | 150 | R | <u> </u> | SK 10 | NA | | | NA | | 1999 |
| | | | | To: | Dead End | | | | | | |
| \bigcirc | _ | | | From: | US 60 | | | | | | |
| 784) | 0.20 | 730 | R | To: | Dedf. ! | NA I | | | NA | | 07/25/2002 |
| | | | | From: | Dead End | <u> </u> | | | | | |
| 705 | 0.09 | 50 | R | 110111. | SR 18 | l NA | | | NA | | 1999 |
| 785 | 0.00 | - | | To: | Dead End |] | | | IVA | | 1000 |
| | | | | From: | SR 18 | | | | | | |
| 786 | 0.10 | 10 | R | | | NA | | | NA | | 07/29/2002 |
| | | | | To- | Dead End | | | | | | |
| | | | | | | | | | | | |

| | | | | | Alleghany Maintenance Area | | | | | | | |
|------------------|--------|-------------|-----|--------------|--------------------------------|----------|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | ()(') | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | E | | | | | | | | |
| (787) | 0.10 | 4 | R | From: | Dead End | j | NA | | | NA | | 07/29/2002 |
| (101) | | | | To- | SR 18 | 1 | | | | | | |
| | | | | From: | SR 18 SOUTH | | | | | | | |
| 788 | 0.35 | 80 | R | | | | NA | | | NA | | 07/29/2002 |
| 1 | 0.45 | 450 | | From: | 03-1601 | } | NIA | | | NIA | | 1000 |
| 788 | 0.15 | 150 | R | To: | SR 18 NORTH | 1 | NA | | | NA | | 1999 |
| | | | | From: | 03-778 | i i | | | | | | |
| 789 | 0.07 | 150 | R | | | - | NA | | | NA | | 08/05/2002 |
| | | | | To: | 03-790 | | | | | | | |
| 700 | 0.11 | 60 | R | From: | Cul-de-Sac | ļ | NA | | | NA | | 1999 |
| 790 | 0.11 | 00 | IX. | To: | 02.770 | 1 | INA | | | INA | | 1999 |
| 790 | 0.29 | 40 | R | From: | 03-778 | | NA | | | NA | | 08/05/2002 |
| 1.00 | | | | To: | 03-789 | | | | | | | |
| | | | | From: | Dead End | | | | | | | |
| 791) | 0.40 | 50 | R | To- | 03-684 | 1 | NA | | | NA | | 1999 |
| | | | | From: | 03-648 | 1 | | | | | | |
| 792 | 0.15 | 1200 | R | <u> </u> | 03-046 | 1 | NA | | | NA | | 07/22/2002 |
| | | | | To: From: | 03-690 | 1 | | | | | | |
| 792) | 0.05 | 450 | R | From: | | _ | NA | | | NA | | 1999 |
| | | | | Tn- | 03-647 | | | | | | | |
| | 0.00 | 70 | R | From: | Dead End | | NIA | | | NIA | | 00/45/2002 |
| 795) | 0.90 | 70 | ĸ | To: | 03-616 | 1 | NA | | | NA | | 08/15/2002 |
| | | | | From: | 03-1104 | | | | | | | |
| (797) | 0.31 | 1100 | R | | | | NA | | | NA | | 1999 |
| | | | | To: | Dead End | | | | | | | |
| | 0.90 | 130 | R | From: | Dead End | | NA | | | NA | | 08/05/2002 |
| 830 | 0.90 | 130 | IX. | To: | 03-687 | 1 | INA | | | INA | | 00/03/2002 |
| | | | | From: | Botetourt County Line | | | | | | | |
| 835 | 0.44 | 130 | R | | | - | NA | | | NA | | 07/15/2002 |
| | | | | To: | 03-1710 | | | | | | | |
| (850) | 5.15 | 110 | F | 98% | Ramp From I-64 1% 0% 0% 0% | C | 0.149 | F | 0.706 | 110 | F | 2002 |
| (850) | 0.10 | 110 | • | To: | Rockbridge County Line | 1 | 0.140 | | 0.700 | 110 | • | 2002 |
| | | | | From: | Dead End | | | | | | | |
| (1001) | 0.11 | 20 | R | | | | NA | | | NA | | 07/22/2002 |
| | | | | To: From: | 03-1006 | } | | | | | | A= /c |
| (1001) | 0.10 | 160 | R | | | _ | NA | | | NA | | 07/22/2002 |
| | 0.05 | 20 | | From: | 03-1007 | J | NIA | | | NIA | | 1000 |
| (1001) | 0.05 | 20 | R | To: | Dead End | 1 | NA | | | NA | | 1999 |
| | | | | From: | 03-696 WEST | | | | | | | |
| (1002) | 0.33 | 100 | R | | | - | NA | | | NA | | 07/22/2002 |
| | | | | To: From: | 03-1006 | <u> </u> | | | | | | |
| 1002 | 0.08 | 160 | R | | | | NA | | | NA | | 1999 |
| | | | | From: | 03-1007 | } | | | | | | A=10-1-1-1 |
| 1002 | 0.06 | 460 | R | | | - | NA | | | NA | | 07/22/2002 |
| | 0.03 | 540 | R | To: From: | 03-1008 | | NA | | | NA | | 1999 |
| 1002 | 0.03 | 34 0 | ĸ | To: | 03-696 MID | 1 | INA | | | INA | | 1999 |
| | | | | - | | - | | | | | | |

| | | | | | Allegrany ivia | interiance Are | а | | | | | | | |
|------------------|--------|------|----|--------------|----------------|------------------------|---------------|----|--------------|----|---------------|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Due | Truck 3+Axle 1Trail | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | 03.60 | 6 EAST | 1 | | | | | | | |
| 1002 | 0.02 | 220 | R | <u>L</u> | 03-07 | 0 EAST | | | NA | | | NA | | 07/18/200 |
| | | | | To: From: | 03- | -1011 | | | | | | | | |
| (1002) | 0.05 | 300 | R | | | | | | NA | | | NA | | 1999 |
| | 0.10 | 350 | R | From: | 03- | -1010 | | | NA | | | NA | | 07/18/200 |
| (1002) | 0.10 | 330 | K | To: | 02 | 1012 | | | INA | | | INA | | 07/10/200 |
| 1002 | 0.17 | 50 | R | From: | 03- | -1012 | | | NA | | | NA | | 1999 |
| | | | | To: From: | 03- | -1005 | | | | | | | | |
| 1002 | 0.03 | 20 | R | To: | | 15.1 | | | NA | | | NA | | 07/18/200 |
| | | | | From: | | nd End nd End | | | | | | | | |
| 1003 | 0.12 | 70 | R | | Dea | d End | | | NA | | | NA | | 1999 |
| | | | | To: From: | | ap Terminus | | | | | | | | |
| 1003 | 0.08 | 70 | R | | 03-1008 G | ap Terminus | | | NA | | | NA | | 07/22/200 |
| | | | | To: From: | 03- | -1009 | | | | | | | | |
