2002

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

where available

Jurisdiction Report

25

Dickenson County Town of Clintwood Town of Haysi Town of Clinchco

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

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

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Dick	enson Maintena	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	uck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				From:		Russell County I	ine	ī							
63	4.02	1500	G	95%	1%	2% 1%	2%	0%	F	0.085	F	0.596	1600	G	2002
<u></u>	7.83	1900	G	95%	1%	25-656 2% 1%	2%	0%	F	0.086	F	0.526	1900	G	2002
63	7.00	1000	Ū	Ta:	170				•	0.000	•	0.020	1000	J	2002
63	2.05	2700	G	79%	1%	25-714 N 4% 3%	13%	0%	F	0.098	F	0.548	2700	G	2002
	4.04	2500		From:	40/	SR 83 Fremor		-00/		0.005		0.504	2000		2002
63 83	4.94	3500	G	91% To:	1%	1% 2% SR 83 CLINCH	5% CO	0%	F	0.085	F	0.534	3600	G	2002
				From:		SR 83 Clinch	0								
(63)	3.51	1100	G	92%	2%	1% 5%	1%	0%	F	0.093	F	0.561	1100	G	2002
$\frac{\sim}{\sim}$				To: From:		25-616									
63	2.70	590	G	92%	2%	1% 5%	1%	0%	F	0.082	F	0.660	600	G	2002
$\stackrel{\smile}{=}$				To: From:		25-614									
(63)	3.01	1600	G	92%	2%	1% 5%	1%	0%	F	0.082	F	0.659	1600	G	2002
				To:		WCL Haysi									
Town of Havsi				From:		WCL Haysi		I							
63)	0.79	1600	N	92%	2%	1% 5%	1%	0%	N	0.082	N	0.659	1600	N	2002
000				To		N SR 80 & SR									
Dickenson County															
	_		_	From:		Dickenson County			_		_			_	
72	2.55	1100	G	94%	1%	2% 1%	3%	0%	F	0.087	F	0.807	1100	G	2002
				From:		25-665									
(72)	5.13	1100	G	94%	1%	2% 1%	3%	0%	С	0.079	F	0.521	1100	G	2002
				To:		SR 83 Georges I									
	2.40	4200	_	From:	10/	Buchanan County		00/	_	0.001	_	0.501	1200	0	2002
80	3.49	1200	G	92%	1%	3% 2%	2%	0%	F	0.091	F	0.581	1300	G	2002
	7.05	4000		From:	40/	25-682	20/	00/		0.007	_	0.040	1000		2002
80	7.05	1600	G	92% To:	1%	3% 2% SCL Haysi	2%	0%	F	0.087	F	0.610	1600	G	2002
T. CHI.				J		SCL Haysi		J							
Town of Haysi				From:		SCL Haysi									
80)	0.27	3300	G	92%	1%	3% 2%	2%	0%	F	0.084	F	0.562	3400	G	2002
				To:		S SR 83		<u> </u>							
80 (83)	0.34	5100	G	91%	1%	1% 2%	5%	0%	F	0.071	F	0.512	5200	G	2002
				To: From:		E SR 63									
80 (83)	1.08	4800	G	91%	1%	1% 2%	5%	0%	F	0.073	F	0.512	4900	G	2002
				To:		CL Haysi									
Dickenson County															
	0.04	4000		From:	40/	CL Haysi	F 0/	00/	N.	0.070	N.	0.540	4000	N.I	2002
80 83	0.01	4800	N	91%	1%	1% 2%	5%	0%	N	0.073	N	0.512	4900	N	2002
	0.40			From:	00/	SR 83 N	00/		-	0.00	_	0.004	0.10		0000
80	8.49	600	G	94% To:	2%	3% 1%	0%	0%	F	0.09	F	0.661	610	G	2002
				From:		Buchanan County									
	3.91	5500	G	91%	1%	Wise County L 1% 2%	5%	0%	F	0.081	F	0.622	5600	G	2002
83)	J.81	5500	G	J 1 70	1 /0			U /0	1,	0.001	1.	0.022	5000	G	2002
	0.69	7900	G	From: 91%	1%	SR 72 Georges F 1% 2%	Fork 5%	0%	F	0.084	F	0.539	8000	G	2002
83	0.09	1900	G	91% To:	170	WCL Clintwo		U%	Г	0.004	r	0.559	0000	G	2002
T						11 CL CHIRWO		<u> </u>							
Town of Clintwood				From:		WCL Clintwo	od	I							
	1.78	7900	N	91%	1%	1% 2%	5%	0%	Ν	0.084	Ν	0.539	8000	N	2002
(83)	1.70	1 300								0.00.		0.000	0000		

					Dioi	torioon mantona	1007110	u							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			<i>, , ,</i> ,	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				From:		ECL Clintwood		ī							
83	5.57	5000	G	91%	1%	1% 2%	5%	0%	F	0.078	F	0.640	5100	G	2002
83	4.94	3500	G	From: 91%	1%	SR 63 Fremont 1% 2%	5%	0%	F	0.085	F	0.534	3600	G	2002
$\overline{\underline{}}$				To- From:		SR 63 North of Cline									
83)	2.44	2700	G	91%	1%	1% 2%	5%	0%	F	0.075	F	0.578	2700	G	2002
83)	3.23	2800	G	91% To:	1%	25-607 1% 2%	5%	0%	F	0.076	F	0.604	2800	G	2002
Town of Havsi				10.		WCL Haysi									
83)	0.56	2800	N	91%	1%	WCL Haysi	5%	0%	N	0.076	N	0.604	2800	N	2002
				To: From:		SR 80 Haysi		-							
83	0.34	5100	G	91%	1%	1% 2%	5%	0%	F	0.071	F	0.512	5200	G	2002
83)	1.08	4800	G	From: 91%	1%	E SR 63 1% 2%	5%	0%	F	0.073	F	0.512	4900	G	2002
				To:		NCL Haysi									
Dickenson County				From:		NCI Havai		ı							
83)	0.01	4800	N	91%	1%	NCL Haysi 1% 2%	5%	0%	N	0.073	N	0.512	4900	N	2002
83)	0.04	2200	G	From: 91%	1%	SR 80 1% 2%	5%	0%	F	0.074	F	0.552	2200	G	2002
<u> </u>				To:		WCL Haysi									
Town of Havsi				From:		WCL Haysi		1							
83	0.04	2200	N	91%	1%	1% 2%	5%	0%	Ν	0.074	N	0.552	2200	N	2002
				To:		ECL Haysi									
Dickenson County				From:		ECL Haysi									
83	3.38	2200	N	91% To-	1%	1% 2% Buchanan County I	5%	0%	N	0.074	N	0.552	2200	N	2002
				From:		Russell County Li									
600	1.10	230	G	54%	0%	3% 11%	31%	0%	С	0.118	F	0.519	230	G	2002
	7.70	420		From:		25-657; 25-618				NΙΔ			NIA		1007
600	7.70	420	R	To:		25 697				NA			NA		1997
(600)	0.80	460	R	From:		25-687				NA			NA		1997
	0.70			To: From:		25-625		-		NI A			NIA.		4007
600	0.70	8	R	To:		Dead End				NA			NA		1997
				From:		Buchanan County L	ine								
601)	4.06	160	G	87% To:	0%	3% 2% Russell County Li	8% ne	0%	С	0.101	F	0.824	160	G	2002
				From:		SR 80									
602	0.50	580	G	95%	0%	2% 1%	2%	0%	С	0.100	F	0.597	600	G	2002
				To:		Buchanan County L	ine								
603)	1.30	120	R			SR 80				NA			NA		1997
				To		Buchanan County L	ine								
\bigcirc	0.00	000	-	From:		SR 63				NI A			A.I.A		400-
604)	2.00	200	R	т						NA			NA		1997
(604)	0.50	150	R	From:		25-660				NA			NA		1997
007				To		0.50 MN 25-660)								

