2002

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

where available

Jurisdiction Report

86

Smyth County Town of Marion Town of Chilhowie Town of Saltville

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.

					0	myth Maintenanc	c Alca								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smyth County				-						riodi		1 dotoi			
	0.04	2700	G	96%	1%	Washington County 1% 1%	Line 1%	0%	F	0.114	F	0.603	2700	G	2002
[11]	0.04	2700	•	Tn·	1 70	WCL Chilhowia		070	'	0.114	•	0.000	2700	0	2002
Town of Chilhowie															
	1.13	2700	N	96%	1%	WCL Chilhowid	1%	0%	N	0.114	N	0.603	2700	N	2002
[11]	1.10	2700	.,	JO 70	1 70					0.114	14	0.000	2700	11	2002
<u>[11]</u>	1.51	7200	G	From: 96%	1%	SR 107 Chilhow 1% 1%	1%	0%	F	0.102	F	0.617	7300	G	2002
				To:		ECL Chilhowie	!								
Smyth County				From:		ECL Chilhowie		1							
11	2.80	7200	N	96%	1%	1% 1%	1%	0%	Ν	0.102	Ν	0.617	7300	N	2002
				To: From:		86-645									
[11]	4.32	3200	G	96%	1%	1% 1%	1%	0%	F	0.09	F	0.537	3300	G	2002
<u>~</u>				To: From:		Rt F007									
[11]	0.66	11000	G	96% To:	1%	1% 1%	1%	0%	F	0.088	F	0.643	11000	G	2002
Town of Mori						WCL Marion									
Town of Marion				From:		WCL Marion									
11 S Main St	0.52	9900	G	98%	0%	1% 0%	0%	0%	С	0.089	F	0.615	10000	G	2002
~				From:	22/	Greenway Ave	201								
(11) S Main St	0.40	10000	G	98%	0%	1% 0%	0%	0%	F	0.087	F	0.604	10000	G	2002
11 Main St	0.41	11000	G	From: 98%	0%	Anderson St 1% 0%	0%	0%	F	0.081	F	0.511	11000	G	2002
Main St	0.41	11000	J	30 /0	0 70		0 70	070	ļ	0.001	'	0.511	11000	J	2002
11 Main St	1.19	19000	G	97%	0%	SR 16 1% 1%	1%	0%	С	0.085	F	0.501	20000	G	2002
				To		SR 16 Commerce									
11 E Main St	0.20	18000	G	97%	0%	1% 1%	1%	0%	F	0.082	F	0.523	19000	G	2002
\bigcirc				To: From:		N Main St Pendleton St									
11 Main St	0.04	23000	G	96%	1%	2% 0%	1%	0%	F	0.088	F	0.538	24000	G	2002
				To: From:		Staley St									
11 Main St	0.13	18000	G	96%	1%	2% 0%	1%	0%	F	0.084	F	0.502	19000	G	2002
<u>~</u>				To: From:		Park St		-							
11)	0.07	14000	G	96%	1%	2% 0%	1%	0%	F	0.089	F	0.583	15000	G	2002
AL Marine Ot	0.44	44000		From:	40/	Keller St	40/	00/		0.000		0.54	12000		2002
11 N Main St	0.41	11000	G	96% To:	1%	2% 0% ECL Marion	1%	0%	С	0.098	F	0.51	12000	G	2002
Smyth County															
~~	2.12		_	From:	22/	ECL Marion	101	20/		-	_				
[11]	3.18	6900	G	96%	0%	2% 0%	1%	0%	F	0.105	F	0.624	7000	G	2002
	3.97	3900	G	From: 96%	0%	86-622 Atkins 2% 0%	1%	0%	F	0.095	F	0.584	3900	G	2002
11	3.91	3300	J		0 70		1 /0	070		0.033	'	0.504	3300	J	2002
11)	2.65	2900	G	From: 96%	0%	86-683 2% 0%	1%	0%	F	0.088	F	0.622	3000	G	2002
		-		To:		Wythe County Li									
			_	From:		Grayson County L			_		_			_	
16	4.48	1500	G	89%	2%	4% 1%	3%	0%	F	0.087	F	0.621	1500	G	2002
	1 20	1600		From:	20/	86-676 40/- 10/-	20/	00/		0.004		0.504	1600	C	2002
16	1.38	1600	G	89%	2%	4% 1%	3%	0%	F	0.081	F	0.594	1600	G	2002
	9.25	3000	G	From: 89%	2%	86-601 Sugar Gro 4% 1%	ve 3%	0%	F	0.080	F	0.659	3100	G	2002
16	0.20		•	Tn·	_ /0	SCL Marion	<u> </u>	7,0	•	0.000	•	0.000	0.100	<u> </u>	2002

					31	IIIYUI IVI	aintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
own of Marion									+							
S Commorae Street	0.05	0000	•	From:	20/	40/	I-81	20/	0%	_	0.001	_	0.500	0200	0	2001
16) S Commerce Street	0.05	9000	G	89%	2%	4%	1%	3%	0%	F	0.091	F	0.582	9300	G	2002
	0.00	0400		From:	00/		SR 217	00/	00/		0.004		0.504	0500		0000
16) S Commerce Street	0.68	9100	G	89%	2%	4%	1%	3%	0%	F	0.091	F	0.521	9500	G	2002
				From:			11 Main S								_	
16 (11) Main St	1.19	19000	G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.501	20000	G	2002
				To: From:			11 Main S									
16) Park Blvd	1.27	4400	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.594	4600	G	2002
				To:		NO	CL Marion									
mvth County				From:		31/	N. M									
40	0.59	2200	G	98%	0%	1%	CL Marion 0%	1%	0%	F	0.081	F	0.7	2200	G	2002
16)	0.55	2200	J	3070	070				070	•	0.001	•	0.7	2200	J	2002
$\overline{}$	4.00	4400	_	From:	00/		North of M		-00/		0.00	_	0.075	4500	_	0000
16)	1.93	1400	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.675	1500	G	2002
				From:			gry Mothe						:			
16)	9.43	610	G	96%	0%	1%	1%	2%	0%	F	0.098	F	0.754	620	G	2002
				To: From:			S SR 42									
16)	0.32	570	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.658	580	G	2002
<u></u>				To- From:		1	N SR 42									
16	2.96	190	G	96%	0%	1%	1%	2%	0%	F	0.111	F	0.609	190	G	2002
				To:		Tazewe	ell County	Line								
				From:		SR 9	1 Broadfo	rd								
42	2.91	770	G	95%	1%	1%	2%	1%	0%	F	0.150	F	0.5	780	G	2002
				To			86-630									
42	6.68	370	G	95%	1%	1%	2%	1%	0%	F	0.090	F	0.636	380	G	2002
42)				To:			7 I									
40 (40	0.32	570	G	From: 96%	0%	1%	est Interse	2%	0%	F	0.089	F	0.658	580	G	2002
42 16	0.02	370	J	3070	0 70				070	•	0.003	•	0.000	300	J	2002
$\overline{}$	0.00	240		From:	00/		ast Interse		00/		0.404		0.000	240		2000
42	8.29	240	G	94% To:	0%	1%	1%	4%	0%	F	0.121	F	0.639	240	G	2002
				From:			County L									
Vorth	0.94	14000	G	74%	1%	Washing 2%	ton County 1%	<u>22%</u>	1%	F	0.069	F		14000	C	2002
81)			G											14000	G	2002
Comi	oined Traffic:	32000	G	75%	1%	2%	1% Chilhowi	20%	1%	F	0.069	F		32000	G	
0.00.00						SCI	. Cmiii0Wl	<u> </u>								
own of Chilhowie lorth				From:		SCI	Chilhowi	e	I							
81)	0.11	14000	G	74%	1%	2%	1%	22%	1%	F	0.069	F		14000	G	2002
	oined Traffic:	32000	G	75%	1%	2%	1%	20%	1%	F	0.069	F		32000	G	
							SR 107					•				
lorth				From:											_	
81)	0.45	15000	G	74%	1%	2%	1%	22%	1%	F	0.074	F		16000	G	2002
Comb	oined Traffic:	31000	G	75%	1%	2%	1%	20%	1%	F	0.074	F		31000	G	
				To:		NCI	_ Chilhowi	e								
mvth Countv				From:		MO	Cl.:n		ı							
lorth	3.44	15000	G	74%	1%	2%	Chilhowi	e 22%	1%	F	0.074	F		16000	G	2002
81)	oined Traffic:		G	74% 75%	1%	2%	1%	20%	1%	F	0.074	F		31000	G	2002
Com	mi c u Hallic.	31000	G		1 70				1 70	Г	0.074	۲		31000	G	
orth				From:		US	11; 86-645	5								
81)	4.07	15000	G	74%	1%	2%	1%	22%	1%	F	0.07	F		15000	G	2002
	oined Traffic:	31000	G	75%	1%	2%	1%	20%	1%	F	0.07	F		32000	G	
				To: From:			US 11									
lorth												_				
81	1.03	14000	G	74%	1%	2%	1%	22%	1%	F	0.069	F		14000	G	2002
Comb	oined Traffic:	29000	G	75%	1%	2%	1%	20%	1%	F	0.069	F		30000	G	
				To:			86-730									

					OI	HYUH IVIAH	iteriarie	- Alca								
Route	Length	AADT	QA	4Tire	Bus	2Axle				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smyth County				From:		0.0	720		1							
North	0.69	15000	G	74%	1%	2%	5-730 1%	22%	1%	F	0.068	F		15000	G	2002
81	Combined Traffic:	30000	G	75%	1%	2%	1%	20%	1%	, F	0.068	r F		31000	G	2002
	Combined Trainc.	30000	G	To:	1 /0		Marion	20 /0	1 /0		0.008			31000	G	
Town of Marion																
North				From:		WCL	Marion									
81)	0.22	15000	G	74%	1%	2%	1%	22%	1%	F	0.068	F		15000	G	2002
	Combined Traffic:	30000	G	75%	1%	2%	1%	20%	1%	F	0.068	F		31000	G	
				To-		ECL	Marion									
myth County North				From:		FCI	Marion		1							
81)	0.28	15000	G	74%	1%	2%	1%	22%	1%	F	0.068	F		15000	G	2002
	Combined Traffic:	30000	G	75%	1%	2%	1%	20%	1%	F	0.068	F		31000	G	
				To:			Marion									
own of Marion																
North				From:	10/		Marion	200/	40/	_		_		4=000		
81	0.27	15000	G	74%	1%	2%	1%	22%	1%	F	0.068	F		15000	G	2002
	Combined Traffic:	30000	G	75%	1%	2%	1%	20%	1%	F	0.068	F		31000	G	
North				From:		S	R 16									
(81)	0.68	14000	G	74%	1%	2%	1%	22%	1%	F	0.07	F		15000	G	2002
	Combined Traffic:	31000	G	75 <u>%</u>	1%	2%	1%	20%	1%	F	0.07	F		32000	G	
				To:		NCL	Marion									
mvth County																
North	1 11	14000	G	74%	1%	NCL 2%	Marion 1%	22%	1%	F	0.07	F		15000	G	2002
81	1.41 Combined Traffic:	14000	G	74% 75%	1%	2%	1%	20%	1%	F	0.07	F		32000	G	2002
	Combined Trainic.	31000	G	75%	1 70			2070	1 70	Г	0.07	Г		32000	G	
North				From:			F-10									
81)	2.99	14000	G	74%	1%	2%	1%	22%	1%	F	0.071	F		14000	G	2002
	Combined Traffic:	28000	G	75%	1%	2%	1%	20%	1%	F	0.071	F		28000	G	
North				To: From:		86	5-622									
81)	3.98	14000	G	74%	1%	2%	1%	22%	1%	F	0.069	F		14000	G	2002
	Combined Traffic:	27000	G	75%	1%	2%	1%	20%	1%	F	0.069	F		28000	G	
				To:		86	5-683									
North	2.80	12000	G	74%	1%	2%	1%	22%	1%	F	0.07	F		13000	G	2002
81	Combined Traffic:		G G	74% 75%	1%	2% 2%	1%	20%	1%	F	0.07	F	0.507	25000	G	2002
	Combined Trainc.	24000	G	7 3 76 To:	170		County Li		1 70	Г	0.071	Г	0.507	25000	G	
South				From:		Washington			1							
81)	0.92	17000	G	77%	1%	2%	1%	19%	1%	F	0.069	F		18000	G	2002
01)	Combined Traffic:	32000	G	75%	1%	2%	1%	20%	1%	F	0.069	F		32000	G	
				To:		SCL C	Chilhowie									
own of Chilhowie																
South	0.07	47000	_	From:	40/		Chilhowie		40/	_	0.000	_		40000	_	0000
81	0.37	17000	G	77%	1%	2%	1%	19%	1%	F	0.069	F		18000	G	2002
_	Combined Traffic:	32000	G	75%	1%	2%	1%	20%	1%	F	0.069	F		32000	G	
				From:	-	SF	R 107									
South								400/	1%	_	0.077	_		4=000		
	0.15	15000	G	77%	1%	2%	1%	19%	1 70	F	0.077	F		15000	G	2002
	0.15 Combined Traffic:		G G	77% 75 <u>%</u>	1% 1%	2% 2%	1% 1%	19% 20%	1%	F	NA	F		15000 31000	G G	2002
South 81						2%		20%				F				2002
81) Smyth County				75% To:		2% NCL (1% Chilhowie	20%				F 				2002
Smyth County South	Combined Traffic:	31000	G	75% To:	1%	2% NCL (1% Chilhowie	20%	1%	F	NA			31000	G	
		31000 15000		75% To:		2% NCL (1% Chilhowie	20%				F F F				2002

