2009

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

where available

Jurisdiction Report 10

Bland County

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

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

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

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

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

2009 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Maintenance Area

							Tru	ı olı			V		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	Q\
	From	-	1.0			2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
West Blue Grass Hwy	Bland County	9.58	th County Line	91%	2%	1%	3%	3%	0%	С	0.152	F	0.619	150	F
West Blue Grass Hwy	Biaria County				270	1 70	3%	370	0%	C	0.132	Г	0.619	130	r
	To: From:		grove Rd West of							_		_		.=-	
West Blue Grass Hwy	Bland County	5.39	450 F	91%	2%	1%	3%	3%	0%	F	0.096	F	0.591	470	ı
	To: From:		of Bland Court H												
$\binom{52}{52}$ South Scenic Hwy	Bland County	3.97	1900 F	97%	0%	1%	0%	1%	0%	F	0.096	F	0.639	1900	
	To: From:	I-77 West	of Bland Court Ho	use		\neg \vdash									
South Scenic Hwy	Bland County	0.91	4200 F	96%	1%	1%	1%	1%	0%	F	0.102	F	0.571	4300	
	To:	118 52 1	Bland Court House												
E Bluegrass Trl	Bland County	10.25	2400 F	96%	1%	1%	1%	1%	0%	С	0.125	F	0.572	2500	
	Tool		034 1 : 1							_					
East Blue Grass Hwy	From: Bland County	3.08	8 Mechanicsburg	96%	1%	1%	1%	1%	0%	F	0.115	F	0.611	670	
East Blue Grass Hwy	Biand County			30 /0	1 /0	1 70	1 70	1 /0	070	'	0.113	•	0.011	070	
	From:		6 Wilderness Rd	000/	40/		40/	40/	00/		0.447	_	0.000	000	
East Blue Grass Hwy	Bland County To:	2.30	900 F	96%	1%	1%	1%	1%	0%	F	0.117	F	0.668	930	
	<u> </u>		es County Line												
~	From:		he County Line	070/	00/		00/	407	00/	_	0.400	_	0.000	470	
2) South Scenic Hwy	Bland County	4.18	170 F	97%	0%	1%	0%	1%	0%	F	0.188	F	0.696	170	
	To: From:		West of Bland C.H												
(42) South Scenic Hwy	Bland County	3.97	1900 F	97%	0%	1%	0%	1%	0%	F	0.096	F	0.639	1900	
	To:	I-77 W	est of Bland C.H.			\neg \vdash									
2 (42) South Scenic Hwy	Bland County	0.91	4200 F	96%	1%	1%	1%	1%	0%	F	0.102	F	0.571	4300	
	Too	SR	42 Bland C.H.												
North Scenic Hwy	Bland County	4.58	810 F	96%	1%	1%	1%	1%	0%	F	0.118	F	0.519	840	
2)	To:		5 S Angels Pass												
~	From:	10-61	5 S Angles Pass												
2 North Scenic Hwy	Bland County	2.05	1400 F	96%	1%	1%	1%	1%	0%	С	0.13	F	0.65	1400	
<i></i>	To:	10-666 I	Indian Village Trai	1		\neg \vdash									
North Scenic Hwy	Bland County	6.14	430 F	95%	1%	1%	2%	1%	0%	С	0.113	F	0.52	450	
	To:		ear Fork Creek Hy	лу											
\sim	From:		Wolf Creek Hwy		407									.=-	
2 (61)	Bland County	0.06	430 N	95%	1%	1%	2%	1%	0%	N	0.113	N	0.52	450	
	To: From:		est of Rocky Gap												
2 (61) Clear Fork Creek Hwy	Bland County	0.40	2100 F	95%	2%	1%	2%	1%	0%	С	0.121	F	0.868	2200	
	To	SR 61	Wolf Creek Hwy			_									
North Scenic Hwy	Bland County	2.19	810 F	95%	1%	1%	1%	1%	0%	С	0.114	F	0.548	840	
<i>.</i>	To:		I-77												
~ ~	From:		US 11								_				
52) (77)	Bland County						ectional t					segn	nent.		
~ ~	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	28000 F	75%	1%	1%	1%	21%	2%	F	NA			25000	

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2009 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Maintenance Area