					Dick	kenson Maintei	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				From:		0.50 MN 25	((0	1							
604)	2.60	140	R			0.50 MN 25-	660			NA			NA		1997
				To: From:		25-670									
604)	0.10	20	R	To:		Dead End	l			NA			NA		1997
				From:		SR 80									
605)	1.60	470	R			51000				NA			NA		1997
605	0.89	160	R	To: From:		25-606				NA			NA		1997
				To		0.89 ME 25-	606								
605)	1.91	110	R	rioii.						NA			NA		1997
				To:		BUCHANAN CL	; 13-658								
	4.05	200		From:		25-605				NIA			NIA		4007
606)	1.35	360	R							NA			NA		1997
	0.40	320	R	From:		25-797				NA			NA		1997
606	0.40	320	K	To:		Buchanan Coun	tv Line			INA			INA		1997
Town of Clintwood															
				From:		SR 83 ; 25-1									
607)	0.63	4600	G	96%	1%	2% 1%	1%	0%	С	0.097	F	0.625	4700	G	2002
<u> </u>				From:		25-1010 WE									
607) Walnut St	0.17	4500	G	96%	1%	2% 1%	1%	0%	F	0.101	F	0.57	4500	G	2002
$\overline{}$				From:		25-1019 WE									
607	0.33	4300	G	96%	1%	2% 1%	1%	0%	F	0.1	F	0.589	4400	G	2002
	0.50	4000		From:	40/	25-733	40/	00/	_	0.405		0.700	4000		
607	0.56	1800	G	96%	1%	2% 1% ECL Clintwo		0%	F	0.105	F	0.736	1800	G	2002
Dickenson County						Del cimen									
				From:		ECL Clintwo									
607)	3.41	1800	N	96%	1%	2% 1%	1%	0%	Ν	0.105	Ν	0.736	1800	N	2002
				From:		25-619									
607	2.27	660	G	96%	1%	2% 1%	1%	0%	F	0.105	F	0.623	670	G	2002
				From:		25-614									
607	0.49	100	R					_		NA			NA		1997
	2.05			From:		Dead End; Gap T	erminus								4007
607	2.05	330	R							NA			NA		1997
	0.05	400	_	From:		SR 63				NIA.			NIA		4007
607	0.65	180	R	To:		Dead End ; Gap T	`erminus			NA			NA		1997
				From:		SR 83; Gap Ter									
607	1.01	740	R							NA			NA		1997
				To: From:		25-667									
607)	3.35	470	R							NA			NA		1997
				To: From:		25-670									
607)	0.10	2000	G	95%	2%	1% 1%		0%	С	0.118	F	0.528	2000	G	2002
				To: From:		SR 80 NOR									
(607)	3.79	770	R	<u> </u>		22.00				NA			NA		1997
				To-		Buchanan Coun	ty Line								
Buchanan County															
	0.30	770	NI.	From:		Dickenson Coun	ty Line			NA			0	N	1007
(607)	0.30	770	N	To:		Buchanan CL; 1	3-606			INA			U	IN	1997
						Duchallan CL,	5-000								

					Dick	kenson Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				From:		SR 83									
(608)	0.90	220	R			SK 65				NA			NA		1997
				To		Dead End									
				From:		25-768									
609	1.00	570	G	95%	1%	2% 1%	1%	0%	С	0.091	F	0.574	570	G	2002
				To: From:		13-609									
(610)	0.62	90	R	riom.		Dead End				NA			NA		1997
610	0.02		• • • • • • • • • • • • • • • • • • • •	To:		25-644									1001
				From:		25-631									
(611)	5.52	580	R							NA			NA		1997
				To: From:		25-619									
611)	3.41	130	R							NA			NA		09/18/2000
				To: From:		25-686									
611)	1.51	80	R							NA			NA		1997
				From:		1.51 ME 25-68	6								
611)	0.06	120	R							NA			NA		1997
				To: From:		25-683									400=
611)	2.53	210	R							NA			NA		1997
	0.07	450		From:	40/	25-739	40/	20/		0.400		0.500	100		0000
611)	2.37	150	G	94%	1%	4% 0%	1%	0%	F	0.126	F	0.526	160	G	2002
	2.42	260	G	From:	10/	25-612	10/	00/	С	0.000	F	0.704	270		2002
611)	3.43	260	G	94% To:	1%	4% 0% SR 80	1%	0%	C	0.098	Г	0.704	270	G	2002
				From:		Dead End		 							
(612)	0.50	80	R	<u> </u>		Doud End				NA			NA		1997
				To:		25-611									
Town of Havsi															
	0.47	440	R	From:		SR 63				NA			NA		1997
(613)	0.47	440	K	To:		NCL HAYSI		1		INA			INA		1991
Dickenson County															
				From:		NCL HAYSI									
(613)	0.30	340	R	To:		0.20 MM OF NO	NT.			NA			NA		1997
				From:		0.30 MM OF NO 0.30 MN OF NO									
613	0.80	330	R							NA			NA		1997
				To:		Dead End									
\bigcirc	0.00	400	•	From:	40/	25-607	00/	00/	_	0.000	_	0.500	400	0	0000
614)	2.33	420	G	95%	1%	1% 0%	3%	0%	F	0.092	F	0.580	420	G	2002
	1.50	480	G	From: 95%	1%	25-755 1% 0%	3%	0%	F	0.095	F	0.546	490	G	2002
614)	1.50	460	G		170		3%	0%	Г	0.095	Г	0.546	490	G	2002
	0.70	490	G	From: 95%	1%	25-720 1% 0%	3%	0%	F	0.095	F	0.595	500	G	2002
614)	0.70	430	G	3370	1 70		370	0 70	'	0.033	'	0.555	300	J	2002
	0.50	790	G	From: 95%	1%	25-739 1% 0%	3%	0%	С	0.087	F	0.556	810	G	2002
614)	0.00	700	Ū	To:	170	SR 63	070	070	Ü	0.007	•	0.000	010	Ü	2002
				From:		Dead End									
615)	1.75	140	R							NA			NA		1997
				To		25-611									
\bigcirc		645	_	From:		SR 63									400=
616)	1.20	240	R	To:		25-614				NA			NA		1997
				From:		25-607									
617)	0.88	90	R	<u> </u>		23-007				NA			NA		1997
				To:		Dead End				<u> </u>			<u> </u>		

-					DICK	kenson M										
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				r												
618)	0.34	90	R	From:			0; 25-657				NA			NA		1997
618)	0.36	20	R	From:		0.34 N	1E 25-600				NA			NA		1997
618	0.00			To:		Russell	County Li	ne								1001
				From:		25-60	7; 25-700									
619	2.65	450	G	98%	0%	1%	0% 5-695	0%	0%	С	0.111	F	0.607	450	G	2002
619	0.50	240	G	98%	0%	1%	0%	0%	0%	F	0.125	F	0.714	240	G	2002
619	1.40	130	R	From:			5-744		<u>_</u>		NA			NA		1997
				From:					1							
620	1.80	260	R	To:			5-631				NA			NA		1997
				From:												
621)	1.30	150	R	rion.			SR 72				NA			NA		1997
	0.04	400	_	From:		S	R 83		-		NIA.			NIA		4007
621)	2.81	400	R	To:		De	ad End				NA			NA		1997
				From:			5-631									
622	1.65	220	R				3-031				NA			NA		1997
622			•••	To:		De	ad End									
				From:		De	ad End									
623	1.17	60	R								NA			NA		1997
				To-		2	5-624									
				From:			R 83									
624)	2.70	460	G	96%	1%	1%	2%	1%	0%	С	0.103	F	0.68	460	G	2002
				To: From:			1 SOUTH		-							
624)	0.20	300	G	96%	1%	1%	2%	1%	0%	F	0.110	F	0.7	300	G	2002
				From:		25-63	1 NORTH									
624)	1.92	120	R								NA			NA		1997
				To:		2.	5-630									
\bigcirc				From:		2.	5-600									
(625)	1.70	540	R	To:			D 00				NA			NA		1997
				From:			R 80									
000	0.70	40	R	Pioni.		Russell	County Li	ne			NA			NA		08/14/2000
626	0.70	40									14/ (14/ (00/14/2000
000	2.20	120	R	From:		2.	5-694				NA			NA		08/14/2000
626	2.20	120		To:		2.20 N	1N 25-694				14/ (14/ (00/14/2000
				From:		2.20 1	M 25-694									
626	0.30	230	R	_							NA			NA		1997
				To:			SR 63									
	4.00	040	_	From:		Russell	County Li	ne			N.1.0			NIA		4007
627)	1.00	310	R								NA			NA		1997
_	4.04	400	_	From:		2.	5-628				NIA			NIA		4007
627	1.61	420	R								NA			NA		1997
	0.04			From:		2.	5-650				NI A			NIA		4007
627)	3.61	80	R	-							NA			NA		1997
				From:		3.61 N	4S 25-650									
627)	1.39	20	R								NA			NA		1997
				To: From:		2.	5-655									
627)	2.80	20	R								NA			NA		08/14/2000
				To:		2	5-651									