Route Length AADT						5	myth Mai	ntenand	ce Area								
Such	Route	Length	AADT	QA	4Tire	Bus					QC	Peak Hour	QK		AAWDT	QW	Year
Such	Smyth County				Erom-		**	0.11.0		ī							
Combined Traffic: 31000 G 75% 1% 2% 1% 20% 1% F NA 32000 G		3.80	16000	G		1%			10%	1%	F	0.082	E		16000	G	2002
South	(81)												•				2002
South Combined Traffic: 1900 G 77% 19% 29% 19% 19% 19% 19% F 0.089 F 15000 G 2002		Combined Trainc.	31000	G	7 3 70	1 /0			20 /0	1 70	ı	INA			32000	O	
Combined Traffic: 29000 G 75% 1% 2% 1% 20% 1% F NA 30000 G	South										_		_			_	
South Combined Traffic: 30000 G 77% 1% 2% 1% 29% 1% F 0.083 F 16000 G 2002	81												F				2002
Second Combined Traffic: 30000 G 77% 1% 2% 1% 19% 1% F 0.083 F 16000 G 2002	\smile	Combined Traffic:	29000	G	75%	1%	2%	1%	20%	1%	F	NA			30000	G	
Combined Traffic: 30000 G 75% 1% 2% 1% 20% 1% F NA 31000 G	South				From:		8	6-730		-							
Combined Traffic: 30000 G 75% 1% 2% 1% 20% 1% F NA 31000 G	(81)	0.66	16000	G	77%	1%	2%	1%	19%	1%	F	0.083	F		16000	G	2002
Trans of Marion South So		Combined Traffic:	30000	G		1%				1%	F	NA			31000	G	
South Combined Traffic: 30000 G 77% 1% 2% 1% 19% 1% F 0.083 F 16000 G 2002					To:		WC	L Marion									
Second Combined Traffic: Second Second Combined Traffic: Secon	Town of Marion				From:		WG			-							
Combined Traffic: 30000		0.22	16000	G	<u> </u>	1%				1%	F	0.083	F		16000	G	2002
Security Security	(81)																2002
South Sout		Combined Traine.	30000	J		1 70			2070	170	ı	0.000	•		31000	J	
South Sout	Smyth County									<u> </u>							
Combined Traffic: 30000	South				<u> </u>												
SCL Marion SCL	(81)	0.05	16000	G	77%	1%	2%	1%	19%	1%	F	0.083	F		16000	G	2002
South Sout		Combined Traffic:	30000	G		1%			20%	1%	F	0.068	F		31000	G	
South Sout					10:		SCI	Marion									
South					From:		SCI	Marion		I							
Combined Traffic: 3000		0.90	16000	G	77%	1%			19%	1%	F	0.083	F		16000	G	2002
South Combined Traffic: 31000 G 77% 1% 2% 1% 19% 1% F 0.075 F 17000 G 2002	01)		30000														
South					To:						-						
Combined Traffic: 31000 G 75% 1% 2% 1% 20% 1% F NA 32000 G	South															_	
South 1.90 17000 G 77% 1% 2% 1% 19% 1% F 0.075 F 17000 G 2002	81)												F				2002
South		Combined Traffic:	31000	G		1%			20%	1%	F	NA			32000	G	
South	6 4 6 4						INC	_ ivianon		l							
South Sout					From:		NC	L Marion									
Combined Traffic: 31000 G 75% 1% 2% 1% 20% 1% F 0.07 F 32000 G	/	1.90	17000	G	77%	1%	2%	1%	19%	1%	F	0.075	F		17000	G	2002
South		Combined Traffic:	31000	G	75%	1%	2%	1%	20%	1%	F	0.07	F		32000	G	
South	0. 11.				To:		Ţ	JS 11		-							
Combined Traffic: 28000 G 75% 1% 2% 1% 20% 1% F NA 28000 G		2 64	14000	G		1%	2%	1%	10%	1%	F	0.075	F		14000	G	2002
South Sout	81)										_		•				2002
South		Combined Trainc.	20000	0	7 3 70	1 /0			2070	1 70		INA			20000	J	
South Sout	South				From:												
South Sout	(81)			G									F				2002
2.30 12000 G 77% 1% 2% 1% 19% 1% F 0.074 F 12000 G 2002 Combined Traffic: 24000 G 75% 1% 2% 1% 20% 1% F 0.071 F 0.507 25000 G To Wythe County Line 91 0.52 3500 G 96% 0% 1% 1% 1% 1% 0% C 0.081 F 0.565 3500 G 2002 Washington County Line 91 1.15 2600 G 94% 1% 3% 2% 1% 0% C 0.086 F 0.515 2600 G 2002 91 0.26 8600 G 94% 1% 3% 2% 1% 0% F 0.092 F 0.555 8800 G 2002		Combined Traffic:	27000	G	75%	1%	2%	1%	20%	1%	F	NA			28000	G	
Combined Frame: 24000 G 75% 1% 2% 1% 20% 1% F 0.071 F 0.507 25000 G	South				From:		8	6-683		-							
Combined Frame: 24000 G 75% 1% 2% 1% 20% 1% F 0.071 F 0.507 25000 G	81	2.30	12000	G	77%	1%	2%	1%	19%	1%	F	0.074	F		12000	G	2002
Town of Saltville Saltvill		Combined Traffic:	24000	G		1%	2%		20%	1%	F	0.071	F	0.507	25000	G	
91 0.52 3500 G 96% 0% 1% 1% 1% 0% C 0.081 F 0.565 3500 G 2002 Smyth County Line Washington County Line 91					To:		Wythe		ine								
91 0.52 3500 G 96% 0% 1% 1% 1% 0% C 0.081 F 0.565 3500 G 2002 Smyth County Line Washington County Line 91	Town of Saltville																
Smyth County Line Washington County Line			0=0=	_		001				001	_	0.001	_	0.505	0500	_	0000
91 1.15 2600 G 94% 1% 3% 2% 1% 0% C 0.086 F 0.515 2600 G 2002 91 0.26 8600 G 94% 1% 3% 2% 1% 0% F 0.092 F 0.555 8800 G 2002 91 1.96 2900 G 97% 1% 1% 1% 1% 0% C 0.091 F 0.633 3000 G 2002	91)	0.52	3500	G		υ%				υ%	С	0.081	F	0.565	3500	G	2002
91 1.15 2600 G 94% 1% 3% 2% 1% 0% C 0.086 F 0.515 2600 G 2002 Table Palmer Ave																	
91 0.26 8600 G 94% 1% 3% 2% 1% 0% F 0.092 F 0.555 8800 G 2002 SR 107 91	91)	1.15	2600	G	94%	1%				0%	С	0.086	F	0.515	2600	G	2002
91 0.26 8600 G 94% 1% 3% 2% 1% 0% F 0.092 F 0.555 8800 G 2002 Table SR 107 SR 107 SR 107 C 0.091 F 0.633 3000 G 2002					To:					L							
SR 107 1.96 2900 G 97% 1% 1% 1% 1% 0% C 0.091 F 0.633 3000 G 2002	91	0.26	8600	G		1%			1%	0%	F	0.092	F	0.555	8800	G	2002
91 1.96 2900 G 97 <u>% 1% 1% 1% 1% 0%</u> C 0.091 F 0.633 3000 G 2002					Te-	. , •			. , •	- / -							
	01	1 96	2900	G		1%			1%	<u>0%</u>	C	0 001	F	0.633	3000	G	2002
	91)	1.50	2300	3	91 /0 To:	1 /0				0 /0	J	0.091	1	0.000	3000	J	2002

					Sı	myth Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smyth County				From:		NCL C-16-:11									
91	0.17	2900	N	97%	1%	NCL Saltvill	1%	0%	N	0.091	N	0.633	3000	N	2002
91	4.66	1500	G	97%	1%	86-633 1% 1%	1%	0%	F	0.091	F	0.567	1500	G	2002
91	0.54	590	G	97% To:	1%	SR 42 Broadfo 1% 1% Tazewell County	1%	0%	F	0.091	F	0.727	600	G	2002
Town of Chilhowie				<u>I</u>		Table went County	Line								
107	0.32	11000	G	89%	1%	86-762 3% 2%	5%	0%	F	0.08	F	0.504	11000	G	2002
107	0.79	5500	G	From: 94%	0%	US 11 1% 2% NCL Chilhow	3%	0%	F	0.079	F	0.618	5600	G	2002
Smyth County						NCL CIIIIIOW	ic .								
107	4.62	5500	N	94% To:	0%	NCL Chilhow 1% 2% SCL Saltville	3%	0%	N	0.079	N	0.618	5600	N	2002
Town of Saltville						SCL Saltville	<u> </u>								
107	2.66	4500	G	89% To-	1%	SCL Saltville 8% 1% SR 91	e 1%	0%	С	0.098	F	0.581	4600	G	2002
Town of Marion								•							
217	2.20	1100	G	99% To:	0%	Dead End 0% 0% SR 16	0%	0%	С	0.158	F	0.827	1200	G	2002
Smyth County															
600)	5.17	140	G	97%	1%	Grayson County 2% 0%	Line 1%	0%	F	0.124	F	0.585	140	G	2002
600	0.08	910	G	From: 97%	1%	86-603 SOUT 2% 0% 86-603 NORT	1%	0%	F	0.101	F	0.5	920	G	2002
				From:		2.61 M FRM 86-0									
(600)	3.48	610	G							0.094	F	0.555	610	G	2002
600	0.34	1200	R	From:		86-604 SOUT		<u> </u>		NA			NA		1998
(600)	1.17	1600	R	From:		86-604 NORT	TH .			NA			NA		1998
				To: From:		86-605 WES	T	-							
600	0.27	2300	R	Troin.						NA			NA		1998
600	0.88	2200	G	From: 97%	1%	0.27 M FRM 86-6 2% 0%	1%	0%	С	0.089	F	0.741	2200	G	2002
600	0.41	970	G	From: 97%	1%	86-762 SOUT 2% 0%	1%	0%	F	0.104	F	0.729	980	G	2002
	1.26	330	R	From:		86-660				NA			NA		1998
600	1.20	330		To:		86-762 NORT	Ή			11/7			INA		1990
				From:		Grayson County									
601)	2.70	330	G	95%	2%	2% 0%	1%	0%	С	0.103	F	0.639	340	G	2002
601)	0.81	840	G	95%	2%	86-676 EAST 2% 0%	1%	0%	F	0.094	F	0.611	850	G	2002
601)	0.72	670	G	95%	2%	SR 16 EAST 2% 0%	1%	0%	F	0.085	F	0.661	680	G	2002
601	1.80	560	G	From: 95%	2%	86-674 2% 0% 86-670	1%	0%	F	0.089	F	0.562	560	G	2002
						00-070									

