2001

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

Jurisdiction Report

11

Botetourt County Town of Buchanan Town of Fincastle Town of Troutville

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

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

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

					Boteto	urt Maint	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Avlo	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Botetourt County				P				TITAL	ZIIali		rioui				
(11)	0.10	18000	F	98%	0%	Roanoke Cor 1%	0%	0%	0%	F	1800	F	18000	F	2001
				To: From:		80-601 H 80-601 Shad			-						
<u>[11]</u>	2.73	14000	F	98%	0%	1%	0%	0%	0%	F	1200	F	14000	F	2001
				To:					¬						
(II)	1.34	7800	F	From: 98%	0%	1% SR 220 CI	0%	0%	0%	F	840	F	7800	F	2001
[11]	1.54	7000	•	To:	0 70	SCL Trou		0 70	7 ~~	•	040	·	7000	'	2001
T. 6T. (1)						BCE HO									
Town of Troutville				From:		SCL Trou	ıtville								
<u>[11]</u>	1.85	7800	N	98%	0%	1%	0%	0%	0%	Ν	840	Ν	7800	Ν	2001
				To:		NCL Tro	utville								
Botetourt County															
~~~				From:		NCL Tro	utville								
(11)	2.98	5000	F	94%	1%	2%	0%	3%	0%	С	500	F	5000	F	2001
$\bigcirc$				To		11-64	10		¬						
11	5.86	3200	F	94%	1%	2%	0%	3%	0%	F	360	F	3300	F	2001
				To:				-							
$\overline{\Box}$	2.22	4200	F	From:		81 South of 3%		20/	00/	F	460	F	4200	F	2001
11	2.23	4300	г	93% To:	0%	WCL Buc	1%	3%	0%	г	460	۲	4300	٢	2001
						WCL BUC	nanan		1						
Town of Buchanan				From:		WCL Buc	honon		1						
(44)	0.43	4300	N	93%	0%	3%	1%	3%	0%	N	460	N	4300	N	2001
[11]	0.40	4300	14	3370	0 70	370	1 70	370	_ 070	14	400	14	4300	11	2001
~~				From:		11-62			J						
[11]	2.09	4600	F	93%	0%	3%	1%	3%	0%	С	440	F	4700	F	2001
				To: From:		S SR	43								
11	0.18	4900	F	93%	0%	3%	1%	3%	0%	F	450	F	4900	F	2001
				To		N SR	12								
(11)	0.78	3100	F	93%	0%	3%	1%	3%	0%	F	660	F	3100	F	2001
	0.70	0100	•	To:	0 70	NCL Buc		0 70	7 ~~	•	000	•	0100	•	2001
				<u>l</u>		NCL Duc	папап								
<b>Botetourt County</b>				From:		NCL Buc	hanan		1						
<u>[11]</u>	0.35	3100	N	93%	0%	3%	1%	3%	0%	Ν	660	Ν	3100	Ν	2001
		0.00	••	To:		81 North of			٦						
				From: IS-00		)/US-00011		FROM RT							
11 81	6.10				See I	-81 for dir	ectional	traffic vo	lume est	timates	s for this s	egmer	nt.		
$\bigcirc$	Combined Traffic:	29000	F	62%	1%	2%	1%	33%	3%	F	2000	F	28000	F	2001
				To: IS-00	0081-N(B	)/IS-00081-	N168A(L)/	ΓO RT 614	ļ .						
				From:	Е	Botetourt Co	unty Line								
(42) (615)	2.74	200	R				-		_		NA		NA		1998
				To:		11 017 07	HTU								
(42) (45)	3.25	140	R	From:		11-817 SC	JUIH				NA		NA		04/23/2001
42 615	5.25	1-10	N						_		14/7		11/7		07/20/2001
				From:		11-817 NO	ORTH								0.4/00/2005 :
(42) (615)	6.42	220	R								NA		NA		04/23/2001
				To: From:		11-62	.1								
(42) (615)	4.59	640	F	94%	0%	3%	1%	2%	0%	F	60	F	650	F	2001
				To		11-68	25		¬						
(42) (615)	0.54	850	F	94%	0%	3%	1%	2%	0%	F	90	F	860	F	2001
72 013			-	T-	- / •				¬	-		-		-	
	0.40	000		From:	00/	11-68		20/		^	00		000		2004
42 (615)	0.19	960	F	94%	0%	3%	1%	2%	0%	С	90	F	980	F	2001
				From:		US 220; 1									
(42) (220)	1.32	6000	F	90%	0%	2%	1%	7%	0%	F	460	F	6100	F	2001
$\sim$				To:	SR	43 North of	Eagle Rock	:	7						
(42) (220)	9.95	6200	F	90%	0%	2%	1%	7%	0%	F	490	F	6300	F	2001
72 (220)	2.23		•	To:		lleghany Co		. , ,	٠ <u>٠</u> ٠	•				•	
					73		, 2.1110		-1						

							enance A Tru				Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Hour	QK	AAWDT	QW	Year
Bedford County				From:				-	-		-				
(43)	0.11	400	F	98%	ві 1%	ue Ridge I 1%	Parkway 0%	0%	0%	F	40	F	400	F	2001
49)				To:	Bo	tetourt Cou	unty Line								
Botetourt County				From:	Da	dford Cou	untri Lina								
(43)	4.00	400	N	98%	1%	1%	0%	0%	0%	N	40	N	400	N	2001
				To:		SCL Buch	nanan								
Town of Buchanan				From:		SCL Buch			ī						
43)	0.64	400	N	98%	1%	1%	0%	0%	0%	N	40	N	400	N	2001
				To: From:		S US 1	11		7——						
43 (11)	0.18	4900	F	93%	0%	3%	1%	3%	0%	F	450	F	4900	F	2001
				To: From:		N US									
43	0.82	1600	F	84% To:	1%	6%	6%	3%	0%	F	180	F	1600	F	2001
)-4-44 G4-						NCL Bucl	nanan		<u> </u>						
Sotetourt County				From:		NCL Bucl									
43)	2.95	1600	N	84%	1%	6%	6%	3%	0%	N	180	N	1600	N	2001
	5.00			From:		30 Near Sp		00/					500		0004
43	5.22	570	F	84%	1%	6%	6%	3%	0%	F	60	F	580	F	2001
42)	5.39	660	F	From: 84%	11-68 1%	88 East of 1 6%	Eagle Rock 6%	3%	0%	С	70	F	670	F	2001
43)	0.00		•	To	170	N 11-6		070			70		010	•	2001
43	0.47	1200	F	From: <b>84%</b>	1%	6%	6%	3%	0%	F	100	F	1200	F	2001
				To: From:	SF	R 43 Y Eag	ele Rock								
43)	1.74	450	F	84%	1%	6%	6%	3%	0%	F	46	F	460	F	2001
				To:			Eagle Rock	X.							
North 81	2.93	26000	G	75%	Ro 1%	anoke Cou 2%	inty Line 1%	21%	2%	F	2300	G	26000	G	2001
01)	Combined Traffic:	53000	G	76%	1%	2%	1%	19%	2%	F	5400	G	53000	G	2001
				To: From:		US 22	20								
North 81	0.34	26000	N	75%	1%	2%	1%	21%	 2%	N	2300	N	26000	N	2001
01)	Combined Traffic:	53000	N	76%	1%	2%	1%	19%	2%	Ν	5400	N	53000	Ν	2001
lawth				To: From:		US 22	20								
North 81	5.76	17000	F	61%	1%	2%	1%	34%	2%	F	1200	F	16000	F	2001
	Combined Traffic:		F	62%	1%	2%	1%	33%	3%	F	2400	F	33000	F	2001
Jorth				To: From:		11-64	.0		]						
North 81	5.97	16000	G	61%	1%	2%	1%	34%	3%	F	820	G	15000	G	2001
	Combined Traffic:	34000	G	62%	1%	2%	1%	33%	3%	F	2100	G	32000	G	2001
North				To: From:		US 11	S		]						
81	5.76	16000	Α	61%	1%	2%	1%	34%	2%	Α	2000	Α	16000	Α	2001
	Combined Traffic:	32000	Α	62%	1%	2%	1%	33%	3%	С	3900	Α	30000	Α	2001
North				From:		US 11	N		]						
81)	6.10	16000	F	61%	1%	2%	1%	34%	2%	F	1000	F	15000	F	2001
	Combined Traffic:	29000	F	62%	1%	2%	1%	33%	3%	F	2000	F	28000	F	2001
				To:			ounty Line								
South	0.47	07000		From:		anoke Cou		100/	30/	_	2100		27000		2004
81	3.17 Combined Traffic:	27000 53000	G G	77% 76%	0% 1%	2% 2%	1% 1%	18% 19%	2% 2%	F F	3100 5400	G G	27000 53000	G G	2001 2001
	COMMONDED HAMIC	22000	G	1070	1%	∠ 70	I 70	1970	∠ 70	г	5 <del>4</del> 00	G	55000	G	∠∪∪ I

					Boteto	urt Mainte	enance A	rea							
Douto	Longth	AADT	ΟΛ	4Tiro	Due		Tru	ıck			Design	OK	4 4 1 4 D.T.	OW	Voor
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QN	AAWDT	QW	Year
<b>Botetourt County</b>				n I											
South	6.19	18000	F	63%	1%	US 22 2%	1%	32%		F	1200	F	17000	F	2001
81	Combined Traffic:	35000	F	62%	1%	2%	1%	33%	3% 3%	F	2400	F	33000	F	2001
	Combined Trailic.	35000	г	02%	1 70			33%	3%	Г	2400	Г	33000	F	2001
South				From:		11-64	0								
(81)	11.30	18000	F	63%	1%	2%	1%	32%	3%	F	1300	F	17000	F	2001
	Combined Traffic:	34000	G	62%	1%	2%	1%	33%	3%	F	2100	G	32000	G	2001
				To: From:		US 1	1		<b>—</b>						
South	0.88	16000	Α	63%	1%	2%	1%	32%	<b>-</b> 3%	С	1900	Α	15000	Α	2001
81	Combined Traffic:	32000	Ā	62%	1%	2%	1%	33%	3%	С	3900	A	30000	A	2001
	Combined Trailic.	32000	^	02 /6	1 /0			JJ /6	J /0	C	3900	^	30000	^	2001
South				From:		11-61	4								
(81)	5.20	14000	F	63%	1%	2%	1%	32%	3%	F	950	F	13000	F	2001
$\smile$	Combined Traffic:	29000	F	62%	1%	2%	1%	33%	3%	F	2000	F	28000	F	2001
				To:	Ro	ckbridge Co	ounty Line								
~~~				From:		toanoke Cou									
(220) (81)	2.93										s for this s	•			
~ ~	Combined Traffic:	53000	G	76%	1%	2%	1%	19%	2%	F	5400	G	53000	G	2001
				To: From:		I-81; ALT S]						
(220)	1.67	23000	F	90%	0%	2%	1%	7%	0%	F	1900	F	23000	F	2001
$\overline{}$				To: From:	11-	779 North o	f Daleville		٦——						
[220]	3.69	13000	F	90%	0%	2%	1%	7%	0%	F	1100	F	13000	F	2001
				To		11-670 T	rinity								
220	3.15	11000	F	90%	0%	2%	1%	7%	0%	F	1300	F	11000	F	2001
				To:		SCL Fine	astle								
Town of Fincastle															
~~~				From:		SCL Find									
{220}	0.11	11000	N	90%	0%	2%	1%	7%	0%	N	1300	N	11000	N	2001
<u>~</u>				To: From:		11-630 Fir	ncastle								
220	0.18	9100	F	90%	0%	2%	1%	7%	0%	F	730	F	9200	F	2001
$\overline{\qquad}$				To:		NCL Find	eastle								
<b>Botetourt County</b>									•						
~~~	4.40	0400		From:	00/	NCL Find		70/		N.I	700	N.	0000	N.	2004
220	4.49	9100	N	90%	0%	2%	1%	7%	0%	N	730	N	9200	N	2001
~~~				From:		11-63									
[220]	6.79	7100	F	90%	0%	2%	1%	7%	0%	F	610	F	7200	F	2001
				To: From:	S	SR 43 Y Eag	gle Rock		]						
220	0.83	6900	F	90%	0%	2%	1%	7%	0%	F	560	F	7000	F	2001
$\overline{}$				To: From:		11-61	5		7						
[220]	1.32	6000	F	90%	0%	2%	1%	7%	0%	F	460	F	6100	F	2001
				To	SR 4	43 North of	Fagle Rock								
[220]	9.95	6200	F	90%	0%	2%	1%	7%	0%	F	490	F	6300	F	2001
220				To:	Α	lleghany Co	unty Line								
ALT				From:	R	Loanoke Cou	inty Line								
(220) Cloverdale R	d 4.54	15000	Α	85%	1%	2%	1%	10%	0%	Α	1600	Α	16000	Α	2001
				To:		US 1	1		¬						
ALT		0000	_	From:	401			4001		_	0700	_	00000	_	000 :
220	0.07	32000	F	85%	1%	2%	1%	10%	0%	F	2700	F	33000	F	2001
				To:		I-81; US			<u> </u>						
~~~	0.55	00000	_	From:		toanoke Cou		00/		_	0000	_	07000	_	0004
[221][460]	2.55	26000	F	91%	0%	2%	1%	6%	0%	F	2300	F	27000	F	2001
~~~~				To: From:		Blue Ridge I			]						
(221)(460)	2.94	20000	Α	86%	1%	3%	2%	9%	0%	Α	1900	Α	21000	Α	2001
<u> </u>				To:	F	Bedford Cou	nty Line								

					Boteto	urt Maint									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Botetourt County								TITAL	ZIIali		rioui				
460	2.55	26000	F	91%	0%	Roanoke Co 2%	unty Line 1%	6%	0%	F	2300	F	27000	F	2001
(460)	2.94	20000	Α	From: 86%	1%	Blue Ridge 3%	2%	9%	0%	Α	1900	Α	21000	Α	2001
				To:		Bedford Cor									
600	4.27	310	R	From:	B	Roanoke Co 11-779 So			_ ¬		NA		NA		1998
				From:		11-779 N									
600	0.30	60	R	To		0.30 MN	11-779		- 		NA		NA		1998
600	0.99	60	R	From:					_ _		NA		NA		04/23/2001
600	0.30	220	R	From:		11-74					NA		NA		1998
600	2.90	220	R	From:		11-66	55				NA		NA		1998
				From:		11-666 I	EAST		]						10
600	3.84	260	R								NA		NA		1998
II.	0.40	720	_	From:	00/	11-606 I		40/					740		2004
600	0.10	730	F	94%	0%	4%	1%	1%	0%	С	60	F	740	F	2001
	2.00	30	R	From:		11-606 V	VEST				NA		NA		05/09/2001
600	2.00	30	K	To:		11-60	58				INA		INA		03/09/2001
				From:		11-630									
601	0.21	370	F	95%	0%	4%	0%	2%	0%	С	40	F	370	F	2001
				To: From:		11-630	East								
601)	0.19	330	F	95%	0%	4%	0%	2%	0%	F	46	F	340	F	2001
				To: From:		11-62	25								
(601)	0.05	10	R						_		NA		NA		1998
				To:		Dead I									
	1 20	40	В	From:		11-64	40		_		NΙΔ		NΙΔ		1000
602	1.30	40	R	To:		US 2	20		7		NA		NA		1998
				From:	ī	Bedford Cor									
603	1.45	50	R						<b>-</b>		NA		NA		03/12/2001
	0.35	280	R	From:		11-76	58				NA		NA		1998
603	0.00	200	IX.	To:		11-60	07		7		INA		14/3		1330
				From:	R	Roanoke Co			i						
605) Sanderson Dr	1.31	5100	F	98%	1%	2%	0%	0%	0%	F	650	F	5300	F	2001
				To:		11-654 N									
605	1.05	1000	F	98%	1%	11-654 S0 2%	0%	0%	 0%	С	160	F	1100	F	2001
605)	1.00	1000	•	Ta:					7	Ü	100	•	1100	•	2001
605	1.49	970	F	From: 98%	1%	ALT SR 220 2%	0%	0%	0%	F	110	F	980	F	2001
605)	1.40	370	•	To:	170	11-65		0 70	٦	•	110	•	000	•	2001
				From:		Craig Cour	nty Line								
606	2.91	350	F	94%	0%	3%	1%	1%	0%	F	40	F	360	F	2001
				To:		11-666 H	EAST								
606)	2.24	580	F	94%	0%	3%	1%	1%	0%	F	50	F	580	F	2001
				To: From:		11-600 V 11-600 E	VEST		-						
606	1.42	1000	F	94%	0%	3%	1%	1%	0%	С	90	F	1000	F	2001
000	···-		•	To:	2,0	11-63		. , •	7	-	20		. 300	•	
				1		11-03	J.U								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Botetourt County				From:		11-63									
606	0.24	680	R			11-03	0				NA		NA		1998
(606)	0.07	710	R	To: From:		11-120	)1		]—		NA		NA		1998
	0.08	210	R	From:		US 22	0		_		NA		NA		1998
606	0.00	210		To:		WCL Find	castle				14/3		IVA		1330
Town of Fincastle				From:		11-630 (	īan .								