					DICK	CHOOTIV	iamienai	ICC AIC	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				From:		Wise (County Lir	ne.								
628	0.65	450	R			** 15C C	Southly 15th				NA			NA		1997
				To-		2	25-627									
\bigcirc	0.45	CO		From:		De	ead End				NIA			NIA		4007
629	0.15	60	R	To:		2	25-631		1	1	NA			NA		1997
				From:			County Lir	ne								
(630)	3.40	170	R	<u> </u>						l	NA			NA		1997
				To:		2	25-631									
Town of Clintwood				From:		2	5 1014		1							
631)	0.04	410	R			Δ.	5-1014				NA			NA		1996
(031)				To:			SR 83		1							
631)	0.15	2500	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.616	2500	G	2002
				To:			MS SR 83									
(631)	0.37	1900	G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.639	1900	G	2002
				To:		NCL	Clintwood	l								
Dickenson County																
	1.29	1600	G	98%	0%	NCL 1%	Clintwood 0%	1%	0%	F	0.094	F	0.669	1700	G	2002
631)	1.23	1000	G	30 /0	070			1 /0	070	' 	0.034	'	0.009	1700	O	2002
(24)	1.04	1400	G	From: 98%	0%	1%	25-690 0%	1%	0%	F	0.100	F	0.559	1400	G	2002
631)	1.04	1400	Ū	To:	070			170	070		0.100	•	0.000	1400	Ü	2002
631)	0.08	1200	G	From: 98%	0%	1%	25-754 0%	1%	0%	F	0.095	F	0.543	1200	G	2002
(631)	0.00			To:				.,,	1	L	0.000	•	0.0.0			
631	2.07	490	G	98%	0%	1%	0%	1%	0%	F	0.110	F	0.556	500	G	2002
631)							25-622		- 1	· 		-				
(631)	3.53	130	G	From: 98%	0%	1%	0%	1%	0%	F	0.122	F	0.765	140	G	2002
(651)				To		25-62	4 NORTH	[
	0.47	100	_	From:		25-62	4 SOUTH	[NIA			NIA		4007
(631)	2.47	100	R	To		Wise (County Lir	ne.			NA			NA		1997
				From:			ad End									
(632)	0.38	200	R	<u> </u>			au Liiu			ļ	NA			NA		1997
				To:		2	25-751									
632	0.62	380	R	From:						l	NA			NA		1997
				To:		Š	SR 83									
\bigcirc				From:		De	ead End									
633	1.40	480	R	To:		CD 7	2 COLUTII			1	NA			NA		1997
				From:		SR 7	2 SOUTH 2 NORTH									
(633)	1.30	300	R								NA			NA		1997
				To: From:		2	25-636									
633	1.10	220	R								NA			NA		1997
				From:		2	25-784									
633)	0.53	30	R	. —						1	NA			NA		08/29/2000
				To:			ead End									
(624)	0.50	110	R	From:		De	ead End				NA			NA		1997
634)	0.50	110	11	To:		9	SR 72				INA			INA		1991
				From:			ead End									
635)	0.95	190	R	<u> </u>							NA			NA		1997
				To:		Ś	SR 72									
\bigcirc			_	From:		2	25-637									
636	2.60	170	R	To:			5 622			1	NA			NA		1997
				10.		2	25-633									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+			\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				From:		SR 7.			i						
637)	0.06	880	R	<u> </u>		SK /	4		1	NA			NA		1997
				To: From:		25-63	6		 						
637)	3.33	740	R							NA			NA		1997
637)	4.19	610	G	From: 97%	0%	25-649 W 1% 1	EST 1%	0%	F	0.106	F	0.667	620	G	2002
				To: From:		25-73			 						
637)	1.10	1500	G	97%	0%		% 1%	0%	. C	0.087	F	0.610	1500	G	2002
637)	0.69	1100	R	From:		SR 8	3		ŀ	NA			NA		1997
				To: From:		25-63	8]						
637)	4.96	500	R							NA			NA		1997
				To:		SR 6									
(20)	1.40	300	R	From:		Dead E	nd		ļ	NA			NA		1997
638	1.40	300	- 1	To:		25-63	7			INA			IVA		1007
				From:		Dead E	ind								
639	1.80	230	R	To:		25-63	7		1	NA			NA		1997
Wise County						25-03	/		<u> </u>						
				From:		SR 7	2								
640)	0.20	200	R	To:		Wise Coun	try Limo		1	NA			NA		1997
Dickenson County						wise Cour	ty Line								
				From:		Wise Coun	ty Line								
640	0.30	150	R						_	NA			NA		1997
	1 10			From:		0.30 ME (OF CL			NIA			NIA		1007
640	1.10	90	R	To		Dead E	nd		Ī	NA			NA		1997
				From:		Dead E									
(641)	0.40	80	R							NA			NA		1997
				To:		25-64									
642	1.30	320	R	From:		25-65	2		ļ	NA			NA		1997
642	1.00			To:		Dead E	ind								1001
				From:		25-65	2								
643	1.50	240	R						_	NA			NA		1997
	1.50	470		From:		1.50 MN 2	25-652]	NIA			NIA		1007
643)	1.50	170	R	To:		25 654 96	N ITT I		1	NA			NA		1997
643	2.00	90	R	From:		25-654 SC	OUTH			NA			NA		1997
643				To:		25-69	8		1						
643)	1.97	60	R	From:						NA			NA		09/05/2000
				To: From:		1.97 MN 2	25-698		}						
643)	0.03	110	R						_	NA			NA		1997
	0.08	380		To: From:		25-654 NO	ORTH		 	NA			NA		1997
643	0.08	300	R	To:		SR 6	3		Ĭ	INA			INA		1997
				From:		25-64			 						
(644)	0.50	150	R	<u> </u>					•	NA			NA		1997
<u> </u>				To: From:		0.50 ME 2	5-649		 						
644)	4.82	60	R	To:		25.51	0		1	NA			NA		08/17/2000
				To:		25-71	9		<u> </u>						

					Dick		1aintenai									
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				From:			NS 710		i							
(644)	1.12	200	R	1 Tolli.			25-719				NA			NA		1997
044)				To:		2	25-652									
				From:		2	25-649									
645)	0.39	46	R								NA			NA		08/17/2000
				From:		Dead End	; Gap Terr	ninus								
(645)	3.00	100	R	To:			25, 652				NA			NA		08/17/2000
				From:			25-652									
646	0.42	110	R			De	ead End				NA			NA		1997
646)				To:		-	25-659									
646	0.58	220	R	From:			23-039				NA			NA		1997
				To:		2	25-649									
				From:		De	ead End									
(647)	0.34	60	R	т							NA			NA		1997
				To: From:			25-695									
(649)	0.90	70	R	rioiii.		25-64	19 SOUTH				NA			NA		1997
648)	0.00	,,	• • • • • • • • • • • • • • • • • • • •	To:			25-641				1471			147.		1007
648)	1.00	420	R	From:			23-041				NA			NA		1997
040				To:		25-64	19 NORTH	I								
				From:		Wise (County Lir	ne								
649	7.20	260	G	93%	2%	2%	3%	0%	0%	С	0.087	F	0.5	260	G	2002
				From:			37 WEST 37 EAST									
649	4.05	70	R	<u> </u>		20 0	.3 / LI 10 I				NA			NA		1997
				To: From:		4.05 M	IN 25-637	E	1							
649	1.00	160	R	r roin.					•		NA			NA		1997
				To:		,	SR 83									
\bigcirc	0.07	000		From:		Wise Cour	nty Line; 9	7-651			NI A			NIA		4007
650	2.97	820	R								NA			NA		1997
	4.90	280	R	From:		97-654; W	ise County	Line			NA			NA		1997
650	4.90	200	K	To:		2	25-627				INA			INA		1997
				From:			25-650									
651)	2.70	360	R								NA			NA		1997
				To: From:		2	25-697									
(651)	0.48	270	R	110111.							NA			NA		1997
				To: From:		2	25-855									
651)	4.37	250	R	_							NA			NA		1997
				To:			25-652									
650	1.03	1300	G	73%	3%	Wise 0	County Lir 2%	17%	2%	F	0.085	F	0.513	1400	G	2002
652	1.03	1300	G	_	3 /0			17 /0	2 /0		0.000	,	0.515	1400	G	2002
(GE2)	3.18	930	G	From: 73%	3%	3%	25-642 2 %	17%	2%	F	0.086	F	0.552	950	G	2002
652	0.10	000			070			11 /0		•	0.000		0.002	000		2002
(652)	0.71	480	G	From: 73%	3%	3%	25-645 2 %	17%	2%	F	0.084	F	0.595	490	G	2002
652)	***			To:			25-643									
652	4.41	1200	G	73%	3%	3%	2%	17%	2%	С	0.086	F	0.6	1200	G	2002
				To:		SR 6	3 SOUTH									
(F)	1.46	320	R	From:		SR 6	3 NORTH				NA			NA		1997
652	1.40	320	ĸ	_T			N5 662				INA			INA		1881
(652)	1.00	130	R	From:		2	25-662		j		NA			NA		09/05/2000
652	1.00			To:		1.00 1	MS 25-662	2			1473			14/3		33,33,200
				•												