-							Tru	ıck			K		Dir		—
Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QV
From:															
Bland County		540	F	95%	1%	1%	2%	1%	0%	F	NA			560	F
101															
Pland Count				000/	00/	10/	10/	10/	00/	_	0.001	_	0.562	450	
Biand County	,			96%	0%	1%	170	170	0%	Г	0.091	Г	0.563	450	
From:															
Bland County	y 0.06	430	N	95%	1%	1%	2%	1%	0%	Ν	0.113	Ν	0.52	450	
To: From:	I-77 V	Vest of Rock	cy Gap												
Bland County	y 0.40	2100	F	95%	2%	1%	2%	1%	0%	С	0.121	F	0.868	2200	
To:															
Bland County					1%	0%	1%	0%	0%	C	0.105	F	0 639	720	
Diana County	,			31 /0	170		1 /0	070	0 /0	J	5.100	•	3.000	120	
From:	Wy	the County I	ine												_
Bland County		14000	F	79%	1%	1%	0%	18%	1%	F	NA			12000	
Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	27000	F	75%	1%	1%	1%	21%	2%	F	NA			24000	
To:	<u> </u>	10-717													
Bland County	5.45	14000	F	70%	10/	10/	0%	18%	10/	F	NΙΔ			12000	
,	•									F					
Tool	<u> </u>			7070	170		170	2170	270	•	100			24000	
From:															
-										F		F			
Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	26000	F	75%	1%	1%	1%	21%	2%	F	NA			23000	
Ta: From:		10-666													
Bland County	y 3.94	13000	F	79%	1%	1%	0%	18%	1%	F	NA			11000	
Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	26000	F	75%	1%	1%	1%	21%	2%	F	NA			22000	
To: From:		10-606													
Bland County	v 1 97	14000	F	79%	1%	1%	0%	18%	1%	F	0.086	F		12000	
,	,									F		•			
To.				1070	170		170	2170	270	•	101				
From:				700/	40/			4001	40/	_	0.445			11000	
													0.005		
Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:		F	/5%	1%	1%	1%	21%	2%	C	0.129	А	0.628	23000	
To: From:		US 52			-										_
Bland County	y 0.70	15000	F	79%	1%	1%	0%	18%	1%	F	NA			13000	
	Bland County Bland County Bland County Bland County Bland County From: Bland County From: Bland County From: Bland County Combined Traffic Estimates for 2 Parallel Combined Traffic Estimates for 2 Parallel	Bland County 0.18 Taze Taze Taze	Bland County 0.18 540	Bland County	Bland County 0.18 540 F 95%	Prom	Substitution Length Aud Substitution Subs	Length Add Leng	Second Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimate	Second Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimate	No. 1	Surface Carrier Carr	Second Company Compa	Combined Traffic Estimates for 2 Parallel Roadways on this Route 1.000 1	Second County 1.5

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2009 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Maintenance Area

		Diana n	nan nenan	20.110				Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	West V	Virginia Stat	te Line				017.000				. 4010.		40101		
(77)	West Virginia (M	aint: 10) 0.50	15000	F	79%	1%	1%	0%	18%	1%	F	NA			13000	F
\smile	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	28000	F	75%	1%	1%	1%	21%	2%	F	NA			25000	F
	To:	End of T	unnel, West	Virginia	1											
North	From:		I-77 North													
(77) Ramp	Bland Cour	,	650	F	94%	1%	3%	1%	1%	0%	F	NA			670	F
	111		lear Fork Cr		7											
South	Pland Cour	•	the County I	Line F	71%	1%	1%	40/	250/	20/	_	NA			11000	_
77	Bland Cour Combined Traffic Estimates for 2 Paralle	•		F		1%	1%	1% 1%	25% 21%	2% 2%	r	NA NA			11000	F
	Combined Trainc Estimates for 2 Paralle	er Roadways on this Route:		Г	75%	170	170	170	21%	2%	Г	INA			24000	Г
South	Io: From:		10-717													
(77)	Bland Cour	nty 5.70	14000	F	71%	1%	1%	1%	25%	2%	F	NA			12000	F
\sim	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	27000	F	75%	1%	1%	1%	21%	2%	F	NA			24000	F
South	To: From:	J	JS 52, SR 4	2												
(77)	Bland Cour	nty 6.05	13000	F	71%	1%	1%	1%	25%	2%	F	NA			11000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	26000	F	75%	1%	1%	1%	21%	2%	F	NA			23000	F
	To:	,	10-666													
South	From:	2.07			740/	40/	40/	40/	050/	20/	F	NIA			44000	F
77	Bland Cour	•	13000	F	71%	1% 1%	1%	1%	25% 21%	2% 2%	F	NA NA			11000	F
	Combined Traffic Estimates for 2 Paralle	er Roadways on this Route:		F	75%	170	1%	1%	21%	2%	Г	NA			22000	Г
South	To: From:		10-606													
(77)	Bland Cour	nty 2.12	13000	F	71%	1%	1%	1%	25%	2%	F	NA			12000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	27000	F	75%	1%	1%	1%	21%	2%	F	NA			23000	F
South	Ta: From:		SR 61													
(77)	Bland Cour	ntv 1.79	13000	F	71%	1%	1%	1%	25%	2%	С	0.094	F		12000	F
	Combined Traffic Estimates for 2 Paralle	•		F	75%	1%	1%	1%	21%	2%	С	0.129	=	0.628	23000	F
	To-		S 52; SR 59		. 0 70	.,,		. , 0		_,,		020		0.020		•
South	From:		SR 598		=	407					_					_
77 [52]	Bland Cour	•	14000	F	71%	1%	1%	1%	25%	2%	F	NA			12000	F
<u> </u>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	28000	F	75%	1%	1%	1%	21%	2%	F	NA			25000	F
South	To: From:	West V	Virginia Stat	te Line												
(77)	West Virginia (M	aint: 10) 0.50	14000	F	71%	1%	1%	1%	25%	2%	F	NA			12000	F
\smile	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	28000	F	75%	1%	1%	1%	21%	2%	F	NA			25000	F
	To:	End of T	unnel, West	Virginia	1											
South	From:	Exit Welco	me Center l	Parking I												
Rocky Gap Welcome Cente	r Bland Cour		1100	В	74%	1%	1%	1%	22%	1%	С	0.166	Α		1000	В
\sim	To:	I-77 South	from Welco	ome Cen	er											

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2009 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Maintenance Area