606	0.19	600	F	94% To:	0%	4% ECL Finc	1%	1%		F	70	F	610	F	2001
Botetourt County				Parameter 1											
606	1.28	470	F	94%	0%	ECL Fine 4%	astle 1%	1%	0%	С	50	F	480	F	2001
606)	0.50	460	F	From: 94%	0%	11-64 <b>4</b> %	1%	1%	0%	F	48	F	460	F	2001
(606)	3.03	160	R	From:		11-81	2				NA		NA		1998
(000)			• • • • • • • • • • • • • • • • • • • •	To:		US 11 W									
606)	1.60	450	R	From:		US 11 E	AST				NA		NA		1998
				To: From:		11-64	0								
606	0.41	110	R						_		NA		NA		03/28/2001
(606)	0.16	50	R	From:	0.4	11 MS 11-64	40 WEST				NA		NA		03/28/2001
				To:		Dead E	nd								
	0.68	400	Б	From:		US 460; U	IS 221				NA		NA		1998
607	0.00	180	R	To:		11-738 SO	UTH		1		INA		INA		1990
607	0.36	1200	R	From:		11-738 NC	ORTH				NA		NA		1998
607	0.30	1200	K	To		11-60	2				INA		IVA		1990
607	1.85	650	R	From:		11-00.	3		_		NA		NA		1998
				To:	В	Bedford Cou									
608)	0.29	160	R	From:		FR-54	1				NA		NA		1998
				To:		11-70	8								
(608)	1.25	46	R	rioni.							NA		NA		1998
	2.00	20	R	From:		1.25 MS 1	1-708		]		NA		NIA		04/04/2001
608)	2.00	20	ĸ	To:		11.70	2		_		INA		NA		04/04/2001
(608)	1.17	60	R	From:		11-62	<u> </u>				NA		NA		1998
	1.80	50	R	From:		11-60	9				NA		NA		04/04/2001
608)	1.60	50	ĸ	To:	Ro	ckbridge Co	ounty Line		1		INA		INA		04/04/2001
				From:		11-60	8								
609	1.68	20	R	To:	D a	ckbridge Co	unty Line		_		NA		NA		04/04/2001
				From:	K0	Dead E			1						
(610)	0.50	70	R			D cuu L			_		NA		NA		1998
				To: From:		FR-55	5		]——						
610	0.53	120	R	To:	Ra	ckbridge Co	unty I ine		7		NA		NA		1998
					NU	onoriuge CO	any Diff								

The bill   SAME   SAME   SAME   STRING   SAME   STRING   SAME   STRING   SAME					4			enance A Tru				Design	6::	A A = =	<u> </u>	.,
1	Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC		QK	AAWDT	QW	Year
1	Botetourt County				From:		FR-5	54								
11) 2.69 20 R	611)	2.54	120	R								NA		NA		1998
11) 2.10 200 R   11.622   1.622   1.622   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.623   1.62	611)	2.69	20	R	To: From:		2.54 MN	FR-54				NA		NA		04/09/2001
12					To: From:		11-62	22								
12	611)	2.10	200	R	To:	Ro	ckbridge C	ounty Line		_		NA		NA		1998
12) 0.40 10 R					From:	RO										
12 0.70 50 R	612)	0.40	10	R						_		NA		NA		04/11/200
12) 1.80 60 R		0.70	50	R	From:		11-69	92		_		NA		NA		04/11/200
12) 1.80 60 R					To: From:		SR 4	.3		1						
12	612	1.80	60	R	rioni.					<del>-</del>		NA		NA		04/11/200
1		1.10	20	R	From:		11-622 SC	OUTH				NA		NA		04/11/2001
10	012)				To		11-622 N	ORTH		<b></b>						
13	612	3.50	20	R						<u>-</u>		NA		NA		04/11/2001
135   10   R						Ro										
14	613)	1.35	10	R	From:		11-61	15				NA		NA		04/23/2001
1	010				To:		Dead I	End								
11-618 SOUTH					From:		Dead I	End								
14 0.60 120 R NA NA 1998  14 0.02 130 R NA NA 1998  14 0.02 130 R NA NA 1998  14 0.02 130 R NA NA 1998  14 0.66 MN 11-618  15 0.66 MN 11-618  16 0.02 130 R NA NA 1998  16 0.02 130 R NA NA 1998  17 0.66 MN 11-618  18 NA NA NA 1998  18 NA NA NA 1998  19 0.67 MA NA NA 1998  19 0.68 NA NA NA 1998  10 0.69 MN 11-618  NA NA NA 1998  11 0.61 NA NA NA 1998  11 0.61 NA NA NA 04/23/2007  15 0.64 NA NA 04/23/2007  16 0.64 NA NA 04/23/2007  16 0.65 NA NA NA 04/23/2007  17 0.65 NA NA NA 04/23/2007  18 0.65 NA NA NA 04/23/2007  18 0.65 NA NA NA 04/23/2007  18 0.66 NA NA NA 04/23/2007  19 0.66 NA NA NA 04/23/2007  19 0.66 NA NA NA 04/23/2007  19 0.66 NA NA NA 04/23/2007  10 0.66 NA NA NA 04/23/2007  10 0.66 NA NA NA 04/23/2007	614)	2.76	110	R						_		NA		NA		1998
14) 0.02 130 R	614)	0.60	120	R	From:		11-618 SC	OUTH				NA		NA		1998
14) 0.02 130 R	01.7				To		0.60 MN	11-618		<b>—</b>						
14 3.65 390 F 93% 1% 4% 1% 2% 0% F 40 F 400 F 2001  14 2.73 620 F 93% 0% 4% 0% 2% 0% C 60 F 630 F 2001  15 FR-55  16 2.74 200 R NA NA 1998  16 3.25 140 R NA NA 04/23/200:  16 4.59 640 F 94% 0% 3% 1% 2% 0% F 60 F 650 F 2001  16 0.19 960 F 94% 0% 3% 1% 2% 0% F 90 F 860 F 2001  16 0.12 150 R  16 0.12 150 R  11-61 NA NA NA 03/12/200:	614)	0.02	130	R	Piolii.							NA		NA		1998
11-622					From:					] <del></del>						
15 2.74 200 R	614)	3.65	390	F	93%	1%			2%	0% —	F	40	F	400	F	2001
15 2.74 200 R NA NA 1998  16 3.25 140 R NA NA 04/23/200  17 11-817 SOUTH  18 14.59 640 F 94% 0% 3% 1% 2% 0% F 60 F 650 F 2001  19 0.19 960 F 94% 0% 3% 1% 2% 0% F 90 F 860 F 2001  10 0.19 960 F 94% 0% 3% 1% 2% 0% C 90 F 980 F 2001  11 1.68 NA NA 1998  11 1.69 NA NA NA 1998  11 1.60 NA NA NA 1998  11 1.60 NA NA NA 1998	614)	2 73	620	F		0%			2%	0%	С	60	F	630	F	2001
15 2.74 200 R NA NA 1998  16 3.25 140 R NA NA 04/23/200  17	014)			•		0,0			-/-				•			
11-817 SOUTH  NA NA 04/23/200					From:		Craig Cour	nty Line								
11-817 SOUTH  NA NA 04/23/200	615)	2.74	200	R								NA		NA		1998
15 6.42 220 R NA NA 04/23/200°  16 4.59 640 F 94% 0% 3% 1% 2% 0% F 60 F 650 F 2001  17 1 1-685  18 11-686  19 4% 0% 3% 1% 2% 0% F 90 F 860 F 2001  19 11-686  10 1.60 940 R NA NA 1998  10 0.12 150 R NA NA 03/12/200°  11 1.661  11 1.611		2.25	440		From:		11-817 SC	OUTH				NIA		NIA		04/22/2004
15 6.42 220 R NA NA 04/23/200°  15 4.59 640 F 94% 0% 3% 1% 2% 0% F 60 F 650 F 2001  15 0.54 850 F 94% 0% 3% 1% 2% 0% F 90 F 860 F 2001  15 0.19 960 F 94% 0% 3% 1% 2% 0% C 90 F 980 F 2001  16 1.60 940 R NA NA 1998  16 0.12 150 R NA NA 03/12/200°	615)	3.23	140	ĸ	To:		11.017.11	ODTH		_		INA		INA		04/23/200
15	615)	6.42	220	R	From:		11-817 N	ORTH				NA		NA		04/23/2001
15					To:		11-62	21		1						
15) 0.54 850 F 94% 0% 3% 1% 2% 0% F 90 F 860 F 2001  15) 0.19 960 F 94% 0% 3% 1% 2% 0% C 90 F 980 F 2001  16) 1.60 940 R NA NA 1998  16) 0.12 150 R NA NA 03/12/2001	615)	4.59	640	F	94%	0%			2%	0%	F	60	F	650	F	2001
15) 0.19 960 F 94% 0% 3% 1% 2% 0% C 90 F 980 F 2001  16) 1.60 940 R NA NA 1998  16) 0.12 150 R NA NA 03/12/2001  16) 0.15 20 R NA NA NA 03/12/2001		0.54	950		From:	Ω%			20/-			00		860		2001
15 0.19 960 F 94% 0% 3% 1% 2% 0% C 90 F 980 F 2001  16 1.60 940 R NA NA 1998  16 0.12 150 R NA NA 03/12/2001  16 0.15 20 R NA NA 03/12/2001	(615)	0.54	830	· ·	To:	0 70			2 /0	7	'	90	'	000		2001
16) 1.60 940 R 11-1516 NA NA 1998  16) 0.12 150 R NA NA 03/12/2001  16) 0.15 20 R NA NA 03/12/2001	615)	0.19	960	F	94%	0%			2%	0%	С	90	F	980	F	2001
16 1.60 940 R NA NA 1998  16 0.12 150 R NA NA 03/12/2007  16 0.15 20 R NA NA 03/12/2007					To:		US 22	20								
16) 0.12 <b>150</b> R NA NA 03/12/200 ⁻¹ 16) 0.15 <b>20</b> R NA NA 03/12/200 ⁻¹		1.60	040	Б	From:		11-15	16				NIA		NIA		1000
16) 0.12 <b>150 R</b> NA NA 03/12/2007 16) 0.15 <b>20 R</b> NA NA 03/12/2007	616)	1.00	940	ĸ			****			_		INA		INA		1990
16) 0.15 <b>20 R</b> 11-661 NA NA 03/12/200 ⁻		0 12	150	R	From:		US 460; U	JS 221				NA		NA		03/12/2001
0.15 <b>20 R</b> NA NA 03/12/2001	010	···-			To		11_66	51		<b></b>						
To D. L. L.	616)	0.15	20	R	From:		11-00	,,		_		NA		NA	_	03/12/2001
Dead End	$\bigcup$				To:		Dead I	End								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Buchanan				From:	11-625 NORTH	1						
(617)	1.01	480	R		11-025 NORTH	J		NA		NA		1998
$\frac{\circ}{\circ}$				To: From:	11-1321	<u> </u>						
<b>617</b>	0.07	NA		To:	0.07 MS 11-1321 Gap Terminus	7		NA		NA		
_				From:	Dead End; Gap Terminus							
617	0.07	30	R	To:	US 11	7		NA		NA		1998
Botetourt County					0311	_						
$\bigcirc$	4.47			From:	Bedford County Line							0.4/0.0/0.00
618)	4.17	46	R	To:	417101D 10 10 4 1	7		NA		NA		04/02/200
618)	0.02	60	R	From:	4.17 MN Bedford County Line			NA		NA		1998
<u></u>				To:	11-614 MID							
	0.00	00	_	From:	11-614 SOUTH	J		NIA		NIA		04/00/000
618	0.80	20	R			_		NA		NA		04/02/200
$\overline{}$	4.20			From:	11-619			NIA		NIA		04/00/000
618)	1.30	20	R			7		NA		NA		04/02/200
610	0.62	60	R	From:	11-620			NA		NA		04/02/200
618)	0.02	00		To:	0.62 MW 11.620	7		147.		147 (		0-1/02/200
610	1.18	160	R	From:	0.62 MW 11-620			NA		NA		1998
618)	1.10	100		To:	11-614 NORTH	1		14/ (		14/ (		1000
				From:	Dead End							
(619)	0.30	6	R	-		=		NA		NA		04/02/200
<u> </u>				To:	11-618							
				From:	11-618							
620	0.03	50	R					NA		NA		1998
				To: From:	11-714	}						
620	0.69	40	R			-		NA		NA		04/02/200
				To:	Dead End							
	0.05		_	From:	Alleghany County Line	]	_	40	_	450	_	0004
621)	2.95	450	F	95% To:	0% 2% 2% 1%	0% 7	С	46	F	450	F	2001
					11-615							
600	0.20	50	ь	From:	Dead End	J		NΔ		NA		04/02/200
(622)	0.20	50	R			7		NA		INA		04/02/200
	2.97	70	R	From:	11-614			NA		NA		04/02/200
622	2.97	70	K	To:	2.97 MN 11-614 Gap Terminus	7		INA		INA		04/02/200
_				From:	11-608 Gap Terminus							
622	1.70	130	R			-		NA		NA		1998
				To: From:	FR-55							
622	0.96	60	R		FR-54	J		NA		NA		1998
622	0.00		••	To:	11.622	7						
(22)	2.00	300	R	From:	11-623			NA		NA		1998
622	2.00	000	••	To:	11-611 SOUTH	1		147				1000
$\sim$				From:	11-611 NORTH							
622	3.07	20	R	_		_		NA		NA		04/04/200
				To: From:	Rockbridge County Line	]						
622	0.32	NA						NA		NA		
				To: From:	Rockbridge County Line	<u> </u>						
622	4.91	3	R			-		NA		NA		04/11/2001
				To: From:	11-612 NORTH 11-612 SOUTH							
622	4.59	60	R	<u> </u>	11-012 SOUTH	J		NA		NA		04/11/200
622	1.00	50		To:	4.59 MW 11-612	1		, .		, .		
						•						

					Boteto	ourt Main	tenance A				<u> </u>				
Route	Length	AADT	QA	4Tire	Bus	20vle	Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Botetourt County								iiiali	_		. ioui				
622	1.43	140	R	From:		4.59 MW	11-612				NA		NA		1998
				To: From:		11-694	EAST								
622	0.05	140	R						_		NA		NA		1998
622	0.40	100	R	From:		11-694	WEST		_		NA		NA		1998
022)				To:		US 220 S									
622	2.00	80	R	From:		US 220 N	ORTH				NA		NA		04/18/2001
022				To: From:		11-702 S	OUTH		<del></del>						
622	0.84	40	R	rion:							NA		NA		04/18/2001
	0.40	450		To: From:		11-702 N	ORTH		_		N10		NIA.		1000
622	2.10	150	R	т		44 (22)			_		NA		NA		1998
622	0.55	420	F	From: 96%	1%	11-633	1%	1%	0%	С	40	F	420	F	2001
				From:		11-718 S			1						
622	0.04	30	R	From:		,					NA		NA		1998
				To: From:		11-718 N	ORTH		]						1000
622	0.01	30	R	To:		Dead	End		1		NA		NA		1998
				From:		FR-									
623	0.08	280	R								NA		NA		1998
	0.74	400		To: From:		FR-	54		]		NIA		NIA		4000
623	0.71	420	R	To:		11-6	22		7		NA		NA		1998
				From:		Dead									
624	0.90	40	R	To:					_		NA		NA		04/02/2001
				From:		11-6 SR 4			<u> </u>						
625	2.70	170	F	96%	0%	2%	1%	1%	0%	F	20	F	170	F	2001
				To: From:		11-6			]						
625	0.13	650	F	96% To:	0%	2%	1%	1%	0%	F	70	F	660	F	2001
Tf Dh				10.		SCL Buc	chanan								
Town of Buchanan				From:		SCL Buc									
625)	0.37	650	N	96%	0%	2%	1%	1%	0%	N	70	N	660	N	2001
(625)	0.30	1100	F	From: 96%	0%	11-6 2%	17 1%	1%	0%	С	120	F	1100	F	2001
625)	0.00	1100	•	To:	0 70	US 11 S	OUTH	170	<u> ۱</u>		.20				2001
(625)	0.25	380	F	96%	0%	US 11 N 2%	ORTH 1%	1%	0%	F	40	F	380	F	2001
625	0.20		•	To:	0 70	WCL Bu		170	<u> </u>						2001
Botetourt County				From:		WGL D	1								
625)	0.14	380	N	96%	0%	WCL Bu	thanan 1%	1%	0%	N	40	N	380	N	2001
023)				To:		11-7			<b>—</b>						
625	3.15	190	F	96%	0%	3%	1%	1%	0%	F	20	F	190	F	2001
				To: From:		11-601 Gap 11-630 Gap									
625	0.75	120	R				***				NA		NA		1998
				To: From:		0.75 MN	11-630		]						0.4/0=/==:
625)	1.11	70	R						_		NA		NA		04/25/2001
	2.50	30	R	From:		11-6	90		_		NA		NA		04/25/2001
625	2.00			To:		Dead	End		Ī		1471				J 20, 200 I

					Botetourt						Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				QC	Hour	QK	AAWDT	QW	Year
Botetourt County				From:		Dead End									
626)	0.14	100	R								NA		NA		1998
	0.22	200	R	To: From:		11-786			]		NA		NA		1998
(626)	0.22	300	ĸ	To:		11-779					INA		INA		1990
Town of Buchanan				From:		D IF I			1						
(627)	0.40	130	R			Dead End			_		NA		NA		1998
				To:		11-617									
Botetourt County				From:		11-635									
628	1.30	60	R						_		NA		NA		1998
628)	1.07	380	R	From:		11-629					NA		NA		1998
020)				To:		11-772									
<u></u>	2.34	250	R	From:		11-628					NA		NA		1998
629	2.04	200		To:		11-625			1		1 1/-1		14/7		1000
	1.20	CEO		From:		11-779					NΙΔ		NIA		1000
630	1.28	650	R	To:		11-672			<b></b>		NA		NA		1998
630	2.02	790	R	From:		11-072					NA		NA		1998
				From:	404	11-665	201	201	]						
630	1.07	1300	G	95%	1%		2%	0%	0%	F	120	G	1400	G	2001
(630)	1.97	1200	F	From:	1	1-670 EAS	<u> </u>				110	F	1300	F	2001
				To:	WC	L FINCAS	ΓLE								
Town of Fincastle				From:	WC	L FINCAS	ΓLE								
630	0.14	1700	F						_		160	F	1700	F	2001
630	0.19	1000	F	To: From:		US 220			<u> </u>		90	F	1000	F	2001
(630)			•	To: From:		11-1202			<del> </del>			•		·	
630	0.20	2000	F	96%	0%		0%	1%	0%	С	200	F	2100	F	2001
	0.29	2100	F	From:		11-606			]		210	F	2200	F	2001
(630)	0.23	2100	<u>'</u>	To:	ECI	L FINCAST	LE				210	'	2200	'	2001
Botetourt County				From:	EC	L FINCAST	TE								
630	0.26	2000	F	<u> </u>	ECI	LFINCASI	LE				200	F	2100	F	2001
				To: From:		11-681			}—						
630	1.96	1300	F	т		11.520			7		120	F	1300	F	2001
630	1.95	520	F	From:		11-639					46	F	520	F	2001