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				From:		1.00 1	MS 25-662	2								
652	0.24	90	R								NA			NA		1997
(652)	0.07	150	R	To: From:		1.24 1	MS 25-662	2			NA			NA		09/05/200
<u>(652)</u>				To: From:		25-6	61 WEST									
652	0.41	610	G	70%	1%	4%	7%	16%	2%	С	0.086	F	0.569	620	G	2002
652	1.12	80	G	70%	1%	25-6 4 %	61 EAST 7%	16%	2%	F	0.115	F	0.846	80	G	2002
				To- From:			25-663									
652	1.84	100	G	70%	1%	4%	7%	16%	2%	F	0.147	F	0.718	100	G	2002
652	2.04	110	G	70%	1%	4%	25-778 7%	16%	2%	F	0.158	F	0.510	110	G	2002
				To:		25-6	64 WEST									
652	0.23	260	G	70%	1%	4%	7%	16%	2%	F	0.118	F	0.522	260	G	2002
652	0.53	210	R	From:		25-6	64 EAST				NA			NA		1997
				To: From:		2	25-669									
652	3.19	160	R								NA			NA		1997
(652)	0.53	400	R	From:		2	25-722				NA			NA		1997
				To:		WO	CL Haysi									
Town of Havsi				From:		WC	CL Haysi									
(652)	0.48	400	N	To			SR 83				NA			0	N	1997
Dickenson County							SK 83									
	0.41	100	R	From:		2	25-611				NA			NA		1997
653	0.41	100	Α.	To:		De	ead End				INA			INA		1997
\bigcirc	4.47	400	_	From:		25-64	3 SOUTH	[4007
654)	1.47	100	R	To:		1 47 1	DI 25 (4)	,			NA			NA		1997
(654)	1.82	130	R	From:		1.4/ [MN 25-64	3			NA			NA		1997
				To: From:		3.30 1	MN 25-64	3								
654)	0.28	190	R	To:		25-64	3 NORTH	I			NA			NA		1997
				From:			25-627									
655	0.69	20	R								NA			NA		1997
	1.01	20	R	From:		0.69 1	ME 25-62	7			NA			NA		1997
(655)				To: From:		1.70 1	ME 25-62	7								
655)	1.00	70	R	To:			SD (2				NA			NA		1997
				From:			SR 63 SR 63		1							
656)	0.60	520	R	<u> </u>			510 05				NA			NA		1997
	2.60	470	- Р	To: From:		0.60	ME SR 63		-		NIA			NIA		1007
656	2.60	470	R	To:		3.20	ME SR 63				NA			NA		1997
656)	2.20	60	R	From:							NA			NA		08/14/200
				To:			25-657									
657)	4.64	340	G	From: 90%	2%	5%	SR 63 2%	1%	0%	С	0.085	F	0.6	350	G	2002
				To			25-656									

					Dich	enson Maine	ilalice Ale	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				From:		25-656		ĺ							
657	1.02	300	G	90%	2%	5% 2%		0%	F	0.118	F	0.535	300	G	2002
				To		25-600									
(CEO)	2.20	220	R	From:		25-657				NA			NA		1997
658	2.20	220		To:		Dead Er	d			14/-1			IVA		1007
				From:		Dead Er	d								
659	0.28	40	R	To:		25-646				NA			NA		1997
				From:		25-604									
660	6.40	70	R	<u> </u>		23-004				NA			NA		08/14/200
				To:		25-699									
	2.14	630		From: 64%	10/	SR 63	/ 220/	00/		0.084	_	0.561	640		2002
661)	3.14	630	G	04 % To:	1%	3% 89 25-652 WI		0%	С	0.004	F	0.561	640	G	2002
\bigcirc	4.70	222		From:		25-652 EA	ST			NIA			NIA		4007
661	1.70	390	R					1		NA			NA		1997
	1.00	360	R	From:		25-798				NA			NA		1997
661)	1.00	300	- 1\	To:		25-670 NO				14/-3			IVA		1007
	2.00	50	R	From:		25-670 SO	JTH			NA			NA		1997
(661)	2.00	50	K	To:		Dead Er	d			INA			INA		1997
				From:		Dead Er	d								
662	1.65	100	R							NA			NA		09/05/200
				To: From:		25-652									
663)	3.48	120	R			SR 63				NA			NA		1997
				To:		25-652									
\bigcirc	4.40	440		From:	40/	25-670		00/	_	0.004	_	0.574	4.40	_	
664	1.10	140	G	96% To:	1%	2% 0% 25-652 EA		0%	F	0.091	F	0.571	140	G	2002
\bigcirc				From:		25-652 WI	EST							_	
664)	1.15	330	G	96% To-	1%	2% 0% ECL Cline		0%	F	0.098	F	0.757	330	G	2002
Town of Clinchco															
	0.04			From:	40/	ECL Clino		00/		0.000		0.757	200		0000
(664)	0.31	330	N	96%	1%	2% 0%		0%	N	0.098	N	0.757	330	N	2002
664	1.67	410	G	From: 96%	1%	25-786 2% 0%		0%	F	0.110	F	0.521	420	G	2002
664)					.,,	25-675					•	0.02.			
664	0.22	1000	G	From: 96%	1%	2% 0%		0%	С	0.092	F	0.703	1000	G	2002
_				To: From:		SR 83									
664)	0.06	NA								NA			NA		
	0.44	440		From:		25-781									4007
664)	0.14	140	R	To:		Dead Er	ıd			NA			NA		1997
Dickenson County															
	0.70	450	_	From:		Wise County	Line			N I A			NI A		4007
665	0.70	150	R	_T						NA			NA		1997
665	0.80	690	R	From:		25-703				NA			NA		1997
(665)	0.00			To:		SR 72									
Town of Clincheo															
666	0.24	60	R	From:		SR 83				NA			NA		1997
(666)	V.2 ¬			To:		Dead Er	d								
•															

						Dick	kenson Mainten	ance Are	а							
Route	Length	AADT	QA	4	Tire	Bus	T 2Axle 3+Axle		 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County																
667)	0.60	390	R	Fre	om:		25-607				NA			NA		1997
	0.20	E 0		Fre	To: om:		25-668				NΙΛ			NIA		00/05/2000
667)	0.20	50	R		To:		Dead End				NA			NA		09/05/2000
				Fre	m:		Dead End									
668	2.17	250	R		т				1		NA			NA		1997
(669)	0.90	180	R	Fre	m:		25-667				NA			NA		1997
668	0.00				То:		25-652									
				Fre	m:		25-652									
669	2.60	350	R								NA			NA		1997
<u> </u>					To:		25-670									
\bigcirc				Fre	m:		25-604									
670	3.60	350	R								NA			NA		1997
				Fre	To: om:		25-661 SOUT	Ή								
670	2.00	500	R								NA			NA		1997
				Fre			25-664									
670	4.62	510	G		3%	2%	2% 2%	1%	0%	С	0.107	F	0.508	520	G	2002
					То:		25-607									•
\bigcirc				Fre	ım:		25-670									
671)	0.40	160	R								NA			NA		1997
				Fre	To:		25-679									
671)	2.30	120	R								NA			NA		1997
				Fre	To:		25-712									
671)	0.80	240	R		_						NA			NA		1997
					To:		SR 80									
Town of Clintwood				Fro	ım:		25 607		1							
(270)	0.13	3200	R	110	""		25-607				NA			NA		1997
672	0.10	3200	1		_						14/3			IVA		1557
	0.33	2000	R	Fre	m:		25-1005				NA			NA		1997
672	0.33	2000	K								INA			INA		1997
$\overline{}$	0.00	=40	_	Fre	m:		25-707									4007
672	0.32	710	R		To:		ECL Clintwoo	ad.			NA			NA		1997
							ECL CIIIIWO	ou								
Dickenson County				Fre	m:		ECL Clintwo	od								
672	0.70	710	N								NA			0	Ν	1997
					To		25-727									
672)	0.55	230	R	Fro	m:		25-121				NA			NA		1997
012					To:		Dead End									
				Fre	m:		Dead End									
673	0.10	50	R								NA			NA		1997
					To-		0.10 MN Dead	End								
673)	0.60	220	R	Fre	m:			-			NA			NA		1997
					To:		25-627									
_				Fre	ım:		Dead End									
674)	0.15	20	R								NA			NA		1997
					То:		25-652									
Town of Clinchco				Fre			B 15 :		-							
(275)	0.76	350	R	Fre			Dead End				NA			NA		1997
675)	0.70	350	ĸ		. —						INA			INA		1881
	0.20	400	В	Fre	im.		25-664				NΙΛ			NIA		1007
675)	0.20	100	R		To:		25-782				NA			NA		1997
							43-164									