| 1003 | 0.09 | 120 | R | riom. | | | | | NA | | | NA | | 1999 |
| | | | _ | To: From: | 03- | -1011 | | | | | | | | |
| 1003 | 0.10 | 90 | R | To: | 03- | -1010 | | | NA | | | NA | | 07/22/200 |
| | | | | From: | | nd End | | | | | | | | |
| 1004 | 0.07 | 50 | R | | | | | | NA | | | NA | | 1999 |
| | | | | To: From: | 03- | -1007 | \Box | | | | | | | |
| (1004) | 0.06 | 70 | R | | | | | | NA | | | NA | | 07/22/200 |
| (m) | 0.07 | 80 | R | From: | 03- | -1008 | | | NA | | | NA | | 1999 |
| 1004 | 0.07 | | ., | To: | 03- | -1009 | | | 1471 | | | 101 | | 1000 |
| (1004) | 0.09 | 70 | R | From: | 03- | 100) | | | NA | | | NA | | 07/22/200 |
| | | | | To: From: | 03- | -1011 | | | | | | | | |
| 1004 | 0.08 | 140 | R | | | | | | NA | | | NA | | 1999 |
| | 0.04 | 40 | R | From: | 03- | -1010 | | | NA | | | NA | | 07/22/200 |
| 1004 | 0.04 | 40 | K | To: | Dea | nd End | | | INA | | | INA | | 011221200 |
| | | | | From: | | nd End | | | | | | | | |
| (1005) | 0.17 | 70 | R | | | | | | NA | | | NA | | 1999 |
| | 0.07 | 90 | R | From: | 03- | -1007 | | | NA | | | NA | | 07/22/200 |
| (1005) | 0.07 | 30 | K | To: | 02 | -1008 | | | INA | | | INA | | 011221200 |
| (1005) | 0.06 | 90 | R | From: | 03- | 1008 | | | NA | | | NA | | 1999 |
| | | | | To: From: | 03- | -1009 | | | | | | | | |
| 1005 | 0.08 | 80 | R | | | | <u></u> | | NA | | | NA | | 07/22/200 |
| | 0.05 | | | To: From: | 03- | -1011 | | | NIA. | | | N1A | | 4000 |
| (1005) | 0.05 | 40 | R | To: | P 12: | G T : | | | NA | | | NA | | 1999 |
| 1005 | 0.02 | 20 | R | From: | Dead End; | Gap Terminus | | | NA | | | NA | | 07/18/200 |
| | | | | To: | 03- | -1002 | | | | | | | | |
| \bigcirc | 2.25 | | _ | From: | 03- | -1002 | | | N1.4 | | | | | 4000 |
| 1006 | 0.03 | 60 | R | | | | - | | NA | | | NA | | 1999 |
| (1006) | 0.02 | 260 | R | To: From: | 03- | -1001 | | | NA | | | NA | | 07/22/200 |
| 1006 | 0.02 | | | To | 03 | -696 | | | | | | 14/1 | | 31,22,200 |
| · | | | | | | | | | | | | | | |

| | | | | | Alic | griany iviantenan | ce Alea | | | | | | | | |
|-----------------------|--------|------|----|--------------|------|---------------------|---------|---|------|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | | ()(; | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | | Dead End | | | | | | | | | |
| 1007 | 0.01 | 90 | R | | | Dead End | | | | NA | | | NA | | 1999 |
| | | | | To: From: | | 03-1005 | | | | | | | | | |
| (1007) | 0.05 | 140 | R | | | | | | | NA | | | NA | | 07/22/2002 |
| | | | | To: From: | | 03-1004 | | | | | | | | | 1000 |
| (1007) | 0.05 | 240 | R | . — | | | | | | NA | | | NA | | 1999 |
| (1007) | 0.07 | 300 | R | From: | | 03-1003 | | | | NA | | | NA | | 07/22/2002 |
| (1007) | | | | To: | | 03-1002 | | | | | | | | | |
| 1007 | 0.03 | 220 | R | From: | | 03-1002 | | | | NA | | | NA | | 1999 |
| | | | | To: | | 03-1001 | | | | | | | | | |
| \bigcirc | 0.00 | 40 | | From: | | Dead End | | | | NIA | | | NIA | | 07/00/000 |
| 1008 | 0.03 | 40 | R | . — | | | | | | NA | | | NA | | 07/22/200 |
| 1008 | 0.07 | 100 | R | From: | | 03-1005 | | | | NA | | | NA | | 1999 |
| 1000) | 0.0. | | | To: | | 03-1004 | | | | | | | | | |
| 1008 | 0.05 | 160 | R | From: | | 03-1004 | | | | NA | | | NA | | 07/22/200 |
| | | | | To: From: | | 03-1003 | | | | | | | | | |
| 1008 | 0.05 | 170 | R | | | | | | | NA | | | NA | | 1999 |
| | | | | To | | 03-1002 | | | | | | | | | |
| 1000 | 0.04 | 110 | R | From: | | 03-1013 | | | | NA | | | NA | | 07/22/200 |
| 1009 | 0.01 | | | To: | | 03-1005 | | | | | | | | | 017227200 |
| 1009 | 0.05 | 160 | R | From: | | 03-1003 | | | | NA | | | NA | | 07/22/200 |
| | | | | To: From: | | 03-1004 | | | | | | | | | |
| 1009 | 0.05 | 300 | R | From: | | | | | | NA | | | NA | | 1999 |
| | | | | From: | | 03-1003 | | | | | | | | | |
| 1009 | 0.08 | 320 | R | | | | | | | NA | | | NA | | 07/22/200 |
| _ | | | | From: | | 03-696 | | | | | | | | | 1000 |
| (1009) | 0.03 | 20 | R | To: | | Dead End | | | | NA | | | NA | | 1999 |
| | | | | From: | | 03-1002 | | 1 | | | | | | | |
| (1010) | 0.05 | 80 | R | | | | | | | NA | | | NA | | 07/18/200 |
| | | | | To: From: | | 03-1003 | | - | | | | | | | |
| (1010) | 0.05 | 100 | R | | | | | | | NA | | | NA | | 1999 |
| $\overline{\bigcirc}$ | 2.24 | | | From: | | 03-1004 | | | | | | | | | |
| 1010 | 0.01 | 10 | R | To: | | Dead End | | | | NA | | | NA | | 1986 |
| | | | | From: | | Dead End | | 1 | | | | | | | |
| (1011) | 0.06 | 40 | R | <u> </u> | | D tua Lina | | | | NA | | | NA | | 1999 |
| | | | | To: From: | | 03-1005 | | | | | | | | | |
| (1011) | 0.05 | 150 | R | | | | | | | NA | | | NA | | 07/22/2002 |
| | | | | From: | | 03-1004 | | - | | | | | | | |
| (1011) | 0.05 | 260 | R | | | | | | | NA | | | NA | | 1999 |
| | 0.10 | 390 | R | From: | | 03-1003 | | } | | NA | | | NA | | 07/22/2002 |
| (1011) | 0.10 | 350 | | To: | | 03-1002 | | | | INA | | | INA | | |
| | | | | From: | | 03-1002 | | 1 | | | | | | | |