				To: From:		11-636									
630	2.78	350	F						_		40	F	360	F	2001
630	1.43	380	F	From:		11-635					40	F	390	F	2001
				To: From:		11-625			1			•		-	
630	1.28	630	F						- -		60	F	640	F	2001
				To: From:		SR 43 11-630			1						
(631)	1.18	70	R						<b>_</b>		NA		NA		1998
				To:		SR 43									

Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
<b>Botetourt County</b>				From:		11-601									
632	0.15	50	R	<u> </u>							NA		NA		1998
	0.75	20	R	To: From:		0.15 MN 11	-601				NA		NA		04/25/200
632	0.70			To:		Dead Er	nd								0 11/20/200
(23)	1.95	50	R	From:		Dead Er	nd				NA		NA		04/18/200
633)				To: From:		11-622 WI									
633)	2.29	500	F	96%	1%	11-622 EA 2%	1%	1%	0%	С	50	F	510	F	2001
633	1.39	390	F	96%	1%	US 220 2%	1%	1%	0%	F	46	F	400	F	2001
633)	0.65	240	F	From: 96%	0%	11-1602 2%	1%	1%	0%	F	30	F	240	F	2001
000				To:		lleghany Cou									
(634)	0.80	50	R	From:		11-630 WI	EST				NA		NA		04/25/200
				To: From:		11-635 WI									
634)	0.70	50	R								NA		NA		04/25/200
634)	2.00	30	R	From:		11-691					NA		NA		04/25/200
				To:		11-630			]						
635)	2.94	130	R	From:		11-688	<u> </u>		_		NA		NA		1998
635)	0.50	700	R	From:		11-681 EA	AST				NA		NA		1998
635)	1.32	680	R	To: From:		US 220	)		]—		NA		NA		04/25/200
				To: From:		11-638									
635)	3.70	200	R	To:		11.620			_		NA		NA		04/25/200
635)	0.15	60	R	From:		11-630					NA		NA		1998
635)	1.56	20	R	From:		0.15 MS 11	-630				NA		NA		04/25/200
635)	0.60	40	R	From:		11-637					NA		NA		04/25/2001
	0.24			To: From:		11-628					NIA		NIA		4000
635)	0.24	60	R	To:		11-636	i				NA		NA		1998
$\bigcirc$	0.50	400		From:		11-630	)				NIA		NIA		4000
636	0.50	100	R	To:		11 7/1					NA		NA		1998
636)	1.06	80	R	From:		11-741					NA		NA		1998
636)	0.90	120	R	From:		11-637	'				NA		NA		1998
636	1.62	190	R	To: From:		11-635					NA		NA		1998
				To: From:		US 11 SOU US 11 NOI									
636)	1.40	470	R	To:					_ ¬		NA		NA		1998
				To: From:		11-640			<u> </u>						
637)	0.70	20	R						<b>-</b>		NA		NA		04/25/2001
				To:	1	1-635 Gap To	erminus								

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
<b>Botetourt County</b>				From:	11	1-629 Gap T	Terminus								
(637)	0.25	30	R						_		NA		NA		04/25/2001
				To: From:		Dead E									
638)	0.60	50	R	From:		11-64	1		_		NA		NA		04/25/2001
				To: From:		11-64	2		1						
638	0.60	45	R						_		NA		NA		04/25/2001
				To: From:		11-639 E 11-639 W									
638)	0.74	200	R						_		NA		NA		1998
				To: From:		11-630 W 11-630 E									
638)	1.04	60	R			11-030 L	ASI				NA		NA		04/25/2001
				To: From:		1.04 MN 1	1-630		1						
638)	1.63	150	R						_		NA		NA		1998
				To:		11-63									
	1.50	570	F	94%	0%	11-63 5%	0 1%	1%	0%	F	60	F	580	F	2001
639	1.50	370	-	34 /0	0 70			1 /0	7	'	00		300	•	2001
639	2.30	860	F	From: 93%	0%	11-638 E 5%	1%	1%	0%	С	80	F	870	F	2001
000				To:		US 1									
				From:		US 22	0								
640	2.70	700	R								NA		NA		1998
	0.55	4000		To: From:		11-650 SC	UTH		]						1000
640	0.55	1000	R						_		NA		NA		1998
	0.59	1500	R	From:	I	-81 WEST	RAMP				NA		NA		1998
640	0.59	1500	K	To:		US 11 M	1ID		1		INA		INA		1990
	0.00	4000	_	From:		US 11 SO									1000
640	0.90	1300	R						_		NA		NA		1998
640	2.95	940	R	From:		11-71	1				NA		NA		1998
640	2.00	340		To		11 (O( W	TECT		_		14/1		107.		1000
640)	3.56	940	R	From:		11-606 W	E51				NA		NA		1998
0.49				To		11-63	6		1						
(640)	2.89	940	R	From:		11 03	0		_		NA		NA		1998
				To:		US 11 NC	RTH								
	2.02	420	_	From:		11-60	6				NIA		NIA		1000
641)	3.92	130	R	To:		US 1	1		7		NA		NA		1998
				From:		11-63									
642	2.07	80	R			11 03	0				NA		NA		1998
				To:		US 1	1								
$\bigcirc$	0.20	20	_	From:		Dead E	nd				NIA		NIA		02/20/2004
643)	0.30	20	R	To:		11-640 SC	UTH		7		NA		NA		03/28/2001
				From:		11-640 NO									
643	0.40	250	R								NA		NA		1998
	1.00	440	Б	From:		11-64	5				NA		NIA		1000
643	1.00	110	R	. —					_		INA		NA		1998
612	2.04	60	R	To: From:		1.00 ME 1	1-645				NA		NA		03/28/2001
643	2.07			To		2 04 ME 1	1 645				13/7		13/7		
643)	0.86	110	R	From:		3.04 ME 1	1-043				NA		NA		1998
				To:		11-62	5		7						

Route	Length	AADT	QA	4Tire	Rue			uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Botetourt County								TITALI	ZIIali		Houi				
(644)	1.16	30	R	From:	11	-645 SO	UTH				NA		NA		03/28/200
044)				To:	11-	-645 NO	RTH								
				From:		11-640	)								
645)	1.90	30	R								NA		NA		03/28/200
				From:	11	-644 SO	UTH								
645)	1.55	45	R						_		NA		NA		03/28/200
	0.20	120	R	To: From:	11-	-644 NO	RTH				NA		NA		03/28/200
645)	0.20	120	K	To:		11-643	}				INA		INA		03/20/200
				From:		Dead Er									
646)	0.50	20	R	•							NA		NA		03/28/20
				To:		11-640	)								
$\bigcirc$	0.40	_	_	From:		Dead Er	nd								00/00/00/
647)	0.10	9	R								NA		NA		03/28/200
	0.60	600		From:		11-711					NIA		NΙΔ		1000
647)	0.60	600	R	To:		11-640	)				NA		NA		1998
				From:	Roan	oke Cou									
648)	0.92	940	R		reoun	oke cou	nty Eme				NA		NA		1998
				To: From:	0.92 M	FRM RO	DANOKE	3	<b>—</b>						
648)	1.69	580	R	Tioni.							NA		NA		1998
				To:		Dead E	nd								
$\bigcirc$	0.40	440	_	From:		SR 43					NIA		NIA		4000
(649)	0.18	140	R						_		NA		NA		1998
649 649	0.04	110	R	From:	0.1	18 MN S	R 43				NA		NA		04/00/20/
649)	0.04	110	K						_		INA		INA		04/09/200
640	0.87	40	R	From:		11-783	<b>S</b>				NA		NA		04/09/200
649	0.01			To:		Dead Er	nd				14/1		14/1		0-1/00/200
				From:	11	-640 SO	UTH								
650	1.37	80	R						_		NA		NA		1998
				To: From:	1.3	7 MN 1	1-640								
650)	0.63	40	R	_							NA		NA		1998
				To:	11-	-640 NO									
(F4)	0.08	50	R	From:		11-824					NA		NA		1998
651)	0.00	30		To:		11 111	0		_		14/1		14/1		1000
651)	0.78	540	R	From:		11-111	0				NA		NA		1998
001)				To:	WCL	TROUT	VILLE								
Town of Troutville															
	0.27	0.40	_	From:	WCL	TROUT	VILLE				NIA		NΙΔ		1000
651)	0.37	940	R	To:	US	S 11 SOU	JTH				NA		NA		1998
				From:		US 11 M									
651)	0.10	1800	R								NA		NA		1998
			_	To: From:		11-716	)								
(651)	0.33	720	R	To:	EOL	TDOUT	WILE		_		NA		NA		1998
D 11 10 1				<u> </u>	ECL	TROUT	v ille		1						
Botetourt County				From:	ECL	TROUT	VILLE								
(651)	3.05	500	R						_		NA		NA		1998
				To:	US	S 11 NO	RTH	-							

					Boteto	urt Mainte									
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Town of Troutville				r											
(652)	0.05	840	F	98%	0%	US 11 1%	0%	0%	0%	F	100	F	850	F	2001
(032)				To:		ECL TROUT									
Botetourt County															
(652)	1.45	540	F	98%	0%	ECL TROUT 1%	O%	1%	0%	F	60	F	550	F	2001
(652)				To:	• • • • • • • • • • • • • • • • • • • •	11-65		.,,	٦	•		•		•	
652)	1.25	1300	F	98%	0%	1%	0%	0%	0%	С	150	F	1300	F	2001
				To: From:		11-60	5								
652	1.22	1600	F	98%	0%	1%	0%	1%	0%	F	190	F	1600	F	2001
				From:		11-79			]			_			
652	0.23	1700	F	98%	0%	1%	0%	0%	0%	F	190	F	1700	F	2001
	0.70	200		From:	00/	11-65	8 0%	00/		F	100		010		2001
652	0.72	890	F	98%	0%	1%		0%	0%	Г	100	F	910	F	2001
(652)	0.48	1000	F	From: 94%	1%	Blue Ridge F 3%	arkway 1%	1%	0%	F	110	F	1000	F	2001
652			•	To	.,,	11-143		.,,	¬	•				•	
652	1.07	1400	F	94%	1%	3%	1%	1%	0%	С	150	F	1400	F	2001
				To: From:		460 & US 2									
652)	0.23	50	R	rioiii.	US	460 & US 2	21 NORTE				NA		NA		03/12/200
652	0.20			To:		11-66	1								00/ 12/200
				From:		US 22	.0								
653	0.12	640	R								NA		NA		1998
				To: From:		11-107	71		]						1000
(653)	0.17	640	R						_		NA		NA		1998
(653) (653)	0.12	600	R	From:		0.17 ME 11	1-1071				NA		NA		1992
(653)	0.12	800	K	Tax	-	15.1.6	<i>m</i> :		_		INA		INA		1992
653	0.10	NA		From:	De	ad End; Gap	Terminus				NA		NA		
000				To:		0.10 MS De	ad End		<b></b>						
653)	0.06	50	R	From:		0.10 1110 150	au Liiu				NA		NA		1998
				To: From:		US 1	1								
653)	0.83	1200	R						_		NA		NA		1998
				To:		11-65									
(654)	1.43	7700	F	96%	0%	US 220 A	1%	1%	0%	С	860	F	7900	F	2001
(654)	1.10	7700	•	To:	0 70	11-605 SC		170	٦				7000	•	2001
654)	0.10	9400	F	96%	0%	1%	1%	1%	0%	F	1100	F	9700	F	2001
				To		11-605 NC	ORTH		7						
654)	0.33	6400	F	96%	0%	1%	1%	1%	0%	F	680	F	6600	F	2001
				To: From:		11-1004 N	ORTH								
654)	0.04	6300	F	96%	0%	1%	1%	1%	0%	F	680	F	6500	F	2001
				To:		US 1									
655)	0.33	1300	F	97%	0%	SR 220 SC 2%	0%	1%	0%	С	100	F	1300	F	2001
655)			-	To		11-66			¬	-		-		•	
655)	1.80	400	F	97%	0%	2%	0%	1%	0%	F	40	F	410	F	2001
				To:		11-63									
655)	3.40	200	R	rrom:		-1 00			_		NA		NA		1998
				To: From:		11-681 SC	UTH								
655)	0.70	100	R						_		NA		NA		1998
				To:		11-681 NO	ORTH								

Route	Length	AADT	QA	4Tire	Bus	2Axle	I rı 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Botetourt County				From:		11-681 NO	RTH		1						
(655)	3.80	600	R	<u> </u>		11-001 110.	KIII				NA		NA		1998
				To:		US 220 NO	RTH								
$\bigcirc$	2.22			From:		US 220	)								1000
656	0.22	100	R	To:		11-674	ı		7		NA		NA		1998
				From:		11-0/4 11-771 SO									
657)	0.61	800	R	<u> </u>		11-7/1 50	0111				NA		NA		1998
				To: From:		11-658	}		7						
657)	1.40	550	R								NA		NA		1998
				To:		11-652	ļ								
	0.80	200		From:		Dead Er	nd				NIA		NIA		1000
658)	0.80	280	R	To:		11-738 EA	AST		7		NA		NA		1998
				From:		11-738 WI									
658	0.39	160	R	т	***				_		NA		NA		1998
				To: From:		460 & US 22 460 & US 22									
658)	0.50	270	R								NA		NA		1998
				To: From:		11-659	)								
658)	0.63	3000	F	96%	1%	2%	0%	1%	0%	С	310	F	3100	F	2001
				From:		11-780			] <del></del>						
(658) (658)	0.30	2100	F	96%	1%	2%	0%	1%	0%	F	220	F	2200	F	2001
	0.24	4200		From:	10/	11-657		10/	00/		120		1200		2001
(658)	0.34	1200	F	96%	1%	2%	0%	1%	0%	F	120	F	1200	F	2001
650	0.63	1000	F	From: 96%	1%	11-773 <b>2</b> %	0%	1%	0%	F	120	F	1000	F	2001
658)	0.00	1000	•	To:	1 70			1 70	7	'	120	'	1000		2001
658	0.08	60	R	From:		11-652					NA		NA		03/28/2001
000				To:		Dead Er	nd								
				From:		US 460; US									
(659)	0.20	3300	F	97% To:	0%	2%	0%	0%	0%	С	360	F	3300	F	2001
				From:		11-658			1						
(660)	0.10	760	R	rioni.		US 460	)				NA		NA		1998
(660)	31.0			To:		11-140	1								
660	0.95	380	R	From:		11-140	I				NA		NA		1998
				To:		Dead Er	nd								
				From:		11-738	}								
661)	1.12	240	R								NA		NA		1998
	0.00			From:		11-616	)								1000
(661)	0.60	130	R	To:		US 460; US	\$ 221		7		NA		NA		1998
				From:		US 220 SO									
(662)	0.05	90	R	<u> </u>		00 220 00	0111		_		NA		NA		1998
				To: From:		11-687	'		<b>—</b> —						
(662)	0.26	20	R						_		NA		NA		1998
				To:		US 220 NO									
	1.00	20		From:		Dead Er	nd	-			NA		NIA		05/00/2004
663	1.00	20	R	To:		11-779	)		7		INA		NA		05/09/2001
				From:		11-779									
(664)	0.07	10	R			11 , 17			_		NA		NA		1998
$\cup$				To:		0.07 MN 11	-779								

					Boteto	ourt Mainte	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Botetourt County						ZAXIE	3+Axie	1Trail	ZTraii		Hour				
	0.87	10	R	From:		0.07 MN 1	1-779				NA		NA		05/09/200°
(664)	0.67	10	ĸ	To:		11-66	6		1		NA		INA		05/09/200
				From:		11-60			i						
665	0.96	360	R				-				NA		NA		1998
				To: From:		11-666 NC									
(005)	1.58	230	R	Piolii.		11-666 SC	DUTH				NA		NA		1998
665)	1.00	200	11	т		44.50			_		147.		147 (		1000
(GGE)	0.42	320	R	From:		11-78	8				NA		NA		1998
665)	0.12	020	•••	To:		11.71	2		_		10.		10.		1000
(665)	0.27	420	R	From:		11-71	2				NA		NA		1998
665)	0.21	420		To:		11.02	2		_		10.		10.		1000
(605)	0.96	880	R	From:		11-82	3				NA		NA		1998
665)	0.00	000		т					_		10.		10.		1000
605	1.21	1700	F	From: 96%	0%	3%	0 1%	1%	0%	F	170	F	1700	F	2001
665)	1.21	1700	•	T	0 70			170	7	•	170	•	1700	•	2001
(00)	0.50	2000	F	From: 96%	0%	11-73 2%	5 1%	1%	0%	С	200	F	2000	F	2001
665	0.50	2000	•	To:	0 70	US 22		170	7 ~~	O	200	'	2000	•	2001
				From:		11-77									
666	0.80	1200	F	97%	0%	2%	0%	1%	0%	С	110	F	1200	F	2001
				To:		11-66	4								
666	0.40	1000	R	From:		11-00	<del>T</del>				NA		NA		1998
000)				To:		11-665 NC	DTU								
666	2.17	240	R	From:		11-003 INC	ЖІП				NA		NA		1998
000)				To:		11-600 W	EST		7						
				From:		11-600 E	AST								0.4/0.0/0.00
666	3.25	60	R	To:		11 (O( W	TOT		_		NA		NA		04/23/2001
				From:		11-606 W 11-606 E			+						
666	2.03	100	R	•					_		NA		NA		1998
				To		11-668 NC	OR TH		¬						
666	0.95	70	R	From:		11 000 110	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA		NA		05/09/2001
				To		11-667 SC	штн		¬						
666	0.45	40	R	From:		11-007 50	70 111		_		NA		NA		05/09/2001
				To:		11-667 NC	)RTH		٦						
(666)	0.54	60	R	From:		11 007 110	<i>7</i> 1€111				NA		NA		05/09/2001
				To:		11-65	5								
				From:		11-666 SC	UTH								
(667)	1.50	60	R						_		NA		NA		05/09/2001
				To:		11-666 NC	ORTH								
$\bigcirc$				From:		11-65	5								
668	1.55	630	R								NA		NA		1998
				From:		11-63	5		<u> </u>						
668	0.90	330	R								NA		NA		1998
				To: From:		11-666 SC	UTH								0=10-11-11
668)	0.14	6	R								NA		NA		05/09/2001
				To: From:		11-76	6		]						