					Dickenson Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	\cap C	(.)K	AAWDT QW	Year
Dickenson County				From:	Dead End				
(676)	1.80	130	R	<u> </u>	Dette Ente	NA		NA	1997
				To-	25-652; 25-661				
\bigcirc				From:	25-607				
677	0.40	640	R	To:	D15-1	NA		NA	1997
				From:	Dead End				
678)	1.02	140	R	110	Dead End	NA		NA	1997
010				To:	1.02 MN Dead End				
678)	0.06	150	R	From:	1.02 WIN Dead Elid	NA		NA	1997
010				To:	25-607				
				From:	25-671				
679)	3.55	120	R			NA		NA	1997
				To-	Dead End				
	1 10	200		From:	SR 83	NIA		NA	1007
680	1.10	200	R	To:	Dead End	NA		INA	1997
				From:	SR 63				
(681)	1.21	160	R	<u> </u>	SK 05	NA		NA	1997
<u></u>				To:	25-788				
(681)	0.41	30	R	From:	25-700	NA		NA	1997
				To:	Dead End				
				From:	Dead End				
682	0.25	20	R			NA		NA	1997
				To: From:	SR 80				
(682)	1.70	140	R			NA		NA	1997
				To:	Dead End				
	1.00	80	R	From:	Dead End	NA		NA	1997
683	1.00	00	1	To:	25-611	INA		IVA	1991
				From:	Dead End				
(684)	0.05	60	R			NA		NA	1997
				To:	SR 63				
Town of Havsi				From:	25.602				
605	0.02	230	R	rioiii.	25-693	NA		NA	1997
(685)	0.02	200		To:	SR 63	1471		10/1	1007
Dickenson County									
_				From:	25-611				
(686)	0.60	9	R	To:	Dead End	NA		NA	09/18/2000
				From:					
697	0.05	20	R	r ioni.	25-600	NA		NA	1997
687)	0.00		••	To:	0.05 ME 25-600	1.0.		10.	1001
(687)	0.05	20	R	From:	0.03 ME 23-000	NA		NA	1997
(001)		_		To:	Dead End				
				From:	Dead End				
688)	1.25	230	R			NA		NA	1997
				To:	Buchanan County Line				
\bigcirc	0.45	040	_	From:	25-607 WEST	A14		NIA	4007
689	3.15	240	R	To:	25-607 E; 25-704	NA		NA	1997
				From:	25-631				
690	1.00	180	R	<u> </u>	2J=0J1	NA		NA	1997
	- *			То:	Dead End				
									

					DICK	enson Mainten								
Route	Length	AADT	QA	4Tire	Bus		ruck e 1Trail 2Trai	\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				From:		25-607		Ī						
(691)	0.90	120	R	<u> </u>				_	NA			NA		1997
				To:		Dead End		<u> </u>						
(692)	0.60	120	R	From:		Dead End			NA			NA		1997
002				To:		25-637								
Town of Havsi				From:		Dead End								
693)	0.07	70	R			Dead End		4	NA			NA		1997
				To: From:		25-717]——						
693	0.28	300	R	_				7	NA			NA		1997
693)	0.27	370	R	From:		25-685			NA			NA		1997
000				To:		SR 83								
Dickenson County				From:		25-626		Ĭ						
(694)	1.10	100	R	<u> </u>				_	NA			NA		1997
				To:		Russell County	Line							
605	0.04	40	R	From:		Dead End		_	NA			NA		1997
695)				To: From:		25-701		1						
(695)	0.41	130	R	From:				_	NA			NA		1997
	0.45			From:		25-647]——						
(695)	0.15	240	R	To:		25-619		1	NA			NA		1997
Town of Clintwood														
	0.50	350	R	From:		SR 83			NA			NA		1997
(696)	0.50	330		To:		Dead End]	INA			INA		1997
Dickenson County				From:				1						
(697)	0.80	160	R	rioni.		Dead End		<u>.</u>	NA			NA		1997
				To-		25-651								
	1.00	60	R	From:		25-643			NA			NA		1997
698)	1.00	00		To:		Dead End			INA			INA		1997
				From:		25-657								
(699)	3.10	30	G	97%	0%	2% 2%	0% 0%	C	0.226	F	0.571	30	G	2002
600	1.00	40	R	From:		25-660			NA			NA		08/14/2000
(699)				To:		Dead End]						
	0.00	200	-	From:		25-607; 25-6	19		NIA			NIA		00/40/2000
700	0.80	380	R	To:		0.00 MNI 25 (07	7	NA			NA		09/18/2000
700	0.10	30	R	From:		0.80 MN 25-6	0/		NA			NA		09/18/2000
				To: From:		0.90 MN 25-6	07	<u> </u>						
700	0.07	30	R	To:		0.97 MN 25-6	0.7	7	NA			NA		09/18/2000
				From:		25-695	107]						
(701)	0.25	30	R	<u> </u>				-	NA			NA		09/18/2000
				To:		Dead End		1						
702) Park Road	0.40	380	G	95%	1%	SR 80 2% 0%	2% 0%	C	0.106	F	0.548	380	G	2002
				To: From:		25-734]						
(702)	1.20	60	G	95%	1%	2% 0%	2% 0%	F	0.221	F	0.515	70	G	2002
				To:		25-787		<u> </u>						

					Dici	Kenson Manilenan	CC AIC	u							
Route	Length	AADT	QA	4Tire	Bus	Tru	ck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				From:			TTTUI	ZIIGII		Tiodi					
700	0.18	80	G	95%	1%	25-787 2% 0%	2%	0%	F	0.221	F	0.581	80	G	2002
(702)	0.10	00	Ŭ	To:	170	Dead End	270	070	•	0.221	•	0.001	00	Ü	2002
				From:		Dead End		ĺ							
(703)	1.00	190	R	<u>. </u>						NA			NA		08/29/200
				To:		25-665									
				From:		Dead End									
(704)	0.55	90	R							NA			NA		09/18/200
<u> </u>				To: From:		25-785		1							
(704)	0.95	290	R							NA			NA		09/18/200
				To:		25-607; 25-689									
				From:		Dead End									
(705)	0.52	140	R							NA			NA		09/18/200
				To:		SR 83									
			_	From:		Dead End									00//0/000
706	0.85	110	R	To:		25-631				NA			NA		09/18/200
						23-031									
Town of Clintwood				From:		25-672									
(707)	0.55	870	R			25 0/2				NA			NA		08/29/200
(101)				To-		ECL Clintwood									
Dickenson County															
				From:		ECL Clintwood									
(707)	0.61	870	R							NA			NA		08/29/2000
				From:		25-727									
707)	0.25	120	R							NA			NA		08/29/200
				To:		Dead End									
	0.00		_	From:		25-649									00/47/000
708	0.90	220	R	To:		D1E-1				NA			NA		08/17/200
				From:		Dead End		<u>.</u>							
	0.70	70	R	Piolii.		Dead End				NA			NA		09/11/200
709	0.70	70	1	To:		SR 63		1		IVA			INA		03/11/2000
				From:		SR 63									
(710)	0.78	370	R	<u> </u>		510 05				NA			NA		09/13/200
(10)				To:		Dead End									
				From:		Dead End									
(711)	1.22	150	R							NA			NA		08/17/200
				To:		25-648									
				From:		Dead End									
(712)	1.10	30	R	_						NA			NA		1994
				To:		25-671									
	0.00		_	From:		25-624; 25-631									1001
713	0.39	60	R	To:		Dead End				NA			NA		1994
€	0.07	170	R	From:		SR 63				NA			NA		1994
(714)	0.07	170	K	To:		SR 63				INA			INA		1334
				From:		Dead End		<u>.</u>							
715)	0.02	20	R	<u> </u>		Dead Elid				NA			NA		08/14/2000
715)	5.02	_5	• • •	т		25.555				. •/ ١					20.11.200
	0.36	80	R	From:		25-757				NA			NA		08/14/200
715)	0.50	00	K	_ —						INA			INA		JUI 14/2001
	0.40	270		From:		0.36 MN 25-757		-		NIA			NIA.		00/44/000
715)	0.42	370	R	To:		SR 63				NA			NA		08/14/200
						CO 71C									