Route	Jurisdiction	Length AADT	QA	4Tire	Bus				2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
_	From:	US 52 S Scenic Hwy	Bland C	H											
(98) Main St	Bland County	0.50 240	F	97%	0%	1%	1%	0%	0%	С	0.158	F	0.55	250	F
	To:	10-605 South of Bl	and CH												
	From:	I-77 North													
(598) E River Mountain Rd	Bland County	4.16 120	F	92%	4%	0%	0%	3%	0%	С	0.16	F	0.6	130	F
	To:	West Virginia Sta	te Line												

					ВІ	and Mainter			1/		D:-			
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From	i			Dead F	End		-					
F1) Sugar Bottom Dr	0.96	NA				Dead I	Ziid		NA			NA		
$\overline{}$		To				10-61	17							
	0.17	From				10-61	16		NA.			NΙΔ		
(F2)	0.17	NA				Dead E	End		NA T			NA		
		From	I			Dead E								
F3 Arrowhead Dr	0.24	NA							NA			NA		
<u> </u>		To From				10-66	56		_					
(F3)	0.29	NA				D 11	3 1		NA			NA		
		From	l			Dead E			<u> </u>					
(F48) Crab Orchard Dr	0.45	NA				US 5	2		NA			NA		
(140)		To				Dead F	End							
		From				Wythe Cour	nty Line							
600	2.60	60 To	R			40	\1		NA			NA		04/25/2006
		From				10-60								
(601)	11.40	290	R			10-603; 1	U-01 /		NA			NA		10/10/2003
(001)		To				Pulaski Cou	nty Line							
		From				Dead F	End							
(602) Spur Branch Rd	1.25	80	R						NA			NA		04/25/2006
<u> </u>		From				1.25 ME of I	Dead End		⇉┈					
602 Spur Branch Rd	0.80	100	R						NA —			NA		09/19/2006
	0.35	90 From	R		10	0-668 Long Spi	ur School Rd		NA			NA		10/10/2003
(602)	0.35	90	_ K						INA			INA		10/10/2003
(602)	0.40	100 From	R			10-632 Par	cell Dr		NA			NA		10/10/2003
602	0.10	To	·`			0.40 ME 1	10.622					101		10/10/2000
602	0.80	100 From	R			0.40 ME 1	10-032		NA			NA		10/10/2003
002)		To				10-60)1							
\sim		From				Wythe Cour	nty Line							
603	1.60	30 To	R			10-601; 1	0.717		NA			NA		04/25/2006
		From	<u> </u>											
(604)	3.45	280	R			SR 42, E Blue	grass rran		NA			NA		10/07/2003
004)		To				10-651 Rock	Wall Dr							
604)	1.52	130 From	R						NA			NA		10/07/2003
<u> </u>		To From				1.52 ME 1								
(604)	2.10	70	R			1.50 ME 1	10-651		NA			NA		10/07/2003
(004)		To				10-60	18							
604)	0.40	60 From	R			10-00	, ,		NA			NA		10/07/2003
$\overline{}$		To From				0.40 ME 1	10-608	 	_					
604	0.50	60	R						NA			NA		10/07/2003
<u> </u>		To				Dead F								
\bigcirc	0.20	From	<u> </u>			Dead E	End					NIA		04/44/2006
(605)	0.30	70	R						NA			NA		04/11/2006
(COE)	0.59	100 From	R			0.30 MW D	ead End		NA			NA		04/11/2006
(605)	<u> </u>		·`			0.0034117	and E - 4					11/7		
(605)	0.21	130 From	R			0.89 MW D	ead End		NA			NA		04/11/2006
605)	J. L 1	To.				1.10 MW D	lead End		¬					
605)	0.50	220 From	R			1.10 W W D	cau Ellu		NA			NA		04/11/2006
		To				SR 9	8							

Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From	.1					HIIAII	ZIIdii		racioi		Factor			
(606) Wilderness Rd	0.06	350		94%	1%	3%	US 52 1%	1%	0%	С	0.120	F	0.506	380	F	2009
		To Fron). 1:				I-77									
606 Wilderness Rd	5.03	980 Tr	F	93%	1%	3%	1% Wesender	2%	0%	F	0.116	F	0.767	1000	F	2009
		Fron	1:			10-608 W	Wesendor									
606) Wilderness Rd	4.49	720	F	93%	1%	3%	1%	2%	0%	F	0.105	F	0.571	740	F	2009
(606) Wilderness Rd	3.94	620 From	F	93%	1%	10-608 MI 3%	D Price Ri 1%	idge Rd 2%	0%	С	0.122	F	0.632	640	F	2009
(000)		To):				Bluegrass									
	1.89	From 50	R				10-608				NA			NA		04/25/2006
(607)	1.09	Т				1.90	ME 10-60	10						INA		04/25/2006
(607) Burtons Pond Rd	0.71	80 From	R			1.09	ME 10-00	10			NA			NA		09/15/2006
		To	00				10-606									
600	0.60	200	 R			SR 42 W,	E Bluegras	ss Trail			 NA			NA		10/07/2003
608)	0.00	т					10-604				¬—			1471		10/01/2000
(608)	1.10	80	R				10 001				NA			NA		10/07/2003
<u> </u>		Tron Fron				1.10	ME 10-60	4								
608) Skydusky Rd	1.90	100	R								NA —			NA		09/12/2006
608) Skydusky Rd	1.40	20 From	R			Jefferso	on Forest B	Bndy			NA			NA		09/12/2006
608) Skydusky Rd	1.10	To	-				10-639				¬					00/12/2000
(608)	0.60	110 From	R				10 00)				NA			NA		10/07/2003
<u> </u>		To From	1:			SR 42 E,	E Bluegras	s Trail			$\supset \vdash$					
(608)	3.40	360	R			10-	606 EAST				NA T			NA		10/02/2003
\bigcirc		From	1:				606 WEST									
(608)	2.44	180	R								NA			NA		10/02/2003
(608) Wesendonick Rd	0.90	70 From	R		1	0-677 No	Business C	Creek Rd			NA			NA		09/25/2006
		Tr				10-609 1	Dinky Trac	k Rd								
(608)	2.28	220	R								NA			NA		10/02/2003
		Fron					Vesendonio				<u> </u>					
(609) Dinky Track Rd	1.80	50	R			10-008 V	vesendonio	CK KU			NA			NA		09/15/2006
\bigcirc		To	:		1		Business C									
610	1.10	50	R			Smyth	County L	ine			 NA			NA		10/10/2003
(610)		То				10-742.5	Shady Grov	ve Rd			¬ <u>``</u>					10/10/2000
610	0.80	70 From	R								NA			NA		10/10/2003
		To	:				SR 42									
611)	0.10	80	R			SR 42, E	Bluegrass	Trail			NA			NA		10/02/2003
		T ₂				0.10	MN SR 4	2			\neg \vdash					
611)	0.50	80	R								NA			NA		10/02/2003
	4.50	From				0.60	MN SR 4	2						NIA		40/00/0000
611)	1.53	70	R				10-612				NA			NA		10/02/2003
		From	n-				US 52									
612 Kimberling Rd	0.56	100	R								NA			NA		10/02/2003
	4.22	110 From	R			0.56	ME US 5	2			NA			NA		09/15/2006
612	7.22	Te	$\overline{}$			4.78	ME US 5	2						INA		03/13/2000

							enance Area		K		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle 1Tra	QC	Factor	QK	Factor	AAWDT	QW	Year
Bland County		From	Ī			4.78 M	E US 52		1					
612	0.89	90	R						NA			NA		10/02/2003
	0.75	From				5.67 M	E US 52		\rightrightarrows			NΙΔ		40/40/2002
612)	0.75	100	R			10 627 Dale	on Hollow Rd		NA			NA		10/12/2003
612)	1.55	90 From	R			10-627 Daite	on Hollow Kd		NA			NA		10/02/2003
		To From				10-	-611		_					
612)	2.90	100	R						NA —			NA		10/02/2003
612)	0.81	330 From	R			10-631 Pin	ch Creek Rd		NA			NA		10/02/2003
012		To	:			10-	-606							
On Fork Bd	0.27	70	R			Dea	d End		NΙΔ			NA		08/29/2006
613) Dry Fork Rd	0.37	70 To				0.27 ME	Dood End		NA —L			INA		00/29/2000
613) Dry Fork Rd	0.60	130 From	R			0.57 ME	Dead End		NA			NA		08/29/2006
<u> </u>		To From				0.97 ME	Dead End		_					
613) Dry Fork Rd	0.20	210	R						NA —			NA		08/29/2006
613) Dry Fork Rd	4.71	530	R			1.17 ME	Dead End		NA			NA		08/29/2006
613) Dry Fork Rd		To	.`			10-663 Da	ngerfield Dr							00/20/2000
613)	0.50	800 From	R						NA			NA		09/30/2003
		From				US	S 52		<u> </u>					
613)	6.16	680	R			Dea	d End		NA T			NA		09/30/2003
		From	<u> </u>				County Line							
614)	12.70	1400 To	R			* 10	g 52		NA			NA		09/30/2003
		From	:				S 52 SOUTH		1					
615)	1.20	420	R			0.5.02	500111		NA			NA		09/30/2003
		From				10-	-620		<u> </u>					
615) Suiter Rd	2.95	70	R						NA			NA		04/18/2006
(615) Suiter Rd	0.25	70 From	R			2.95 MI	N 10-620		NA			NA		08/22/2006
\bigcirc		To From				10-	-618		_					
615)	4.37	1100	R						NA			NA		09/30/2003
	0.32	1300	R			10-649	Pep St		NA			NA		09/30/2003
615)	0.52	To				US 52	NORTH		¬—			14/-4		03/30/2003
615)	0.59	440 From	R						NA			NA		09/30/2003
		To	<u>.</u>				d End							
616) Sandy Hollow Rd	0.30	50	R			10-	-617		NA			NA		04/18/2006
		To				Fl	R-2							
	3.80	From 60	R			US 52	SOUTH		NA			NA		10/10/2003
(617)	0.00	To				10-619 Gr	reen Hill Rd					14/1		.5, 10,2005
(617)	1.97	180 From	R			10 017 01			NA			NA		10/10/2003
(617) (617)		From				10-616 Sano	dy Hollow Rd		<u> </u>					
(617)	1.00	400	R			US 52	NORTH		NA T			NA		10/10/2003
		From	:				Suiter Rd							
618)	1.20	120	R						NA			NA		09/30/2003
		To	1			Dea	d End							