| (1012) | 0.08 | 40 | R | | | | | | | NA | | | NA | | 1999 |
| | | | | To: | | Dead End | | | | | | | | | |
| _ | 0.04 | 60 | В | From: | | Dead End | | | | NΙΛ | _ | | NIA | | 07/22/200 |
| 1013 | 0.04 | 60 | R | To: | | 03-1009 | | | | NA | | | NA | | 07/22/2002 |
| • | | | | | | | | | | | | | | | , |

| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trai | OC. | QK | Dir Factor | AAWDT | QW | Year |
|------------------|--------|------|-----|--------------|-------------------------------|--------------|----|---------------|-------|----|-----------|
| Alleghany County | | | | From: | | 1 11001 | | 1 actor | | | |
| (1013) | 0.08 | 40 | R | From: | 03-1009 | J NA | | | NA | | 07/22/200 |
| | | | | To | Dead End |] | | | | | |
| \bigcirc | 0.00 | 200 | _ | From: | 03-1104 |] | | | NIA | | 4000 |
| (1101) | 0.23 | 260 | R | | | NA | | | NA | | 1999 |
| (1101) | 0.09 | 120 | R | From: | 0.23 ME 03-1104 | NA | | | NA | | 1999 |
| | | | | To: From: | 03-1103 |] | | | | | |
| (1101) | 0.10 | 130 | R | riom. | | NA | | | NA | | 07/22/200 |
| | 0.00 | | | From: | 03-1102 | | | | | | 4000 |
| 1101 | 0.26 | 2300 | R | т | 22.4425 | NA | | | NA | | 1999 |
| 1101) | 1.33 | 2300 | R | From: | 03-1107 | NA | | | NA | | 07/22/200 |
| | | | | To: | 03-696 |] | | | | | |
| (1101) | 0.25 | 3200 | R | From: | | NA | | | NA | | 03/14/200 |
| <u> </u> | | | | To: | FR-205 | | | | | | |
| (1102) | 0.06 | 2400 | R | From: | 03-1104 |] NA | | | NA | | 07/22/200 |
| (1102) | 0.00 | 2400 | | To: | 03-1101 |] | | | IVA | | 011221200 |
| | | | | From: | 03-1104 | | | | | | |
| (1103) | 0.06 | 70 | R | To | 22 1101 | NA | | | NA | | 1999 |
| | | | | From: | 03-1101 | <u> </u> | | | | | |
| 1104 | 2.95 | 3000 | R | | US 60 | J NA | | | NA | | 07/22/200 |
| | | | | To: | 03-1109 | 1 | | | | | |
| (1104) | 0.05 | 2100 | R | From: | 32 230) | NA | | | NA | | 1999 |
| | | | | To: From: | 03-1108 | } | | | | | |
| 1104) | 0.18 | 2500 | R | | | NA | | | NA | | 07/22/200 |
| | 0.00 | 0500 | | From: | 03-1101 | } | | | | | 4000 |
| 1104 | 0.23 | 2500 | R | | | NA | | | NA | | 1999 |
| (1104) | 0.12 | 2400 | R | From: | 03-1103 | NA | | | NA | | 07/22/200 |
| | ···- | | | To: | 03-1102 | | | | | | |
| 1104) | 0.08 | 60 | R | From: | | NA | | | NA | | 1999 |
| | | | | To: | Dead End | | | | | | |
| | 0.06 | 150 | R | From: | 03-1109 SOUTH |] NA | | | NA | | 07/22/200 |
| 1105 | 0.00 | 150 | K | To: | 02.1107 | 1 | | | INA | | 011221200 |
| 1105 | 0.24 | 120 | R | From: | 03-1106 | NA | | | NA | | 1999 |
| | | | | To: | 03-1109 NORTH |] | | | | | |
| \bigcirc | | | | From: | Dead End | <u> </u> | | | | | 0=1001000 |
| 1106 | 0.05 | 40 | R | To- | 03-1105 | NA 1 | | | NA | | 07/22/200 |
| | | | | From: | Dead End | 1 | | | | | |
| 1107 | 0.23 | 1700 | R | | | NA | | | NA | | 1999 |
| | | | | To: | 03-1101 | | | | | | |
| <u>—</u> | 0.66 | 250 | R | From: | 03-1109 | NA NA | | | NA | · | 07/22/200 |
| 1108 | 0.00 | 250 | - К | To: | 03-1104 |] | | | INA | | 011221200 |
| | | | | From: | 03-1104 | | | | | | |
| 1109 | 0.32 | 450 | R | | | NA | | | NA | | 1999 |
| | 2.25 | 4 | | From: | 03-1105 SOUTH | | | | | | 07/00/05 |
| (1109) | 0.05 | 140 | R | To: | 03-1108 | NA 1 | | | NA | | 07/22/200 |
| | | | | | 03-1100 | 1 | | | | | |

| | | | | | Alleghany Maintenance Area | | | | | |
|---------------------|--------|------|-------|--------------|--------------------------------|------------------|---------------|-----------------|---------|-----------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | ()C | eak Our QI | K Dir Factor | AAWDT Q | W Year |
| Alleghany County | | | | From: | 03-1108 | 1 | | | | |
| 1109 | 0.08 | 160 | R | | 03 1100 | N | IA | | NA | 1999 |
| | | | | To: From: | 03-1105 NORTH | 1 | | | | |
| 1109 | 0.12 | 100 | R | | | N | IA | | NA | 07/22/200 |
| \bigcirc | | | | To: | Dead End | | | | | |
| | 0.14 | 670 | | From: | Dead End | J | 1 ^ | | NΙΔ | 02/44/200 |
| (1110) | 0.14 | 670 | R | To: | 03-1107 | ה '` | IA | | NA | 03/14/200 |
| | | | | From: | 03-1108 | İ | | | | |
| 1112 | 0.17 | 80 | R | | | | IA | | NA | 07/22/200 |
| $\bigcup_{i=1}^{n}$ | | | | To: | Dead End | | | | | |
| | 0.44 | 400 | | From: | 03-628 NORTH | J | | | NIA | 4000 |
| 1201 | 0.44 | 120 | R | | | _ N | IA | | NA | 1999 |
| | 0.07 | 360 | R | From: | 03-1203 | | IA | | NA | 07/22/200 |
| 1201 | 0.07 | 300 | K | | | , , | iA. | | INA | 011221200 |
| 1201 | 0.06 | 470 | R | From: | 03-1202 | | IA | | NA | 1999 |
| 1201) | 0.00 | • | • • • | To: | 03-628 SOUTH |] | | | | 1000 |
| | | | | From: | 03-628 | | | | | |
| 1202 | 0.10 | 60 | R | | | N | IA | | NA | 07/22/200 |
| <u> </u> | | | | To: | 03-1201 | | | | | |
| | 0.13 | 140 | R | From: | Cul-de-Sac | J | IA | | NA | 1999 |
| 1203 | 0.13 | 140 | K | To: | 03-1201 | ן '` | iA. | | INA | 1999 |
| | | | | From: | BEGIN LOOP | İ | | | | |
| 1206 | 0.31 | 510 | R | | | N | IA | | NA | 07/25/200 |
| | | | | To: From: | 03-1208 | <u> </u> | | | | |