					Dickenson Maintenance Area	1				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC Peak	QK Dir Factor	AAWDT C)W Year
Dickenson County				From:	SR 63	+				
716)	0.21	100	R	<u> </u>	SK 03		NA		NA	1994
				To	Dead End					
Town of Havsi				From:	Dead End	1				
(717)	0.12	60	R			<u></u>	NA		NA	09/11/2000
<u> </u>				From:	25-693					
717	0.16	90	R	To:	SR 63	1	NA		NA	09/11/2000
Dickenson County				1						
	0.49	40	R	From:	25-669		NA		NA	09/11/2000
(718)	0.40	70		To:	Dead End		IVA		14/-1	03/11/2000
				From:	25-644					
719	0.57	20	R	To:	Dead End		NA		NA	08/17/2000
				From:	25-614					
720	0.31	50	R				NA		NA	09/13/2000
				To:	Dead End					
721)	0.47	70	R	From:	Dead End		NA		NA	08/29/2000
(721)				To:	SR 83					
\bigcirc	4.00	440		From:	SR 80		NIA		NIA	00/44/000/
722	1.33	140	R	To:	25-652		NA		NA	09/11/2000
				From:	25-710					
723	0.30	20	R	To:	D J F J	1	NA		NA	09/13/2000
				From:	Dead End 25-649					
(724)	0.34	30	R	<u> </u>	25-049		NA		NA	08/17/2000
				To:	Dead End					
725	0.32	60	R	From:	WISE CL; 97-650		NA		NA	08/17/2000
725				To:	Dead End					
Town of Clintwood				From:	D 15 1					
(726)	0.21	70	R	riom.	Dead End		NA		NA	08/29/2000
				To:	25-707					
Dickenson County				From:	25-707					
(727)	0.27	280	R				NA		NA	08/29/2000
				To:	25-672					
728	0.62	110	R	From:	25-638		NA		NA	1994
(720)				To	Dead End					
\bigcirc	4.40	400	_	From:	Dead End					00/40/000
729	1.10	100	R	To:	25-631		NA		NA	09/18/2000
				From:	25-652					
(730)	0.54	60	R	Tar	D 1F 1		NA		NA	09/05/2000
				To: From:	Dead End Dead End	<u> </u>				
731)	1.08	140	R		Dead Ellu		NA		NA	1994
				То:	25-637					
722	0.38	120	R	From:	SR 83		NA		NA	09/11/2000
732	U.30	120		To	Dead End				11/7	
										

Route	Length	AADT	QA	4Tire		2Axle 3	Tru	ck		$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Clintwood				From:		25-	607									
(733)	0.32	880	R	<u> </u>							NA			NA		08/29/200
				To-		NCL Cl	intwood									
Dickenson County				From:		NCL CI	intwood									
733	0.33	880	R	To:		Dead	End				NA			NA		08/29/2000
				From:		25-										
(734)	0.80	190	G	96%	1%		1%	1%	0%	С	0.126	F	0.519	190	G	2002
				To: From:		25-	787									00/07/000
734)	0.45	120	R	To:		25-	791				NA			NA		09/25/200
				From:		Dead										
735)	0.40	70	R	To:							NA			NA		09/13/200
				From:		25-	616									
736)	0.40	190	R			23-	007				NA			NA		09/18/200
<u> </u>				To:		Dead	End									
(707)	0.31	90	R	From:		25-	633				NA			NA		08/29/200
(737)	0.01			To		Dead	End				147 (101		00/20/200
\bigcirc			_	From:		Dead	End									00/07/000
738	0.20	50	R	To:		SR	83		1		NA			NA		09/05/200
				From:		25-										
739	2.04	340	G	93%	1%		3%	0%	0%	С	0.09	F	0.559	340	G	2002
				To: From:		FFERSON F			201			_				
739	1.21	380	G	93% To:	1%	2%	3% 611	0%	0%	F	0.086	F	0.547	390	G	2002
				From:		Dead										
(740)	0.50	10	R	To:		25	640				NA			NA		08/17/200
				From:		25-i										
(741)	0.65	160	R			Deac	EIIG				NA			NA		08/14/200
				To:		25-	651									
(742)	0.95	110	R	From:		25-	611				NA			NA		09/18/200
(142)				To:		25-	754									
\bigcirc			_	From:		Dead	End									00/07/000
743)	0.25	60	R	To-		25-	734		1		NA			NA		09/25/200
				From:		Dead										
744	0.30	20	R								NA			NA		09/18/2000
	0.00	00		From:		25-	619				NIA			NIA		00/40/200/
(744)	0.69	80	R	To:		Dead	l End				NA			NA		09/18/2000
				From:		25-	670									
(745)	1.00	60	R	To:		Da- J	End		1		NA			NA		08/17/2000
				From:		25-	End 650									
746	0.38	45	R	<u> </u>							NA			NA		08/17/200
				To:		Dead										
747)	0.32 60	60	R	From:		Dead	End				NA			NA		09/13/200
(141)	0.02		- 11	To:		SR	63				14/7			14/7		30/10/2000

					Dickenson Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	$\Delta\Delta M/MM$	V Year
Dickenson County				From:	Dead End	1			
748)	0.20	50	R		2002	NA		NA	1994
				To-	25-637				
\bigcirc				From:	SR 63				
749)	0.05	50	R	To:	D1E-1	NA I		NA	1994
				From:	Dead End				
750	0.83	130	R	110	25-611	I NA		NA	09/13/20
750	0.00		•••	To:	Dead End]			00/10/20
				From:	Dead End				
751)	0.49	120	R			NA		NA	08/29/20
				To:	25-632				
$\widehat{}$				From:	Dead End				
752	0.54	500	R			NA		NA	09/11/20
				To: From:	25-818				
752	0.37	540	R	To:	GD (2	NA 1		NA	09/11/20
					SR 63				
	0.26	190	R	From:	Dead End	NA		NA	08/29/20
753	0.20	130	IX.	To:	25-621]		INA	00/29/20
				From:	25-631				
754)	1.50	140	R	_	25 051	NA		NA	09/18/20
				To:	25-742				
754	1.91	120	R	From:	LJ-17L	NA		NA	09/18/20
				To:	Dead End				
				From:	25-614				
755	0.47	150	150 R			NA		NA	09/13/20
				To:	Dead End				•
\bigcirc			_	From:	SR 63				20110100
756	0.41	140	R	To:	Dead End	NA I		NA	09/13/20
				From:					
757)	0.25	50	R		Dead End	NA NA		NA	08/14/20
131)	0.20			To:	25-715	1			00/11/20
				From:	25-00635(B)/				
758	0.21	NA			` `	NA		NA	
				To:	Dead End/				
				From:	25-615				
759	0.18	40	R	To:		NA		NA	09/13/20
					Dead End				
	0.10	10	R	From:	Dead End	NA NA		NA	08/17/20
760)	0.10	10	K	To:	25-649]		INA	00/17/20
				From:	SR 80				
761)	0.05	10	R	_	SK 00	NA		NA	1994
				To:	Dead End				
				From:	Dead End				
762	0.20	60	R			NA		NA	1994
				To:	25-637				
$\overline{}$			_	From:	SR 63				
763)	0.50	80	R	т	P. 17.1	NA I		NA	1994
				To:	Dead End				
704)	0.00	70	D	From:	Dead End	NI A		NIA	00/44/20
0.80	0.80	70	R	To:	25-797	NA I		NA	09/11/20
					L3-171	1			

