2007

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

where available

Jurisdiction Report 10

Bland County

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

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

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
$\overline{}$	From:	Smyth Count													
42)	Bland County	9.58 220	G	94%	1%	1%	1%	2%	0%	С	0.125	F	0.517	220	G
	To: From:	10-622 West o													
42	Bland County	5.39 490	G	94%	1%	1%	1%	2%	0%	F	0.095	F	0.61	500	G
<u> </u>	To: From:	US 52 West of Bland	d Court Ho	use											
42) (52)	Bland County	3.97 1900	G	95%	0%	1%	1%	2%	0%	F	0.096	F	0.645	2000	(
	To:	I-77 West of Bland	Court Hou	ise		\neg \vdash									
42 52	Bland County	0.91 4700		96%	1%	2%	0%	1%	0%	F	0.097	F	0.501	4800	(
	To	US 52 Bland Cor	urt House												
42) E Bluegrass Trl	Bland County	10.25 2500		94%	1%	2%	1%	2%	0%	С	0.113	F	0.521	2600	(
42) L Bladgradd 111	State Southly			0.70	170		170	_,0	070	Ū	0.110	•	0.021	2000	
	From: Bland County	10-738 Mechar 3.08 700	nicsburg G	94%	1%	2%	1%	2%	0%	F	0.135	F	0.701	730	
42)	Bland County	3.00 700	<u> </u>	9470	170	Z 70	170	270	0%	Г	0.133	Г	0.701	730	
42)	Ta: From:	10-606		2 424								_	. =		
42)	Bland County	2.30 1200		94%	1%	2%	1%	2%	0%	F	0.104	F	0.733	1200	
	10.	Giles County													
~~	From:	Wythe Count	•							_		_			
52	Bland County	4.18 190	G	95%	0%	1%	1%	2%	0%	F	0.130	F	0.519	200	
	To: From:	SR 42 West of B													
52) (42)	Bland County	3.97 1900	G	95%	0%	1%	1%	2%	0%	F	0.096	F	0.645	2000	
~	Ta: From:	I-77 West of Bl	and C.H.												
52 42	Bland County	0.91 4700	G	96%	1%	2%	0%	1%	0%	F	0.097	F	0.501	4800	
	To:	SR 42 Bland	ICH												
52	Bland County	4.58 1100		96%	1%	2%	0%	1%	0%	F	0.105	F	0.523	1100	
32)	To														
<u> </u>	From: Bland County	2.05 1700		96%	1%	2%	0%	1%	0%	С	0.107	F	0.646	1700	
52	Biand County			30 70	1 /0	270	070	1 /0	070	C	0.107	'	0.040	1700	
	From:	10-666 Indian Vi		000/	40/		40/	40/	00/		0.447		0.54	400	
52	Bland County	6.14 410	G	96%	1%	1%	1%	1%	0%	С	0.117	F	0.54	430	
	To: From:	SR 61 Wolf Cre	eek Hwy												
52 61	Bland County	0.06 410	N	96%	1%	1%	1%	1%	0%	Ν	0.117	Ν	0.54	430	
	To: From:	I-77 West of Ro	ocky Gap			\neg \vdash									
52 61	Bland County	0.40 2600	G	96%	1%	1%	1%	1%	0%	С	0.119	F	0.505	2600	
\supset	To:	SR 61 N Rock	ky Gan												
52	Bland County	2.19 940	G	95%	1%	1%	2%	2%	0%	С	0.114	F	0.594	970	
2)	To:	I-77													
~ ~	From:	US 11													
52) (77)	Bland County	0.70			See I-7	7 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
\sim \sim	Combined Traffic Estimates for 2 Parallel Roadway) G	77%	1%	1%	1%	20%	1%	F	0.076	F	0.54	24000	(
	To:	I-77													