668	0.12	7	R	To		11 22	ND TEXT		_		NA		NA		05/09/2001
				To:		11-666 NC									
	4.40	400	_	From:		Dead E	ind			· <u> </u>	N.A	· <u> </u>	N: A	_	4000
669	1.10	120	R	To:		11 47	0		7		NA		NA		1998
						11-67	U								

Route	Length	AADT	QA	4Tire	Rus	Truck-		()(:	Design	QK AA	WDT	OW	Year
Town of Troutville	Longui	AADI	<b>Q</b> A	41110	2Axle	3+Axle 1	Trail 2Tra	ail	Hour	QIC 70	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	QVV	rear
			_	From:	US 11								
670	0.21	790	R	To:	NCL Trout	ville			NA		NA		1998
Botetourt County				<u> </u>	NCL Hour	vine	<u> </u>						
				From:	NCL Trout	ville							
670	2.98	790	N	To:	US 220 NO	рти			NA		NA		1998
				From:	US 220 NO	UTH							
670	2.27	220	R	To:					NA		NA		1998
				From:	11-630 NOI 11-630 SOU								
670	0.30	250	R						NA		NA		1998
				To: From:	11-669								
670	1.00	60	R						NA		NA		05/09/2001
				To: From:	11-600								
671)	0.50	80	R	From:	11-696				NA		NA		05/09/2001
671)	0.00		.`	To:	Dead En	d							
				From:	Dead En	d							
672	0.65	170	R	_					NA		NA		1998
				To: From:	11-779 WE 11-779 EA								
672	2.70	1100	R	<u> </u>	11 /// 11.	,51			NA		NA		1998
				To:	11-630								
$\bigcirc$	0.05			From:	11-720								4000
673)	0.05	90	R						NA		NA		1998
	1.25	70	R	From:	US 220	l .			NA		NA		05/09/2001
673	1.23	70	IX.	To:	11-670				INA		NA		03/03/2001
				From:	Dead En								
674)	0.84	900	R						NA		NA		1998
				To:	US 220	ı							
	1.19	1000	R	From:	11-779				NA		NA		1998
675	1.19	1000	K	To:	US 220				INA		N/A		1990
				From:	11-670								
676	1.48	330	R	<u> </u>			-		NA		NA		1998
				To: From:	11-677								
676	2.08	450	R	_			-		NA		NA		1998
				To:	US 220								
677	1.42	50	R	From:	11-670				NA		NA		05/14/2001
677)			• • • • • • • • • • • • • • • • • • • •	To:	11-676								
				From:	Dead En	d							
678)	1.20	20	R						NA		NA		04/23/2001
				To:	11-615								
670	0.60	40	R	From:	11-655				NA		NA		05/09/2001
679		<del></del> -		To	110 000								
679	1.09	40	R	From:	US 220				NA		NA		04/25/2001
			-	To:	11-681								
				From:	11-630								
680	0.10	40	R	To:					NA		NA		1998
				To: From:	Dead En								
691	1.72	240	F	94%	11-630 1% 4%		1% 0%	С	30	F 2	250	F	2001
681)		_ 70	•	To:	11-679				50			•	

					Botetou		enance A								
Route	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Botetourt County								TITAL	ZIIdii		rioui				
691)	1.74	200	R	From:		11-67	79				NA		NA		1998
(681)				To:		US 220 S0	OUTH								
681)	0.50	220	R	From:		00 220 0	00111		<b>_</b>		NA		NA		1998
				To: From:		11-635 V									
(681)	1.36	180	R			11-635 E	EAST		_		NA		NA		1998
				To: From:		11-70	)9								
681)	1.15	50	R	From:							NA		NA		05/09/200
				To: From:		11-655 SO 11-655 NO									
681)	1.92	40	R			11-033 IN	OKIII				NA		NA		05/09/200
				To: From:		11-68	32		<b>—</b> —						
681)	1.17	310	R	From:							NA		NA		1998
				To:		US 220 N	ORTH								
	1.96	450	R	From:		11-65	55				NA		NA		1998
682	1.90	450	ĸ						_		INA		INA		1990
692	0.28	10	R	From:		11-68	34				NA		NA		05/09/2001
682	0.20		• • • • • • • • • • • • • • • • • • • •	To:		Dead I	End				14/1		1471		00/00/200
				From:		Dead I	End								
683	0.75	40	R								NA		NA		04/23/200
				To: From:	0	0.75 ME D	ead End								
683	0.28	60	R	To:		LIC 20	20		_		NA		NA		1998
				From:		US 22									
684)	4.50	20	R			11-65	)3				NA		NA		05/09/200
				To:		11-68	32								
				From:		11-61	15								
685	0.60	240	R								NA		NA		1998
	1 24	450		From:		11-81	8				NA		NIA		04/23/200
685	1.34	150	R	To:		Dead I	End				INA		NA		04/23/200
				From:		11-61									
(686)	0.82	120	R	<u> </u>					_		NA		NA		1998
				To: From:		0.82 MN	11-615								
686	0.25	40	R								NA		NA		04/23/200
				To:		Dead I									
(697)	1.97	10	R	From:		11-72	26				NA		NA		04/25/2001
687)				To		1.97 MW	11 726								0 20. 200
687)	0.09	60	R	From:		1.9/ IVI VV	11-720				NA		NA		1998
				То:		11-66	52								
$\bigcirc$				From:		SR 43 SC	UTH								
688	2.22	100	R								NA		NA		1998
	0.33	80	R	To: From:	-	11-80	)9				NA		NA		1998
(688) (688)	0.33	ου	ĸ	т			20		<b>-</b>		IVA		INA		1990
688	0.54	100	R	From:		11-80	08		_		NA		NA		1998
000				To:		11-82	)1								
688	0.62	120	R	From:		11-62	-1				NA		NA		1998
				To		11-69	92		¬						
688)	1.59	160	R	From:					<b>-</b>		NA		NA		1998
$\bigcup$				To:		SR 43 N	MID								

					Botetou	urt Mainte					<b>.</b>				
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Botetourt County						ZAXIC	JTAKIE	IIIali	ZIIali		rioui				
	0.11	880	R	From:		SR 43 N	MID				NA		NA		1998
688	0.11	000	K	To:		SR 43 W	EST				INA		INA		1990
				From:		Dead F									
689	0.20	20	R						_		NA		NA		04/04/2001
				To: From:	C	0.20 MN De	ead End		]						
689	0.50	120	R						_		NA		NA		1998
				To:		11-62									
600	2.18	20	R	From:		11-62	:5		_		NA		NA		05/25/2001
690	2.10	20	• • • • • • • • • • • • • • • • • • • •	To:		Dead E	End				101				00/20/2001
				From:		Dead E									
691)	0.70	20	R						_		NA		NA		04/25/2001
				To:		11-63									
	0.94	40	R	From:		11-68	8				NA		NA		04/11/2001
692)	0.94	40	ĸ	. —					_		INA		INA		04/11/2001
600	0.50	20	R	From:		11-69	13				NA		NA		04/11/2001
692)	0.00	20		To:		11-61	2				1471		14/1		04/11/2001
				From:		11-69									
693)	0.70	40	R						_		NA		NA		04/11/2001
				To: From:		SR 43 W	EST								
693	1.30	40	R			an 12 F	. am		_		NA		NA		04/11/2001
				To: From:		SR 43 E									
694)	0.24	160	R	rioni.		US 22	20				NA		NA		1998
094)	<b>3.2</b> .		• • • • • • • • • • • • • • • • • • • •	To:		11-622 SC	OUTH								
	0.20	00		From:		11-622 NO	ORTH				NA		NIA		1000
694)	0.30	80	R	_					_		INA		NA		1998
	0.10	30	R	From:	0.30	MN 11-62	22 NORTH		_		NA		NA		04/11/2001
694)	0.10	30	IX.	To:		Dead E	End		7		INA		INA		04/11/2001
				From:		Dead E	End								
(695)	0.40	10	R								NA		NA		04/25/2001
				To:		US 22	20								
	1.60	40	_	From:		11-62	2				NA		NIA		04/18/2001
696)	1.60	40	R	_					_		INA		NA		04/16/2001
606	0.04	190	R	From:		US 22	20				NA		NA		04/18/2001
696)	0.04	190		To:		11.77	'1				11/-1		INA		J-1 10/2001
696)	0.40	130	R	From:		11-67	1				NA		NA		04/18/2001
	-		-	To:		11-69	17								
696)	0.60	50	R	From:		11-09					NA		NA		04/18/2001
				To:		Dead F	End								
			_	From:		11-69	6								
697)	1.20	90	R	To:		Do-1 F	and .				NA		NA		04/18/2001
				From:		Dead E									
698)	0.02	NA				11-63	٥				NA		NA		
				To:		US 22	20		¬						
698)	1.37	40	R	From:		03 22	-0				NA		NA		04/18/2001
				To:		Dead E	End								
				From:		Dead E	End								
699	0.70	60	R	To		** *	2		_		NA		NA		1998
				To:		11-63	3								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Botetourt County				From:	Dead End	1				
700	0.15	20	R			<u>-</u> 1		NA	NA	04/18/2001
				From: FO	US 220 RMER LOCATION RT 220 SIMMONS LN	1				
700	0.13	20	R			<u>-</u>		NA	NA	04/18/2001
				To:	US 220 SIMMONS LANE					
(701)	0.70	150	R	From:	Dead End	_		NA	NA	1998
701)				To:	Alleghany County Line					
$\widehat{}$				From:	11-622 SOUTH	J				
702	2.70	20	R	To:	11-622 NORTH	7		NA	NA	04/18/2001
				From:	Dead End	1				
703)	0.88	110	R	<u> </u>	Dead Liid	_		NA	NA	1998
				To:	11-736					
	1.40	3	R	From:	Dead End			NA	NA	04/23/2001
704)	1.40	3	K	To:	11-615 SOUTH	7		INA	INA	04/23/2001
$\bigcirc$	0.40	40		From:	11-615 NORTH			NIA	NIA	0.4/0.2/2004
704)	0.40	10	R	To:	11-817	7		NA	NA	04/23/2001
				From:	11-615 SOUTH	1				
705	0.60	5	R					NA	NA	04/23/2001
				To: From:	11-733					
705)	0.20	10	R	To	11-615 MID	7		NA	NA	04/23/2001
				From:	11-615 11-615	_				
705	0.18	10	R					NA	NA	04/23/2001
	0.00		_	To: From:	11-706	]		NIA	NIA	04/02/2004
705)	0.90	6	R	To:	Dead End	7		NA	NA	04/23/2001
				From:	Dead End	1				
(706)	1.20	6	R			_		NA	NA	04/23/2001
				To:	11-705	<u> </u>				
(707)	2.15	40	R	From:	Dead End	J		NA	NA	04/23/2001
(101)				To:	11-615					
				From:	Dead End					
708)	0.30	30	R	To:	11-608	7		NA	NA	04/04/2001
				From:	11-681	1				
709	0.50	7	R	<u> </u>	11-001	_		NA	NA	05/09/2001
				To:	Dead End					
	0.14	30	R	From:	11-779			NA	NA	1998
710	0.14	30	ĸ	To:	Dead End	7		INA	INA	1996
				From:	11-640					
711)	1.72	130	R			_		NA	NA	1998
				To: From:	11-647					
712)	1.20	40	R		11-630	J		NA	NA	05/09/2001
		-		To:	11-665	1				
$\overline{}$	<b>^</b> =-			From:	11-605					
713)	0.50	280	R	To:	Dead End	٦		NA	NA	1998
				From:	11-620	1				
714)	0.70	20	R			<del>-</del>		NA	NA	04/02/2001
				To:	Dead End					

					Boteto	ourt Main	tenance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Botetourt County								TITAL	211011		rioui				
(715)	0.30	20	R	From:		US 11 S	OUTH				NA		NA		1998
				To:		US 11 N	ORTH								
Town of Troutville				From:		11-651 S	ОПТН		1						
(716)	0.25	510	R			11-051 5	00111		_		NA		NA		1998
				To:		ECL Tro	outville								
Botetourt County				From:		ECL Tro	utville		1						
(716)	1.58	510	N			ECL III	outvine				NA		NA		1998
				To:		11-651 N	IORTH								
	0.63	60	R	From:		Dead	End				NA		NA		05/09/200
(717)	0.03	60	ĸ	To:		11-6	666		1		INA		INA		03/09/200
				From:		Dead									
718	0.37	90	R								NA		NA		1998
				From:		11-7	19		]						
718	0.35	200	R	To:		11-622 S	OUTH		_		NA		NA		1998
				From:		11-622 S	ORTH								
718)	0.03	200	R	To:					_		NA		NA		1992
				From:		Dead									
(719)	0.15	9	R	rioni.		Dead	End				NA		NA		1998
(119)				To:		11-7	18								
$\sim$				From:		US 2	220								
720	0.30	150	R	To:		Dead	End		_		NA		NA		1998
				From:		US 11 S									
721)	0.50	50	R			05115	ООТН		_		NA		NA		1998
				To:		US 11 N	ORTH								
$\bigcirc$	0.05		_	From:		US 220 S	SOUTH								0.4/4.4/0.00
722	0.65	40	R						_		NA		NA		04/11/2001
500	0.95	30	R	From:		11-8	14				NA		NA		04/11/2001
722	0.00	30	IX	To:		US 220 N	NORTH				IVA		IVA		04/11/200
				From:		Dead									
(723)	0.50	160	R	. —					_		NA		NA		1998
				To: From:		11-7									
724)	0.80	20	R	rioni.		11-6	39				NA		NA		04/25/2001
(24)				To:		Dead	End								
$\sim$				From:		11-6	76								
725)	0.80	140	R	To:		Dead	End		_		NA		NA		1998
				From:		11-6									
726	0.90	110	R	<u> </u>		11 0			_		NA		NA		1998
				To: From:		11-6	87								
726	2.15	20	R						_		NA		NA		04/25/2001
				To:		Dead									
727	0.28	50	R	From:		US 2	220		_		NA		NA		1998
727	0.20			To:	A	Alleghany C	ounty Line						14/3		1000
				From:		Dead	End								
728	0.30	50	R	т.					_		NA		NA		05/09/2001
				To:		US 2	220								

				4		irt Mainte					Design	<u> </u>	A 414/==	<u> </u>	
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Botetourt County				From:		SR 43			1						
(729)	0.30	10	R								NA		NA		04/11/2001
				To:		Dead Er									
(730)	0.74	40	R	From:		11-635	<u> </u>				NA		NA		04/25/2001
730				To:		Dead Er	nd								
				From:		Dead Er	nd								
731)	0.96	6	R	To:		11-809	)		7		NA		NA		04/11/2001
				From:		11-639			1						
732	0.85	50	R								NA		NA		04/25/2001
				To:		Dead Er									
<del></del>	0.05	NA		From:		11-705					NA		NA		
733	0.03	NA		To:		Dead Er	nd		1		INA		INA		
				From:		SR 43 WI	EST								
734)	0.27	340	R								NA		NA		1998
	0.04	440		From:		SR 43 EA	ST				NIA		NIA.		4000
734)	0.34	110	R	To:		11-742	!		1		NA		NA		1998
				From:		Cul-de-S									
735	0.20	30	R								NA		NA		1998
				To: From:		11-108	1		]						
735	1.18	230	R	To		11-665			_		NA		NA		1998
				From:		Dead Er			1						
736	0.55	220	R	<u> </u>		Dead Li	IG				NA		NA		1998
				To:	All	eghany Cou	nty Line								
	0.25	30	R	From:		11-779	)				NA		NA		05/09/2001
737)	0.25	30	IX.	To:		Dead Er	nd				INA		INA		03/03/2001
				From:		US 460; 11-									
738)	0.33	2400	F	92%	0%	3%	2%	3%	0%	С	260	F	2500	F	2001
	0.40	2422		From:		11-658 SO		00/	]				0.400		0004
738	0.10	2400	F	92%	0%	3%	2%	3%	0%	F	230	F	2400	F	2001
720	2.37	2000	F	From: 92%	0%	11-658 NO 3%	2%	3%	0%	F	190	F	2000	F	2001
(730)			-	To		11-607 SO			¬						
738       738	1.03	1500	F	92%	0%	3%	2%	3%	0%	F	200	F	1500	F	2001
				To:		US 460 NO									
500	0.10	6	R	From:		Dead Er	nd				NA		NA		04/09/2001
739	0.10	· ·	IX.	To:		SR 43					INA		INA		04/09/2001
				From:	Ro	oanoke Cou	nty Line								
740)	1.00	80	R	т		D 15			_		NA		NA		1998
				To: From:		Dead Er			1						
(741)	0.25	20	R	<u> </u>		11-636	1				NA		NA		04/25/2001
				To:		Dead Er	nd								
$\bigcirc$	2.27	0.10	_	From:		SR 43					N/ A		h		4000
742	0.27	240	R	To:		11-734	ı		1		NA		NA		1998
				From:		11-615			<del> </del>						
743)	2.65	10	R						_		NA		NA		04/23/2001
				To:		Dead Er	nd		1						

					Botetourt Maintenance Area			Dooice			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Botetourt County				From:	US 220						
(744)	0.10	40	R		03 220			NA	NA		1998
				To:	Dead End						
$\bigcirc$	0.40	400		From:	11-742			NIA	NIA.		4000
745)	0.40	100	R	To:	Dead End	_		NA	NA		1998
				From:	Dead End						
(746)	0.25	20	R	<u> </u>	Dead End	_		NA	NA		03/28/2001
				To:	11-606						
$\bigcirc$				From:	Dead End						
747	0.43	220	R	To:	US 220 ALT	7		NA	NA		1998
				From:							