					Dickenson Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	\cap	(.)K	Dir Factor	AAWDT	QW	Year
Dickenson County				From:		1					
(764)	0.80	120	R	rioiii.	25-797	J NA			NA		09/11/2000
(104)				To	25-607]					
Town of Clintwood				From:	SR 83	1					
(765)	0.03	160	R		SK 65	J NA			NA		08/29/2000
				To:	WCL Clintwood]					
Dickenson County				From:	WCL Clintwood	1					
765)	0.84	160	R		WCL Chillwood	NA			NA		08/29/2000
				To:	SR 72]					
(765)	0.13	30	R			NA			NA		08/29/2000
				To:	Dead End						
(766)	0.28	40	R	From:	SR 83 WEST	J NA			NA		09/18/2000
(766)	0.20	-10		To:	SR 83 EAST	1			1471		00/10/2000
Town of Havsi											
(707)	0.05	210	R	From:	SR 83] NA			NA		09/11/2000
(767)	0.00	210	- 1	To	Dead End]			IVA		03/11/2000
Dickenson County				_		_					
	0.33	650	R	From:	SR 80 NORTH	NA			NA		09/25/2000
(768)	0.33	030	K	т	22.500	IN/A 1			INA		09/23/2000
(768)	0.25	280	G	96%	25-609 1% 2% 0% 1% 0%	C 0.11	6 F	0.526	280	G	2002
(700)	0.20			To:	SR 80 SOUTH]	• .	0.020			
				From:	Dead End]					
(769)	0.37	30	R			NA			NA		09/05/2000
\bigcirc	0.45	47		To: From:	0.37 MN Dead End	}			NIA		00/05/0000
(769)	0.15	47	R	To:	25-607	NA 1			NA		09/05/2000
				From:	25-619						
(770)	0.06	40	R			NA			NA		09/18/2000
				To:	Dead End						
(771)	0.57	48	R	From:	25-646] NA			NA		08/17/2000
(//)	0.57	+0	IX.	To:	Dead End]			INA		00/1//2000
_				From:	Dead End						
(772)	0.10	20	R			NA			NA		09/18/2000
				To: From:	25-619						
(773)	1.04	580	R	FIOIII.	Dead End	J NA			NA		1994
(113)				To	SR 63]					
				From:	Dead End]					
774	0.10	10	R	To:	SR 83	NA 1			NA		09/18/2000
				From:	25-652	1					
775)	0.36	60	R	<u> </u>	25-032	NA			NA		09/05/2000
				To:	Dead End	1					
		446	_	From:	25-611]					4004
776	1.41	140	R	To:	Dead End	NA]			NA		1994
				From:	SR 72	<u> </u>					
777)	0.42	40	R			NA			NA		08/29/2000
				To-	Dead End						

					Dickenson Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()C	eak our	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				From:	D. IE I							
(778)	0.20	40	R		Dead End	l N	IΑ			NA		09/05/2000
(10)				To:	25-652							
Town of Clinchco				From:		1						
(779)	0.09	80	R	From:	Dead End	l	IΑ			NA		09/05/2000
(119)	0.00			To:	SR 83		., \					00/00/200
				From:	25-783							
(780)	0.12	120	R	To	an or	١	IA			NA		09/05/200
				From:	SR 83							
(781)	0.12	110	R		25-664	I .	IΑ			NA		09/05/200
(101)				To:	SR 83							
				From:	25-664							
782	0.02	230	R			١	IA			NA		1994
				To: From:	25-675	<u> </u>						
782	0.05	70	R	To:	Dead End	l I	IA			NA		1994
				From:	Dead End							
783	0.05	70	R	<u> </u>	Dead End	N	IΑ			NA		09/05/2000
				To:	25-780							
783)	0.03	30	R	From:		١	IΑ			NA		09/05/2000
				To:	Dead End							
Dickenson County				From:	25-633							
(784)	0.25	30	R	<u> </u>	23-033	l N	IA			NA		08/29/2000
				To:	Dead End							
\sim				From:	Dead End							
785	0.55	60	R	To:	25-704	۱ ا	IA			NA		1994
T. 46W.					25-704							
Town of Clinchco				From:	25-664							
(786)	0.05	40	R	. —		١	IA			NA		1994
				To:	NCL Clinchco							
Dickenson County				From:	NCL Clincheo							
786	0.15	40	N			١	IΑ			0	Ν	1994
				To:	Dead End							
	0.70	20	ь	From:	25-702		IA			NA		09/25/2000
787	0.70	20	R	To:	25-734	, , , , , , , , , , , , , , , , , , ,	iA			INA		09/25/2000
				From:	25-681							
788	0.15	20	R			١	IΑ			NA		09/05/2000
				To:	Dead End							
	0.40	400	ь	From:	SR 72		1 A			NIA		08/29/2000
789	0.40	100	R	To:	Dead End	, 	IA			NA		06/29/2000
				From:	25-734							
790	0.20	60	R	1		١	IΑ			NA		09/25/2000
				To	Dead End							
	0.40		-	From:	25-734		1 1			NI A	_	00/05/000
791)	0.40	50	R	To:	Dead End	l l	IA			NA		09/25/2000
				From:	25-607							
792	0.57	60	R	<u> </u>	20 007		IΑ			NA		09/11/2000
				To	Dead End							

					Dickenson Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(')	()K	Dir Factor	AAWDT	QW	Year
Dickenson County				From:	Dead End						
(793)	0.13	46	R			NA			NA		09/18/2000
				To-	25-619						
\bigcirc	0.20	20	_	From:	Dead End	NIA			NIA		00/44/2000
794)	0.30	30	R	To:	25-604	NA I			NA		08/14/2000
				From:	Dead End						
795)	0.38	70	R			NA			NA		09/13/2000
				To:	SR 63						
\bigcirc	0.00	40	_	From:	25-611				NIA		00/40/0000
796	0.20	40	R	To:	Dead End	NA I			NA		09/18/2000
				From:	25-764						
(797)	1.23	120	R	<u> </u>	25 701	NA.			NA		09/11/2000
				To:	25-606						
				From:	25-661						
798	0.10	10	R	To:	Dood End	NA I			NA		09/05/2000
				From	Dead End						
700	0.20	80	R		SR 63	l NA			NA		1996
799				To:	Dead End						
				From:	Dead End						
800	1.40	30	R	-		NA			NA		08/14/2000
				To:	25-658						
	0.06	30	R	From:	Dead End	l NA			NA		09/11/2000
803)	0.00	30	K	To:	SCL Haysi				INA		09/11/2000
Town of Havsi											
				From:	SCL Haysi						
(803)	0.12	30	R	To:	25.652	NA I			NA		09/11/2000
				10.	25-652						
Dickenson County				From:	25-700						
(805)	0.10	40	R			NA			NA		09/18/2000
				To:	Dead End						
Town of Havsi				From:	Dead End						
(806)	0.08	30	R		Dead End	I NA			NA		09/11/2000
				To:	25-717						
Dickenson County											
	0.34	10	R	From:	25-605	l NA			NA		1988
(810)	0.54	10	IX.	To:	Dead End				INA		1900
				From:	25-613						
812)	1.07	100	R	<u> </u>	25 015	NA			NA		1994
				To:	Dead End						
\bigcirc				From:	SR 63						
815)	0.12	60	R	To:	Dead End	NA I			NA		09/11/2000
				From:							
816)	0.20	70	R		SR 63	l NA			NA		09/13/2000
010				To:	Dead End						
				From:	Dead End						
817)	0.14	NA				NA			NA		
				To:	25-710						
(a)	0.24	50	R	From	25-752	NA			NA		09/11/2000
818)	0.24	50	K	To:	Dead End	INA 			INA		03/11/2000
1					****	1					

					Dickenson Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC F	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dickenson County				From:	25-669	1						
820	0.37	70	R		25-007	1	NA			NA		09/11/2000
				To	Dead End							
	0.40	NIA		From:	25-607]	NIA			NIA		
822	0.40	NA		To:	Dead End	1	NA			NA		
				From:	25-676	1						
824)	0.30	20	R			<u>.</u>	NA			NA		09/18/2000
				To:	Dead End	<u> </u>						
825)	0.09	20	R	From:	25-607	J	NA			NA		09/18/2000
623)	0.00			To:	Dead End	1						00/10/2000
				From:	SR 80]						
827)	0.50	50	R	To:	D. IE. I	7	NA			NA		09/11/2000
				From:	Dead End	<u> </u>						
830	0.20	60	R	r tom.	25-648 Gap Terminus	1	NA			NA		08/17/2000
000				To:	65-648 Gap Terminus							
$\widehat{}$				From:	25-603							
835)	0.47	49	R	To:	Dead End	1	NA			NA		1994
				From:	25-754	1						
840	0.20	60	R	<u> </u>	25-734	1	NA			NA		09/18/2000
0.40				To:	Dead End	1						
\sim				From:	Dead End							
843)	0.04	40	R	To:	25-619	1	NA			NA		1994
				From:	25-673	<u> </u>						
846)	0.18	40	R		25-0/5	J	NA			NA		08/14/2000
				To:	Dead End]						
\bigcirc			_	From:	Dead End							201101000
850	0.40	60	R	To:	25-695	1	NA			NA		09/18/2000
				From:	25-652	l						
(853)	0.52	40	R		=======================================	4	NA			NA		08/17/2000
<u> </u>				To:	Dead End							
	0.38	20	_	From:	Dead End		NIA			NA		00/14/2000
855)	0.36	20	R	To:	25-651	1	NA			INA		08/14/2000
				From:	Dead End							
(860)	0.04	30	R			-	NA			NA		08/14/2000
				To:	25-627							
(870)	0.05	30	R	From:	25-615	J	NA			NA		09/13/2000
(670)	0.00			To:	Dead End]						00/10/2000
				From:	25-606]						
880	0.38	60	R			7	NA			NA		1994
				To: From:	Dead End	<u> </u>						
885	0.60	840	R	riodi.	SR 83	J	NA			NA		08/29/2000
000				To:	25-707	1	-			•		
		· <u> </u>		From:	Dead End							
890	0.30	80	R	T	25.710	7	NA			NA		09/13/2000
				To: From:	25-710 SR 80	<u> </u>						
892	0.25	140	R		DK 8U	J	NA			NA		1994
			-	To:	Dead End]				-		