					3	myth Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smvth Countv				From:		86-670		1							
601)	0.30	110	R							NA			NA		1998
(601)	0.50	60	R	To: From:		86-719				NA			NA		06/25/2001
601)	0.00		.``	To:		0.50 MN 86-71	9								00/20/200
601)	3.40	20	R	From:						NA			NA		06/25/2001
601)	1.20	300	R	From:		3.90 MN 86-71	9	[NA			NA		1998
601)	0.20	780	R	From:		86-671				NA			NA		1998
				To:		SR 16 WEST									
602	1.80	140	R	From:		86-617				NA			NA		06/04/200
				To:		86-617									
	4.04	000	•	From:	00/	Washington County		00/		0.004	_	0.507	000		2002
603	1.64	660	G	97% To:	0%	2% 0% 86-600 West	1%	0%	С	0.091	F	0.537	660	G	2002
	4.70	200		From:	00/	86-600 East	40/	00/	_	0.004	_	0.000	200		2002
603	4.76	260	G	97% To:	0%	2% 0% Grayson County I	1% Line	0%	F	0.094	F	0.633	260	G	2002
				From:		Washington County	Line								
(604)	1.30	400	R	. —						NA			NA		1998
				To: From:		86-606 Functional Class Cl	nange								
604	0.40	720	G	96%	1%	2% 0%	1%	0%	С	0.094	F	0.594	730	G	2002
				From:		86-721									1000
604	0.50	680	R	To:		86-600 SOUTI	1			NA			NA		1998
\sim				From:		86-600 NORTI									
604	5.30	650	R	To:		Smyth County L	ina	1		NA			NA		1998
				From:		Washington County									
(605)	0.56	430	R			washington county	Line			NA			NA		1998
				To: From:		86-649 EAST		ŀ							
605	1.30	640	R	To:		86-600 WEST	,	1		NA			NA		1998
				From:		86-600 WEST 86-600									
605	1.70	150	R	To:		96.645				NA			NA		06/25/2001
				From:		86-645 86-604									
(606)	1.90	290	R			00-00 1				NA			NA		1998
				To: From:		86-649		-							
606	0.80	200	R							NA			NA		1998
	0.70			From:		86-605									00/00/000
606)	0.70	60	R	To:		Washington County	Line	1		NA			NA		06/28/2001
				From:		Washington County									
(607)	1.20	220	R	-						NA			NA		1998
				From:		86-649	4	221					0000		05
607	0.45	2100	G	97% To:	0%	1% 1% 86-762	1%	0%	С	0.084	F	0.609	2200	G	2002
				From:		Washington County	Line	<u> </u>]							
608	0.90	510	R		_			_		NA			NA		1998
				To:		SCL Chilhowi	e								

					51	myth Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			Ω C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Chilhowie				From:		SCL Chilhow		1							
(608)	0.30	510	N			SCL CIIIIIOW	е			NA			0	Ν	1998
				To:		86-762									
Smyth County				From:		Washington Count	v Line								
(609)	1.80	510	R			washington count) Line			NA			NA		1998
				To: From:		SR 107									
(609)	0.50	100	G	95% To:	0%	2% 0% 86-774 NORT	3%	0%	С	0.101	F	0.546	100	G	2002
\bigcirc			_	From:		86-774 SOUT									
609	0.80	70	R	To:		Dead End				NA			NA		06/28/2001
				From:		SCL SALTVIL	LE								
610	0.40	1300	G	95%	0%	1% 2%	1%	0%	F	0.083	F	0.584	1300	G	2002
\bigcirc	0.00	4000		From:	00/	86-696	40/	00/		0.004		0.500	4000		0000
610	0.90	1300	G	95%	0%	1% 2%	1%	0%	С	0.084	F	0.598	1300	G	2002
610	2.03	1700	G	From: 95%	0%	SR 107 1% 2%	1%	0%	F	0.091	F	0.67	1700	G	2002
0.09				To: From:		86-723									
(610)	1.85	1100	G	95%	0%	1% 2%	1%	0%	F	0.089	F	0.642	1200	G	2002
				To: From:		86-741									
610	0.85	750	G	95%	0%	1% 2%	1%	0%	F	0.082	F	0.539	760	G	2002
610)	2.40	580	G	From: 95%	0%	86-633 1% 2%	1%	0%	F	0.090	F	0.547	590	G	2002
610	2.10			To:	070	86-630	170	0,0		0.000		0.011			
610	7.50	190	R	From:		00 030				NA			NA		1998
				To: From:		SR 16 WEST SR 16 EAST									
610	2.00	200	R	<u> </u>						NA			NA		1998
				To: From:		86-716									
610	3.80	30	R	To:		86-622 SOUT	ш			NA			NA		06/04/2001
				From:		86-622 NORT									
610	3.90	100	R	To:		Bland County L	ino			NA			NA		1998
				From:		Washington Count									
(611)	0.60	250	R							NA			NA		1998
				To: From:		WCL SALTVII	LE								
(612)	5.20	320	R	FIOIII.		86-614				NA			NA		1998
				To:		Wythe County I	ine								
Wythe County				From:		Wythe County I	ine	1							
(612)	0.10	320	N	<u> </u>		wythe County I	inc			NA			0	Ν	1998
				To:		86-678; 98-61	2								
Smvth Countv				From:		Washington Count	v Line								
613)	1.42	1300	G	98%	0%	1% 0%	1%	0%	С	0.086	F	0.614	1300	G	2002
	0.04	4200		To: From:		86-634				NIA.			NIA		1000
613	0.24	1200	R	Tool		06.600		-		NA			NA		1998
613)	0.44	760	R	From:		86-698				NA			NA		1998
				To		86-747									
613	1.09	430	R	From:						NA			NA		1998
				To:		86-667									

					O.	iiyaii iviai	ntenanc	- Alca								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smvth Countv				From:		8	86-667		1							
(613)	1.51	330	R								NA			NA		1998
				To		8	86-633									
\bigcirc				From:			36-695									
614)	2.40	710	G	94%	0%	3%	0%	2%	0%	F	0.086	F	0.561	720	G	2002
	5.60	410	G	From: 94%	0%	3%	0%	2%	0%	С	0.090	F	0.651	420	G	2002
614)	5.00	410	G	94 70 To:	0%		076	270	070		0.090	г	0.051	420	G	2002
				From:			ead End		1							
(615) (615)	0.10	50	R	<u></u>							NA			NA		06/04/200
				To: From:		0.10 M	E Dead E	nd								
(615)	0.11	200	R	rioin.							NA			NA		1998
\bigcirc				To: From:			11 EAST 11 WEST									
615)	1.80	410	R			US.	II WESI				NA			NA		1998
019				To		S	86-708									
615)	3.17	180	R	From:		C	30-708				NA			NA		1998
				To:		86-6	79 WEST									
615)	0.40	700	G	From: 99%	0%	1%	0%	0%	0%	С	0.094	F	0.831	710	G	2002
				To		8	86-616									
615)	1.30	510	R	From:							NA			NA		1998
				To:		Wythe	County Li	ne								
\bigcirc				From:			86-615									
616)	0.80	280	G	98% Tn·	0%	1%	0%	0%	0%	С	0.090	F	0.52	280	G	2002
						wytne	County Li	ne								
Wythe County				From:		Wythe	County Li	ne								
616)	0.20	280	N	98%	0%	1%	0%	0%	0%	Ν	0.090	Ν	0.52	280	Ν	2002
				To:		De	ead End									
Smyth County				From:			D 107		-							
617)	2.60	410	R	110111.		S	R 107				NA			NA		1998
(617)				To			36-637		- 1							.000
617)	9.98	880	R	From:			0-037				NA			NA		1998
011)				To		S	86-665									
(617)	0.52	1000	R	From:			0-005				NA			NA		1998
				To:			6 WEST									
	3.40	490	R	From:		SR	16 EAST				NA			NA		1998
(617)	3.40	490	K	To:		86-689 (Gap Termi	nus			INA			INA		1990
\sim				From:		Dead End										
(617)	0.50	40	R	To:		96.63	2 COLUTI				NA			NA		06/04/200
				From:			2 SOUTH 2 NORTH									
617)	4.40	210	R	<u></u>							NA			NA		1998
				To- From:		8	36-785									
617)	0.22	160	R	riom.							NA			NA		1998
				To: From:		8	6-683									
617)	2.31	240	R								NA			NA		06/04/200
				To:			County Li	ne]							
\bigcirc	0.11	400	-	From:		De	ead End				ALC			NI A		4000
618)	0.41	120	R	To:			SR 16				NA			NA		1998
				1			JA 1U									
				From:		C	6-610									
619	2.50	20	R	From:		8	86-610				NA			NA		06/04/200

					Smyth Maintenance Area	Peak	Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Factor	AAWDT (QW Year
Smyth County				From:	SR 42				
620	4.50	160	R			NA		NA	1998
	0.00			To: From:	86-622 WEST	<u> </u>		NIA.	4000
620	0.60	60	R		0.6. (00 T.) (0T	NA T		NA	1998
620	0.50	50	R	From:	86-622 EAST	NA		NA	1991
020				To:	Dead End	1			
	2.05	120		From:	SR 42			NIA	4000
621)	2.85	120	R	To:	06.754	NA T		NA	1998
621)	0.30	30	R	From:	86-754	NA		NA	06/04/200
				To:	Dead End	1			
\bigcirc	0.04	400		From:	SR 16			NIA	4000
622	0.04	130	R	Tai	0.04101.00.16	NA T		NA	1998
622	2.90	270	R	From:	0.04 MN SR 16	NA		NA	06/11/200
				To:	86-686 SOUTH	1			
622	0.20	350	R	From:		NA		NA	1998
				To: From:	86-686 NORTH				
622	0.70	630	R			NA		NA	1998
	1.02	1200	R	From:	86-688	NA NA		NA	1998
622	1.02	1200	ĸ	To:	US 11 EAST]		INA	1990
	0.05	2200	,	From:	US 11 WEST			NIA	4000
622	0.65	2200	R		0.5	NA T		NA	1998
622)	2.65	630	R	From:	86-778	NA		NA	1998
				To:	86-694	1			
622	6.30	120	R	From:		NA		NA	1998
				To: From:	86-620 WEST 86-620 EAST				
622	2.80	80	R	_		NA		NA	1998
				To:	SR 42				
(622)	0.60	70	R	From:	SR 42	J NA		NA	06/07/200
623				To:	Dead End	1			
\bigcirc				From:	Dead End	<u> </u>			
624)	0.43	10	R			NA .		NA	06/07/200
(624)	0.87	120	R	From:	0.43 ME Dead End	NA NA		NA	1998
624)				To:	86-629	1			
624)	2.70	150	R	From:		NA		NA	1998
				To: From:	SR 16 WEST SR 16 EAST				
624)	0.10	120	R		SK 10 LAS1	NA		NA	1998
				To: From:	86-687]			
624)	1.60	30	R	To:	CD 42	NA		NA	06/07/2001
				From-	SR 42	<u> </u>			
625)	0.07	230	R		US 11	J NA		NA	1998
				To:	86-686	1			
	0.40	470		From:	US 11	A 1 A		NIA.	00/04/000
626)	0.40	170	R	To:	Dead End	NA 1		NA	06/04/200
					Doug Ling				

					SI	myth Maintenan	CE AIEa								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smyth County				From:		Dead End									
627	0.20	3	R			0.5.500				NA			NA		06/07/200
				To: From:		86-628		1							
628)	0.90	70	R	r rom.		SR 42				NA			NA		06/07/200
020)				To:		Dead End									
\bigcirc			_	From:		86-610									4000
629	3.10	250	R	To:		SR 42				NA			NA		1998
				From:		86-610									
630	1.80	510	G	89%	6%	4% 1%	1%	0%	F	0.109	F	0.622	520	G	2002
				To: From:		86-631		}							
630	0.97	610	G	89% To:	6%	4% 1%	1%	0%	С	0.164	F	0.594	620	G	2002
				From:		SR 42 EAST SR 42 WEST									
630	0.80	40	R	_						NA			NA		06/07/200
				To: From:		Dead End									
631)	1.60	80	R	From:		86-610				NA			NA		06/09/200
631)	1.00		.`	To:		86-630									00/00/200
				From:		SR 91									
632	1.00	420	R							NA			NA		1998
				To: From:		1.00 ME SR 9	1								00/0=/00
632	2.45	120	R							NA			NA		06/07/20
	0.04	110	R	From:		3.45 ME SR 9	1			NA			NA		1995
632	0.04	110		To		86-633				INA			14/4		1000
_				From:		86-610									
633	1.90	150	R							NA			NA		1998
				From:		86-723									
633	0.68	540	G	97%	0%	2% 0%	1%	0%	F	0.095	F	0.636	550	G	2002
	0.50	E70	-	To: From: 97%	00/	86-632	10/	00/		0.007		0.561	590		2002
633	0.50	570	G	97 % To:	0%	2% 0% SR 91 EAST	1%	0%	С	0.097	F	0.561	580	G	2002
\bigcirc	2.22		_	From:		SR 91 MID									4000
633	3.20	990	R	To:		SR 91 WEST	,			NA			NA		1998
				From:		NCL SALTVIL									
634)	0.25	3200	G	97%	0%	1% 1%	1%	0%	С	0.081	F	0.610	3300	G	2002
				To: From:		86-613		-							
634)	0.70	740	R							NA			NA		1998
				To: From:		86-733 NORT	Н								1000
634	0.10	240	R	-						NA			NA		1998
	0.30	150	R	To: From:		0.10 MN 86-73	3 N			NA			NA		06/07/200
634)	0.30	130	IX.	To:		Dead End				INA			INA		00/07/200
				From:		ECL SALTVIL	LE								
635	2.90	430	R							NA			NA		1998
				To:		86-610									
626	0.45	70	R	From:		86-610				NA			NA		06/07/200
636				To:		Dead End				11/7			19/7		
				From:		86-774									
637)	1.10	980	G	95%	1%	4% 1%	0%	0%	F	0.113	F	0.664	1000	G	2002
				To:		86-638									