| 1206 | 0.06 | 610 | R | | | N | IA | | NA | 1999 |
| | | | | To: From: | 03-1207 |] | | | | |
| 1206 | 0.15 | 690 | R | | | ٦ | IA | | NA | 07/25/200 |
| | | | | To: From: | 03-653 | 1 | | | | |
| (1207) | 0.03 | 50 | R | FIOIII. | Cul-de-Sac | | IA | | NA | 1999 |
| 1207) | 0.00 | | • • • | To: | 03-1206 |] | | | | 1000 |
| | | | | From: | Cul-de-Sac | | | | | |
| 1208) | 0.03 | 50 | R | | | N | IA | | NA | 1999 |
| | | | | To: | 03-1206 | | | | | |
| | 0.21 | 100 | R | From: | SR 18 | J | IA | | NA | 1999 |
| 1211) | 0.21 | 100 | K | т | 22.1012 | , '\ | iA. | | INA | 1999 |
| (1214) | 0.02 | 20 | R | From: | 03-1212 | | IA | | NA | 07/25/200 |
| 1211 | 0.02 | | • • • | To: | Dead End |] | | | | 017207200 |
| | | | | From: | 03-1211 | | | | | |
| 1212 | 0.07 | 40 | R | _ | | N | IA | | NA | 1999 |
| | | | | To: | Dead End | | | | | |
| | 0.17 | 190 | R | From: | Cul-de-Sac |] | IA | | NA | 07/25/200 |
| 1215 | 0.17 | 130 | ĸ | ~ | 22.1217 | ۱۰ ٦ | i/\ | | INA | 011231200 |
| 4245 | 0.10 | 360 | R | From: | 03-1217 | | IA | | NA | 1999 |
| 1215) | 0.10 | 550 | 11 | Te | 02.1216 | '` - 1 | \ | | 14/7 | 1000 |
| _ | 0.19 | 420 | R | From: | 03-1216 | | IA | | NA | 07/25/200 |
| (1215) | J. 10 | | | To: | 03-1219 | ·` | | | | |
| 1215) | 0.09 | 750 | R | From: | U3-1217 | | IA | | NA | 1999 |
| | | | | To: | 03-1218 |] | | | | |
| | | | | | | | | | | |

| | | | | | Alleghany Maintenance Area | | | | | | |
|------------------|--------|------|-----|--------------|--------------------------------|----------|------------|------------------|-------|-----------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | ()(: | eak our | QK Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | 03-1218 | i | | | | | |
| (1215) | 0.23 | 750 | R | | 03-1218 | J N | IA | | NA | | 07/25/2002 |
| (1213) | 0.20 | | | To | SR 18 |] | | | | | 017207200 |
| | | | | From: | Cul-de-Sac | | | | | | |
| (1216) | 0.03 | 60 | R | | | N | IA | | NA | | 1999 |
| | | | | To: | 03-1215 | | | | | | • |
| | 0.00 | 45 | _ | From: | Cul-de-Sac | J , | | | NIA | | 4000 |
| (1217) | 0.02 | 45 | R | To: | 03-1215 | 1 | IA | | NA | | 1999 |
| | | | | From: | 03-1215 | | | | | | |
| (1218) | 0.08 | 120 | R | | 03-1213 | ı N | IA | | NA | | 1999 |
| (12.19) | | | | To: | 03-1219 | 1 | | | | | |
| (1218) | 0.03 | 50 | R | From: | 03-1217 | J N | IA | | NA | | 1999 |
| (1218) | | | | To: | Cul-de-Sac | | | | | | |
| | | | | From: | 03-1218 | | | | | | |
| (1219) | 0.18 | 60 | R | | | N | IA | | NA | | 1999 |
| | | | | To: | 03-1215 | | | | | | |
| | | _ | | From: | Dead End | | | | | | |
| (1301) | 0.30 | 6 | R | To: | 02 (04 02 1200 | N 1 | IA | | NA | | 07/22/2002 |
| | | | | From: | 03-696; 03-1309 | | | | | | |
| | 0.12 | 160 | R | From: | Dead End | J | IA | | NA | | 1999 |
| 1302 | 0.12 | 100 | IX. | | | 1 | . | | INA | | 1999 |
| | 0.06 | 200 | R | From: | 03-1313 | | IA | | NA | | 07/22/2002 |
| 1302 | 0.00 | 200 | IX | | | 1 | . | | INA | | 0112212002 |
| | 0.06 | 360 | R | From: | 03-1306 | <u> </u> | IA | | NA | | 1999 |
| (1302) | 0.00 | 300 | K | _ | | 1 | iA | | INA | | 1999 |
| | 0.06 | 370 | R | From: | 03-1305 | | IA | | NA | | 07/22/2002 |
| 1302 | 0.00 | 3/0 | K | | | 1 | iA | | INA | | 0112212002 |
| \bigcirc | 0.06 | 380 | R | From: | 03-1304 | | IA | | NA | | 1999 |
| 1302 | 0.00 | 300 | K | To: | 03-696 | 1 '` | iA | | INA | | 1999 |
| | | | | From: | Dead End | 1 | | | | | |
| (1303) | 0.18 | 50 | R | <u> </u> | Dead End | N | IA | | NA | | 07/22/2002 |
| | | | | To: | 03-1313 | 1 | | | | | |
| (1303) | 0.06 | 140 | R | From: | 03-1313 | ı N | IA | | NA | | 1999 |
| (1303) | | | | To: | 03-1306 | 1 | | | | | |
| (1303) | 0.06 | 160 | R | From: | 03 1300 | N | IA | | NA | | 07/22/2002 |
| | | | | To: | 03-1305 | 1 | | | | | |
| (1303) | 0.06 | 230 | R | From: | 03 1500 | N | IA | | NA | | 1999 |
| | | | | To: | 03-1304 |] | | | | | |
| (1303) | 0.06 | 260 | R | From: | 03 1307 | N | IA | | NA | | 07/22/2002 |
| | | | | To: | 03-696 | | | | | | |
| | | | | From: | 03-1303 | | | | | | |
| (1304) | 0.06 | 50 | R | | | N | IA | | NA | | 1999 |
| | | | | From: | 03-1302 |] | | | | | |
| (1304) | 0.16 | 100 | R | | | N | IA | | NA | | 07/22/2002 |
| | | | | To- | 03-696 | <u> </u> | | | | | |
| \cap | 2 12 | | _ | From: | 03-1303 |] | | | | · <u></u> | 4000 |
| (1305) | 0.10 | 50 | R | _ | | _ N | IA | | NA | | 1999 |
| | | | | To: From: | 03-1302 | <u> </u> | | | | | |
| (1305) | 0.10 | 30 | R | To: | D1E-1 | N 1 | IA | | NA | | 07/22/2002 |
| | | | | 10. | Dead End | <u>!</u> | | | | | |

| | | | | | Allegrany Maintenance Area | | | | | | | |
|------------------|--------|------|----|--------------|--------------------------------|----------|--------------|----|---------------|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | 03-1303 | 1 | | | | | | |
| 1306 | 0.10 | 80 | R | | 03-1303 | 1 | NA | | | NA | | 1999 |
| | | | | To: From: | 03-1302 |] | | | | | | |