748)	1.00	100	R		11-600	_		NA	NA		04/23/2001
149				To:	Dead End						
				From:	FR-54						
749	0.07	40	R					NA	NA		04/09/2001
				To: From:	0.07 MW FR-54						
749	0.59	40	R	т		_		NA	NA		04/09/2001
				To: From:	Dead End						
750	0.10	100	R	Floin.	Dead End	_		NA	NA		1998
750	0.10	100	••	To:	0.10 MM Dard End	_			10.		1000
750	0.33	100	R	From:	0.10 MN Dead End	_		NA	NA		1998
(730)				To	SR 43						
				From:	11-742						
751	0.07	20	R			_		NA	NA		1998
				To:	SR 43						
	0.55	190	R	From:	11-648			NA	NA		1998
752	0.55	190	K	To:	Dead End	7		INA	NA.		1990
				From:	11-841						
753	0.22	40	R			_		NA	NA		1998
				То:	US 220 NORTH	<u> </u>					
$\bigcirc$	0.07			From:	11-718						1000
(754)	0.07	20	R	To:	Dead End	_		NA	NA		1998
T				L	Dead End						
Town of Troutville				From:	Dead End						
(755)	0.13	10	R			_		NA	NA		05/14/2001
				To:	11-670						
Botetourt County				From:	11-779						
(756)	0.22	100	R	<u> </u>	11 ///	_		NA	NA		1998
				To:	Dead End						
Town of Troutville				. [							
(757)	0.27	130	R	From:	US 11	_		NA	NA		1998
(151)	0.21	100	11	To:	Dead End	7		147	10.0		1000
Botetourt County											
			_	From:	Dead End	J					
(758)	0.05	20	R	To:	11 622	_		NA	NA		04/18/2001
				From:	11-633	‡					
759	0.19	40	R	<u> </u>	11-615	_		NA	NA		1998
				To:	Dead End	<u></u>					
		·	_						·	_	· · · · · · · · · · · · · · · · · · ·

					Botetou		enance A									
Route	Length	AADT	QA	4Tire	Bus			uck		QC	Design	QK	AAWDT	QW	Year	
Botetourt County						ZAXIE	3+Axie	1Trail	ZITall		Hour					
	2.22		_	From:		Dead I	End								05/00/000	
760	0.90	90	R	To:		11-66	55		7		NA		NA		05/09/2001	
				From:		11-71										
(761)	0.08	140	R						_		NA		NA		1998	
				To:		11-76	52									
	0.15	100	R	From:		11-76	51				NA		NA		1998	
762	0.13	100	K	To:		Dead I	End		1		INA		INA		1990	
				From:		11-76										
(763)	0.03	60	R						_		NA		NA		1998	
				To:		11-64										
(764)	0.08	48	R	From:		11-64	10				NA		NA		03/28/2001	
(764)	0.00	40	11	To		11.7/	· 1				1471		10.		00/20/2001	
764)	0.22	10	R	From:		11-76	)3				NA		NA		03/28/2001	
				To:		Dead I	End									
				From:		Dead I	∃nd									
765	0.20	90	R	To:		11-60	)5		7		NA		NA		03/22/2001	
				From:		11-60			1							
(766)	0.15	6	R			11-00	00				NA		NA		05/09/2001	
				To:		Dead I	End									
$\bigcirc$			_	From:		US 4	60									
767	0.14	600	R						_		NA		NA		1998	
	0.27	600	R	To: From:		11-15	03				NA		NA		1998	
767)	0.21	600	600	K	To:		11.15	0.4		_		INA		IVA		1990
767)	0.20	600	R	From:		11-15	04				NA		NA		1998	
(101)				To:		11-15	12									
767	0.27	600	R	From:		11-13	12				NA		NA		1998	
				To: From:		11-15	13		T							
767)	0.11	630	R						_		NA		NA		1998	
				To:		Cul-de-	Sac									
(768)	0.45	110	R	From:		Dead I	End				NA		NA		1998	
(768)	0.43	110	K	To:		11-60	)3				INA		IVA		1990	
				From:		11-81										
770	0.90	6	R								NA		NA		04/23/2001	
				To:		11-61										
(77)	0.07	60	R	From:		Dead I	End				NA		NA		1998	
771	0.07	00	• • • • • • • • • • • • • • • • • • • •	To		11 (57 N	OBTH		_		14/1		147.		1000	
(771)	0.86	60	R	From:		11-657 N	OKIH				NA		NA		1998	
				To:		11-14	05		1							
771)	0.03	280	R	From:		11 17			_		NA		NA		1998	
				To: From:		11-657 S	OUTH									
771	0.07	330	R						_		NA		NA		1998	
				From:		11-14	06									
771)	0.31	610	R								NA		NA		1998	
				To: From:		11-14	14									
771	0.09	840	R	To:		11 14	12		7		NA		NA		1998	
						11-14	14									

					Boleloi	urt Mainte									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Botetourt County						ZAXIC	JTAXIC	TITAL	ZIIali		Hour				
(771)	0.08	910	R	From:		11-141	12				NA		NA		1998
				To: From:		11-65	8								
771)	0.18	48	R	_					_		NA		NA		1998
				To: From:		Dead E									
772)	2.15	300	R	From:		US 1	l				NA		NA		1998
772				To:		11-62	5								.000
				From:		Dead E	ind								
773)	0.14	80	R	т		44.65			_		NA		NA		1998
				To: From:		11-65									
774)	0.15	30	R	From:		11-615 W	EST				NA		NA		1998
774)	00			To:		11-615 E	AST								
				From:		US 220 A									
775)	0.45	200	R						_		NA		NA		1998
				To:		Dead E			1						
(776)	0.23	30	R	From:		Dead E	nd				NA		NA		1998
776	0.20	30	IX	To:		11-64	0				INA		IVA		1000
				From:		11-77	8								
777)	0.36	180	R						_		NA		NA		1998
				To:		Dead E									
<del></del>	0.12	440	R	From:		11-65	7				NA		NA		1998
778)	0.12	440	IX	To:		11.77			_		INA		INA		1990
778)	0.27	200	R	From:		11-77	/				NA		NA		1998
110				To:		11-140	)7								
778	0.10	50	R	From:		11-1-1	,,				NA		NA		1998
				To:		Dead E	nd								
	4.00			From:	R	oanoke Cou	ınty Line								4000
779	1.68	170	R						_		NA		NA		1998
$\bigcirc$	0.85	180	R	From:		11-66	3				NA		NA		1998
779)	0.05	100	K	т					_		INA		INA		1990
(770)	2.09	180	R	From:		11-73	7				NA		NA		1998
779				To:		11-600 SC	MITH								
(779) (779)	1.23	350	R	From:		11-000 50	70 111				NA		NA		1998
				To		11-76	9		<b>—</b>						
(779)	0.08	630	R	From:							NA		NA		1998
				To: From:		11-600 NC	ORTH		]						
779	1.43	700	R								NA		NA		1998
<u> </u>				From:		11-66			]						
(779)	0.72	1900	F	84%	1%	3%	2%	9%	0%	F	180	F	1900	F	2001
	0.00	2000		From:	40/	11-66		00/	00/		252		2000	r	2004
(779)	0.33	3000	F	84%	1%	3%	2%	9%	0%	С	250	F	3000	F	2001
(770)	2.89	2800	F	From: 84%	1%	11-63 3%	0 2%	9%	0%	F	230	F	2900	F	2001
(19)	2.00		_ '	To:	1 /0			J /0		_ '		_ '		'	
779 779 779 779	0.46	4800	F	From: 84%	1%	11-672 E 3%	2%	9%	0%	F	430	F	4900	F	2001
.,,,	5.10		-	To:	. , 0	11-67		J, J	¬	•		•		•	
779)	0.80	5100	F	84%	1%	3%	2%	9%	0%	F	450	F	5200	F	2001
<u> </u>				To:		11-62									

					Botetourt Maintenance A	Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Botetourt County				From:									
(779)	0.55	6100	F	84%	11-626 1% 3% 2%	9%	0%	F	540	F	6200	F	2001
(13)				To: From:	US 220 NORTH								
779	1.46	1500	F	84%	US 220 SOUTH 1% 3% 2%	9%	 0%	F	230	F	1500	F	2001
(1)				To:	WCL TROUTVILLE					-			
Town of Troutville				r			_						
(779)	0.15	1400	F	From: 84%	WCL TROUTVILLE 1% 3% 2%	9%	<b>」</b> ○%	F	240	F	1500	F	2001
(119)	00		•	To:	US 11	0,0		•		•		•	
Botetourt County							_						
(700)	0.14	90	R	From:	11-658				NA		NA		1998
(780)	0.14	30		To:	Dead End				14/1		14/ (		1000
				From:	11-658								
(781)	0.12	70	R				_		NA		NA		1998
				To:	Dead End								
792)	0.10	60	R	From:	11-658				NA		NA		1998
782	0.10			To:	Dead End				1773		177		1000
				From:	11-649								
(783)	0.25	70	R				_		NA		NA		04/09/200
				To:	Dead End								
784)	0.15	50	R	From:	Dead End				NA		NA		1998
(704)	0.10	30		To	11-640				14/1		14/ (		1000
				From:	11-751								
(785)	0.15	30	R				_		NA		NA		1998
				To:	Dead End								
<del></del>	0.15	180	R	From:	11-787				NA		NA		1998
(786)	0.15	100	IX	To:	11-626		7		INA		INA		1990
				From:	Dead End								
787	0.12	50	R						NA		NA		1998
				To: From:	11-786		]—						
(787)	0.08	30	R	To:	D 1F 1		_		NA		NA		1998
				From:	Dead End								
788	1.20	150	R		Dead End		_		NA		NA		1998
(700)				To:	11-665		7						
				From:	11-788								
789	0.30	40	R	To:	0.1.1.0		_		NA		NA		1998
				From:	Cul-de-Sac								
790)	0.25	100	R		Dead End		_		NA		NA		1998
1,00				To:	11-652								
				From:	Dead End								
791)	0.24	100	R	To:	11 (52		_		NA		NA		1998
				From:	11-652		<u> </u>						
792)	0.74	180	R		Dead End		_		NA		NA		1998
	-			To:	11-793								
				From:	Dead End								
(793)	0.34	60	R						NA		NA		1998
<del>793</del> <del>793</del>				From:	11-792								10.55
(793)	0.03	300	R	To:	11-652		_		NA		NA		1998
					11-652								

Route	Length	AADT	QA	4Tire	Rus	Truck 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Botetourt County				From:	US 220							
794)	0.06	450	R		05 220				NA	NA		1998
				To: From:	11-795							
794)	0.12	90	R	To:	D 1E	1	_		NA	NA		1998
				From:	Dead En	d						
795)	0.47	160	R	T TOM.	11-794		_		NA	NA		1998
				To:	11-779							
$\bigcirc$				From:	US 11							
796	0.20	550	R	To:	11-676		_		NA	NA		1998
				From:	US 11							
(797)	0.45	6	R	<u> </u>	0511				NA	NA	(	05/14/2001
				To:	Dead En	d						
$\bigcirc$	0.54		_	From:	US 11				N10	NIA		4000
798	0.54	90	R	To:	11-640		1		NA	NA		1998
				From:	11-640 SOU							
799	2.52	60	R				_		NA	NA		1998
				To:	11-640 NOF	RTH						
600	0.36	140	R	From:	US 11				NA	NA		1998
800	0.50	140	1	To	0.26 ME US	7.11	_		IVA	IVA		1550
800	0.50	70	R	From:	0.36 ME US	5 11			NA	NA	(	04/02/2001
				To:	Dead En	d						
			_	From:	Dead En	d						
801)	0.30	10	R						NA	NA	(	03/28/2001
	0.40	50	R	From:	11-640 NOF	RTH	_		NA	NA		03/28/2001
801)	0.40	50	K	To:	Dead En	d	7		INA	NA	(	J3/20/200 I
				From:	Dead En							
802	0.08	30	R				_		NA	NA		1998
				To:	11-630							
(803)	0.53	240	R	From:	US 220 Al	LT			NA	NA		1998
(803)	0.00	240		To:	Dead En	d			1471	10/1		1000
				From:	SR 220 AI	LT						
804)	0.12	20	R	To:			_		NA	NA		1998
				From:	Dead End; Gap Te							
804)	0.14	30	R						NA	NA		1998
				To:	11-829							
(005)	0.10	6	R	From:	Dead En	d			NA	NA	(	03/12/2001
805)	0.10			To:	11-807						`	30, 12,200 1
805)	0.56	230	R	From:	11-807				NA	NA		1998
				To	US 460							
	0.00	F.A.	_	From:	11-807				A I A	b I A		20/40/222 1
806	0.60	50	R	To:	Dead En	d			NA	NA	(	03/12/2001
				From:	11-805							
(807)	0.94	150	R	<u> </u>			_		NA	NA		1998
				To:	Dead En	d						
	0.18		P	From:	11-688				NΙΛ	NIA		74/11/2004
808	0.10	4	R	To:	Dead En	d	NA NA	INA	NA NA	04/11/20	J <del>4</del> / I I/ZUU I	
					Dead Div							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Botetourt County				From:	Dead End	1				
809	0.70	20	R		Dead End			NA	NA	04/11/200
				To: From:	11-731	]				
809	0.20	45	R	To:	11 700	7		NA	NA	04/11/2001
				From:	11-688 US 220					
(810)	0.48	30	R		03 220	_		NA	NA	1998
				To:	Dead End					
$\bigcirc$				From:	US 11					1000
811)	0.35	1800	R	To:	US 220 ALT	7		NA	NA	1998
				From:	11-640					
812	1.12	370	R	<u> </u>	11 010	_		NA	NA	1998
				To:	11-606					
$\bigcirc$				From:	11-606					
813	0.30	60	R	To:	Dead End	7		NA	NA	1998
				From:	11-722					
814)	0.60	20	R	<u> </u>	11-722	_		NA	NA	04/11/2001
				To:	Dead End					
			_	From:	Roanoke County Line					1000
815)	0.47	150	R	To:	Dead End	7		NA	NA	1998
				From:	Dead End					
816)	0.84	570	R	<u> </u>	Dead End	_		NA	NA	1998
				To:	US 220					
$\bigcirc$				From:	11-615					2.1/22/222
817)	0.60	50	R			_		NA	NA	04/23/2001
	0.60	50	R	From:	11-704	_		NA	NA	04/22/200
817)	0.60	50	K			_		INA	INA	04/23/2001
817)	0.27	50	R	From:	0.60 ME 11-704			NA	NA	04/23/2001
617)	V			To	11-770					020.200
(817)	3.40	40	R	From:	11-770	_		NA	NA	04/23/2001
				To:	11-615					
$\bigcirc$				From:	Dead End					
818)	2.90	20	R			_		NA	NA	04/23/2001
	1.15	40	R	From:	11-819			NA	NA	04/23/2001
818)	1.13	40	ĸ	To:	11-685	7		INA	INA	04/23/200
				From:	Dead End					
819	0.36	10	R			<b>-</b>		NA	NA	04/23/2001
				To:	11-818					
	0.32	50		From:	11-630			NA	NIA	04/25/2001
820	0.32	50	R	To:	Dead End	7		INA	NA	04/25/200
				From:	11-688					
(821)	0.06	10	R			<del></del>		NA	NA	1998
				To:	Dead End	<u> </u>				
<u> </u>	0.47	1700	Б	From:	US 11			NIA	NI A	1000
822	0.47	1700	R	To:	Dead End	7		NA	NA	1998
				From:	11-665	1				
823	1.02	170	R		•••	_		NA	NA	1998
				To:	Cul-de-Sac					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Sotetourt County				From:	Cul-de-Sac	1				
824)	0.06	30	R		Cui-uc-sac	_		NA	NA	1998
				To:	11-651					
$\bigcirc$	0.45		_	From:	11-605 NEW RT					4000
827)	0.15	40	R	To:	Dead End	7		NA	NA	1998
				From:	Dead End					
829	0.03	720	R		Dead End			NA	NA	1994
				To:	11-804	<b></b>				
829	0.02	6	R	From:	11 00 .			NA	NA	1998
				To:	Dead End					
$\overline{}$				From:	11-822					
832	0.18	440	R	To:	Cul de Cere	7		NA	NA	1998
				From:	Cul-de-Sac					
025	0.66	60	R	Tioni.	Dead End	_		NA	NA	1998
835				To:	Alleghany County Line	1				
				From:	Cul-de-Sac/					
836	0.23	NA				_		NA	NA	
				To:	11-00630(B)/					
	0.00	20	_	From:	11-753			NIA	NIA	4000
840	0.06	20	R	To:	US 220	7		NA	NA	1998
				From:	11-735	1				
0.06	0.06	30	R	<u> </u>	11-755	_		NA	NA	1998
				To:	US 220					
				From:	FR-55					
845)	0.26	60	R			=		NA	NA	1998
				To:	Dead End					
	0.21	100	R	From:	Dead End	_		NΑ	NA	1998
849	0.21	100	K			NA T	IVA	1990		
<u> </u>	0.14	20	R	From:	11-654			NA	NA	1998
849	0.11	20		To:	Dead End				101	1000
				From:	Dead End					
850	0.17	50	R			_		NA	NA	1998
				To:	11-713					
	0.07	40		From:	11-633			NIA	NIA	4000
855	0.07	40	R	To:	Dead End	7		NA	NA	1998
				From:	11-633	1				
856	0.07	40	R		11-023	_		NA	NA	1998
				To:	Dead End					
				From:	Dead End					
860	0.05	10	R	т	11.752	_		NA	NA	1998
				To:	11-752	+				
961	0.23	60	R	From:	11-752	_		NA	NA	1998
861)	0.23	50	11	To:	Dead End	7		14/7	I W.T.	1990
				From:	11-738	Ī				
880	0.39	70	R		***	_		NA	NA	1998
				To:	Dead End					
				From:	US 11 SOUTH					
1001)	0.41	130	R	To:	LIG 11 NOPERI	<b>-</b>		NA	NA	1992
				To:	US 11 NORTH					

					Botetourt Maii	Tri			Design				