					0	iliyili ivlalillerlaric									
Route	Length	AADT	QA	4Tire	Bus	True			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smvth County				From:		86-638									
637)	1.40	770	G	95% To:	1%	4% 1% 86-617	0%	0%	С	0.123	F	0.819	780	G	2002
				From:		86-645									
638	0.80	230	R							NA			NA		06/25/2001
	0.80	60	R	From:		86-648		-		NA			NA		1998
638)	0.00	00	K	To:		0.6.647.001.171	T			INA			INA		1990
638)	2.52	390	R	From:		86-647 SOUTE US 11 WEST				NA			NA		1998
638)	0.40	2000	R	From:		US 11 EAST				NA			NA		1995
				From:		86-644									
638	1.60	1100	R	To:		96 627				NA			NA		1998
T. COLU.				10.		86-637									
Town of Chilhowie				From:		US 11									
639	0.18	1200	R							NA			NA		1998
	0.00	4400	_	From:		86-731		-		NIA			NIA.		4000
639	0.30	1100	R							NA			NA		1998
	0.40	370	R	From:		86-640				NA			NA		1998
639	0.40	3/0		To:		SR 107				IVA			14/-1		1550
				From:		86-639									
640	0.34	590	R							NA			NA		1998
				To: From:		86-736		-							
640	0.16	190	R	To:		Dead End				NA			NA		1998
Smyth County						Dead End									
				From:		86-642									
(641)	1.10	630	R	To:		86-644		1		NA			NA		1998
				From:		US 11 WEST									
642	1.15	560	R			CO II WEST				NA			NA		1998
				To:		US 11 EAST									
\bigcirc	1.00	200	_	From:		86-642				NIA			NIA		1000
643)	1.90	290	R	To:		86-645				NA			NA		1998
				From:		86-638									
644)	2.00	490	R							NA			NA		1998
			_	From:		86-641									
644)	1.20	310	R							NA			NA		1998
	1 20	120	R	From:		1.20 ME 86-64	1	-		NA			NA		06/11/2001
644)	1.20	120	K	To:		86-645				INA			INA		00/11/2001
				From:		86-604									
645)	2.03	730	R							NA			NA		1998
				To: From:		86-660 EAST 86-660 WEST									
645)	0.40	570	R	<u> </u>		50 000 WEDI				NA			NA		1998
				To: From:		86-638									
645)	3.45	1300	R							NA			NA		1998
				From:		86-657		-							
645)	0.28	2600	R			110 11 227				NA			NA		1998
				To:		US 11 SOUTH	i	l							

					3	myth Maintenan									
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smvth County				From:		US 11; FR-4	ļ	Ī							
645)	5.01	1000	R			,				NA			NA		1998
	0.44			To: From:		86-664 WES	Γ								1000
645	2.44	300	R			0.000				NA			NA		1998
645)	0.40	690	G	From: 98%	0%	86-665 WES' 1% 0%	1%	0%	F	0.089	F	0.586	700	G	2002
				To: From:		86-665 EAST									
645)	0.90	1100	G	98%	0%	1% 0%	1%	0%	С	0.09	F	0.589	1200	G	2002
				From:		86-1029									
645)	0.08	2000	G	98% To:	0%	1% 0% WCL MARIO	1% N	0%	F	0.094	F	0.574	2000	G	2002
				From:		86-638									
646	0.90	60	R							NA			NA		06/28/200
				To: From:		86-645									
647)	1.08	380	R	rioin.		86-600				NA			NA		1998
				To: From:		86-739									
647)	0.72	270	R							NA			NA		06/28/200
				To: From:		86-638 WES 86-638 EAST									
647	0.60	210	R							NA			NA		1998
				To:		86-645									
	0.60	330	R	From:		86-762				NA			NA		06/28/200
648	0.00	330		To		86-647 WES	Γ			INA			14/3		00/20/200
	0.40	310	R	From:		86-647 EAST				NA			NA		1998
648)	0.40	310	ĸ	To		06.620				NA			NA		1990
648)	2.50	510	R	From:		86-638				NA			NA		1998
040				To:		86-660 NORT									
649	1.52	140	R	From:		86-660 SOUT	H			NA			NA		1998
648	1.02	170		To:		Smyth County I	ine			INA			14/3		1330
				From:		86-606									
649	0.60	320	R	To:		86-605 WES	г			NA			NA		1998
				From:		86-605 EAST									
649)	0.92	880	R							NA			NA		1998
				From:		86-762									
649	2.00	1000	G	98% To:	0%	1% 0% 86-607	0%	0%	С	0.102	F	0.713	1000	G	2002
				From:		SR 16									
650	5.20	45	R			510 10				NA			NA		06/25/200
				To-		86-670									
650	3.40	600	G	96%	1%	2% 1%	1%	0%	F	0.098	F	0.551	610	G	2002
			_	To: From:		86-720									
(650)	1.10	1300	G	96%	1%	2% 1%	1%	0%	С	0.089	F	0.595	1300	G	2002
	1.05	1000	R	To: From:		86-657				NA			NA		1998
(650) (650)	1.00	1000	ĸ	т		06.650				NA			INA		1990
650	1.65	400	R	From:		86-658				NA			NA		1998
030	1.00		•••	To:		86-660									
				From:		86-605									
651)	0.20	50	R							NA			NA		06/25/200
				To:		86-645									

					S	myth Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smyth County				From:		Dead End		Ī							
652	0.50	60	R	_						NA			NA		06/25/200
				To:		86-605									
(0.53)	0.96	90	R	From:		86-604				NA			NA		06/25/200
653	0.00			To:		86-645 EAST				1471			147 (00/20/200
	1.40	70	_	From:		86-645 WEST				NIA			NIA		06/25/200
653	1.40	70	R	To:		86-648 WEST				NA			NA		06/25/200
				From:		86-604									
654)	1.00	320	R							NA			NA		1998
				To:		86-655									
(CEF)	1.40	190	R	From:		86-656 SOUTH	I			NA			NA		06/25/200
655)	1.40	130		To:		86-654				IVA			14/4		00/25/200
655)	1.00	300	R	From:		80-034				NA			NA		1998
000				To:		86-656 NORTH	ł								
				From:		86-650 EAST									
656	1.60	170	R							NA			NA		1998
	1.50	600		From:		86-668		-		NIA			NIA		4000
656)	1.50	680	R	. —						NA			NA		1998
656	0.50	1000	R	From:		86-655 NORTH	1			NA			NA		1998
030				To:		86-650 WEST									
	0.05	50	R	From:		86-650 MID				NA			NA		1991
656	0.05	50	ĸ							INA			NA		1991
656)	0.25	40	R	From:		0.05 MN 86-650 N	AID			NA			NA		06/26/200
656				To:		86-657									00/20/20
				From:		86-650									
657	2.00	2500	G	98% To:	0%	1% 0%	1%	0%	С	0.084	F	0.679	2500	G	2002
				From:		86-660 EAST 86-660 WEST									
(657)	2.50	890	R							NA			NA		1998
				To:		86-645									
(FO)	0.55	300	R	From:		86-650				NA			NA		1998
658	0.00		.`	To:		86-657									1000
(658)	1.66	580	G	98%	1%	1% 0%	0%	0%	F	0.123	F	0.588	590	G	2002
				To: From:		86-702		<u> </u>							
(658)	3.35	930	G	98%	1%	1% 0%	0%	0%	С	0.108	F	0.68	940	G	2002
				To: From:		SCL MARION		}							
(658) (658) (658)	1.50	1200	G	98% To:	1%	1% 0%	0%	0%	F	0.095	F	0.605	1300	G	2002
				From:		86-655 86-665									
658)	1.52	220	R	<u> </u>						NA			NA		1998
				To: From:		86-664 EAST		}							
658	1.41	140	R			06.645		 1		NA			NA		1998
				To: From:		86-645									
659	0.50	920	G	98%	0%	86-660 1% 0%	0%	0%	С	0.097	F	0.564	930	G	2002
	0.00			To:	- / •	86-1115					-				
<u></u> _	0.20	810	G	98%	0%	1% 0%	0%	0%	F	0.094	F	0.627	820	G	2002
				To		86-665									
(659) (659)	2.50	570	R	From:						NA			NA		1998
\bigcirc				To:	_	86-645 EAST									

					S	myth Maint	tenance	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Tru 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smvth Countv				From:			WEST									
659	1.80	400	R	<u> </u>		80-043	WEST				NA			NA		1998
				To: From:			SOUTH NORTH									
659	0.70	50	R	<u> </u>		00-017	NORTH				NA			NA		06/11/2001
				To:			d End									
<u></u>	0.26	190	R	From:		Dead	d End				NA			NA		1998
660	0.20	100		To:		US 11	FAST				10/1			147.		1000
660	0.16	1400	G	98%	0%	1%	1%	0%	0%	F	0.106	F	0.669	1400	G	2002
				To: From:		86-	659									
660	0.93	1200	G	98% To:	0%	1%	1%	0%	0%	С	0.118	F	0.58	1200	G	2002
				From:		US 11 WI	R-5 EST; FR	-6								
660	0.56	5300	G	96%	0%	2%	1%	1%	0%	С	0.084	F	0.673	5400	G	2002
		.=		From:	201		749	10/								
660	1.10	4700	G	96%	0%	2%	1%	1%	0%	F	0.083	F	0.700	4800	G	2002
660	0.51	2500	G	From: 96%	0%	86-657 2 %	7 EAST 1%	1%	0%	F	0.085	F	0.66	2600	G	2002
000)				To:			-661	.,•		-						
660	0.25	2300	G	96%	0%	2%	1%	1%	0%	F	0.086	F	0.617	2400	G	2002
				To: From:			718									
660	0.86	800	G	96%	0%	2%	1%	1%	0%	F	0.096	F	0.586	810	G	2002
	4.00			From:	00/	86-648		40/	00/		0.000		0.533	700		
660	1.08	690	G	96%	0%	2%	1%	1%	0%	F	0.096	F	0.577	700	G	2002
660	1.87	930	G	From: 96%	0%	86-648 2 %	1%	1%	0%	F	0.106	F	0.565	940	G	2002
(660)				Tor			-600	.,,		•	000	•	0.000			
(660)	1.57	580	R	From:			000				NA			NA		1998
				To:		86-	-649									
	1.39	170	R	From:		Dead	d End				NA			NA		06/25/2001
(661)	1.59	170	K	To:		1.20 ME	D J.E				INA			INA		00/23/2001
(661)	0.11	380	R	From:		1.39 ME	Dead En	a			NA			NA		06/25/2001
				To:		86-	-660									
\bigcirc	4.00		_	From:		86-	-660									1000
662	1.30	280	R	To:		86-	-707		1		NA			NA		1998
				From:			-656		1							
(663)	0.40	380	R	-					-		NA			NA		1998
				From:		86-	720									
(663)	0.70	720	R	To:		86-	-650		1		NA			NA		1998
				From:			d End		1							
(664)	0.50	60	R			Всис	a Ena				NA			NA		06/11/2001
<u> </u>				To: From:		0.50 MS	Dead En	d								
(664)	0.40	110	R	т.		06.650	********				NA			NA		06/11/2001
				From:			WEST EAST									
(664)	0.40	50	R								NA			NA		06/11/2001
				To: From:		0.40 MS 86	6-669 EA	.ST								
(664)	0.50	30	R	To:		86-659	BEAST				NA			NA		06/11/2001
				From:			WEST									
(664)	0.90	70	R	To:		06 645	COLUTI				NA			NA		06/11/2001
				10.		86-645	SOUTH									