Route	Length	AADT	QA	4Tire	Bus	3		Truck Axle 1Tr		C	QC F	Kactor	QK	Dir Factor	AAWI	OT QV	/ Year
Bland County		From	.1						J. 2	. 1011		1		. 40101			
619) Green Hill Rd	0.40	46	R				10-61	.7				J NA			NA		04/18/20
(019)		To					Dead E	End				1					
		From					Dead E	End]					
(620)	1.80	160	R									NA			NA		04/18/20
		To	: .1			1	0-615 Sui					1					
(621)	3.00	230	R				SR 4	2				J NA			NA		10/10/20
021)	0.00	То					US 5	2				1					10/10/20
		From	:				SR 42 SC	UTH									
622)	1.00	60	R									NA			NA		10/10/20
<u> </u>		To From					1.00 ME	SR 42]—					
622)	0.30	60	R									NA			NA		10/10/20
<u> </u>		From					10-626 W	EST]—					
622)	1.40	70	R									NA			NA		10/10/20
$\overline{\bigcirc}$		From					10-626 E	AST]					10/10/00
622	0.30	60	R									NA			NA		10/10/20
$\overline{}$	0.40	From				(0.30 ME 1	10-626				<u>} </u>					00/40/00
622) Birch Grove Rd	0.40	40	R									NA _			NA		09/19/20
$\overline{}$	0.40	From	<u> </u>			Jef	ferson For	rest Bndy							N10		40/40/00
622)	0.40	60	R									NA _			NA		10/10/20
$\overline{}$	0.52	From From	<u> </u>			10-625	W, Mour	tain Glen D	r			<u> </u>			NIA		10/10/20
622)	0.53	60	R									NA			NA		10/10/20
<u></u>	0.70	70 From	R				10-625 E	AST				NA			NA		10/10/20
622)	0.70	70										1N/A			INA		10/10/20
600	2.30	From	R			10-6	524 Raven	s Cliff Rd				NA			NA		10/10/20
622	2.00	To	·`				10.62	12				- · · · ·					10/10/20
622)	2.70	70 From	R				10-62	25				NA			NA		10/10/20
022)	_	To					SR 42 W	EST				1					
622)	2.30	70 From	R				JR 42 W	LSI				NA			NA		10/10/20
		To From					SR 42 E	AST				1					
622) Whackertown Rd	1.40	90	R									NA			NA		09/19/20
		То					Dead E	End									
\bigcirc		From					10-62	22									
623)	0.81	130 To	R				CD 42 XV	TECT				NA			NA		10/10/20
		From					SR 42 W										
623) Sharon Springs Rd	7.40	40	R									NA			NA		09/19/20
		To				Taz	ewell Co	unty Line									
Daviera Cliff Dd	4.00	From	ᆫ				Dead E	End							NIA		00/40/00
624) Ravens Cliff Rd	1.00	60 To	R				10-62	12				NA T			NA		09/19/20
		From	:				Dead F					1					
625) Mountain Glen Dr	0.50	30	R				Dead L	siid				NA			NA		09/19/20
020)		To					10-622 W					1					
	0.60	160	<u> </u>				10-622 E	AST				NIA			NIA		10/10/20
(625)	0.60	160	R									NA			NA		10/10/20
(005)	0.40	From From	R				SR 4	2				NA			NA		10/10/20
(625)	0.40	30										1N/A			INA		10/10/20
625) Poor Valley Rd	0.30	From	R			10-64	7 Willow	Springs Rd				NA			NA		09/19/20
625) Poor Valley Rd	0.30	JU						10.15				ואר.			INA		03/13/20
625) Poor Valley Rd	6.40	10 From	R			().30 MN	10-647				NA			NA		09/19/20
625 Poor Valley Rd	0.40	To					Dead E	End				٦,,			INA		00/10/20

						Biand	ıvıaınt	enance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	S		Truck 3+Axle 1Ti		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		Fron	i .				10.622	WEGE								
(626)	2.20	40	R				10-622	WEST			NA			NA		10/10/2003
		Tr Fron	:				2.20 MI	E 10-622			_					
(626)	0.60	60	R								NA			NA		10/10/2003
$\overline{\bigcirc}$		T- Fron					10-622	2 EAST								
626)	0.85	150	R				CD	1 42			NA			NA		10/10/2003
		Fron	! :					d End								
627) Dalton Hollow Rd	0.80	30	R				Dea	a End			NA			NA		09/15/200
		Te	:			10	-612 Kir	nberling Rd								
$\overline{}$		From					US	5 52								
(628)	0.08	510	R			10	0-652 Fe	rnwood Dr			NA			NA		09/30/200
		Fron	:					-606			<u> </u>					
(629)	1.30	250	R				10-	-000			NA			NA		10/02/2003
		To	:				Dead	d End								
\bigcirc		Fron					Dead	d End								
(630)	0.19	5 Tr	R				10	-665			NA			NA		1994
		Fron	:T					612			<u> </u>					
(631) Pinch Creek Rd	1.75	340	R				10-	-012			NA			NA		09/15/2006
(001)		To	:				Dead	d End								
$\widehat{}$		Fron					10-	-602								
632) Parcell Dr	0.24	45	R				D.	4 T 4			NA			NA		09/19/2006
		Fron] .I					d End								
633) Short Ridge Dr	0.65	110	R				Dead	d End			NA			NA		09/15/2006
000)		Te	:			10-	-631 Pin	ch Creek Rd								
$\widehat{}$		Fron				10-7	738 Byrn	es Chapel Rd	i							
(634) Mechanicsburg Rd	0.57	180	R				CID.	. 40			NA			NA		09/12/2006
		Fron						42								
635) Pearl St	0.07	30	R				10-637	Starks St			NA			NA		08/22/200
000)		Te					Cul-c	le-Sac								
		Fron	:				Dead	d End								
636) Walnut Dr	0.10	300	R								NA			NA		08/22/200
<u> </u>		To From					10-	615								
636) Walnut Dr	0.06	9	R				10	-648			NA			NA		08/22/200
		Fron	:I					615								
(637) Starks St	0.10	50	R				10-	-013			NA			NA		08/22/2006
		To					10-636 V	Valnut Dr								
		Fron	:				10-	629								
638) Wright Mountain Dr	0.47	120	R				Door	d End			NA			NA		09/15/2006
		Fron	.L :I					ydusky Rd			1					
(639)	0.20	10	R			10	0-000 31	lydusky Ku			NA			NA		09/12/2006
		To				_	Dead	d End								
		Fron					Dead	d End								
640 Crystal Springs Dr	1.00	46	R			_				 	NA			NA		09/12/2006
O T 11 T 15	•	From				10-7	738 Byrn	es Chapel Rd	i		<u> </u>					10/::/
640 Trails End Dr	3.00	130	R							 	NA			NA		10/11/2006
Trails Fr. d Dr.	0.70	From	Ļ				3.00 MI	E 10-738						N I A		00/40/000
640 Trails End Dr	0.70	20	R			—	Dea	d End			NA			NA		09/12/2006
			1				Dea									