Route	Length	AADT	QA	4Tire	Rus	e 3+Axle		QC	Hour	QK A	4WDT	QW	Year
Botetourt County							_						
	0.30	110	R	From:	Dead	d End			NA		NA		1994
(1002)	0.50	110	IX.	To:	11-	1004	1		INA		INA		1994
				From:		d End	1						
1003	0.07	50	R						NA		NA		1994
				To: From:	11-	1005	1						
1003	0.28	210	R	110.11.					NA		NA		1994
				To:	US	11							
$\bigcirc$	0.00	000	_	From:	11-	654			NIA		NIA		1004
(1004)	0.03	280	R				_		NA		NA		1994
	0.03	440		From:	11-	1002			NA		NA		1994
1004	0.03	110	R	To:	11-	1003	7		INA		INA		1994
				From:	11-								
1005	0.06	70	R		11-	1003			NA		NA		1994
				To:	Dead	l End							
				From:	US	11							
1007	0.12	480	R						NA		NA		1992
				To: From:	11-	1008							
(1007)	0.38	180	R	To:		15.1	_		NA		NA		1994
				From:		l End							
0.23	0.23	110	R	From:	11-	1007			NA		NA		1992
	0.20	110		To:	11-	1001			14/1		147 (		1002
				From:		605							
0.25	0.25	500	R						NA		NA		1992
				To:	11-	1014							
$\bigcirc$				From:	US 22	0 ALT							
1010	0.21	360	R				_		NA		NA	(	03/22/200
$\bigcirc$	0.44	4=0		To: From:	11-	1012			NIA				20/00/000
1010	0.14	170	R	To:	Door	l End	_		NA		NA	(	03/22/200
				From:		1010							
(1011)	0.06	40	R	<u> </u>	11-	1010			NA		NA	(	03/22/200
				To:	Cul-c	le-Sac							
				From:	11-	1013							
(1012)	0.06	120	R						NA		NA	(	03/22/200
				To: From:	11-	1010							
(1012)	0.11	20	R				_		NA		NA	(	03/22/200
				To:		d End							
	0.12	30	R	From:	Dead	l End			NA		NA	(	03/22/200
(1013)	0.12	30					_		INA		INA	,	00/22/200
	0.12	80	R	From:	11-	1012			NA		NA	(	03/22/200
1013	0.12	80	K	To:	Dead	l End	1		INA		INA	,	00/22/200
				From:		1017	Ì						
1014	0.16	260	R				_		NA		NA		1992
				To: From:	11-	1016	1—						
1014	0.04	20	R				_		NA		NA	(	05/14/200
				To:	Dead	l End							
	A :=		_	From:	11-	1017	_						400:
1015	0.15	50	R	To:	44	1016	_		NA		NA		1994
-					11	1016							

					Botetourt Maintenance Area		Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()(	Hour	QK AAWDT QW	Year
Botetourt County				r					
1016)	0.26	140	R	From:	11-1017		NA	NA	1992
1010				To:	11-1014				
$\widehat{}$				From:	11-1014				
1017	0.14	200	R				NA	NA	1992
	0.04	20		From:	11-1016		NIA	NIA	1001
1017	0.04	20	R	To:	Dead End	_	NA	NA	1994
				From:	11-1019				
1018)	0.13	80	R			_	NA	NA	1994
				To:	Dead End				
	0.22	240	R	From:	11-779		NA	NA	1994
1019	0.22	210	ĸ	To:	11-1018		INA	INA	1994
				From:	11-626				
1020	0.31	170	R			<b>-</b>	NA	NA	1992
				To:	Dead End				
	0.56	900	B	From:	US 220		NA	NA	1992
1021	0.50	990	R	To:	11-779	$\neg$	INA	INA	1992
				From:	11-1020	İ			
1022	0.11	120	R				NA	NA	1994
				To:	11-779				
$\bigcirc$	0.07	440	,	From:	11-1026		NIA	NIA	1004
1023)	0.07	140	R	_			NA	NA	1994
	0.07	60	R	From:	11-1021		NA	NA	1994
1023	0.07	00	K	To:	Dead End	7	INA	INA	1334
				From:	11-1021				
1024	0.12	110	R			_	NA	NA	1994
				To:	Dead End				
	0.17	160	В	From:	11-1021		NA	NA	1994
1025	0.17	160	R	To:	Dead End		INA	INA	1994
				From:	Cul-de-Sac				
1026	0.06	50	R			<del></del>	NA	NA	1994
				To: From:	11-1023				
1026	0.23	80	R				NA	NA	1994
				To: From:	11-1027				
1026	0.09	190	R	To:	11 1001	_	NA	NA	1994
				From:	11-1021	1			
1027)	0.07	60	R		Dead End		NA	NA	1994
	-			To:	11-1026				
				From:	SR 220 ALT				
1028	0.32	NA		To:	Cul de C	_	NA	NA	
				From:	Cul-de-Sac	1			
1029	0.32	NA			11-1028		NA	NA	
				To:	Cul-de-Sac				
				From:	11-1033				
(1030)	0.05	80	R				NA	NA	1994
<u> </u>				From:	11-1031				,
030)	0.07	150	R	To:	11 770. 11 1020	_	NA	NA	1994
-					11-779; 11-1038				

					Botetou	urt Mainte									
Route	Length	AADT	QA	4Tire	Bus				OT:	QC	Design	QK /	AAWDT	QW	Year
Botetourt County	J					2Axle	3+Axle	1 I rail	21 rail		Hour				
				From:		11-103	2								
(1031)	0.22	80	R								NA		NA		1994
				To: From:		11-103	0		]						
1031	0.06	20	R	To:		D 15	1		_		NA		NA		1994
				From:		Dead E			1						
1032	0.15	150	R	1.0		11-103	13		_		NA		NA		1992
(1032)	00			To:		11-779	9								
				From:		11-103	2								
1033	0.24	70	R						_		NA		NA		1994
				To:		11-103									
	0.12	40	R	From:		11-675	5				NA		NA		1994
1034	0.12	40	K	To:		Dead E	nd		1		INA		INA		1334
				From:		11-675			l						
1035)	0.38	270	R						_		NA		NA		1994
				To: From:		11-103	6		<b>—</b>						
1035	0.09	180	R	Piolii.					_		NA		NA		1994
				To: From:		11-103	7								
(1035)	0.47	110	R						_		NA		NA		1994
				To:		Dead E	nd								
$\bigcirc$	0.00	20		From:		Dead E	nd				NA		NIA		1004
1036	0.08	60	R	To:		11-103	5		7				NA		1994
				From:		Cul-de-S			1						
(1037)	0.34	90	R	<u>L</u>		Cul-uc-k	sac				NA		NA		1994
				To:		11-103	5								
				From:		11-779	9								
1038	0.25	140	R						_		NA		NA		1992
				To:		Dead E									
	0.43	340	R	From:		Dead E	nd				NA		NA		1992
1039	0.43	340	K	To:		US 11	<u> </u>		1		INA		INA		1992
				From:		11-779			i						
(1040)	0.24	130	R				-				NA		NA		1992
				To: From:		11-104	1		<b>_</b>						
(1040)	0.08	80	R	Piolii.							NA		NA		1994
$\bigcirc$				To: From:		11-104	12		<del></del>						
(1040)	0.10	20	R						_		NA		NA	(	05/14/200°
				To:		Cul-de-S									
	0.00	20	_	From:		Dead E	nd				NIA		NIA		1004
(1041)	0.06	30	R						_		NA		NA		1994
	0.11	48	R	From:		11-104	0				NA		NA		1994
(1041)	0.11	40	ĸ	To:		Dead E	nd				INA		INA		1334
				From:		11-104									
(1042)	0.23	90	R						_		NA		NA		1994
				To: From:		11-104	13		<b>—</b>						
1042	0.09	40	R								NA		NA		1994
				To:		Cul-de-S	Sac								
$\cap$	2.22		_	From:		11-675	5								400 :
1043	0.20	220	R	To:		11 104	12		7		NA		NA		1994
-				]		11-104	-2								

					Botetourt Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 20 yla 21 Ayla 4 Trai		QC	Design	QK AAWDT QW	Year
Botetourt County					2Axle 3+Axle 1Trai	l 21raii		Hour		
	0.40			From:	Cul-de-Sac/					
(1044)	0.10	NA		To:	US-00220(B)/	<del>-</del>		NA	NA	
				From:	Cul-de-Sac					
1045)	0.20	100	R					NA	NA	1994
				To:	US 220					
	0.07	20	_	From:	11-1035			NIA	NIA	4000
1046	0.07	30	R	. —				NA	NA	1998
(1046)	0.56	30	R	From:	BEGIN LOOP			NA	NA	1998
1040)				To:	END LOOP					
				From:	US 11					
(1047)	0.45	1400	R	To:	0.1.1.0	_		NA	NA	1998
				From:	Cul-de-Sac	1				
(1048)	0.21	80	R		US 220			NA	NA	1998
			-	To:	11-1049					
$\sim$				From:	Cul-de-Sac					
1049	0.12	30	R	To:	11 1040	_		NA	NA	1998
				From:	11-1048					
1050	0.07	180	R	<u> </u>	11-1056			NA	NA	1992
				To: From:	11-1055					
1050	0.21	180	R	From:				NA	NA	1992
				To: From:	11-1051	_				
1050	0.36	180	R			_		NA	NA	1992
				To:	11-672					
	0.08	120	R	From:	11-1050			NA	NA	1992
(1051)	0.00	120		To:	11 1052	_		IVA	INA	1002
(1051)	0.11	50	R	From:	11-1052			NA	NA	1994
				To:	Cul-de-Sac					
$\sim$				From:	11-1053					
1052	0.08	60	R					NA	NA	1994
	0.12			From:	11-1054			NIA	NIA	1000
1052	0.12	90	R	. —				NA	NA	1992
(1052)	0.11	40	R	From:	11-1051			NA	NA	1994
(1052)	<b>V.11</b>			To:	Dead End					1004
				From:	11-1052					
1053	0.08	30	R	To:	0.11.2			NA	NA	1994
				To: From:	Cul-de-Sac					
(1054)	0.08	40	R		11-1052			NA	NA	1994
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1055	0.34	40	R	To:	11 1050	_		NA	NA	05/14/2001
				From:	11-1050					
1056	0.11	20	R		Cul-de-Sac			NA	NA	05/14/2001
			-	To:	11-1050			-		
1056	0.25	60	R	From:	11 1000			NA	NA	05/14/2001
$\bigcup$				To:	11-1052; 11-1053					

Route	Length	AADT	QA	4Tire	Rue	Truc	ck		QC	Design Hour	QK	AAWDT	QW	Year
Botetourt County				From:	Cul-de-			1						
(1057)	0.25	100	R	1011.	Cui-de-	Sac				NA		NA		05/14/200
				To:	11-106	51								
$\bigcirc$				From:	11-106	55								
1058	0.09	30	R	To:	Cul-de-	Saa		7		NA		NA		1998
				From:				+						
1059	0.18	140	R		Cul-de-S	Sac		_		NA		NA		1998
(1000)				To:	11-106	61								
1059	0.08	750	R	From:	11-100	/1		_		NA		NA		1998
				To: From:	11-106	54		<del>_</del>						
1059	0.27	1300	R	Piolii.				_		NA		NA		1998
$\bigcup$				To:	11-65	4								
$\bigcirc$				From:	11-106	51								4000
1060	0.25	840	R					_		NA		NA		1992
	0.44	450		From:	11-65	4		_		NIA		NIA		4000
1060	0.14	450	R					_		NA		NA		1998
	0.06	60	R	From:	11-108	30				NA		NA		1998
(1060)	0.00	00	K	To:	Cul-de-	Sac		7		INA		INA		1990
				From:	Cul-de-			Ī						
(1061)	0.07	46	R		cui uo i	<u> </u>		_		NA		NA		1998
				To: From:	11-105	59		<del>_</del>						
(1061)	0.17	510	R	From:						NA		NA		1998
				To: From:	11-106	55		1—						
(1061)	0.32	510	R					<u> </u>		NA		NA		1998
				To: From:	11-106	54		]						
(1061)	0.27	770	R					_		NA		NA		1992
				To:	11-106			<u> </u>						
	0.16	130	R	From:	11-106	51				NA		NA		1994
1062	0.10	130	IX.	To:	Cul-de-	Sac		7		IVA		11/3		1334
				From:	11-106									
1063	0.53	140	R					_		NA		NA		1994
				To:	11-105	59								
$\bigcirc$	0.54			From:	11-106	51								1000
(1064)	0.51	250	R					_		NA		NA		1998
$\overline{}$	0.15	60		From:	11-105	59		_		NA		NΙΔ		1998
1064	0.15	60	R	To:	Cul-de-	Sac		7		INA		NA		1990
				From:	Cul-de-			†						
1065	0.35	260	R		eur de l	<u> </u>		_		NA		NA		1998
				To:	11-106	51								
$\bigcirc$				From:	11-106	55								
1066	0.27	150	R	To	Cul do	Saa		7		NA		NA		1998
				From:	Cul-de-S			<u> </u>						
(1067)	0.35	430	R		Cul-de-S	sac		_		NA		NA		1998
				To:	11-106	51		1				<u> </u>		
				From:	Cul-de-	Sac								
(1069)	0.19	45	R					_		NA		NA		1998
				To:	Cul-de-			<u> </u>						
	0.17	380	R	From:	US 22	.0				NA		NA		1994
1070	0.17	300	ĸ	To:	11-107	71		7		INM		INA		1334
					11-10/	-								

					Botetou	ırt Maintenance A	Area							
Route	Length	AADT	QA	4Tire	Bus	Tr		 2Trail	QC	Design Hour	QK A	AAWDT	QW	Year
Botetourt County														
(1070)	0.17	320	R	From:		11-1071		_		NA		NA		1994
$\bigcirc$	0.07	400		To: From:		11-1072				NA		NA		1994
1070	0.07	160	R	To:		11 1074		7		INA		INA		1994
1070	0.07	30	R	From:		11-1074				NA		NA		1994
				To:		Cul-de-Sac								
1071)	0.16	200	R	From:		11-653		<b>」</b> −		NA		NA		1994
	0.09	140	R	From:		11-1070				NA		NA		1994
(1071)	0.09	140	K	To:		11-1073				INA		INA		1994
				From:		Dead End								
1072	0.18	100	R							NA		NA		1994
	0.08	100	R	From:		11-1070				NA		NA		1994
1072	0.06	100	ĸ	To:		11 1072		_		INA		INA		1994
(1072)	0.04	30	R	From:		11-1073				NA		NA		1994
				To:		Dead End								
	0.40		_	From:		11-1071								1001
1073	0.18	120	R	To:		11-1072		7		NA		NA		1994
				From:		Cul-de-Sac								
(1074)	0.18	110	R						NA		NA		1994	
				To:		11-1070								
	0.37	400	R	From:		11-1078				NA		NA		1998
1075	0.57	400	K	To:		11-1061		7		INA		INA		1990
				From:		Cul-de-Sac								
(1076)	0.04	30	R					_		NA		NA		1998
				To: From:		11-1075								
(1077)	0.05	40	R	From:		11-1075				NA		NA		1998
(1077)				To:		Cul-de-Sac								
$\widehat{}$				From:		Cul-de-Sac								
(1078)	0.14	20	R							NA		NA	(	05/14/2001
	0.06			From:		11-1075				NA		NA		1998
1078	0.06	90	R	To:		Cul-de-Sac				INA		INA		1990
				From:		11-1078								
(1079)	0.10	70	R					<u>-</u>		NA		NA	(	05/14/2001
				To:		Cul-de-Sac								
	0.21	150	R	From:		11-1082				NA		NA		1998
1080	0.21	150	ĸ	т				_		INA		INA		1990
(1080)	0.07	400	R	From:		11-1083				NA		NA		1998
(1000)				To:		11-1060								
				From:		Cul-de-Sac								
1081	0.16	30	R							NA		NA		1994
	0.40	4=		From:		11-735		]		NIA		NIA		1004
1081	0.19	47	R	To:		Cul-de-Sac		7		NA		NA		1994
				From:		11-1088		1						
(1082)	0.08	6	R					_		NA		NA		1998
$\overline{}$				To:		11-1080								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QV	V Year
Botetourt County				From:	11-1080	1				
(1082)	0.11	90	R		11-1000	_		NA	NA	1998
				To:	11-1083	]				
$\bigcirc$				From:	Cul-de-Sac					
1083	0.09	40	R					NA	NA	1998
				From:	11-1082					1000
1083	0.16	100	R			_		NA	NA	1998
	0.14	200		From:	11-1084	_		NΙΔ	NΙΔ	1000
1083	0.14	300	R	To:	11-1080	7		NA	NA	1998
				From:	Cul-de-Sac	1				
1084	0.06	50	R	<u> </u>	Cui-uc-bac	_		NA	NA	1998
				To	11-1083	7				
1084	0.09	150	R	From:	11 1005	_		NA	NA	1998
				To:	11-747					
				From:	Cul-de-Sac					
1085	0.19	1400	R	т.		_		NA	NA	1998
				To:	11-654					
$\bigcirc$	0.17	350	R	From:	11-1087			NA	NA	1998
1086	0.17	350	K	To:	Cul-de-Sac	7		INA	NA .	1990
				From:	Cul-de-Sac	1				
(1087)	0.10	180	R	<u>L</u>	Cui-uc-sac	_		NA	NA	1998
				To:	11-1086	7				
(1087)	0.18	100	R	From:	11-1000			NA	NA	05/14/2001
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1088	0.34	160	R	_		_		NA	NA	05/14/2001
				To:	11-1060					
	0.10	20	R	From:	Cul-de-Sac			NA	NA	05/09/2001
1089	0.10	20	ĸ	To:	11-735	7		INA	NA .	03/09/200
				From:	Cul-de-Sac					
1090	0.26	500	R		Cui de Sue			NA	NA	1994
				To:	11-654					
				From:	11-1095					
(1091)	0.09	NA				_		NA	NA	
				To:	Cul-de-Sac					
	0.05	NA		From:	11-1095			NA	NA	
(1092)	0.03	IVA		To:	Cul-de-Sac	7		INA	IVA	
				From:	11-1094	1				
(1093)	0.23	80	R		11 1071	_1		NA	NA	03/23/2001
				To:	11-652					
$\sim$				From:	11-1093					
(1094)	0.14	30	R	т	0.11.2	¬		NA	NA	1998
				To:	Cul-de-Sac	1				
	0.44	700	R	From:	11-605	_		NA	NA	1998
1095	0.77	700	^	т	44.05	¬		INA	INC	1990
	0.24	220	R	From:	11-850			NA	NA	1998