| 1306 | 0.09 | 70 | R | To: | Dood End | 1 | NA | | | NA | (| 07/22/200 |
| | | | | From: | Dead End Dead End | <u> </u> | | | | | | |
| (1307) | 0.18 | 1100 | R | <u> </u> | Dead End | 1 | NA | | | NA | | 1999 |
| | | | | To: From: | 03-9012 | | | | | | | |
| 1307 | 0.08 | 1100 | R | To: | 02.666.02.0012.NODTH | 1 | NA | | | NA | | 1999 |
| | | | | From: | 03-696; 03-9012 NORTH | | | | | | | |
| 1308 | 0.15 | 50 | R | | Dead End | j | NA | | | NA | (| 7/22/200 |
| | | | | To: | 03-616 | | | | | | | |
| \sim | | | | From: | 03-1316 | | | | | | | |
| 1309 | 0.10 | 90 | R | To: | 03-696; 03-1301 | 1 | NA | | | NA | | 1999 |
| | | | | From: | 03-696 | 1 | | | | | | |
| (1310) | 0.09 | 70 | R | <u> </u> | 03 070 | 1 | NA | | | NA | C | 7/22/200 |
| | | | | To- | Dead End | | | | | | | |
| \bigcirc | 0.05 | 200 | | From: | Dead End | | NIA | | | NIA | | 4000 |
| (1312) | 0.35 | 320 | R | To: | 03-696 | 1 | NA | | | NA | | 1999 |
| | | | | From: | 03-1303 | | | | | | | |
| 1313 | 0.10 | 70 | R | <u> </u> | 30 3000 | 1 | NA | | | NA | (| 7/22/200 |
| | | | | To: | 03-1302 | | | | | | | |
| \bigcirc | 0.05 | 4200 | _ | From: | 03-696 | | NIA | | | NIA | | 1000 |
| 1314) | 0.05 | 4300 | R | _ | | - | NA | | | NA | | 1999 |
| (1314) | 0.14 | 3200 | R | From: | 03-1315 | | NA | | | NA | (| 7/22/200 |
| (1314) | 0.14 | 0200 | | To: | Dead End | | 1471 | | | 107 | | 717227200 |
| _ | | | | From: | 03-1314 | | | | | | | |
| (1315) | 0.14 | 880 | R | т | | 1 | NA | | | NA | | 1999 |
| | | | | To: From: | Dead End 03-1304 | <u> </u> | | | | | | |
| (1316) | 0.11 | 40 | R | | 03-1304 | j | NA | | | NA | | 1999 |
| | | | | To: | 03-1309 | | | | | | | |
| \bigcirc | | | | From: | End Circle 03-627 | | | | | | | |
| (1401) | 0.35 | 60 | R | | | - | NA | | | NA | (| 07/11/200 |
| | 0.05 | 190 | R | From: | 03-627 End Loop | | NA | | | NA | | 1999 |
| (1401) | 0.05 | 190 | ĸ | To: | 03-662 | 1 | NA | | | INA | | 1999 |
| | | | | From: | 03-671 | | | | | | | |
| (1402) | 0.09 | 90 | R | | | | NA | | | NA | (| 7/11/200 |
| <u> </u> | | | | From: | 03-626 | } | | | | | | |
| (1402) | 0.06 | 80 | R | To: | 02 1402 | 1 | NA | | | NA | | 1999 |
| | | | | From: | 03-1403 03-780 | <u> </u> | | | | | | |
| (1403) | 0.05 | 120 | R | <u> </u> | 05-700 | j | NA | | | NA | (| 7/11/200 |
| <u> </u> | | | | To: | US 60 BUS | 1 | | | | | | |
| (1403) | 0.05 | 110 | R | From: | | _ | NA | | | NA | | 1999 |
| | | | | To: | 03-1402 | <u></u> | | | | | | |
| \bigcap | 0.00 | 240 | _ | From: | Dead End | | NIA | | | NIA | | 7/14/000 |
| (1404) | 0.03 | 240 | R | To: | US 60 BUS; 03-662 | 1 | NA | | | NA | (|)7/11/200 |
| | | | | | 00 00 200, 00 002 | | | | | | | |

| | | | | | Allegnany Maintenance Area | | | | | | |
|-------------------|--------|------|------|--------------|--------------------------------|---------|-----|---------------|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | OC: | ()K | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | 03-629 | | | | | | |
| 1405) | 0.10 | 90 | R | <u> </u> | 03-02) | NA | | | NA | | 1999 |
| | | | | To- | Cul-de-Sac | | | | | | |
| \sim | | | _ | From: | 03-1407 | | | | | | |
| 1406 | 0.07 | 120 | R | To: | 02.627 | NA | | | NA | | 07/11/200 |
| | | | | From: | 03-627 | | | | | | |
| (1407) | 0.02 | 40 | R | 110111. | Cul-de-Sac | l NA | | | NA | | 1999 |
| 1407) | 0.02 | | | To: | 03-1406 | | | | | | |
| | | | | From: | Dead End | | | | | | |
| 1408 | 0.37 | 340 | R | | | NA | | | NA | | 07/11/20 |
| | | | | To: | 03-629 | | | | | | |
| | 0.00 | 4=0 | _ | From: | 03-788 | | | | | | 1000 |
| 1601) | 0.80 | 150 | R | To: | Dead End | NA I | | | NA | | 1999 |
| n av G | | | | | Dead End | | | | | | |
| Town of Iron Gate | | | | From: | 03-1706 | | | | | | |
| 1701) | 0.05 | 140 | R | | | NA | | | NA | | 07/11/20 |
| | | | | To: | 03-1711 | | | | | | |
| $\overline{}$ | | | | From: | 03-1708 | | | | | | |
| 1702 | 0.06 | 47 | R | | | NA | | | NA | | 1999 |
| | | | | To: From: | US 220 | | | | | | |
| (1702) | 0.06 | 120 | R | | | NA | | | NA | | 07/11/200 |
| | | | | To: From: | 03-1706 | | | | | | |
| 1702 | 0.05 | 130 | R | To | 02.1711 | NA | | | NA | | 1999 |
| | | | | From: | 03-1711 | | | | | | |
| (1700) | 0.05 | 100 | R | rioiii. | 03-1708 | l NA | | | NA | | 07/11/200 |
| 1703 | 0.00 | 100 | | To: | VG 222 | I | | | 14/1 | | 07711720 |
| 1702 | 0.06 | 230 | R | From: | US 220 | NA | | | NA | | 1999 |
| 1703 | 0.00 | 200 | | To: | 02.1707 | I | | | 14/ (| | 1000 |
| 1703) | 0.05 | 90 | R | From: | 03-1706 | NA | | | NA | | 07/11/20 |
| (1703) | 0.00 | • | | To: | 03-1711 | 100 | | | 1.0.1 | | 07717200 |
| | | | | From: | Dead End | | | | | | |
| 1704) | 0.06 | 130 | R | | | NA | | | NA | | 07/11/20 |
| | | | | To: From: | US 220 | | | | | | |
| (1704) | 0.05 | 90 | R | r tom. | | NA | | | NA | | 1986 |
| | | | | To: | 03-1706 | | | | | | |
| \bigcirc | 0.05 | 000 | _ | From: | US 220; Botetourt County Line | | | | N. A. | | 07/44/000 |