<u></u>								nce Area										
Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trai		(J	C	K actor	QK	Dir Factor	AAW	OT Q	W	Year
Bland County		From	1				10-606											
(641) Walnut Hollow Dr	0.03	20	R								١	NA			NA			09/15/2006
(641) Walnut Hollow Dr	0.12	From Prom	R			0.0	3 MN 10-	-606				NA			NA			09/15/2006
(641) Walnut Hollow Dr	0.12	20	_				Dead End	d			- '	NA 			INA			09/13/2000
		From					S 52 SOU											
(642) Hicksville Rd	0.70	30	R				002000				1	NΑ			NA			08/29/2006
		To				US	S 52 NOR	TH										
		From					Dead End	d										
(643) Grassy Branch Dr	0.40	40	R								1	NA			NA			04/18/200
		To					US 52											
	0.40	40	R				Dead End	d			N				NA			00/20/200
(644)	0.40	40	_			SR 61	Wolf Cre	ek Hwv			- '	NA I			INA			08/29/200
		From																
(645) Stillhouse Spring Dr	1.10	70	R				Dead End	u			١	I NA			NA			09/12/2006
043) CCare opining 2.1		To				SR 42,	E Bluegra	ass Trail										
		From	1			10)-615 WE	ST										
(646) Hunting Camp Rd	0.37	70	R								1	NΑ			NA			08/22/2006
		To From				0.3	87 ME 10-	-615										
(646) Hunting Camp Rd	2.31	200	R				,				1	NΑ			NA			08/22/2006
		To				10	0-615 EA	ST										
		From					Dead End	d										
(647) Willow Springs Rd	0.32	50	R								1	NΑ			NA			09/19/2006
<u> </u>		To				10-625	5 Poor Va	ılley Rd										
\bigcirc		From	<u> </u>				US 52											
(648)	0.49	3	R				D 1F	1			1	۱A			NA			08/22/2006
		From					Dead End											
(649) West Camp Dr	0.03	40	R				Dead End	d				I NA			NA			08/22/2006
(649) West Camp Dr	0.03	40										N/A I			INA			00/22/2000
O Don Ct	0.14	180	R			10-	-654 Chas	se St				NA.			NA			08/22/2006
649 Pep St	0.14	ToU					10-615				- '	NA 			INA			00/22/2000
		From					Dead End	d										
(650) Round Bottom Dr	0.90	20	R				Dead Lin	u			1	NA			NA			08/29/2006
(030)		To				SR 61	Wolf Cre	ek Hwy										
		From					Dead End	d										
(651) Rock Wall Dr	0.22	30	R								1	NΑ			NA			09/12/2006
		To					10-604											
		From					Dead End	d										
(652) Fernwood Dr	0.05	30	R								1	NA			NA			08/29/2006
		To					10-628											
Oak and Da	0.00	From	ᆫ			10-738	Byrnes C	hapel Rd							N 1.0			00/40/000
653) Osborne Dr	0.20	140 To	R				Dead End	d			ľ	۱A			NA			09/12/2006
		From			1/													
(654) Chase St	0.08	240	R		10	0-049 Pe	ep st; wes	st Camp Dr			1	I NA			NA			08/22/2006
(654) Shadd St	0.00	To					10-615											00/22/2000
		From					US 52											
(655) Elm Dr	0.16	60	R								1	NΑ			NA			08/29/2006
		To					Dead End	d										
		From					Dead End	d										
(656) Raleigh Grayson Tpke	0.86	90	R					_	· <u> </u>		1	NΑ			NA			04/18/2006
		To From				10-6	58 Old M	ill Rd										
(656) Raleigh Grayson Tpke	1.40	150	R								1	NΑ			NA			04/18/2006
$\overline{}$		To				10-1	001 Jacks	son St										