1095)	0.24	220	ĸ	т.	2	_		INA	INA	1990
1095	0.35	NA		From:	11-1099			NA	NA	

					Botetourt Maintenance Area			_		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Botetourt County				From:	Cul-de-Sac	1				
(1096)	0.20	70	R		Cui de Sue			NA	NA	1998
				To:	Cul-de-Sac					
$\widehat{}$				From:	Cul-de-Sac					
(1097)	0.14	110	R	To:	44.400	_		NA	NA	1998
				From:	11-1095					
(100)	0.28	80	R	From:	11-1097			NA	NA	1998
1098	0.20	00	1	To:	Cul-de-Sac	7		IVA	IN/A	1330
				From:	11-1095; 11-1099					
1099	0.10	48	R		,			NA	NA	05/14/200
				To:	Dead End					
Fown of Troutville				r		_				
	0.15	60	R	From:	Dead End			NA	NA	1994
(1101)	0.10	00	11	To:	11-651	7		1471	14/	1004
				From:	US 11					
(1102)	0.11	60	R					NA	NA	1992
				To:	11-651					
				From:	US 11					
(1103)	0.11	100	R			_		NA	NA	1992
				To:	Dead End					
Botetourt County				From:	11-796					
(1104)	0.20	80	R		33.770	<b>—</b> !		NA	NA	1992
				To:	Dead End					
				From:	Dead End					
(1105)	0.30	NA				_		NA	NA	
				To:	US 11					
	0.50	90	В	From:	Cul-de-Sac			NA	NA	1994
1109	0.50	80	R	To:	11-651	7		INA	INA	1994
				From:	11-1112					
(1110)	0.07	60	R	<u> </u>	11-1112	_		NA	NA	1994
				To	11-651					
(1110)	0.05	60	R	From:	11 031	<b></b> !		NA	NA	1994
				To	11-1111					
(1110)	0.04	10	R	From:	** ***			NA	NA	1994
<u> </u>				To:	Cul-de-Sac					
				From:	11-1110					
(1111)	0.05	40	R	т		_		NA	NA	1994
				To:	Cul-de-Sac					
	0.13	50	R	From:	11-1110			NA	NA	1994
1112	0.10	30	IX.	To:	Cul-de-Sac	1		14/3	IN/A	1004
				From:	FR-50					
1118)	0.20	40	R					NA	NA	1998
				To:	Dead End					
				From:	11-647					
(1120)	0.25	320	R					NA	NA	03/28/200
				To: From:	11-1121					
1120	0.58	200	R	To	0.1.2	_		NA	NA	03/28/200
				To:	Cul-de-Sac					
	0.39	90	P	From:	11-1120	_		NA	NA	03/28/200
(1121)	0.39	80	R	To:	Cul-de-Sac	7		INA	INA	03/20/200
					Can ac bue	-				

					Botetourt Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Troutville				From:	Dead End	I				
1125)	0.06	250	R		Dead End			NA	NA	03/28/2001
				To:	US 11					
Botetourt County				From:	11.770	1				
1130	0.04	400	R		11-779			NA	NA	05/14/200
1130				To:	11-1131					
				From:	Cul-de-Sac					
1131)	0.50	40	R			_		NA	NA	05/14/200
				To:	Cul-de-Sac					
	0.07	200	R	From:	11-1131			NA	NA	05/14/200
1132	0.01	200	IX	To:	11-1133	1		IVA	IVA	03/14/200
				From:	11-1131	i				
1133	0.24	30	R			_		NA	NA	05/14/200
				To:	Cul-de-Sac					
$\overline{}$				From:	11-1133					
1134	0.08	50	R	To:	9.11.9	_		NA	NA	05/14/2001
					Cul-de-Sac					
	0.03	20	R	From:	Cul-de-Sac			NA	NA	05/14/2001
1135	0.00	20	IX	To:	11-1131	1		IVA	IVA	03/14/200
				From:	Cul-de-Sac					
1140	0.47	260	R			_		NA	NA	05/09/200
				To:	11-672					
$\sim$				From:	11-1140					
1141)	0.60	180	R	To:		_		NA	NA	05/09/2001
				From:	Cul-de-Sac					
	0.15	50	R	Pioni.	Cul-de-Sac			NA	NA	05/09/200
1142	0.10	00		To:	11-1141					00/00/200
				From:	11-665					
1145)	0.48	180	R					NA	NA	1998
				To:	Cul-de-Sac					
$\bigcirc$	0.40			From:	11-1153			NIA	NIA	
1146	0.12	NA						NA	NA	
$\overline{}$	0.40	400	_	From:	11-1148			NIA	NIA	05/00/2004
1146	0.10	100	R	To:	11-1145			NA	NA	05/09/2001
				From:	11-1153					
1147)	0.06	NA			11-1133			NA	NA	
				To:	11-1149					
1147	0.17	80	R	From:	11 1119			NA	NA	05/09/2001
$\bigcup_{i=1}^{n}$				To:	11-1145					
				From:	11-1146					
1148	0.25	50	R	_		_		NA	NA	05/09/2001
				To	11-1147					
	0.09	20	R	From:	11-1147			NA	NA	05/09/2001
1149	0.08	20	ĸ	To:	Cul-de-Sac			INA	INA	03/09/200
				From:	11-640 SOUTH	 				
1150	0.71	60	R		500111			NA	NA	1998
				To:	11-640 NORTH					
				From:	Cul-de-Sac/					
1153	0.38	NA				_		NA	NA	
				To:	RTE. 1146					

Route	Length	AADT	QA	4Tire	Bus 20 Auto 21 Auto 4 Tabil		QC	Design	QK AAWDT QW	Year
Botetourt County					2Axle 3+Axle 1Trail	21raii		Hour		
(1160)	0.46	50	R	From:	11-600			NA	NA	1998
				To: From:	11-1161					
(1160)	0.09	20	R	To:	Cul-de-Sac	7		NA	NA	1998
				From:	11-1160					
(1161)	0.18	30	R		11-1100	_		NA	NA	1998
	0.00			To: From:	11-1162			NIA	- NA	4000
(1161)	0.09	10	R	To:	Cul-de-Sac	7		NA	NA	1998
				From:	11-1161	1				
(1162)	0.35	20	R		** ****			NA	NA	1998
				To:	Cul-de-Sac					
$\bigcirc$				From:	11-606					
(1201)	0.02	90	R	To:	CCI Finanda	7		NA	NA	1992
				10.	SCL Fincastle					
Town of Fincastle				From:	SCL Fincastle	1				
(1201)	0.10	90	N					NA	NA	1992
				To:	11-630					
Botetourt County				From:						
	0.29	1600	R	From:	US 220			NA	NA	1992
(1202)	0.29	1000	IX.	To:	SCL Fincastle	7		INA	IVA	1992
Town of Fincastle										
10wii di Fincastic				From:	SCL Fincastle				-	
1202	0.06	1600	N					NA	NA	1992
				To: From:	11-1203	]				
1202	0.18	1600	R					NA	NA	1992
				To: From:	11-630					
(1202)	0.06	130	R			_		NA	NA	05/21/2001
				To:	11-1205					
	0.40	040	_	From:	11-1204			NIA	NIA	4000
1203	0.10	310	R	To:	11-1202	1		NA	NA	1992
D C					11-1202					
Botetourt County				From:	US 220 SOUTH					
(1204)	0.15	680	R					NA	NA	1992
				To:	SCL Fincastle					
Town of Fincastle				From:	OCI E. 4	1				
(1204)	0.12	680	N	1.0	SCL Fincastle	_		NA	NA	1992
(1204)	J		••	To:	11 (20	_				
(1204)	0.19	760	R	From:	11-630			NA	NA	05/21/2001
(1204)	00		•••	To:	NCL Fincastle					00.2200
Botetourt County										
				From:	NCL Fincastle					
(1204)	0.05	820	R	To:	HG MAN NORTH	_		NA	NA	05/21/2001
					US 220 NORTH					
Town of Fincastle				From:	US 220					
(1205)	0.40	1000	R	<u> </u>	JJ 220	_		NA	NA	1992
				To:	11-630					
				From:	11-1204					
(1206)	0.10	200	R			_		NA	NA	1992
				To:	11-1202					

					Botetourt Maintenance Area			Doolan		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT (	QW Year
Town of Fincastle				From:						
(1207)	0.18	60	R	From:	11-1205	_		NA	NA	1992
(1207)				To:	11-630					
				From:	Dead End					
1208	0.09	130	R					NA	NA	1992
				From:	11-630					
1208	0.06	60	R	To:	11-1205	_		NA	NA	05/14/2001
				From:	11-630					
(1209)	0.12	49	R	<u> </u>	11-030			NA	NA	1992
				To:	11-1207					
$\bigcirc$				From:	Dead End					
(1210)	0.18	45	R	To:	11 (20	7		NA	NA	1992
				10.	11-630	ı				
Botetourt County				From:	Dead End					
(1211)	0.10	40	R			_		NA	NA	1994
				To:	US 220					
Town of Fincastle				From:	US 220	1				
(1212)	0.06	20	R		05 220			NA	NA	1994
				To:	11-1204					
Botetourt County				From:		,				
(1213)	0.07	40	R	rioiii.	Dead End	_		NA	NA	1994
(1213)	0.0.			To:	11-1204					
				From:	Dead End					
(1214)	0.07	30	R			_	NA	NA	NA	1992
				To:	US 220					
	0.11	90	R	From:	11-635			NA	NA	04/25/2001
1220	0.11	30	IX	To:	11-1221	7		IVA	IN/A	04/23/200
				From:	Dead End					
(1221)	0.04	10	R			_		NA	NA	04/25/2001
				To: From:	11-1220					
(1221)	0.13	60	R	_		_		NA	NA	04/25/2001
				To:	Dead End					
(1230)	0.14	60	R	From:	11-1231			NA	NA	1998
(1230)	0.14	00		To:	11-606	1		1471	101	1000
				From:	Cul-de-Sac					
(1231)	0.15	20	R	,		<u> </u>		NA	NA	1998
				To: From:	11-1230					
(1231)	0.10	20	R			_		NA	NA	1998
				To:	Cul-de-Sac					
Town of Buchanan				From:	US 11					
(1301)	0.07	190	R					NA	NA	04/09/2001
				To:	11-1305					
$\bigcirc$	0.20	250	Р	From:	11-1314			NIA	NIA	04/02/2004
(1302)	0.20	250	R	To:	US 11	7		NA	NA	04/02/2001
				From:	Dead End	<del> </del>				
(1303)	0.03	NA			Dona Dilu	_		NA	NA	
				To: From:	JEFF FOREST BNDY	7				
(1303)	0.07	NA				<u> </u>		NA	NA	
				To:	11-1318					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
n of Buchanan				From:	11-1318	1				
)	0.24	200	R	<u> </u>	11 1010			NA	NA	04/09/20
· .	0.45			To: From:	11-1322	]		NIA	NIA.	0.4/0.0/0.0
)	0.15	50	R	To:	Dead End	7		NA	NA	04/09/20
				From:	SR 43	i				
)	0.42	410	R			_		NA	NA	04/09/20
				To: From:	US 11					
)	0.69	630	R	Tioni	US 11 SOUTH			NA	NA	04/09/20
/				To:	US 11 NORTH					
				From:	11-1304					0.1/00/00
)	0.17	70	R	To:	Dead End	7		NA	NA	04/09/20
				From:	11-1316	1				
)	0.61	240	R		11 1310			NA	NA	04/02/20
<u> </u>				To:	US 11					
	0.22	950	Б	From:	11-1310			NA	NA	04/02/20
)	0.22	850	R	To:	US 11	٦		INA	INA	04/02/20
				From:	ECL BUCHANAN					
)	0.16	130	R			_		NA	NA	04/02/20
				To:	11-1307	<u> </u>				
١	0.39	270	R	From:	0.14 MS SCL BUCHANAN			NA	NA	04/02/20
)	0.00			To:	11-1316					0 1/02/20
)	0.44	200	R	From:	11-1310			NA	NA	04/02/20
/				To:	Dead End					
	0.00			From:	Dead End					
)	0.02	NA				_		NA	NA	
)	0.03	20	R	From:	11-1307			NA	NA	04/02/20
)	0.00			To	Dead End; Gap Terminus					0 1/02/20
)	0.03	NA		From:	Dead End, Gap Terminus			NA	NA	
<u>/</u>				To: From:	US 11	1—				
)	0.07	240	R			=		NA	NA	04/09/20
				To:	11-1305					
<b>\</b>	0.71	190	R	From:	Dead End	_		NA	NA	04/02/20
)	0.7 1	100		To:	US 11	1				0 1/02/20
				From:	ECL BUCHANAN					
)	0.23	450	R	т	****	_		NA	NA	04/02/20
				To: From:	US 11					
)	0.30	60	R	Tioni	11-1317			NA	NA	04/02/20
<u>/</u>				To:	Dead End					
	0.00		_	From:	Dead End			N.I.A	<b>.</b>	0.4/0.0/0.0
)	0.20	40	R	To:	11-1307			NA	NA	04/02/20
				From:	11-1314	1				
)	0.12	60	R			_		NA	NA	04/02/20
<u>.                                    </u>				To:	11-1307					
	0.00	90	В	From:	11-1314			NIA	NIΛ	04/02/20
)	0.08	90	ĸ	To:	11-1320	7		INA	INA	U <del>4</del> 1UZ1ZU
)	0.09	90	R	From:		<u> </u>   		NA	NA	_

					Botetou	ırt Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Town of Buchanan	-					ZAXIE	3+Axle	ııraıl	2 I rail		Hour				
	0.04	40		From:		11-130	3				NIA		NIA		0.4/0.0/0.004
(1318)	0.24	40	R	To:		US 11			7		NA		NA		04/09/2001
				From:		11-130									
(1319)	0.15	90	R			11 130	J				NA		NA		04/09/2001
				To:		US 11									
$\bigcirc$	0.00	70	_	From:		11-130	8				NIA		NIA		0.4/0.0/0.004
(1320)	0.23	70	R	To:		11-131	6		1		NA		NA		04/02/2001
				From:		11-617									
(1321)	0.43	600	R			11 01,	,				NA		NA		04/02/2001
				To:		11-130	8								
$\bigcirc$				From:		Dead E	nd								0.1/0.0/0.00
1322	0.15	70	R								NA		NA		04/09/2001
	0.05			From:		11-130	3				NIA		NIA		0.4/0.0/0.004
(1322)	0.25	80	R	To:		Dead E	nd		╗		NA		NA		04/09/2001
				From:		Dead E									
(1323)	0.20	70	R	<u> </u>		Deau Ei	IIU				NA		NA		04/02/2001
				To:		11-131	2								
				From:		11-131	8								
(1324)	0.20	50	R						_		NA		NA		1994
				To:		Dead E									
1325	0.13	70	R	From:		11-130	16				NA		NA		04/09/2001
	0.15	70	IX.	To:		Dead E	nd		1		INA		INA		04/03/2001
				From:		11-132			Ì						
(1327)	0.10	130	R	_							NA		NA		04/02/2001
				To:		Dead E	nd								
Botetourt County				From:		11 770	`		1						
(1330)	0.16	60	R	<u> </u>		11-779	9				NA		NA		1994
(1550)				To:		Dead E	nd								
				From:		Dead E	nd								
(1400)	0.24	700	R						=		NA		NA		1998
				To:		US 460									
	0.34	100	R	From:		Dead E	nd				NA		NA		03/22/2001
1401)	0.04	100	• • • • • • • • • • • • • • • • • • • •	To:		11 140			_		14/1		14/ (		00/22/2001
(1401)	0.42	350	R	From:		11-140	12				NA		NA		03/22/2001
(1401)	···-			To:		11-660	)								00/12/2001
				From:		Dead E	nd								
1402	0.10	20	R	·							NA		NA		03/22/2001
				To: From:		11-140	1		]						
(1402)	0.23	80	R				,		=		NA		NA		03/22/2001
				To:		Dead E									
(400)	0.17	80	R	From:		11-140	1				NA		NA		03/22/2001
1403	0.17	50	11	To:		Dead E	nd				14/7		14/4		30/ <i>EE</i> / <i>E</i> 001
				From:		11-140									
(1404)	0.09	60	R			•					NA		NA		03/22/2001
				To: From:		11-140	5								
1404)	0.26	110	R						_		NA		NA		03/22/2001
				To:		Dead E	nd								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Botetourt County				From:	11-1404	1				
(1405)	0.07	180	R	<u> </u>	11 1101			NA	NA	03/22/200
				To:	11-771					
				From:	Dead End					
1406	0.22	100	R					NA	NA	03/22/200
				From:	11-1409	]				
(1406)	0.36	320	R					NA	NA	03/22/200
				To: From:	11-771					
1406	0.22	80	R	To:		_		NA	NA	03/22/200
					Dead End					
	0.06	20	R	From:	11-778			NA	NA	03/22/200
(1407)	0.00	20	K	To:	Dead End	7		INA	INA	03/22/200
				From:	11-658	1				
1408	0.19	100	R	<u> </u>	11-030	_		NA	NA	03/20/200
				To:	Cul-de-Sac					
				From:	11-1406					
(1409)	0.20	60	R			_		NA	NA	03/23/200
				To:	Dead End					
$\bigcirc$				From:	US 460					00/00/000
1411)	0.30	80	R	To:	D 15 1	_		NA	NA	03/20/200
				From:	Dead End	1				
	0.09	40	R	Piolii.	11-771			NA	NA	03/22/200
1412	0.09	40	K	To	Dead End	7			INA	03/22/200
				From:	11-659					
(1413)	0.72	1300	R		11 007			NA	NA	03/20/200
				To:	11-1423		NA			
(1413)	0.52	610	R	From:	11-1423	_		NA	NA	03/20/200
				To:	11-1418					
(1413)	0.22	520	R	From:	11-1410			NA	NA	03/20/200
(1419)				To:	11-657					
				From:	11-1415					
(1414)	0.28	120	R					NA	NA	03/22/200
$\bigcup$				To:	11-771					
$\bigcirc$				From:	11-1414					
(1415)	0.10	50	R					NA	NA	03/22/200
<u> </u>				From:	11-1416					
1415)	0.07	20	R	т		_		NA	NA	03/22/2001
				To:	Dead End					
	0.03	10	R	From:	Dead End	_		NA	NA	03/22/200
(1416)	0.03	10	K	To:	11-1415	$\neg$		INA	INA	03/22/200
				From:	11-1414	1				
(1417)	0.10	20	R	<u> </u>	11-1414	_		NA	NA	03/22/200
		_		To:	Cul-de-Sac					
				From:	Cul-de-Sac					
(1418)	0.07	40	R			_		NA	NA	03/20/2001