					S	myth Ma										
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smvth County				From:		86-64	45 NORTH		ī							
(664)	0.90	150	R								NA			NA		06/11/200
				To-			86-617									
(665)	0.80	520	G	From: 97%	0%	2%	86-659 0 %	1%	0%	С	0.107	F	0.533	530	G	2002
665	0.00	020		To:	070	86-6	58 SOUTH		070		0.101		0.000			2002
	1.20	200	•	From:	00/		58 NORTH		0%	_	0.105	_	0.527	200	0	2002
665)	1.20	390	G	97% To:	0%	2% 86-6	0% 45 WEST	1%	0%	F	0.105	F	0.537	390	G	2002
				From:			645 EAST									
665)	0.40	840	R	To:		9	86-617				NA			NA		1998
				From:			86-658									
666	1.00	100	R								NA			NA		06/11/200
				Tn		8	86-665									
\bigcirc	0.00	40	_	From:		8	86-613									00/07/000
667	0.30	40	R	To:		D	ead End				NA			NA		06/07/200
				From:			ead End		1							
668	0.70	160	R	<u> </u>			caa Liia		<u>.</u>		NA			NA		06/25/200
				To:		(86-656									
\bigcirc	0.50		_	From:		D	ead End									
669	0.50	200	R	_							NA			NA		06/14/200
	0.60	220	R	From:		0.50 M	N Dead Er	nd	-		NΙΛ			NΙΔ		1009
669	0.60	230	ĸ	To:			86-752				NA			NA		1998
				From:			86-650									
670	3.90	280	G	95%	2%	2%	0%	1%	0%	С	0.11	F	0.625	290	G	2002
				From:		86-6	01 WEST									
(670)	1.10	70	R								NA			NA		06/25/200
				To:			601 EAST		<u> </u>							
(671)	1.30	500	R	From:		D	ead End				NA			NA		1998
(671)	1.50	300		To:			86-601				INA			INA		1550
				From:		{	86-670									
672	2.90	60	R								NA			NA		06/25/200
				From:		(86-673									
672	1.00	160	R	т			26.601				NA			NA		1998
				To: From:			86-601		<u>l</u>							
(673)	0.50	8	R			Д	ead End				NA			NA		06/25/200
073				To:		{	86-672									
				From:		8	86-601									
674)	0.20	90	R								NA			NA		1995
$\overline{\bigcirc}$				From:		8	86-675									201101000
674)	1.50	60	R	To:		D	ead End				NA			NA		06/18/200
				From:			86-674									
(675)	1.40	390	R	<u> </u>			30-074				NA			NA		06/15/200
				To:			SR 16		1							
(675)	0.27	50	R	riom:							NA			NA		06/15/200
				To: From:			95 WEST									
675)	3.00	160	R			80-0	595 EAST				NA			NA		1998
0.0				Tar		9	86-677				-			-		
675)	2.90	40	R	From:			JJ 011				NA			NA		06/18/200
\bigcup				To:		86-6	12 WEST									

					Smyth Maintenance Area	1							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tra		OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smvth County				From:	86-612 EAST								
(675)	2.98	180	R	<u>. </u>		'		NA			NA		1998
				To	86-614								
\bigcirc	4.00	040	-	From:	SR 16			N.1.0			NIA		4000
676)	1.90	210	R	To:	86-601 WEST			NA			NA		1998
				From:	86-601 EAST								
676	0.60	70	R	_				NA			NA		1998
				To: From:	0.60ME 86-601 EAS 0.60 ME 86-601 EAST								
676)	0.40	100	R		0.00 1112 00 001 21 151			NA			NA		06/18/200
				To: From:	86-675 WEST								
676	1.20	30	R	Pioni.	86-675 EAST			NA			NA		06/18/200
676)	1.20	00		To:	86-614			147 (14/1		00/10/200
				From:	86-675								
677	1.30	30	R			U		NA			NA		06/18/200
				To-	86-612								
\bigcirc				From:	86-612 WEST								
678)	2.30	40	R	To:	W.d. C I.			NA			NA		06/18/2001
				10.	Wythe County Line								
Wythe County				From:	Wythe County Line								
(678)	0.20	40	R		,			NA			NA		06/18/2001
				To:	86-612 EAST								
Smyth County													
070	2.50	210	R	From:	86-615 SOUTH			NA			NA		1998
679	2.30	210	K	_		1		INA			INA		1990
070	0.86	1000	G	From: 98%	86-615 NORTH 0% 1% 1% 0%	0%	С	0.101	F	0.712	1000	G	2002
679	0.00	1000	G	To:	US 11	070		0.101	'	0.7 12	1000	U	2002
				From:	86-679								
(680)	0.50	60	R					NA			NA		06/04/2001
				To:	Dead End								
\bigcirc				From:	US 11								
(681)	0.50	290	R	To:	96 617	1		NA			NA		1998
				From:	86-617								
(682)	0.90	90	R	110111.	86-615			NA			NA		06/04/2001
(002)	0.00			To:	86-729	1							00/0 // 200
682	1.10	210	R	From:	80-729			NA			NA		1998
002				To:	US 11								
		· <u> </u>		From:	86-615								
(683)	1.60	230	R					NA			NA		1998
				To- From:	US 11 WEST US 11 EAST								
(683)	0.08	4000	R	<u> </u>	US II EASI			NA			NA		1998
				To:	RAMP TO I-81								
683	0.12	1800	R	From:	ICAMI TO FOI			NA			NA		1998
				To:	RAMP TO I-81								
683	0.53	480	R	From:	70 101 U1			NA			NA		1998
				To:	86-617								
				From:	US 11 WEST								
(684)	0.20	100	R			_		NA			NA		1998
				To: From:	US 11 EAST								
684)	0.24	30	R					NA			NA		06/04/2001
				To:	Dead End								

					Smyth Mainte								
Route	Length	AADT	QA	4Tire		Truck Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smyth County													
	0.72	520	R	From:	Dead I	End		NA			NA		1998
685)	0.72	320	IX.	To	86-61	17		INA			INA		1990
				From:	86-68								
686	1.60	150	R	<u></u>				NA			NA		1998
				To: From:	86-622 W 86-622 E								
686	2.63	610	R		80-022 E	ASI		NA			NA		1998
000				To:	86-79	25							
686	0.17	960	R	From:	00-77	.5		NA			NA		1998
				To	US 1	1							
(686)	0.18	280	R	From:				NA			NA		1998
				To: From:	86-62	25							
686	0.07	50	R	From:				NA			NA		1998
				To:	Dead I	End							
\bigcirc				From:	86-61	10							
(687)	1.20	60	R	To:	97.73	1		NA			NA		06/07/2001
				Erom-	86-62								
(688)	1.40	890	R	F10111	SR 1	6		NA			NA		1998
(088)	1.40	000	• • • • • • • • • • • • • • • • • • • •	To:	86-689 SC	OUTH		14/1			147 (1000
\bigcirc				From:	86-689 NO								
688	2.00	730	R	To:	06.60	<u></u>		NA			NA		1998
					86-62	-							
(a)	3.81	920	R	From:	SR 1	6		NA			NA		1998
689	3.01	320		To	US 11 E	AST		IVA			14/5		1550
				From:	US 11 W								
689	1.30	310	R					NA			NA		1998
				From:	86-61	17							
689	0.19	40	R	To:	D11	F., J		NA			NA		06/11/2001
				From:	Dead F								
(690)	0.62	320	R	r toin.	86-68	39		NA			NA		1998
090)	0.02	0_0		To	97.77								
690	0.68	130	R	From:	86-76	90		NA			NA		06/11/2001
030)				To:	86-78	on L							
690	0.31	220	R	From:	80-78	12		NA			NA		06/11/2001
000				To:	0.31 MN 8	86-782							
690	0.14	280	R	From:	0.51 1411	50 702		NA			NA		06/11/2001
				To:	US 1	.1							
				From:	SCL MA	RION							
691)	0.60	1100	R					NA			NA		1998
				To: From:	86-70)4							
691)	1.35	570	R	т	06.66	20		NA			NA		1998
				To:	86-68								
(602)	0.59	640	R	From:	NCL MA	KION		NA			NA		1998
692	0.55	J-10		To	Dead F	End		. */ `			INC		1000
				From:	US 1								
(693)	0.15	8	R					NA			NA		06/11/2001
				To:	Dead I								
\bigcirc			_	From:	86-62	22							00/01/01
694)	1.65	140	R	To	Dead I	End		NA			NA		06/04/2001
				[Dead I	ЯЦ							

					51	myth Maintenance Ar								
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T		()('	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smvth County				From:		SR 16 SOUTH		Ī						
695)	0.60	150	R	<u> </u>		3K 10 300 111			NA			NA		1998
				To: From:		86-601 WEST 86-601 EAST								
695)	0.05	750	R			80-001 EAS1			NA			NA		1998
				To:		SR 16 W MID								
605	0.56	720	G	96%	1%	SR 16 E MID 3% 0% 1'	% 0%	∟ ₀ c	0.096	F	0.573	730	G	2002
695)				To:	.,,	86-675 EAST	-		0.000	•	0.0.0			
695)	0.64	560	G	96%	1%		% 0%		0.092	F	0.594	570	G	2002
				To:		SR 16 NORTH								
\bigcirc	0.00	400	-	From:		Dead End			NIA			NIA		00/00/000
696)	0.80	180	R					_	NA			NA		06/28/200
600	0.20	240	R	From:		86-746			NA			NA		06/28/200
696)	0.20	2-10		To:		86-610			1473			147 (00/20/200
				From:		Dead End								
(697)	0.05	30	R					_	NA			NA		1998
				To: From:		FR-8								
608	1.00	510	R	From:		86-613			NA			NA		1998
698)				To:		Dead End								
				From:		SR 16								
699	0.95	150	R	To:		D 1F 1		_	NA			NA		06/18/200
				From:		Dead End		<u> </u>						
(700)	0.52	360	R			NCL MARION			NA			NA		06/11/200
				To:		86-617								
\sim				From:		Dead End								
701)	0.55	30	R	To:		86-672		-	NA			NA		06/25/2001
				From:		Dead End		1						
(702)	0.50	60	R	<u> </u>		Dead End			NA			NA		06/25/200
				To:		86-658								
				From:		Dead End								4004
703	3.49	80	R	To:		SR 16 Gap Terminus			NA			NA		1991
				From:		SR 348 Gap Terminus								
703	1.00	240	R	To:		Dead End		_	NA			NA		06/14/200
				From:		86-691								
704)	0.50	290	R	<u> </u>		80-031			NA			NA		06/11/200
				To		Dead End								
			_	From:		Dead End								
705)	0.20	40	R						NA			NA		06/18/2001
	0.10	60	R	From:		86-715			NA			NA		06/18/200
705)	0.10	00	K	To:		86-614		\exists	INA			INA		00/10/200
				From:		US 11								
706	0.06	140	R					_	NA			NA		06/04/2001
				To:		Dead End								
707	2.09	470	R	From:		86-658			NA			NA		06/04/2001
707	2.00			To:		US 11			. 17.1					30,01,200
<u> </u>				From:		86-615								
708)	0.70	480	R	т.		YIC 11			NA			NA		06/04/2001
				To:		US 11								

					5	myth Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smyth County				From:		86-720		1							
(709)	0.54	200	R	<u> </u>		00-720				NA			NA		06/25/2001
				To: From:		86-650 WEST									
700	1.00	180	R	FIOIII.		86-650 EAST				NA			NA		06/25/2001
709	1.00		•••	To:		Dead End									00/20/2001
				From:		86-613									
710	0.10	90	R							NA			NA		06/07/2001
				To: From:		0.10 MN 86-6	13								
710	0.20	90	R	. —						NA			NA		06/07/2001
				To:		Dead End									
	0.23	140	R	From:		SR 16				NA			NA		06/18/2001
711)	0.23	140	K	To:		SR 16				INA			INA		00/10/200
				From:		SR 16									
712	0.32	60	R	<u> </u>						NA			NA		06/18/2001
				To:		Dead End									
				From:		86-685									
713)	0.94	310	R			0.5.51				NA			NA		06/04/2001
				To:		86-617									
740	0.90	70	R	From:		US 11				NA			NA		06/11/2001
714)	0.00	,,		To:		Dead End				1471			14/ (00/11/2001
				From:		86-705									
715)	0.25	20	R					<u>.</u>		NA			NA		06/18/2001
				To:		Dead End									
\bigcirc			_	From:		86-610									
716	0.70	140	R	To:		86-620				NA			NA		06/04/2001
				From:											
(717)	0.10	10	R			Dead End				NA			NA		06/04/200
	00			To:		SR 42									00/0 // 200
				From:		86-650									
(718)	0.95	1600	R							NA			NA		06/25/2001
				To:		86-660									
	0.50	20	_	From:		86-601				NIA			NIA		00/05/000
719	0.50	20	R	To:		Dead End		1		NA			NA		06/25/2001
				From:		86-663		1							
(720)	1.00	260	R	<u> </u>		00 003				NA			NA		06/25/200
				To:		86-650									
<u> </u>				From:		86-604									
721)	1.60	480	G	95%	0%	4% 0%	0%	0%	С	0.117	F	0.638	490	G	2002
				To:		86-605									
700	0.10	20	R	From:		Dead End				NA			NA		06/28/2001
722	0.10	20	IX	To:		86-660				INA			INA		00/20/200
				From:		86-610		Ī							
723)	2.60	500	G	91%	1%	7% 0%	1%	0%	С	0.089	F	0.778	510	G	2002
				To:		86-633									
\bigcirc				From:		Dead End									
724	0.39	30	R	To:		07.701				NA			NA		06/25/2001
				From:		86-601									
(725)	0.40	20	R			86-631				NA			NA		06/07/2001
725	0.40		••	To:		Dead End									30.01,2001
				•		-									