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Route	Length	AADT	QA	4Tire	Bus			ruck e 1Trail		ΩC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From:									_					
(656) Raleigh Grayson Tpke	0.07	130	R			10-10	01 Jackson	n St			NA			NA		04/11/200
(656) Raicigit Grayson Tpice	0.07	To-	<u> </u>				SR 98				Τ̈́			INA		04/11/200
		From:					10-614				i					
657) Villa Heights Dr	0.25	120	R								NA			NA		08/31/200
		To:				Ι	Dead End									
658) Old Mill Rd		From:				Ι	Dead End									
	1.21	30	R		1	0 656 Pal	leigh Grays	con Tnka			NA			NA		04/18/200
		From:				0-050 Kai	US 52	son i pkc								
659) GB Keglely Dr	0.45	110	R				03 32				NA			NA		04/18/200
559 1159111, -1		To:				Ι	Dead End									
		From:				Ι	Dead End									
660 ML Thompson Dr	0.10	210	R								NA		NA	NA		04/24/200
		To:				SR 61 V	Wolf Creek	Hwy								
661)		From:				10-65	3 Osborne	Dr			<u> </u>			N 1 4		
	0.03	NA To:				r	Dead End				NA		NA			
		From									+					
662) Hungry Hollow Dr	0.30	60	R				10-606				NA			NA		09/15/20
	0.00	To				Ι	Dead End				Ť.					00/10/20
		From:				10-613	3 Dry Fork	c Rd								
Dangerfield Dr	0.08	30	R					-			NA			NA		08/29/20
		To:				Ι	Dead End									
<u> </u>		From NA				Ι	Dead End									
664)	0.20									NA			NA			
		To					10-608									
665)	0.55	From: 280	Dead End R US 52							NA		NIA		00/04/00		
	0.55								NA			NA		08/24/200		
		From:					US 52				1					
666) Indian Village Trail	0.15	3800	R				03 32				NA			NA		08/31/200
000)a.a ragoa	00	To:				1771	WECT D.									00/01/20
666) Indian Village Trail	0.17	2100 From	R			1-//	WEST Ra	mp			NA	NA		NA		08/31/200
600) Irialan Villago Trail	0.17	To:				1 77	EACE D.									00/01/20
666) Indian Village Trail	0.01	1100 From	R			1-//	EAST Ra	mp			NA			NA		08/31/20
600 maian village main	0.01	To:				FR-3	Arrowhead	d Dr			Τ΄.			1471		00/01/20
		From:				Γ	Dead End									
667) Bland Farm Rd	0.49	600	R						NA	NA		NA		09/15/200		
		To:					SR 42									
	0.05	From 2 To			,	Ι	Dead End									
668) Long Spur School Rd			R								NA			NA		09/19/200
<u> </u>							Spur Bran									
O M . 171 B.I	1 75	From: 80	10-738 Byrnes Chapel Rd										NIA		00/40/20	
670 Mount Zion Rd	1.75		R								NA —			NA		09/12/200
670	4.55	90 To:	1.75 ME 10-738										.		40/07/00	
	1.55		R			Gilee	County L	ine			NA			NA		10/07/20
		From:	<u> </u>					IIIC								
671) Dismal Creek Rd	0.42	110	R				10-606				NA			NA		09/15/200
671) Dismal Creek Rd	J.⊣ <u>∠</u>	110 To-			-	Γ	Dead End				٦̈``			7471		30/10/200
		From:					US 52									
(674) Meadowview Rd	0.15	90	R								NA			NA		08/22/200
		To:				Γ	Dead End									