| 1705 | 0.05 | 800 | R | | | NA | | | NA | | 07/11/200 |
| $\overline{}$ | 0.05 | 000 | | From: | 03-1706 | A.I.A. | | | N.1.A | | 1000 |
| 1705 | 0.65 | 680 | R | To: | Dead End | NA I | | | NA | | 1999 |
| | | | | From: | 03-1705 | | | | | | |
| (1706) | 0.07 | 210 | R | | 03-1703 | l NA | | | NA | | 07/11/200 |
| | | | | To: | 03-1704 | | | | | | |
| (1706) | 0.08 | 220 | R | From: | VJ-1 /V4 | NA | | | NA | | 1999 |
| | | | | To: | 02 1700 | | | | | | |
| 1706 | 0.06 | 310 | R | From: | 03-1709 | NA | | | NA | | 07/11/200 |
| 1706 | J.00 | | | To | 02.1700 | L | | | | | |
| (1706) | 0.15 | 290 | R | From: | 03-1708 | NA | | | NA | | 1999 |
| 1706 | J. 10 | | _ '` | To: | 02.1707 | L | | | | | |
| (1706) | 0.10 | 320 | R | From: | 03-1707 | NA | | | NA | | 07/11/200 |
| | | | | To: | 03-1703 | | | | | | |
| | | | | - | | _ | | | | | |

| | | | | | Alleghany Maintenance Area | | | | |
|-------------------|--------|------|-----|--------------|-----------------------------|----------|------------------|----------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Tr | OC. | QK Dir Factor | AAWDT QV | / Year |
| Town of Iron Gate | | | | From: | 03-1703 | _ | | | |
| (1706) | 0.09 | 340 | R | | 03-1/03 | NA NA | | NA | 1999 |
| | | | | To: From: | 03-1702 | | | | |
| 1706 | 0.09 | 420 | R | | | NA | | NA | 07/11/200 |
| | 0.10 | 400 | | To: From: | 03-1701 | <u> </u> | | | 4000 |
| 1706 | 0.10 | 420 | R | To: | US 220 | NA NA | | NA | 1999 |
| | | | | From: | 03-1708 | | | | |
| (1707) | 0.05 | 80 | R | | | NA | | NA | 07/11/200 |
| | 0.05 | 200 | _ | From: | US 220 | □ | | NIA | 4000 |
| (1707) | 0.05 | 260 | R | | | NA NA | | NA | 1999 |
| (1707) | 0.05 | 150 | R | From: | 03-1706 | NA | | NA | 07/11/200 |
| (1707) | 0.00 | | | To: | 03-1711 | | | | |
| \sim | | | | From: | 03-1702 | | | | |
| (1708) | 0.09 | 50 | R | | | NA NA | | NA | 1999 |
| | 0.20 | 20 | R | From: | 03-1703 | NA | | NA | 07/11/200 |
| 1708 | 0.20 | 20 | K | To | 110 220 | | | INA | 07/11/2002 |
| 1708 | 0.05 | 110 | R | From: | US 220 | NA | | NA | 1999 |
| | | | | To: | 03-1706 | | | | |
| 1708) | 0.05 | 40 | R | | | NA | | NA | 07/11/200 |
| | | | | To: | 03-1711 | | | | |
| (1700) | 0.05 | 150 | R | From: | US 220 | NA | | NA | 1999 |
| (1709) | 0.00 | 100 | | To: | 03-1706 | | | 14/3 | 1000 |
| (1709) | 0.05 | 60 | R | From: | 05-1700 | NA | | NA | 07/11/200 |
| | | | | To: | 03-1711 | | | | |
| Alleghany County | | | | From: | Dead End | <u> </u> | | | |
| (1710) | 0.34 | 210 | R | | Dette Elle | NA | | NA | 1999 |
| | | | | To: From: | 03-1712 | | | | |
| (1710) | 0.02 | 220 | R | To: | NO. I | NA | | NA | 07/15/2002 |
| T. C. | | | | 10. | NCL Irongate | | | | |
| Town of Iron Gate | | | | From: | NCL Irongate | | | | |
| (1710) | 0.13 | 280 | R | | | NA | | NA | 1999 |
| | 0.05 | 200 | _ | From: | 03-1715 | □ | | NIA | 07/45/000/ |
| (1710) | 0.05 | 380 | R | To: | WCL Irongate | NA NA | | NA | 07/15/2002 |
| Alleghany County | | | | | | | | | |
| | 0.11 | 460 | - D | From: | WCL Irongate | NIA | | NΙΔ | 1999 |
| (1710) | 0.11 | 460 | R | т | 02.1817 | NA | | NA | 1999 |
| (1710) | 0.05 | 570 | R | From: | 03-1716 | NA | | NA | 07/15/2002 |
| | | | | To: | 03-701 | | | | |
| Town of Iron Gate | | | | From: | 02.1700 | | | | |
| (1711) | 0.08 | 30 | R | | 03-1709 | NA | | NA | 1999 |
| | | | | To: | 03-1708 | 7 | | | |
| (1711) | 0.06 | 80 | R | From: | Dead End; Gap Terminus | NA | | NA | 07/11/2002 |
| 1711) | 0.00 | | ., | To: | 03-1707 | | | 1473 | 5.71172002 |
| (1711) | 0.10 | 110 | R | From: | UJ-1 /U/ | NA | | NA | 07/11/2002 |
| \bigcup | | | | To: | 03-1703 | | | | |

| | | | | | Alleghany Maintenance Area | | | | | | |
|-------------------|--------|------|-----|--------------|--------------------------------|--|--------------|-----------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | ()(' | Peak Hour | K Dir Factor | AAWDT | QW | Year |
| Town of Iron Gate | | | | From: | 03-1703 | i | | | | | |
| (1711) | 0.10 | 110 | R | <u> </u> | 03-1703 | j | NA | | NA | | 1999 |
| | | | | To: From: | 03-1702 | } | | | | | |
| (1711) | 0.09 | 120 | R | | | _ | NA | | NA | 0 | 7/11/2002 |
| | 0.16 | 47 | R | From: | 03-1701 | <u> </u> | NA | | NA | | 1999 |
| (1711) | 0.10 | 41 | K | To: | Dead End | 1 | INA | | INA | | 1999 |
| Alleghany County | | | | | | | | | | | |
| (1712) | 0.06 | 20 | R | From: | 03-1716 | j | NA | | NA | 0 | 7/15/2002 |
| | | | | To: From: | 03-1715 | | | | | | |
| (1712) | 0.06 | 30 | R | From: | | • | NA | | NA | | 1999 |
| | | | | To: | 03-1710 | | | | | | |
| (1713) | 0.06 | 20 | R | From: | 03-1717 | ļ | NA | | NA | 0 | 7/15/2002 |
| 1713 | 0.00 | | | To: | 03-1716 | 1 | | | | | |
| (1713) | 0.06 | 20 | R | From: | 05-1710 | 1 | NA | | NA | | 1999 |
| | | | | To: | 03-1715 | | | | | | |
| | 0.05 | 70 | R | From: | 03-1717 | | NA | | NA | 0 | 7/15/2002 |
| (1714) | 0.03 | 70 | K | To: | 03-1716 | 1 | INA | | INA | U | 11/13/2002 |
| | | | | From: | 03-1710 | | | | | | |