					Smyth Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	\cap C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smvth County				From:	26.622							
726	1.10	290	R	Pioni.	86-633		NA			NA		06/07/2001
\bigcirc	0.70		_	To: From:	1.10 MN 86-633		N 1 A			NIA		00/07/0004
726	0.70	60	R	To:	Dead End	 	NA			NA		06/07/2001
				From:	SR 42							
(727)	0.50	40	R	<u> </u>	SR 42	ı 	NA			NA		06/07/2001
				To:	Dead End							
				From:	Dead End							
(728)	0.65	80	R		25.51	 	NA			NA		06/18/200
				To:	86-614							
720	0.80	60	R	From:	86-615	l	NA			NA		06/14/200°
729	0.00	00	IX.	To:	86-682		INA			INA		00/14/200
				From:	Dead End							
730	0.03	20	R	-	2 1111	'	NA			NA		06/14/2001
				To: From:	FR-8							
730	0.17	2500	R	rioiii.			NA			NA		06/14/2001
				To:	SCL MARION							
Town of Chilhowie				From:	07.720							
(724)	0.25	530	R	FIOIII.	86-639	l	NA			NA		07/12/2001
(731)	0.20	000	•••	Tai	NOT CHILLIONIE	Ì				10.		017127200
(724)	0.90	2300	R	From:	NCL CHILHOWIE		NA			NA		07/12/2001
(731)	0.00	2000	• • • • • • • • • • • • • • • • • • • •	To:	97.774	[101		017127200
(731)	0.28	230	R	From:	86-774		NA			NA		07/12/2001
(731)	0.20		•••	To:	US 11							0.7.12.200
Smyth County												
				From:	86-606							
(732)	0.50	240	R	To:	97.731	 	NA			NA		06/28/2001
				From:	86-721							
(733)	0.40	120	R		86-634	l	NA			NA		06/07/2001
(133)				To:	86-634							
				From:	Dead End							
(734)	0.07	47	R	_			NA			NA		06/14/2001
				To:	86-645							
	0.45	40	_	From:	SR 16							00/40/000
(735)	0.15	46	R	To:	86-601	 	NA			NA		06/18/2001
T£ Chilhi-					80-001	<u> </u>						
Town of Chilhowie				From:	86-640							
736	0.24	190	R	-	-		NA			NA		07/12/2001
				To: From:	86-737							
736	0.08	60	R				NA			NA		07/12/2001
				To:	Dead End							
	0.00	10	В	From:	86-736	l	NΙΛ			NΙΔ		07/12/2001
737)	0.08	10	R	To:	Dead End		NA			NA		0111212001
Smyth County												
Smyth County				From:	86-675							
(738)	0.80	50	R				NA			NA		06/18/2001
				To:	Dead End							
\bigcirc	1.00	4400	Б.	From:	86-762		NIA	_		NIA	_	06/00/000
739	1.22	1100	R	To:	86-647	 	NA			NA		06/28/2000
					00-0-7							

					Siffyth Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	CC	()K	Dir Factor	AAWDT	QW	Year
Smyth County				From:	Dead End	1					
740	0.24	20	R		2002	NA			NA		06/18/200
				Tn·	SR 16						
	0.62	190	R	From:	86-610] NA			NA		06/07/200
741)	0.02	130	K	To:	Dead End]			INA		00/07/200
				From:	Dead End						
742)	1.20	9	R	_		NA			NA		06/04/200
				To: From:	Bland County Line						
743)	0.06	210	R	From:	SR 91	J NA			NA		06/07/200
(743)	0.00		.`	To:	86-744]					00/01/200
				From:	Dead End						
744	0.04	120	R			NA			NA		06/07/200
				From:	86-743	<u> </u>					
744)	0.06	100	R	To:	Dead End	NA 1			NA		06/07/200
				From:	Dead End	l					
745)	0.76	230	R		Dead End	NA			NA		06/18/200
				To:	86-601						
\bigcirc			_	From:	86-696]					
746)	1.40	260	R			NA -			NA		06/28/200
	0.06	270		From:	1.40 ME 86-696	NIA.			NIA		06/20/200
746	0.06	270	R	To:	SR 107	NA 1			NA		06/28/200
				From:	86-613						
(747)	0.30	110	R	<u>. </u>		NA			NA		06/07/200
				To:	Dead End						
	0.17	00	В	From:	86-613]			NIA		06/07/200
748)	0.17	80	R	To:	Dead End	NA]			NA		06/07/200
				From:	86-660						
(749)	0.74	530	R			NA			NA		06/14/200
				To:	Dead End						
	0.12	90	ь	From:	86-617	J NA			NA		06/14/200
750	0.12	80	R	To:	Dead End]			INA		00/14/200
				From:	SR 42						
751)	0.05	130	R			NA			NA		06/07/200
				To: From:	0.05 MN SR 42						
(751)	0.35	70	R	To:	D. IE I	NA			NA		06/07/200
				From:	Dead End	<u> </u>					
752	0.82	160	R	110111.	86-669	J NA			NA		06/14/200
(132)				To:	Dead End						
				From:	US 11						
753)	0.05	90	R	To:	D 10 1	NA 1			NA		06/11/200
				From:	Dead End	<u>[</u>					
(754)	0.20	30	R	r rom.	86-621] NA			NA		06/04/200
754)	0.20			To	Dead End						35.5 11200
				From:	86-630						
755)	0.18	20	R			NA			NA		06/07/200
				To:	Dead End						

					51	myth Main	tenance	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				ററ	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smvth Countv				From:		86	-630									
756)	0.25	30	R								NA			NA		06/07/2001
				To:			d End									
	0.06	20	R	From:		86	-755				NA			NA		06/07/2001
757	0.00	20	K	To:		86	-630				INA			INA		00/07/200
				From:			IARION									
758	0.17	530	R								NA			NA		06/14/200
				To:		NCL N	IARION									
\bigcirc				From:		U	S 11									201111222
759	0.15	50	R	To:		Dea	d End			Ī	NA			NA		06/11/200
				From:			-600									
(760)	1.00	60	R				-000				NA			NA		1995
(100)				To:		Dea	d End									
				From:		86	-620									
(761)	0.05	30	R	-							NA			NA		06/04/200
				From:		0.05 M	N 86-620									
(761)	0.93	30	R	_						1	NA			NA		06/04/2001
				To:			d End									
	1 00	000	•	From:	10/	Washington			00/	_	0.116	_	0.500	900	0	2002
762	1.83	880	G	97%	1%	1%	1%	1%	0%	F	0.116	F	0.523	890	G	2002
	0.21	2000		From:	10/		SOUTH	10/	00/		0.004	г	0.57	2100		2002
762	2.31	3000	G	97%	1%	1%	1%	1%	0%	С	0.084	F	0.57	3100	G	2002
	0.84	5800	G	From: 97%	1%		-607 1%	1%	0%	F	0.089	F	0.624	5900	G	2002
(762)	0.04	5600	G	91 70 To:	170		hilhowie	1 70	0%	 	0.069	г	0.024	3900	G	2002
Town of Chilhowie				•												
				From:		SCL C	hilhowie									
(762)	0.68	5800	N	97%	1%	1%	1%	1%	0%	N	0.089	N	0.624	5900	N	2002
\bigcirc		10000		From:	40/		-608	40/	00/	_	0.000		0.007	10000		0000
762	0.04	12000	G	97% To:	1%	1%	1% B Ramps	1%	0%	F	0.082	F	0.637	12000	G	2002
C4h- C4						1-01 IV.	D Kamps									
Smvth Countv				From:		Dea	d End									
763)	0.75	10	R							•	NA			NA		06/07/200
				To:		86	-610									
	0.00	440	_	From:		86	-688									00/44/000
764)	0.20	110	R	To:		Dea	d End			Ì	NA			NA		06/11/2001
				From:			-707									
765	0.70	60	R			- 80	-707				NA			NA		06/14/200
(100)				To:		Dea	d End									
				From:		86	-690									
766	0.50	50	R							1	NA			NA		06/11/2001
				To-			d End									
	0.61	4400	ь.	From:		ECL N	IARION				NIA			NΙΔ		06/11/2004
(767)	0.61	1400	R	To:		86	-691				NA			NA		06/11/2001
				From:			d End									
768	0.06	90	R			Dea				ı	NA			NA		1995
				To:		U	S 11									
$\widehat{}$				From:		86	-600									
769	0.17	130	R	, —						i I	NA			NA		06/28/2001
				To:		Dea	d End									

					51	myth Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smvth Countv				From:		NCL MARION	1	i							
(770)	0.38	130	R	<u> </u>						NA			NA		06/11/2001
				To-		86-692									
	0.20	400		From:		SR 91				NIA			NIA		00/07/000
771)	0.30	120	R	To:		Dead End				NA			NA		06/07/2001
				From:		Dead End									
(772)	0.05	40	R			Doud Elid				NA			NA		06/28/200
				To:		86-617									
				From:		SR 107									
(773)	0.35	1900	R	To:		86-610				NA			NA		06/28/200
T. CCI.II.				10.		80-010									
Town of Chilhowie				From:		US 11									
(774)	0.12	2500	G	98%	0%	1% 0%	1%	0%	F	0.105	F	0.683	2500	G	2002
				To: From:		86-731									
(774)	0.36	2000	G	98%	0%	1% 0%	1%	0%	С	0.115	F	0.756	2000	G	2002
				To:		NCL Chilhowi	9								
Smyth County				From:		NCL Chilhowic	a .								
(774)	0.27	2000	N	98%	0%	1% 0%	1%	0%	Ν	0.115	N	0.756	2000	N	2002
				To		86-637									
(774)	0.86	1000	G	98%	0%	1% 0%	1%	0%	F	0.122	F	0.776	1000	G	2002
				To:		86-609 NORTH	1								
(774)	0.83	990	R	From:		00 00) 1101111				NA			NA		06/28/200
				To		SR 107									
				From:		US 11									
(775)	0.06	360	R							NA			NA		06/11/2001
				To:		Dead End									
	0.20	80	R	From:		Dead End				NA			NA		1995
(776)	0.20	00	K	To:		86-635				INA			INA		1995
				From:		86-610		1							
(777)	0.90	70	R							NA			NA		06/07/200
				To:		Dead End									
				From:		86-622 WEST									
(778)	0.02	NA		To:		C TTO VI . C . T				NA			NA		
				From:	8	6-778 Y Int; Gap Te 6-622 EAST; Gap Te	erminus								
778	0.03	NA		<u> </u>		· · ·				NA			NA		
				To: From:		86-778 Y Int									
778	0.05	NA		rioiii.						NA			NA		
				To:		Dead End									
\bigcirc				From:		Dead End									
779	0.10	NA		To:	C	86-779 Y Int, Gap Te	rminus	1		NA			NA		
				From:		Dead End, Gap Teri									
779	0.10	NA								NA			NA		
				To: From:		86-779 Y Int									
779	0.01	NA								NA			NA		
				To:		86-645									
\bigcirc	0.40	70	_	From:		86-610				NI A			NIA .		06/07/000
780	0.40	70	R	To:		Dead End				NA			NA		06/07/2001
				From:		SR 16									
(781)	0.39	540	R	<u> </u>		SK 10				NA			NA		06/18/200
				To:		86-675									
							_								