							ntenance									
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From:				De	ad End				Ī					
(676)	0.25	NA					au Enu				NA			NA		
$\overline{}$		To				1	JS 52									
No Ducinoso Crook Dd	1.00	From:	Ļ_			10-608 W	esendonick	Rd						NIA		00/45/2000
677 No Business Creek Rd	1.20	250	R								NA —			NA		09/15/2006
No Business Creek Rd	0.10	From:	R			10-609 D	inky Track I	Rd			NA			NA		09/15/2006
(677) No Business Creek Rd	0.10	To:				Giles (County Line							IVA		03/13/2000
Giles County																
No Business Creek Bd	4.00	From:				Giles (County Line									00/45/000
677) No Business Creek Rd	1.90	80	R			De	ad End				NA			NA		09/15/200
Bland County			-			D	ad End									
Siand County		From:			S	R 61 W, V	Wolf Creek l	łwy								
(678) Shady Branch Circle	1.65	150	R								NA			NA		08/24/200
<u> </u>		From:				1.65	ME SR 61									
678) Shady Branch Circle	0.80	100	R								NA			NA		08/24/2006
<u> </u>		From:				2.45	ME SR 61									
678) Shady Branch Circle	1.12	90 To:	R			D 61 E V	Volf Creek I	T			NA			NA		08/24/2006
		From:						iwy								
679 Depot Dr	0.10	140	R			Di	ad End				NA			NA		08/22/200
		To:				1	JS 52									
		From:				10-6	5; 10-620									
680) Brushy Mountain Rd	0.89	280	R								NA			NA		04/18/200
<u> </u>		To:				Cu	l-de-Sac									
	0.32	From:				1	0-617				NA			NA		
(684)	0.32	To:				De	ad End							INA		
_		From:					_ Thompson	Dr								
690)	0.30	190	R			10 000 111	2 Thompson	ы			NA			NA		04/24/200
		To:				De	ad End									
		From:				Wythe	County Line									
(717)	0.05	250	F	95%	1%	1%	2%	2%	0%	С	0.118	F	0.613	270	F	2009
<u> </u>		To: From:					I-77									
717) Little Creek Hwy	2.13	290	F	98%	1%	0%	0%	0%	0%	С	0.098	F	0.639	300	F	2009
		From:					0-601									
(738) Byrnes Chapel Rd	2.31	40	R			Pulaski	County Line)			NA			NA		09/12/200
(736) Bymod Griapor Na	2.01	To	10-670 Mount Zion Rd								— · · · ·	10.				00/12/200
(738) Byrnes Chapel Rd	2.85	270 From:	R			10-6/0 N	IOUNT ZION F	a			NA			NA		09/12/2006
(736) = 7		To			16) 640 S C	rystal Spring	10 Dr								
(738) Byrnes Chapel Rd		From:	R		10	7-040 S, C	iystai əprinş	ŞS DI			NA			NA		09/12/2006
(130) = 1	0.53	380														
\bigcirc	0.53	380			1	0 624 M	ahaniachura	DA								
<u> </u>		To- From:			1	10-634 Me	chanicsburg	Rd			D-NA			NA		09/12/200
<u> </u>	0.53	To:	R				chanicsburg				NA			NA		09/12/200
738) Byrnes Chapel Rd		370 From:				SR 42, E		ail			NA					09/12/2006
738) Byrnes Chapel Rd		370 From: To:				SR 42, E Smyth	Bluegrass Tr	ail			NA I NA			NA NA		
738) Byrnes Chapel Rd	0.37	370 From: To: From: To: To:	R			SR 42, E Smyth	Bluegrass Tr County Line 0-610	ail								
738) Byrnes Chapel Rd 742) Shady Grove Rd	0.37	370 To: Prom: 10 From:	R			SR 42, E Smyth	Bluegrass Tr	ail			NA			NA		09/19/2006
738) Byrnes Chapel Rd	0.37	370 From: To: From: To: To:	R			SR 42, E Smyth	Bluegrass To County Line 0-610 igh Grayson	rail Tpke								09/19/2006
738) Byrnes Chapel Rd (742) Shady Grove Rd	0.37	370 To: Prom: 10 From:	R			SR 42, E Smyth	Bluegrass Tr County Line 0-610	rail Tpke			NA			NA		09/12/2006 09/19/2006 04/11/2006

Route	Length	AADT	QA	4Tire	Bus			Truck -Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
Bland County		Pro-m															
(1001) Jackson St	0.09	330	R				US:	52			NA			NA		04/18/200	
(1001) Gastiosti St	0.00	To				10-10	05 Seddo	on St; Firs	St								
		From				10	0-1001 Ja	ckson St									
1002) Fairground St	0.05	710	R								NA			NA		04/11/200	
		To From					SR 9	98									
Fairground St	0.08	570	R								NA			NA		04/11/200	
		То					Dead	End									
1003 Courthouse St	0.05	From	ᄂ			10	0-1001 Ja	ckson St						NIA		04/44/000	
	0.05	390 To	R				SR 9	98			NA			NA		04/11/200	
		From					Dead				1						
1004) Lee St	0.16	30	R				Deau	Ellu			NA			NA		04/11/200	
1004) =30 01	00	To				SR 4	12, E Blu	egrass Tra	uil		T.					0 17 1 17 20 1	
		From					US 52 V	VEST									
	0.35	250	R								NA			NA		04/11/20	
		To From				10	0-1001 Ja	ckson St			\neg —						
	0.12	150	R								NA			NA		04/11/200	
		To					US 52 I	EAST									
Fifth St 0.0	0.08	30 From	R								NA			NA		04/11/200	
		To					10-1006	First St									
Fifth St	0.02	370 From	R								NA			NA		04/11/20	
		To				SR 4	12, E Blu	egrass Tra	il								
		From					10-1005 1	Fifth St									
First St 0.1	0.10	230	R								NA			NA		04/11/20	
		To					Dead	End									
Jefferson St 0.		70 To	<u> </u>				US:	52									
	0.05		R				10 1004	I C4			NA		NA		04/11/20		
<u> </u>							10-1004										
Faintion St	0.11	310	R				US 4	42			NA			NA		04/11/20	
1008 Fairview St	0.11	JIU To					Dead	End						INA		04/11/20	
		From				10		irview St									
1009) JEB Stuart St	0.07	70	R			10	100014	ar view ot			NA			NA		04/11/20	
(1009) 022 0100011 01		To	_				Dead	End									
(1010) Short Run Dr		From					Dead	End									
	0.15	20	R								NA			NA		04/18/20	
\bigcirc		To					US:	52									
<u> </u>		From				SR 4	12, E Blu	egrass Tra	il								
(1011) Industry Dr	0.22	1000 _{To}	R				D 1	Г. 1			NA			NA		04/11/20	
							Dead										
	0.03	Fron 45	10-606 R							NA			NA		1992		
(9049)	0.03	-13				Н	olly Broo	ok School						INA		1992	
		From						egrass Tra	nil .								
9050 Rocket Dr	0.08	390	R			510 9	, 191U	-5.400 110			NA			NA		1992	
		То				Blan	d Elemer	ntary Scho	ol								
		From				Cere	s Elemer	ntary Scho	ol				·				
9051)	0.10	46	R								NA			NA		1992	
\bigcirc		То					10-6	25									
$\overline{}$		From					10-6	515									
9628)	0.08	47	R								NA			NA		1992	