| 1715 | 0.03 | 140 | R | | | | NA | | NA | | 1999 |
| | | | | To: From: | 03-1713 | <u> </u> | | | | | |
| (1715) | 0.09 | 80 | R | | | • | NA | | NA | 0 | 7/15/2002 |
| | 0.05 | 40 | R | From: | 03-1712 | | NA | | NA | | 1999 |
| 1715 | 0.03 | 40 | IX. | To: | Dead End |] | INA | | INA | | 1999 |
| | | | | From: | 03-1710 | | | | | | |
| 1716 | 0.03 | 160 | R | | | | NA | | NA | 0 | 7/15/2002 |
| | 0.00 | | _ | From: | 03-1714 |] | NIA. | | NIA. | | 4000 |
| 1716) | 0.08 | 90 | R | | | 7 | NA | | NA | | 1999 |
| (1716) | 0.09 | 50 | R | From: | 03-1713 |] | NA | | NA | 0 | 7/15/2002 |
| (1710) | | | | To: | 03-1712 | | | | | | |
| (1716) | 0.04 | 20 | R | From: | 05 1712 | <u>.</u> | NA | | NA | | 1999 |
| | | | | To: | Dead End | | | | | | |
| | 0.07 | 70 | R | From: | 03-1714 | | NA | | NA | 0 | 7/15/2002 |
| 1717 | 0.07 | 70 | IX | To | 03-1713 |] | INA | | INA | 0 | 7713/2002 |
| | | | | From: | SR 18 | | | | | | |
| 9011) | 0.11 | 230 | R | | 00.40 | - 1 | NA | | NA | 0 | 3/14/2002 |
| | | | | To: From: | SR 18 | l | | | | | |
| 9012 | 0.08 | 30 | R | | 03-1307 | j | NA | | NA | 0 | 3/14/2002 |
| 0012 | | | | To: | 03-696; 03-1307 | | | | | | |
| \bigcirc | | B | | From: | FR-00205(B)/ | | . | | | | |
| 9036 | 0.04 | NA | | To: | Dead End/ | 1 | NA | | NA | | |
| | | | | From: | 03-640 | <u>. </u> | | | | | |
| (9577) | 0.07 | 260 | R | _ | | - | NA | | NA | 0 | 3/14/2002 |
| | | | | To: | Dead End | <u> </u> | | | | | |
| 0076 | 0.18 | 580 | R | From: | 03-633 | J | NA | | NA | 0 | 3/14/2002 |
| 9876 | 0.10 | | | To: | SR 269; 03-633 | <u></u> | | | 11/7 | | |
| | | | _ | | | | _ | | | | _ |

| | | | | | AllC | griany iviantena | ICC AICC | 1 | | | | | | | |
|------------------------|--------|------|----|--------------|------|-------------------------------|-----------|----------|----|--------------|----|---------------|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+Axle | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Alleghany County | | | | From: | | 03-683 | | 1 | | | | | | | |
| 9881) | 0.15 | 300 | R | <u>L</u> | | 05-065 | | | | NA | | | NA | | 03/14/200 |
| | | | | To- | | 03-661 | | | | | | | | | |
| Town of Clifton Forge | | | | From: | | GB 100 B G | 1.0. | | | | | | | | |
| 3550 Church Street | 0.12 | NA | | Piolii. | - 1; | SR 188-P Commerci | al Street | | | NA | | | NA | | |
| Church Street | | | | To: | | 105-3553 Jefferson | Ave | | | | | | | | |
| Church Street | 0.33 | 1600 | F | 99% | 0% | Jefferson St 1% 0% | 0% | 0% | C | 0.093 | F | 0.679 | 1600 | F | 2002 |
| 3550 Church Street | 0.33 | 1600 | г | 99 70 To: | 076 | A Street | 0% | 070 | С | 0.093 | г | 0.079 | 1600 | Г | 2002 |
| | | | | From: | | SR 188; I-64 | | 1 | | | | | | | |
| Sioux Ave | 0.25 | 560 | F | 98% | 0% | 2% 0% | 0% | 0% | С | 0.109 | F | 0.547 | 570 | F | 2002 |
| (UIS) | | | | To: | | NCL Clifton Forge; | 03-606 | | | | | | | | |
| Aug | 0.00 | 2200 | _ | From: | 00/ | US 60 Main S | | 00/ | _ | 0.005 | _ | 0.0 | 2200 | _ | 2002 |
| Jefferson Ave | 0.06 | 2300 | F | 97% To: | 0% | 0% 3% Church Street | 0% | 0% | F | 0.095 | F | 0.6 | 2300 | F | 2002 |
| | | | | From: | | Church St | | | | | | | | | |
| 3553 Jefferson Avenue | 0.21 | 2000 | F | 97% | 0% | 0% 3% | 0% | 0% | С | 0.095 | F | 0.631 | 2100 | F | 2002 |
| <u> </u> | | | | From: | | Lowell St | | | | | | | | | |
| 3553 Jefferson Avenue | 0.15 | 2000 | F | 99% | 0% | 1% 0% | 0% | 0% | С | 0.094 | F | 0.539 | 2000 | F | 2002 |
| <u> </u> | 0.04 | 4500 | | From: | 00/ | Kensington Av | | 00/ | | 0.007 | _ | 0.504 | 4500 | | 2002 |
| Jefferson Avenue | 0.31 | 1500 | F | 99% | 0% | 0% 0% | 0% | 0% | С | 0.097 | F | 0.591 | 1500 | F | 2002 |
| 3553) Jefferson Avenue | 0.09 | 1200 | F | From: 99% | 0% | Benton St 0% 0% | 0% | 0% | F | 0.094 | F | 0.572 | 1200 | F | 2002 |
| Jefferson Avenue | 0.09 | 1200 | - | 70 To: | 0 76 | Ingalls St | 0 /0 | 0 70 | ' | 0.034 | • | 0.372 | 1200 | | 2002 |
| | | | | From: | | Main Street | | 1 | | | | | | | |
| 3555 Ingalls St | 1.15 | 1000 | F | 99% | 0% | 0% 0% | 0% | 0% | С | 0.098 | F | 0.55 | 1000 | F | 2002 |
| 1057 | | | | To: | | Jefferson Ave | | | | | | | | | |
| City of Covington | | | | From: | | SR 18 | | - 1 | | | | | | | |
| 3601) S Pitzer Ridge | 0.37 | 580 | F | 99% | 0% | 1% 0% | 0% | 0% | С | 0.094 | F | 0.695 | 610 | F | 2002 |
| 107 | | | | To | | SCL Covington | n | | | | | | | | |
| | | | | From: | | S Carpenter D | r | | | | | | | | |
| 3605 W Edgemont Drive | 0.67 | 3400 | F | 98% To: | 1% | 1% 0% | 0% | 0% | С | 0.093 | F | 0.645 | 3600 | F | 2002 |
| | | | | From: | | Rayon Drive W Edgemont Dri | ive | | | | | | | | |
| 3605 S Rayon Drive | 0.21 | 3400 | F | 97% | 1% | 1% 1% | 1% | 0% | С | 0.092 | F | 0.563 | 3600 | F | 2002 |
| 1017 | | | | To: From: | | W Jackson Stre | | | | | | | | | |
| 3605) W Jackson Street | 0.43 | 4200 | F | 97% | 0% | S Rayon Drive | 0% | 0% | С | 0.092 | F | 0.552 | 4400 | F | 2002 |