					Smyth Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT Q	W Year
Smvth County				From:	86-690				
782	0.40	150	R			NA		NA	06/11/2001
				To:	Dead End				
700)	0.12	NA		From:	86-643	J NA		NA	
783	0.12	147		To:	Dead End]		14/1	
				From:	86-617				
785)	0.20	70	R	. —		NA		NA	06/04/2001
				To:	86-683				
796	0.35	110	R	From:	Cul-de-Sac) NA		NA	06/25/2001
786	0.00	110		To:	86-658]		IVA	00/20/200
				From:	86-645				
(787)	0.30	220	R			NA		NA	06/14/2001
				To:	86-657				
\bigcirc	0.47	450		From:	86-657]		NIA	4000
790	0.17	150	R	To:	Dead End	NA 1		NA	1998
				From:	86-622; FR-11				
795)	0.62	3000	R		00 022, 110 11	NA		NA	06/04/2001
				To-	86-686				
\sim				From:	Cul-de-Sac/				
796)	0.14	NA		To:	HG 00011(D)/	NA 1		NA	
				From:	US-00011(B)/	1			
707	0.22	NA		-111111	Cul-de-Sac/	NA NA		NA	
797	V			To:	86-00796(B)/	1			
				From:	Grayson County Line				
798)	2.60	90	R			NA		NA	06/18/2001
				To:	86-612				
	0.26	420	R	From:	86-638	NA NA		NA	06/28/2001
799	0.20	420	K	To:	Cul-de-Sac]		INA	00/20/2001
				From:	86-00645(B)/				
990	0.08	NA			` ,	NA		NA	
				To:	86-00992(R)/				
\bigcirc				From:	86-00645(B)/				
991)	0.11	NA		To:	86-00992(L)/	NA 1		NA	
				From:	86-00990(R)/				
(992)	0.08	NA			80-00990(K)/	NA		NA	
				To:	86-00991(R)/				
Town of Chilhowie						1			
(and	0.04	360	R	From:	86-1004	NA NA		NA	07/12/2001
(1001)	0.04	550	11	Te	HQ 11	1		11/7	0111212001
(1001)	0.05	400	R	From:	US 11	NA		NA	07/12/2001
(1001)				To:	86-1002				
(1001)	0.14	420	R	From:	00-1UUZ	NA		NA	07/12/2001
1001)				To:	86-731	1		,	
				From:	86-1023				
(1002)	0.04	230	R			NA		NA	07/12/2001
				To: From:	86-1005]			
(1002)	0.08	210	R			NA		NA	07/12/2001
				To:	86-1001	<u> </u>			

Length	AADT	QA	4Tire	Bus				()(:		QK	Dir Factor	AAWDT	QW	Year
			From:		96 1001		1							
0.29	450	R			80-1001				NA			NA		07/12/20
			To:		86-1007		<u> </u>							
0.05	360	R	rioni.						NA			NA		07/12/20
			From:		86-1008		<u> </u>							
0.06	320	R							NA			NA		07/12/20
0.00	240		From:		86-1003				NIA			NIA		07/10/0
0.08	210	ĸ	To:		86-1009				NA			INA		07/12/20
			From:		US 11		Ī							
0.05	1000	R							NA			NA		07/12/20
			To: From:		86-1002									
0.10	560	R							NA			NA		07/12/20
			To: From:		86-1010									
0.09	490	R	To:		96 721		i		NA			NA		07/12/20
							<u>_</u>							
0.19	1600	R			0311				NA			NA		07/12/20
			To:		86-1006									
0.05	2400	R	From:						NA			NA		07/12/20
			To: From:		SR 107		-							
0.07	960	R							NA			NA		07/12/20
			From:		86-1023									
0.06	540	R							NA			NA		07/12/20
0.00	200	_	From:		86-1005				NIA.			NI A		07/40/0
0.06	320	К	To:		86-1001		1		NA			NA		07/12/20
			From:											
0.04	260	R							NA			NA		07/12/20
			To: From:		US 11 EAST									
0.05	120	R			US II WESI				NA			NA		07/12/20
			To-		86-1002									
			From:		US 11									
0.04	850	R	To:		96 1004		i		NA			NA		07/12/20
							<u>_</u>							
0.05	50	R			80-1002				NA			NA		07/12/20
			To:		Dead End									
			From:		Dead End									
0.15	530	R							NA			NA		07/12/20
0.05	170	- Б	From:		US 11				NIA			NI A		07/12/20
0.05	170	ĸ	To:		86-1002				INA			INA		01/12/20
			From:				j							
0.03	1400	R			. ,				NA			NA		07/12/20
			To: From:		86-1002									
0.10	650	R							NA			NA		07/12/20
			To: From:		86-1010									
0.10	630	R			07.501		 1		NA			NA		07/12/20
							<u> </u>							
0.08	50	R	1 10111.		86-1009				NA			NA		07/12/20
5.00		• •	To-		86-1003									
	0.29 0.05 0.06 0.08 0.05 0.10 0.09 0.19 0.05 0.07 0.06 0.06 0.04 0.05 0.04 0.05 0.04 0.05 0.15 0.05	0.29 450 0.05 360 0.06 320 0.08 210 0.05 1000 0.10 560 0.09 490 0.19 1600 0.07 960 0.06 540 0.06 540 0.07 960 0.08 320 0.09 4850 0.05 120 0.04 850 0.05 50 0.05 170 0.03 1400 0.10 650 0.10 630	0.29 450 R 0.05 360 R 0.06 320 R 0.08 210 R 0.05 1000 R 0.10 560 R 0.09 490 R 0.09 490 R 0.07 960 R 0.06 540 R 0.06 540 R 0.06 540 R 0.06 320 R 0.06 320 R 0.07 960 R 0.07 960 R 0.08 850 R 0.09 120 R	0.29 450 R	0.29 450 R	Carrell	Carrell	Company Comp	Column	Length AADT QA 4 line Bus 2Axle 3+Axle 1Trail 2Trail QC Hour	Company Comp	Length AAD1 QA 4 Feb Bus 2Ayle 3+Ayle 1 Trail 2 Trail QC Hour QK Factor	Length AADT QA 4 line Bus 2Axie 37-Axie 17rail 27rail QC Factor AAWDT	Design AADT QA 4 re Bus 2A36 3+A36 1Trail 2Trail QC Hour QK Factor AAVIUT QW

					Smyth Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2		QC Peak Hour	QK Dir Facto		QW Year
Town of Chilhowie				From:	86-1003					
(1010)	0.03	NA			00-1003		NA		NA	
				To:	Dead End					
\bigcirc	0.06	00	-	From:	86-731		NΙΔ		NΙΔ	07/12/200
(1011)	0.06	80	R	To:	86-1013		NA		NA	07/12/200
				From:	86-731					
(1012)	0.06	100	R				NA		NA	07/12/200
				To:	86-1013					
(1012)	0.06	90	R	From:	86-1011		NA		NA	07/12/200
1013	0.00			To:	86-1012		1471		147.	077127200
				From:	SR 107					
(1014)	0.10	100	R				NA		NA	07/12/200
				To: From:	86-731					
1015	0.05	830	R	Piolii.	US 11		NA		NA	07/12/200
1015	0.00			To:	86-1028					0.7.12.200
(1015)	0.04	790	R	From:	80-1028		NA		NA	07/12/200
				To:	86-1016					
\bigcirc	0.07	000	_	From:	86-1020		NIA		NIA.	07/40/000
1016	0.07	660	R				NA		NA	07/12/200
	0.03	680	R	From:	86-1022		NA		NA	07/12/200
1016	0.00	000	- 1	To:	06 1015		IVA		1973	01/12/200
1016	0.11	270	R	From:	86-1015		NA		NA	07/12/200
1000				To:	86-1018					
1016	0.07	500	R	From:	00 1010		NA		NA	07/12/200
				To: From:	86-1017					
1016)	0.04	80	R				NA		NA	07/12/200
				To:	Dead End					
(1017)	0.03	1100	R	From:	US 11		NA		NA	07/12/200
(1017)	0.00			To:	96 1029					01712/200
1017	0.05	960	R	From:	86-1028		NA		NA	07/12/200
				To:	86-1016					
1017)	0.12	540	R	From:			NA		NA	07/12/200
				To:	86-1019					
	0.06	160	R	From:	86-1016		NA		NA	07/12/200
1018	0.06	160	ĸ	To:	86-1021		INA		INA	07/12/200
				From:	86-1020					
1019	0.06	250	R	-			NA		NA	07/12/2001
				From:	86-1025					
1019	0.22	380	R	To:	07.1017		NA		NA	07/12/2001
				From:	86-1017 86-1016					
(1020)	0.11	420	R	<u> </u>	00-1010		NA		NA	1986
		-		To:	86-1019					
$\overline{}$				From:	86-1022					
1021)	0.16	60	R	To:	07 1010		NA		NA	1986
				From:	86-1018	<u> </u>				
1022	0.06	80	R		86-1016		NA		NA	1986
				To:	86-1021					

					Smyth Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC.	()K	Dir AAWDT (ctor	QW Year
Town of Chilhowie				From:	86-1004	1			
(1023)	0.04	910	R		00-1004	NA		NA	07/12/2001
				To: From:	US 11	<u> </u>			
1023	0.05	200	R			NA		NA	07/12/2001
(100)	0.13	180	R	From:	86-1002	NA NA		NA	07/12/2001
1023	0.10	100		To:	86-731	1		107	0171272001
\bigcirc				From:	Dead End]			
(1024)	0.19	1900	R	To:	US 11	NA 1		NA	07/12/2001
				From:	86-1019				
(1025)	0.05	200	R			NA		NA	1986
				To: From:	86-1026	<u> </u>			
1026	0.21	NA		rioii.	Dead End	I NA		NA	
				To: From:	86-1025	 			
1026	0.07	40	R			NA		NA	1986
				To:	Dead End	1			
(1027)	0.17	440	R	From:	Dead End	NA NA		NA	07/12/2001
(1027)				To:	86-1024				
\bigcirc	0.40		_	From:	86-1015				07/40/0004
1028	0.19	80	R	To-	86-1017	NA 1		NA	07/12/2001
Smyth County									
	0.00	200		From:	86-1032	. NA		NIA	4000
1029	0.09	320	R	To:	86-645	NA]		NA	1998
				From:	86-1031				
(1030)	0.14	120	R	To:	07.1020	NA		NA	1998
				From:	86-1029 86-1032	<u> </u>			
(1031)	0.07	80	R	<u> </u>	00-1032	I NA		NA	1998
				To:	86-1030				
\bigcirc	0.22	440	R	From:	86-1031	N/A		NA	1998
(1032)	0.23	110	K	To:	Dead End	NA]		INA	1990
Town of Chilhowie									
(1033)	0.17	NA		From:	US 11] NA		NA	
(1033)	0.17			To:	86-731]			
$\overline{}$				From:	86-762				
(1034)	0.38	260	R	To:	86-762	NA 1		NA	1998
				From:	86-762	l			
1035	0.04	690	R	<u> </u>	00-702	NA		NA	07/12/2001
				To:	86-1036				
	0.25	690	R	From:	86-1035	NA		NA	07/12/2001
1036	0.23	030		To:	Dead End				01/12/2001
			,	From:	86-731				
1037	0.28	60	R	т		NA		NA	07/12/2001
				To: From:	Cul-de-Sac	<u> </u>			
(1038)	0.03	NA			86-01004(B)/	J NA		NA	
				To:	US-00011(B)/				

					Smyth Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	QC Peak ail Hour	QK Dir Factor	AAWDT QV	V Year
Smvth Countv				From:	86-638	1			
1040	0.32	470	R	<u></u>	*****	NA		NA	1998
_				To: From:	86-1041				
1040	0.13	90	R	_		NA		NA	1998
				Tn:	Cul-de-Sac	<u> </u>			
	0.14	90	R	From:	86-1040	 NA		NA	1998
(1041)	0.14	30	IX.	To	Cul-de-Sac	7 "		INA	1990
				From:	Cul-de-Sac	1			
1045	0.13	NA				NA		NA	
				To:	86-658				
	0.20	720	_	From:	86-660			NIA	00/44/00/
(1101)	0.30	730	R			NA		NA	06/14/200
	0.22	200	R	From:	86-1102	NA		NA	06/14/200
1101	0.22	200	IX.	To:	Dead End			INA	00/14/200
				From:	86-1101				
(1102)	0.19	340	R	<u>. </u>		NA		NA	06/14/200
				To	86-1103				
\bigcirc			_	From:	86-660	J			001111001
1103	0.31	710	R			NA		NA	06/14/200
	2.22	222	_	From:	86-1102			NIA.	00/44/00/
1103	0.22	330	R	To	Dead End	¬ NA		NA	06/14/200
				From:	86-660				
(1104)	0.25	160	R	<u> </u>	80 000	NA		NA	06/14/200
				To:	Dead End				
				From:	FR-5				
1110	0.18	100	R	To:	ED 5	¬ NA		NA	06/14/200
				From:	FR-5				
1112	0.12	140	R	rioni.	86-1113	NA NA		NA	1998
1112	5			To:	86-758	<u> </u>			
				From:	NCL MARION	Ī			
(1113)	0.23	180	R			NA		NA	1998
				To:	86-1112				
	0.45	100	R	From:	BEGIN LOOP	 NA		NA	1998
1115	0.45	100	K			¬		NA.	1990
	0.04	70	R	From:	END LOOP	NA		NA	06/14/200
(1115)	0.04	70	IX.	т	201110	7		INA	00/14/200
(1445)	0.18	140	R	From:	86-1116	NA		NA	06/14/200
(1115)	51.15			To:	86-659	7			00/11/200
				From:	Cul-de-Sac				
1116	0.07	20	R			NA		NA	06/14/200
				To:	86-1115				
\cap	0.07	200	Б	From:	Dead End	NIA.		NIA	06/44/00
1120	0.07	200	R	To	FR-10	NA NA		NA	06/11/200
				From:	BEGIN LOOP				
1125	0.26	210	R		DEOIN LOOI	NA NA		NA	1998
				To:	END LOOP	1			
(1125)	0.02	220	R	From:	2.12.2001	NA		NA	1998
				To	FR-4	1			