				To: From:	11-1423					
(1418)	0.09	45	R	. TOIL				NA	NA	03/20/200
				To:	11-1413					
				From:	11-1400					
1419	0.08	180	R	_		_		NA	NA	03/22/2001
				To:	Cul-de-Sac					

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Botetourt County						ZIIdii		Houi			
	0.55	1600	R	From:	Roanoke County Line			NA	NA		1998
1420	0.55	1600	K	To:	US 220 ALT	7		INA	NA.		1990
				From:	11-1420	1					
1421	0.07	190	R					NA	NA		1994
				To: From:	11-1422	]					
1421	0.08	50	R			_		NA	NA		1994
				To: From:	Dead End						
1422	0.05	40	R	rioni.	11-1421			NA	NA		1994
1422				To:	Dead End						
				From:	11-1413						
1423	0.51	110	R	To:	11 1410	_		NA	NA	(	03/20/20
				From:	11-1418						
1424	0.06	30	R	rioni.	Cul-de-Sac			NA	NA		1994
1424)				To:	11-1442						
1424	0.14	190	R	From:	11-1442	_		NA	NA		1994
				From:	11-1441						
1424	0.07	230	R			<del>-</del>		NA	NA		1994
				To:	11-1420						
	0.11	500	В	From:	US 460			NA	NA		03/14/20
1425	0.11	500	R			_		INA	INA	,	J3/ 14/2U
1425	0.37	190	R	From:	11-1426			NA	NA		03/14/20
	0.07	100		To:	Cul-de-Sac			101			70/ 1 1/20
				From:	11-1425						
1426	0.17	240	R	<u>-</u>				NA	NA	(	03/14/20
				To: From:	11-1427	]					
1426	0.13	70	R	To:	D1 F1	_		NA	NA	(	03/14/20
				From:	Dead End 11-1426	1					
1427)	0.24	80	R		11-1420			NA	NA	(	03/14/20
				To:	Cul-de-Sac						
$\overline{}$	_			From:	US 460						
1429	0.45	80	R	To:	Dead End	7		NA	NA	(	03/20/20
				From:	US 460	1					
1430	0.06	1100	R		US 400	_		NA	NA	1	03/20/20
				To:	11-1413						
$\overline{}$				From:	11-1413						
1431)	0.21	250	R	To:	Cul do Coo	7		NA	NA	(	03/20/200
				From:	Cul-de-Sac Cul-de-Sac						
1432)	0.41	180	R		Cui-uc-sac	_		NA	NA	1	03/20/200
				To:	11-1431						
$\overline{}$			_	From:	11-660						00155:-
1433	0.19	110	R	To:	Dood CJ	7		NA	NA	(	03/22/200
				From:	Dead End	<u> </u>					
1434)	0.13	70	R		Cul-de-Sac	_		NA	NA	1	03/22/20
				To:	11-1433						
				From:	11-657						
1435	0.38	260	R	To:	11.1400	_		NA	NA	(	03/20/200
				To:	11-1438						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Botetourt County				From:		1				
(1435)	0.03	20	R	T KAII.	11-1438			NA	NA	03/20/2001
				To:	Cul-de-Sac					
				From:	11-1435					
(1436)	0.23	50	R	To:	11 1420	7		NA	NA	03/20/2001
				From:	11-1439	1				
(1437)	0.10	50	R	110.11	11-1436			NA	NA	03/20/2001
(1437)				To:	Cul-de-Sac					
				From:	11-1435					
1438)	0.06	30	R			_		NA	NA	03/20/200
				To:	Cul-de-Sac					
	0.36	180	R	From:	11-1435			NA	NA	03/20/2001
1439	0.50	100	K	To:	11-652	1		INA	NA.	03/20/200
_				From:	11-652	i				
(1440)	0.75	290	R					NA	NA	03/20/2001
				To:	Cul-de-Sac					
$\bigcirc$				From:	11-1424					
(1441)	0.10	70	R	To:		7		NA	NA	1994
				From:	Cul-de-Sac	1				
(1442)	0.16	120	R	110.111	11-1424	_		NA	NA	1994
(1442)	00			To:	Cul-de-Sac					
				From	Cul-de-Sac					
1443)	0.05	20	R			_		NA	NA	05/14/2001
				To:	11-1455					
444)	0.40	40	_	From:	Cul-de-Sac			NIA	NA	05/44/0004
	0.10	48	R	To:	11-1455	1		NA	NA	05/14/2001
				From:	11-1440	1				
(1445)	0.22	50	R	<u> </u>	11-1440	NA NA	NA	NA	03/20/200	
				To:	Cul-de-Sac					
		110		From:	11-658					
1446)	0.40		R			_		NA	NA	03/20/2001
				To:	Cul-de-Sac					
	0.17	30	R	From:	Cul-de-Sac			NA	NA	03/22/2001
(1447)	0.17	30	K	To:	11-1446	1		INA	NA.	03/22/200
				From:	11-1449					
(1448)	0.09	100	R	•				NA	NA	03/22/2001
				To:	11-658					
$\bigcirc$				From:	11-1448					22/22/22
(1449)	0.28	90	R	To:	Cul-de-Sac	<b>-</b>		NA	NA	03/22/2001
_				From:	11-657	1				
(1450)	0.53	170	R	110311	11-657			NA	NA	03/20/2001
1409				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
(1451)	0.07	30	R			_		NA	NA	03/20/2001
				To:	11-1450					
	0.07	40	B	From:	11-1453			NA	NA	05/14/2001
(1452)	0.07	48	R	To:	Cul-de-Sac	1		INA	INA	03/14/2001
				From:	Roanoke County Line	1				
(1453)	0.08	310	R		rounded county Diffe			NA	NA	1998
1 1				To:	11-1454	7				

					Botetourt Maintenance						
Route	Length	AADT	QA	4Tire	Bus			QC	Design	QK AAWDT	QW Year
Botetourt County	ŭ				2Axle 3+Axl	e 1Trail	2Trail		Hour		
				From:	11-1454						
(1453)	0.20	170	R	To:	11-1452		_		NA	NA	05/14/2001
				From:	11-1453						
(1454)	0.09	50	R		11-1433				NA	NA	1998
				To:	Cul-de-Sac						
$\bigcirc$				From:	Cul-de-Sac						
1455	0.63	70	R						NA	NA	05/14/2001
	0.06	450	R	From:	11-1420		_		NA	NA	1998
1455	0.00	400		To:	11 1456		_		14/1	101	1000
(1455)	0.05	290	R	From:	11-1456				NA	NA	1998
(1409)				To	11-1457		<b>—</b> —				
(1455)	0.08	130	R	From:	11 1137				NA	NA	1998
				To:	11-1456						
$\bigcirc$	0.04		_	From:	Roanoke County Line				NIA	210	4000
(1456)	0.24	330	R						NA	NA	1998
	0.07	240	R	From:	11-1455 WEST				NA	NA	1998
1456	0.07	240	K	Tar	11 1450		_		INA	INA	1990
(1456)	0.08	120	R	From:	11-1458				NA	NA	1998
(1430)				To	11-1455 EAST						
(1456)	0.06	40	R	From:	11-1433 EAS1				NA	NA	1998
				To:	Cul-de-Sac						
(1457)			_	From:	Cul-de-Sac						
	0.09	70	R	To:	11-1455		_		NA	NA	1998
				From:	Cul-de-Sac						
(1458)	0.02	30	R		Cui-de-Sac				NA	NA	1998
				To:	11-1456						
$\bigcirc$	0.05			From:	80-1048; Roanoke County	Line					
1459	0.05	NA		To:	Dead End		1		NA	NA	
				From:	80-1003; Roanoke County	Line					
(1464)	0.05	NA			ov 1003, Hounday County	<u> </u>			NA	NA	
				To:	SR 220 ALT						
$\bigcirc$	0.04	NI A		From:	Cul-de-Sac/				NIA	NIA	
1468	0.04	NA		To:	11-01446(B)/		7		NA	NA	
				From:	Cul-de-Sac		l				
(1469)	0.12	NA							NA	NA	
				To:	11-1446						
$\bigcirc$	0.44		_	From:	11-652				NIA	NIA	02/00/0004
1470	0.11	50	R	To:	Cul-de-Sac		7		NA	NA	03/20/2001
				From:	11-652		<del></del>				
1475)	0.25	70	R				_		NA	NA	03/20/2001
				To:	Cul-de-Sac						
$\bigcirc$	0.17	400	_	From:	11-657				NI C	<b>.</b>	00/00/000
1480	0.17	160	R	_			<b>—</b>		NA	NA	03/20/2001
	0.18	80	R	From:	11-1481		_		NA	NA	03/20/2001
1480	0.10	ου	ĸ	To:	Cul-de-Sac		7		INA	INA	03/20/2001
-							•				

					Botetourt Maintenance Area			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT	QW Year
Botetourt County				From:	11-1480	1				
(1481)	0.06	20	R		11 1100	_		NA	NA	03/20/2001
				To:	Cul-de-Sac					
$\bigcirc$	0.33	450		From:	11-657			NIA	NIA	1000
1485	0.32	150	R	To:	Cul-de-Sac	7		NA	NA	1998
				From:	Cul-de-Sac					
(1486)	0.08	30	R					NA	NA	1998
$\bigcirc$				To:	11-1485					
$\bigcirc$	0.06	20		From:	Cul-de-Sac			NA	NIA	02/20/2004
1487	0.06	20	R	To:	11-1485	7		NA	NA	03/20/2001
				From:	SR 220 ALT					
(1499)	0.54	1400	R			_		NA	NA	1998
				To:	Cul-de-Sac					
$\bigcirc$	2.22		_	From:	US 460					00/40/000
(1501)	0.88	260	R	To:	11-1513	╗		NA	NA	03/12/2001
				From:	Dead End					
(1502)	0.05	10	R	<u> </u>	Deau Eliu	_		NA	NA	03/12/2001
				To:	11-1503	<b></b>				
(1502)	0.26	60	R	From:	11-1303			NA	NA	03/12/2001
$\bigcup$				To:	11-1504					
$\overline{}$				From:	11-767					
1503	0.07	120	R					NA	NA	03/12/2001
	0.00			To: From:	11-1501			NIA	NIA	02/42/2004
1503	0.06	80	R			_		NA	NA	03/12/2001
	0.03	NA		From:	11-1502			NA	NA	
1503	0.03	NA		To:	Dead End	1		INA	NA.	
				From:	Dead End					
1504)	0.02	NA				_		NA	NA	
				To: From:	11-1511	]				
(1504)	0.08	100	R					NA	NA	03/12/2001
<u> </u>				To: From:	11-767					
1504	0.07	60	R					NA	NA	03/12/2001
^				To: From:	11-1501					
(1504)	0.06	60	R			_		NA	NA	03/12/2001
$\overline{}$	0.00	NIA		From:	11-1502			NIA	NIA	
(1504)	0.03	NA		To:	Dead End	7		NA	NA	
				From:	11-1506	1				
1505	0.16	70	R		11 1000			NA	NA	03/14/2001
				To:	11-652					
$\bigcirc$	0.10		_	From:	US 460; US 221					00/44/0004
(1506)	0.10	80	R	To:	11-1505	7		NA	NA	03/14/2001
				From:	11-738	<del>                                     </del>				
(1507)	0.08	350	R	<u> </u>	11-730	_		NA	NA	03/12/2001
				To:	US 460					
				From:	11-616	]				
1508	0.62	430	R	To:	D 15 1 0 7 .	7		NA	NA	03/14/2001
				To: From:	Dead End; Gap Terminus 11-1515 Gap Terminus	+				
(1508)	0.13	120	R			<u>-</u>		NA	NA	03/14/2001
				To:	Dead End					
					Deau End	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Botetourt County				From:	Dead End	1				
(1509)	0.15	60	R	<u> </u>	Dead End	_		NA	NA	03/14/2001
				To:	11-1508					
$\bigcirc$	0.40			From:	US 460; US 221			NIA	N14	00/40/000
(1510)	0.40	90	R	To:	Dead End	7		NA	NA	03/12/200
				From:	11-1504	1				
(1511)	0.20	50	R		11 1301	_		NA	NA	03/12/200
				To:	11-1512					
$\bigcirc$				From:	11-1511					
1512	0.10	40	R			_		NA	NA	03/12/200
$\overline{}$	0.06	20		From:	11-767			NIA	NIA	03/13/300
1512	0.06	30	R	To:	11-1501	7		NA	NA	03/12/200
				From:	11-767	1				
(1513)	0.07	60	R		11-707	_		NA	NA	03/12/200
				To	11-1501	7				
(1513)	0.02	20	R	From:		_		NA	NA	03/12/2001
				To:	Dead End					
$\bigcirc$				From:	Dead End					
1514	0.06	20	R	To:	11-1508	7		NA	NA	03/14/200
				From:	Dead End	<u> </u>				
1515	0.61	310	R		Dead Elid	_		NA	NA	03/14/200
				To:	11-1517	٦				
(1515)	0.17	300	R	From:	11-1317	_		NA	NA	03/14/200
				To:	11-616					
				From:	11-616					
1516	0.12	40	R	To:	11 1500	7		NA	NA	03/14/2001
				From:	11-1508	+				
(1E47)	0.30	300	R	rioni.	11-1515	_		NA	NA	1998
(1517)	0.00			To	11-1518					
(1517)	0.33	140	R	From:	11-1310	_		NA	NA	1998
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
(1518)	0.17	70	R			_		NA	NA	1998
				To: From:	11-1517	<del> </del>				
(1500)	0.40	290	R	Pioni.	US 460	_		NA	NA	03/14/2001
(1520)	0.10	200		To:	Dead End	1		101	101	00/11/200
				From:	11-1520					
1521	0.05	20	R					NA	NA	03/14/2001
				To:	Dead End					
	0.04	00	_	From:	11-1520			NIA	NIA	02/44/2004
(1522)	0.04	20	R	To:	Cul-de-Sac	7		NA	NA	03/14/2001
				From:	11-1520	i				
(1523)	0.08	48	R		-1 1020	_		NA	NA	03/14/2001
				To:	11-1524					
$\overline{}$				From:	11-1523					
1524	0.07	30	R	To:	Cul de C	7		NA	NA	03/14/2001
				From:	Cul-de-Sac	+				
1525	0.07	40	R		11-1520	_		NA	NA	03/14/2001
(1525)				To:	Cul-de-Sac			•		

-					Botetourt Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
<b>Botetourt County</b>				From:						
(1530)	0.08	800	R	rioni.	11-652			NA	NA	03/14/2001
				To:	11-1531					
			_	From:	Dead End					
(1531)	0.49	550	R					NA	NA	03/14/2001
	0.08	48	R	From:	11-1537			NA	NA	03/14/2001
(1531)	0.00	40	IX.	To:	Dead End	7		INA	IVA	03/14/2001
_				From:	11-1531					
(1532)	0.25	300	R			_		NA	NA	03/14/2001
				To: From:	11-1537					
(1522)	0.10	250	R	rioni.	11-1532			NA	NA	03/14/2001
(1533)				To:	11-1534					
				From:	Cul-de-Sac					
1534	0.09	40	R					NA	NA	03/14/2001
	2.22			From:	11-1533					00/44/0004
1534	0.30	200	R					NA	NA	03/14/2001
	0.09	20	R	From:	11-1538			NA	NA	03/14/2001
1534	0.09	20	IX.	To:	Cul-de-Sac	7		INA	IVA	03/14/2001
(1535)				From:	11-1534					
	0.06	20	R			_		NA	NA	03/14/2001
				To:	Dead End					
1536)	0.15	60	R	From:	11-1537			NA	NA	03/14/2001
	0.10			To:	Cul-de-Sac					00/11/2001
				From:	11-1531					
(1537)	0.07	210	R					NA	NA	03/14/2001
				To: From:	11-1532					
1537	0.04	70	R	To:	11-1536	_		NA	NA	03/14/2001
				From:	Cul-de-Sac					
(1538)	0.06	30	R	<u> </u>	Cui-de-Suc			NA	NA	03/14/2001
				To:	11-1534					
	0.77			From:	11-1605					0.4/4.0/0.004
(1601)	0.77	60	R	To:	11-699	_		NA	NA	04/18/2001
				From:	11-633					
1602	0.12	100	R		11 055	_		NA	NA	04/18/2001
				To:	11-1601					
	0.14	c	Б	From:	11-1601			NA	NIA	04/19/2001
1603	0.14	6	R	To:	Dead End	$\neg$		NA	NA	04/18/2001
				From:	11-1601					
(1604)	0.13	20	R					NA	NA	04/18/2001
				To:	Dead End					
	0.07	10	R	From:	11-1601			NA	NA	04/18/2001
1605)	0.01	10	ĸ	To:	Dead End	7		INA	INA	0 <del>-1</del> /10/2001
				From:	US 220					
9052	0.23	100	R			_		NA	NA	1992
				To:	EAGLE ROCK ELEM SCH					
0051	0.05	300	R	From:	COLONIAL SCHOOL			NA	NA	1992
9054)	0.00	300		To:	11-738	1		INA		1332
		_					_	_		

					Roteton	ırt iviaint	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Fincastle				From:		11-12	02								
(9056)	0.15	80	R			11 12	02		_		NA		NA		1986
				To:		Dead I	End								
Botetourt County															
	0.45		_	From:		11-68	31								4000
9057	0.15	360	R	To:	DO3	FETOLIDA	INT SCH		_		NA		NA		1992
				From:											
	0.13	530	R	rioni.	J.	AMES RI	VER HS		_		NA		NA		1992
9058	0.13	330	IX	To:		SR 4	.3		7		INA		INA		1992
				From:	J.	AMES RI									
(9058)	0.03	130	R						_		NA		NA		1992
				To:		11-63	30								
Town of Fincastle				From:		11.6	10								
(9479)	0.15	440	R	Tom		11-63	30		_		NA		NA		1992
(9479)	0.10	440		To:	BRI	ECKENRI	DGE SCH				147		10.		1002
Botetourt County				-					-						
				From:		oanoke Co									
601 Shadwell Dr	0.02	5000	N	96%	0%	2%	1%	2%	0%	Ν	500	N	5300	Ν	2001
				To:	US	S 11 Willia	ımson Rd								
$\bigcirc$				From:	Во	tetourt Co	unty Line								1011010000
636	0.25	190	R								NA		NA		10/18/2000
				To: From:		0.25 ME	OF CL								
636	0.31	70	R								NA		NA		10/18/2000
				To: From:	(	0.16 ME 8	0-1095								
636	0.36	48	R	. —					_		NA		NA		10/18/2000
				To:		Dead I									
	0.00	440	_	From:		Cul-de-	Sac								10/10/0000
(1095)	0.30	110	R	To:		80-63	26		_		NA		NA		10/18/2000
						80-63	00								