| 3605 W Jackson Street | | | | To: | | S Willis Avenu | | - 1 | | | | | | | |
| 3605 S Durrant Road | 0.45 | 4800 | F | 98% | 0% | 1% 0% | 1% | 0% | С | 0.088 | F | 0.58 | 5000 | F | 2002 |
| 107) | | | | To: | | I-64 | | | | | | | | | |
| "A" O | | | _ | From: | | Church St | | | | 2 121 | _ | | 4000 | _ | |
| "A" Street | | 1600 | F | To: | | US 60 | | | | 0.101 | F | 0.668 | 1600 | F | 2002 |
| | | | | From: | | NCSX RR | | | | | | | | | |
| "A" Street | | 3000 | F | | | | | | | 0.084 | F | 0.556 | 3000 | F | 2002 |
| | | | | To: | | US 60 Main Stre | eet | | | | | | | | |
| Alleghany St. | | 200 | F | From: | | 3rd St. | | | | 0.098 | F | 0.632 | 200 | _ | 2002 |
| Allegrany St. | | 200 | Г | To: | | 2nd St. | | | | 0.098 | Г | 0.032 | 200 | F | 2002 |
| | | | | From: | | Oak Hill Avenu | ie | <u>_</u> | | | | | | | |
| Chestnut St. | | 270 | F | <u> </u> | | - sac 1111 / 11 VIII | - | | | 0.118 | F | 0.54 | 270 | F | 2002 |
| | | | | To: | | ECL Clifton For | ge | | | | | | | | |
| | | | | From: | | Revere St. | | | | | | | | | |
| Commercial Avenue | | 370 | F | To: | | T (A | | | | 0.072 | F | 0.509 | 370 | F | 2002 |
| | | | | 10: | | I-64 | | | | | | | | | |

| | | | Alleghany Maintenance Area | | | | | | | |
|-------------|--|---|--|----------------|-------------------|--------------------|--------------------|--------------------|----------------------------------|--|
| Length AADT | QA | | Rus | O.C. | Peak Hour | QK | Dir Factor | AAWDT | QW | Yea |
| 580 | F | <u> </u> | Ingalls St | _ | 0.110 | F | 0.598 | 580 | F | 200 |
| | | | | 1 | | | | | | |
| 1200 | F | From: | US 60 | | 0 102 | F | 0.64 | 1200 | F | 200 |
| | | To: | Chestnut Street | | ***** | | | | - | |
| | | From: | Church St | | | | | | | |
| 1400 | F | т. | T. C C. | 7 | 0.087 | F | | 1400 | F | 200 |
| | | From: | | 1 | | | | | | |
| 220 | F | | Cypress St | | 0.099 | F | | 220 | F | 200 |
| | | To: | Cedar St | | | | | | | |
| | | From: | Pocahontas Avenue | | | | | | | |
| 540 | F | Tar | | 7 | 0.119 | F | | 540 | F | 200 |
| | | Grom: | | 1 | | | | | | |
| 740 | F | r roin. | E Madison Street | | 0.089 | F | | 740 | F | 200 |
| | - | To: | S Pond Avenue | | | - | | | - | |
| | | From: | E Scotland Drive | | | | | | | |
| 120 | F | | 22.5 | | 0.117 | F | | 120 | F | 200 |
| | | 10: | | | | | | | | |
| 220 | F | From: | S Powhatan Avenue | | 0 171 | F | | 220 | F | 200 |
| 220 | • | To: | Smith Avenue | 1 | 0.171 | | | 220 | · | 200 |
| | | From: | S Mound Avenue | | | | | | | |
| 220 | F | | | _ | 0.132 | F | | 220 | F | 200 |
| | | To: | | | | | | | | |
| 230 | F | From: | S Ohio Dr | | 0.084 | E | | 230 | E | 200 |
| 250 | • | To: | S Greenway Drive | | 0.004 | ' | | 230 | ' | 200 |
| | | From: | S Carlton Drive | | | | | | | |
| 50 | F | _ | | | 0.167 | F | | 50 | F | 200 |
| | | To: | | | | | | | | |
| 50 | _ | From: | S Greenway Drive | | 0.150 | _ | | 50 | _ | 200 |
| 30 | Г | To: | Dead End | 1 | 0.150 | , | | 30 | ı | 200 |
| | | From: | W Riverside W | | | | | | | |
| 2000 | F | _ | | - - | 0.103 | F | | 2000 | F | 200 |
| | | To: | Chestnut Street | | | | | | | |
| E20 | E | From: | W Locust Street | | 0 10 7 | _ | | 520 | _ | 200 |
| 320 | Г | To: | W Hawthorne Street | 1 | 0.107 | , | | 320 | ı | 200 |
| | | From: | | l | | | | | | |
| 120 | F | _ | 1 10 10 10 10 10 10 10 10 10 10 10 10 10 | _ | 0.141 | F | 0.546 | 120 | F | 200 |
| | | To: | E. Cedar St. | | | | | | | |
| | _ | From: | Cedar Street | | 0.440 | _ | | 450 | _ | 000 |
| 450 | F | To: | McAllister Street | 1 | 0.143 | F | | 450 | F | 200 |
| | | From: | | i - | | | | | | |
| 170 | F | | | _ | 0.094 | F | | 170 | F | 200 |
| | | To: | E Fairlawn Drive | 1 | | | | | | |
| | _ | From: | E Michigan Street | | 0.000 | - | | | _ | |
| 470 | F | | E Danieraliania Charat | 7 | 0.092 | F | | 470 | F | 200 |
| | | In-I | | | | | | | | |
| | | From: | E Pennsylvania Street | 1 | | | | | | |
| 170 | F | From: | Carpenter Drive |] | 0.145 | F | | 170 | F | 200 |
| | 580 1200 1400 220 540 740 120 220 230 50 50 2000 520 120 450 | 580 F 1200 F 1400 F 220 F 540 F 740 F 220 F 220 F 220 F 220 F 220 F 220 F 220 F 220 F 220 F 230 F 2450 F 450 F | S80 F | Second | Length | Length AADT QA | Length AADT QA | Length AADT QA | Length AADT QA 4Tire Bus | Length AADT QA 4Tire Bus 2Ade 3+Aue 1Trail 2Trail Cream Fraction Color Factor AAWDT OW |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | | uck 1Trail | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|--------|------|----|-------|-----|-------|-------------------------|---------------|----|--------------|----|---------------|-------|----|------|
| W Hawthorne Street | | 1800 | F | From: | | | ple Aveni | | | 0.098 | F | | 1800 | F | 2002 |
| W Riverview Drive | | 530 | F | From: | | S Du | urt Avenu irant Road | I | | 0.111 | F | | 530 | F | 2002 |
| Woodlawn Avenue | | 20 | F | From: | | E. De | etroit Stre | et | | 0.164 | F | 0.571 | 20 | F | 2002 |