					Omyth Maintenance / trea				
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail		QK Dir Factor	AAWDT QV	/ Year
Smvth County				From:	86-658	i			
(1140)	0.09	NA		<u> </u>	80-038	NA		NA	
				To:	Cul-de-Sac	<u> </u>			
\bigcirc	0.26	NA		From:	Cul-de-Sac	NA		NA	
(1141)	0.20	NA		To:	Cul-de-Sac	1		INA	
				From:	Dead End				
(1201)	0.11	60	R			NA		NA	06/28/2001
	2.00			From:	86-1202; 86-1203				00/00/000
(1201)	0.33	260	R	To:	86-610	NA 1		NA	06/28/200
				From:	86-610				
1202	0.08	810	R	-		NA		NA	06/28/200
				To: From:	86-1203]			
(1202)	0.08	760	R	To:	86-1201; 86-1205	NA 1		NA	06/28/200
				From:	Dead End	<u>. </u>			
(1203)	0.11	70	R		Denn 2.na	NA		NA	06/28/2001
				To:	86-1202]			
\bigcirc	0.18	140	R	From:	86-1205	NA		NA	06/28/200°
(1204)	0.16	140	ĸ	To:	86-610	1		INA	00/20/200
				From:	86-610	1			
(1205)	0.08	120	R	<u></u>	***************************************	NA		NA	06/28/200
				To: From:	86-1204]			
1205	0.09	110	R			NA		NA	06/28/2001
				To: From:	86-1201; 86-1202				00/00/000
(1205)	0.09	520	R			NA -		NA	06/28/2001
	0.10	340	R	From:	86-1206 SOUTH	NA NA		NA	06/28/200
(1205)	0.10	340	K	To:	86-1206 NORTH]		INA	00/20/200
				From:	86-1205				
(1206)	0.41	160	R			NA		NA	06/28/2001
				To:	86-1205				
(1207)	0.13	20	R	From:	Dead End	J NA		NA	06/28/200
(1207)				To:	86-1205; 86-1206 NORTH	1			00/20/200
				From:	86-762				
(1301)	0.07	60	R	To:	06 1202	NA 1		NA	06/28/2001
				From:	86-1302	1			
(1302)	0.12	50	R		86-1301	NA		NA	06/28/2001
1302				To:	86-1303	1			
				From:	86-762				
1303	0.07	60	R			NA		NA	06/28/2001
	0.07	20		From:	86-1302			NIA	06/00/000
(1303)	0.07	30	R	To:	Cul-de-Sac	NA 1		NA	06/28/2001
				From:	Cul-de-Sac	<u> </u>			
(1310)	0.37	130	R			NA		NA	06/28/2001
				To:	86-600	<u>l</u>			
\bigcirc	0.07	60		From:	86-1310 WEST			NIA	06/00/0004
(1311)	0.27	60	R	To:	86-1310 EAST	NA 1		NA	06/28/2001

					Siffyth Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Smvth Countv				From:	86-718	1						
(1401)	0.09	330	R		00-710	1	NA			NA		06/25/200
				To: From:	86-1402	}						
1401)	0.35	220	R	To:	86-1403	1	NA			NA		06/25/200
				From:	86-1403	1						
(1402)	0.09	130	R		00-1403	1	NA			NA		06/25/200
				To:	86-1401]						
\bigcirc	0.07	260	R	From:	86-718		NA			NA		06/25/200
1403	0.07	200	K	To:	06.1402	1	INA			INA		00/23/200
1403	0.29	210	R	From:	86-1402		NA			NA		06/25/200
				To:	86-1401							
\bigcirc			_	From:	86-648							
1420	0.38	320	R	To:	Cul-de-Sac	1	NA			NA		06/25/200
				From:	Cul-de-Sac							
(1421)	0.07	20	R			_	NA			NA		1998
				To:	86-1420							
(1422)	0.09	40	R	From:	Cul-de-Sac	_	NA			NA		1998
(1422)	0.00	-10		To:	86-1420		1471			147.		1000
				From:	Cul-de-Sac							
1423	0.12	70	R	To:	97.1420	7	NA			NA		1998
F				10.	86-1420							
Fown of Chilhowie				From:	CHILHOWIE HIGH SCH							
9812	0.23	1100	R	To:	LIC 11, 07 1000	1	NA			NA		1995
				10.	US 11; 86-1009							
Smvth County				From:	86-630							
(9813)	0.34	370	R	т	NODEWWOOD MED GOV	7	NA			NA		1995
				From:	NORTHWOOD MID SCH 86-601	l I						
9814)	0.11	360	R		80-001	J	NA			NA		1995
				To:	SUGAR GROVE ELEM SCH							
\bigcirc	0.45	F70	_	From:	CHILHOWIE ELEM SCH		NIA			NIA		4005
9858	0.15	570	R	To:	US 11	1	NA			NA		1995
				From:	86-634							
(9859)	0.16	NA		_		-	NA			NA		
				To:	Dead End							
(740)	0.15	1400	N	97%	Wythe County Line 0% 2% 0% 1% 0%	J N	0.093	N	0.564	1400	N	2002
749	0.10	1400	.,	To:	86-614 Smyth County Line	1	0.000	.,	0.004	1400		2002
Town of Marion												
N. Church St	0.22	NA		From:	Lee Street	J	NA			NA		
119	U.ZZ	17/7		To	Catron Street		1 1/-1			11/7		
				From:	WCL Marion							
2 119 Fowler St	0.02	1100	G	98%	0% 2% 0% 0% 0%	С	0.103	F	0.521	1200	G	2002
				To:	Chatham Hill Cir	<u> </u>						
Pendleton St	0.11	5000	G	From:	Commerce St	J	NA			5100	G	2002
Pendleton St	V.11			To:	E Main St	<u></u>						

					S	myth Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Marion															
Poston St	0.39	380	G	98% To:	0%	US 11 Main S 1% 1% W Cherry St	1%	0%	F	0.111	F	0.758	400	G	2002
4452 E Cherry St	0.21	3500	G	From: 98%	0%	S Park St 1% 1%	1%	0%	С	0.100	F	0.594	3600	G	2002
				To:		SR 16 Commerce	St								
Church St	0.77	2600	G	98% To:	0%	SCL Marion 1% 1% US 11 Main S	1%	0%	F	0.09	F	0.555	2700	G	2002
4453 Church St	0.11	1500	G	From: 98%	0%	Main St 1% 0%	1%	0%	С	0.107	F	0.585	1600	G	2002
4453 Church St	0.31	1500	G	From: 96%	0%	Lee St 2% 1%	1%	0%	С	0.103	F	0.595	1600	G	2002
4453 Chatham Hill Rd	0.15	5000	G	From: 96%	1%	Main St US 1 1% 1%	1%	0%	F	0.093	F	0.804	5200	G	2002
4453 Chatham Hill Rd	1.16	2400	G	From: 96%	1%	Chilhowie St	1%	0%	С	0.093	F	0.589	2500	G	2002
				To:		NCL Marion									
Chilhowie St	0.96	1900	G	97%	0%	WCL Marion	1%	0%	С	0.09	F	0.514	2000	G	2002
Chilhowie St	0.14	2000	G	From: 98%	0%	Chatham Hill C 1% 0% Main St	0%	0%	F	0.122	F	0.946	2000	G	2002
4459) Keller La	0.70	1500	G	From: 98%	0%	N Main St 1% 0%	0%	0%	С	0.105	F	0.537	1500	G	2002
Keller La				To:		NCL Marion									
4461 Johnston Rd	0.15	2600	G	93%	0%	ECL Marion 2%	2%	0%	С	0.132	F	0.731	2700	G	2002
				To:		US 11 Main S	t	ļ							
Town of Saltville				From:		SCL Saltville		1							
Palmer Ave	1.83	1400	G	98%	0%	1% 0% Lake Dr	1%	0%	С	0.111	F	0.503	1400	G	2002
1206 Palmer Ave	0.48	3100	G	98%	0%	1% 0%	1%	0%	F	0.103	F	0.540	3100	G	2002
1206 Allison Gap Rd	1.05	3800	G	96% To:	0%	SR 91 1% 1% NCL Saltville	1%	0%	С	0.098	F	0.55	3900	G	2002
1st Street		410	G	From:		Look Ave				0.109	F		430	G	2002
				To:		Lincoln Ave									
Catron St		320	G	From:		Springle Ave				0.119	F	0.65	340	G	2002
Catron St		620	G	From:		Wolfe Ave Prescott Ave				0.107	F	0.586	650	G	2002
				To:		Chilhowie St									
Chilhowie St		2100	G	From:		North of Main	St			0.121	F	0.977	2200	G	2002
Cumbodand Ct		200		To:		Clinton Ave				0.007		0.500	440		2000
Cumberland St		390	G	To:		Hulldale Ave				0.087	F	0.528	410	G	2002
Dalton St		270	G	From:		Hulldale Ave Greenway St				0.097	F	0.571	280	G	2002
				1		Greenway St		l							

				Smyth Maintenance Area							
Route	Length AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	വവ	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dogwood Dr	130	G	From:	Magnolia St		0.123	F	0.636	140	G	2002
			To:	Dead End	1						
			From:	Action Pl							
E. Main St	1600	G	<u> </u>	retion 11	1	0.106	F	0.757	1700	G	2002
			To:	Oak St	1						
			From:	Cumberland St							
Hulldale Ave	100	G		Cumbertane St	1	0.174	F	0.539	110	G	200
			To-	Dead End	1						
			From:	1St Street							
Look Ave	510	G		150 54600	4	0.109	F	0.5	540	G	200
			To:	Chilhowie St	1						
			From:	Dogwood Dr							
Magnolia St	230	G	<u> </u>	Dogwood Di	1	0.145	F	0.507	240	G	200
		_	Tex	п 1.10	1	2.7.0	-			-	
Magnolia St	270	G	From:	Hemlock St		0.130	F	0.583	280	G	200
Magnolia St	210	G	To:	Veteran St	1	0.130	Г	0.565	200	G	200
			r								
MA V (D.:	470	_	From:	Golf View	J	0.40	_	0.505	400	0	000
Mt View Dr	170	G	To	C + CLIPI	1	0.13	F	0.565	180	G	200
				Country Club Rd							
5		_	From:	Cherry St]		_				
Park St	490	G		D 15 16 000	1	0.089	F	0.544	520	G	200
			10:	Dead End S Of Cherry							
		_	From:	Cumberland St]		_			_	
Patton Ave	90	G	. —		0.129	F	0.565	90	G	200	
			10:	Dead End							
			From:	E. Cherry St]					_	
Pearl St	700	G			7	0.1	F	0.635	720	G	200
			To:	E. Hiigh St							
			From:	Main St]						
Pendleton St	NA				-	NA			NA		
			To:	Commerce St							
			From:	E. High St							
S. Iron St	1100	G			-	0.099	F	0.513	1200	G	200
			To:	Walnut St							
			From:	Wassona Dr							
Wassona Dr	2000	G				0.091	F	0.624	2100	G	200
			To: From:	Hemlock St	—						
Wassona Dr	2000	G	98%	0% 1% 0% 1% 0%	С	0.1	F	0.505	2100	G	200
			To:	Veteran St	<u> </u>						
			From:	Oakley St							
		G				0.143	F	0.527	260	G	200
Wolfe Ave	250				1		-			_	
Wolfe Ave	250	Ŭ	To:	Dover St							
Wolfe Ave	250		To: From:		<u> </u> 						
Wolfe Ave	250	<u> </u>		Dover St Someplace]	NA			NA		200