					Biokerison Maintenarioe / trea			
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail		$\Delta \Delta M M M M$	Year
Dickenson County				From:	25-892	i		
(893)	0.44	30	R	_		NA	NA	1996
				To:	Dead End			
Town of Clintwood				From:	Dead End			
(1001)	0.10	70	R			NA	NA	10/03/2000
	0.07	90	R	From:	25-1007	NA NA	NA	10/03/2000
(1001)	0.07	30	IX	To:	SR 83	1	INA	10/03/2000
(1001)	0.25	1300	R	From:	510 05	NA NA	NA	10/03/2000
				To:	25-607			
Dickenson County				From:	SCL Clintwood			
(1002)	0.38	90	R			NA	NA	10/03/2000
				To:	SCL Clintwood			
Town of Clintwood				From:	SCL Clintwood			
(1002)	0.11	90	R	To:	gp.00	NA 1	NA	10/03/2000
				From:	SR 83 25-607	<u> </u>		
(1003)	0.10	690	R		23-007	J NA	NA	10/03/2000
				To: From:	0.10 MN 25-607]		
1003	0.05	130	R			NA	NA	10/03/2000
				To: From:	Dead End	I		
(1004)	0.30	390	R		Dead End	J NA	NA	10/03/2000
				To-	SR 83			
\bigcirc	0.40	00		From:	Dead End	NA.	NIA	40/02/2000
1005	0.12	90	R	To:	25-672	NA 1	NA	10/03/2000
				From:	25-1007			
1006	0.13	210	R	To:	CD 02 25 1000	NA 1	NA	10/03/2000
				From:	SR 83; 25-1008 25-1006	<u> </u>		
(1007)	0.02	40	R		23-1000	J NA	NA	10/03/2000
				To: From:	25-1008]		
(1007)	0.03	80	R	т	25 1001	NA 1	NA	10/03/2000
				From:	25-1001 Dead End			
1008	0.27	260	R		Dead End	NA	NA	10/03/2000
				To: From:	25-1016]		
1008	0.03	310	R			NA	NA	10/03/2000
				To: From:	SR 83	1		
1009	0.03	3700	R	rioiii.	SR 83	J NA	NA	10/03/2000
				To:	25-1015	1		
1009	0.13	4000	R	rioni.		NA	NA	10/03/2000
				To: From:	25-1001]		10/22/2
1009	0.09	4000	R	To:	Dead End	NA 1	NA	10/03/2000
				From:	25-607 WEST	<u> </u>		
1010	0.13	140	R	<u> </u>		NA NA	NA	10/03/2000
				To:	25-607 EAST			
	0.02	160	R	From:	0.02 MW 25-1001	NA	NA	1994
(1011)				To:	25-1001]		
					·			

					Dickerson Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	eak Our Ql	C Dir Factor	AAWDT	QW	Year
Town of Clintwood				From:	25 1001	1					
1011)	0.04	160	R	r tolli.	25-1001	J N	Α		NA		1994
1011)				To	Dead End	1					
				From:	SR 83						
1012)	0.13	50	R	_		N	Α		NA	1	10/03/20
				To:	Dead End						
(a)	0.13	140	R	From:	ECL Clintwood	J	Α		NA	1	10/03/20
1013)	0.10	140	1	To:	25-672	1 '`			14/-3		0/00/20
				From:	SR 83						
1014)	0.17	80	R	_		N	Α		NA	1	10/03/20
				To:	25-631						
	0.00	700	_	From:	SR 83; 25-607]			NIA		10/00/00
1015	0.08	780	R			- N	Α		NA	1	10/03/20
$\overline{}$	0.04	150	R	From:	25-1009		Α		NA		10/03/20
1015	0.04	150	K	To:	Dead End	1 '`	A		INA	'	0/03/20
				From:	25-1006	i					
1016)	0.03	90	R		22 3000	N	Α		NA	1	10/03/20
				To: From:	25-1008]					
1016	0.05	50	R			N	Α		NA	1	10/03/20
				To:	25-1001						
Dickenson County				From:	Dead End	ſ					
1017)	0.37	60	<u></u>		Dead End	J N	Α		NA	1	10/03/20
				SR 83							
Town of Clintwood			From:								
	0.40	440		25-672]			NIA	4	10/02/20	
1018)	0.42	110		ECL Clintwood	1	Α		NA	1	10/03/20	
Dickenson County											
ACKEISON COUNTY				From:	ECL Clintwood						
1018)	0.09	60	R	To:	D 15 1	N	Α		NA	1	10/03/20
				10.	Dead End						
Town of Clintwood				From:	25-607 WEST	1					
1019	0.29	110	R			N	Α		NA	1	10/03/20
				To:	25-607 EAST						-
	0.04	400	_	From:	Dead End]			NIA		10/00/00
1020	0.24	130	R	To:	SR 83	1]	Α		NA	1	10/03/20
				From:	Dead End						
1021)	0.19	70	R	_	Dead Life	N	Α		NA	1	10/03/20
				To:	25-1020						
				From:	25-1020						
1022	0.19	30	R	To:	D 15 1	N	Α		NA	1	10/03/20
				From:	Dead End						
1000	0.07	20	R	rioii.	Dead End	J N	Α		NA	1	10/03/20
1023				To:	25-1004	<u> </u>			. */ `		
				From:	25-696]			<u> </u>		
1024	0.15	30	R			N	Α		NA	1	10/03/20
				To:	Dead End	<u> </u>					
Dickenson County	enson County			From:	Dead End	Ī					
1025)	0.50	0.50 80 R		Dead End	J N	Α		NA	1	10/03/20	
			R	SR 83				<u> </u>			
					·						

					Dickerison Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail		(.)	K Dir Factor	AAWDT	QW	Year
Dickenson County				From:	gp. 62	i					
1026)	0.08	NA			SR 83	J N/			NA		
1026)	0.00	10.1		To-	Dead End	1	•		147.		
				From:	Dead End						
1030)	0.25	47	R		2 330 2330	N/	\		NA		10/03/200
				To:	SR 72]					
				From:	Dead End						
1031)	0.08	40	R			N/	١.		NA		10/03/200
				To:	SR 72						
\bigcirc				From:	Dead End						
9650)	0.21	180	R	To:	CANDLICK ELEM COLL	N/	١.		NA		1986
				10.	SANDLICK ELEM SCH						
Cown of Clinchco				From:	Dickenson Voc Sch						
9693)	0.18	260	R	<u> </u>	Diekenson voe sen	J N/			NA		1994
30339				To:	SR 83]	-				
Dickenson County											
				From:	25-625						
9696)	0.22	390	R	_		N/	١.		NA		1994
				To-	ER VINTON HIGH SCH						
Cown of Havsi				From:	HAVCHUCH CCH	1					
9697)	0.27	500	R		HAYSI HIGH SCH	J N/			NA		1994
9697)	0.21	000		To:	SR 80	1	•		14/ (1004
Dickenson County					2 22						
ockenson County				From:	ERVINTON ELEM SCH						
9698)	0.16	200	R			N/	١.		NA		1994
				To:	SR 63						
Town of Clintwood											
	0.10	540	R	From:	SR 83	J N/			NA		1986
9699)	0.10	540	K	To	CLINTWOOD HIGH SCH	1 IV	`		INA		1900
				From:							
9702	0.18	600	R	Т	25-607 SOUTH	J N/			NA		1996
9702)	0.10	000	•••	т	27.050	7	•		10,		1000
	0.01	600	R	From:	25-9703	N/			NA		1996
9702	0.01	000	K	To:	25-607 NORTH]	`		INA		1990
				From:	Cul-de-Sac						
9703)	0.11	NA		<u> </u>	Cui-ue-Sac	J N/			NA		
9703)	0.11	10.1		To:	25-9702 PKG LOT	1	•		147.		
Dickenson County				l.		-					
ACKCHSUH CUUHIV				From:	SR 72 LONGFORK						
9704)	0.13	380	R			N/	١		NA		1994
				To:	25-621 ELEM SCH						
				From:	Wise County Line						
634	0.30	540	N	68%	1% 1% 2% 27% 0%	N 0.1)1 N	0.556	550	Ν	2002
31/				To-	SR 72						