Virginia Department of Transportation Traffic Engineering Division

2007 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Maintenance Area

				ce Are				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Tazew	vell County													
S1 <i>)</i>	Bland County	10.53	540	G	97%	0%	1%	1%	1%	0%	F	0.100	F	0.527	550	C
<u> </u>	To: From:	US 52 V	Vest of Roc													
61) (52)	Bland County	0.40	2600	G	96%	1%	1%	1%	1%	0%	С	0.119	F	0.505	2600	(
~ 	To: From:		est of Rock													
61 <i>)</i> {52}	Bland County	0.06	410	N	96%	1%	1%	1%	1%	0%	N	0.117	N	0.54	430	١
	To: From:		52 Rocky C	-												
31) Wolf Creek Hwy	Bland County	7.42	400	G	94%	1%	1%	2%	2%	0%	С	0.105	F	0.512	410	(
	10:		es County L													
orth	Bland County	0.69	ne County I 14000	Line G	77%	1%	1%	1%	20%	1%	_	0.080	F		12000	
7	Combined Traffic Estimates for 2 Parallel Roadways on the			G	77%	1%	1%	1%	20%	1%	F	NA	-		23000	
	Tool	ilis reduce.	10-717		1170	170	170	1 70	2070	1 70	•	INA			23000	
orth	From:															
77)	Bland County	5.45	13000	G	77%	1%	1%	1%	20%	1%	F -	0.081	F -		12000	
	Combined Traffic Estimates for 2 Parallel Roadways on the			G	77%	1%	1%	1%	20%	1%	F	0.077	F	0.539	23000	
rth	To: From:	U	S 52, SR 42	2												
7	Bland County	6.11	13000	F	77%	1%	1%	1%	20%	1%	F	0.106	F		12000	
	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	26000	G	77%	1%	1%	1%	20%	1%	F	NA			22000	
orth	To: From:		10-666													
77)	Bland County	3.94	13000	G	77%	1%	1%	1%	20%	1%	F	0.081	F		11000	
.)	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	24000	G	77%	1%	1%	1%	20%	1%	F	0.077	F	0.559	21000	
	To		10-606				<u> </u>									
orth 7	Bland County	1.97	15000	F	77%	1%	1%	1%	20%	1%	F	0.086	F		13000	
	Combined Traffic Estimates for 2 Parallel Roadways on the	_		G	77%	1%	1%	1%	20%	1%	F	NA	•		25000	
	To:		S 52, SR 6		,	.,,		. , ,	2070	. , ,	•					
orth	Prom:				770/	40/	40/	40/	000/	40/	0	0.454			40000	
77	Bland County	2.33	13000	A	77%	1%	1%	1%	20%	1%	С	0.154	A	0.007	12000	
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:		Α	77%	1%	1%	1%	20%	1%	С	0.131	Α	0.637	24000	
orth	To: From:		US 52													
7) (52)	Bland County	0.70	14000	G	77%	1%	1%	1%	20%	1%	F	0.079	F		12000	
<i>></i>	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	27000	G	77%	1%	1%	1%	20%	1%	F	0.076	F	0.54	24000	
orth	To: From:	West V	'irginia Stat	te Line												
77)	West Virginia (Maint: 10)	0.50	14000	G	77%	1%	1%	1%	20%	1%	F	0.079	F		12000	
\mathcal{L}	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	27000	G	77%	1%	1%	1%	20%	1%	F	NA			24000	(
	To	End of Tu	ınnel, West	Virgini	a											

5/14/2008 8

Virginia Department of Transportation Traffic Engineering Division

2007 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Maintenance Area

			/lall literial li					Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	Wy	the County I	Line				0.7.0.0				. 40101				
(77)	Bland Cour	nty 0.87	13000	G	77%	1%	1%	0%	20%	1%	F	0.087	F		11000	G
\smile	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	27000	G	77%	1%	1%	1%	20%	1%	F	NA			23000	G
0 4	To:		10-717													
South $\overline{77}$	Bland Cour	ntv 5.70	13000	G	77%	1%	1%	0%	20%	1%	F	0.089	F		11000	G
(n)	Combined Traffic Estimates for 2 Paralle	•		G	77%	1%	1%	1%	20%	1%	F	0.077	F	0.539	23000	G
	Tallo	<u> </u>	JS 52, SR 42		,0	1,70		170	2070	170	•	0.077	·	0.000	20000	
South	From:															
77	Bland Cour	,	12000	G	77%	1%	1%	0%	20%	1%	F	0.091	F		11000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	26000	G	77%	1%	1%	1%	20%	1%	F	NA			22000	G
South	To: From:		10-666													
(77)	Bland Cour	nty 3.87	11000	G	77%	1%	1%	0%	20%	1%	F	0.093	F		9400	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	24000	G	77%	1%	1%	1%	20%	1%	F	0.077	F	0.559	21000	G
	To:		10-606				— —									
South	Bland Cour	nty 2.12	13000	G	77%	1%	1%	0%	20%	1%	_	0.091	F		11000	G
77	Combined Traffic Estimates for 2 Paralle	,		G	77%	1%	1%	1%	20%	1%	F	NA			25000	G
	Combined Trainic Estimates for 21 arane	i Noadways on this Noute.			1170	1 70	1 70	1 70	20 /0	1 70	'	INA			23000	J
South	From:		SR 61													
77)	Bland Cour	•	14000	Α	77%	1%	1%	0%	20%	1%	С	0.14	Α		12000	Α
\smile	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	27000	Α	77%	1%	1%	1%	20%	1%	С	0.131	Α	0.637	24000	Α
South	From:	U	S 52; SR 59 SR 598	98												
(77) (<u>52</u>)	Bland Cour	nty 0.79	13000	G	77%	1%	1%	0%	20%	1%	F	0.091	F		12000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	27000	G	77%	1%	1%	1%	20%	1%	F	0.076	F	0.54	24000	G
-	To:	West '	Virginia Stat	te Line			<u> </u>									
South	West Virginia (M			G	77%	1%	1%	0%	200/	10/	_	0.091	F		12000	G
77	West Virginia (M.	•	13000	G		1%			20% 20%	1% 1%	F	0.091 NA	Г		12000 24000	G
	Combined Traffic Estimates for 2 Paralle		unnel. West		77%	170	1%	1%	20%	170	Г	INA			24000	G
South	From:		ome Center I	G			<u> </u>									
Rocky Gap Welcome Center	Bland Cour		1300	A	72%	1%	1%	1%	25%	1%	С	0.156	Α		1100	Α
	To:		from Welco	ome Cen	ter											
	From:	US	S 52 Bland C	CH												
98)	Bland Cour	nty 0.50	240	G	98%	2%	0%	0%	0%	0%	С	0.141	F	0.531	250	G
$\overline{}$	To:	10-605	South of Bla	and CH												
	From:		I-77 North													
598	Bland Cour		130	G	94%	3%	0%	3%	0%	0%	С	0.145	F	0.56	140	G
\smile	To:	West '	Virginia Stat	te Line												

						land Maintenance A	Area							
Route	Length	AADT	QA	4Tire	Bus	Trucl 2Axle 3+Axle 1		\cap	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From:	1						-					
F1 Sugar Bottom Dr	0.96	NA				Dead End			NA			NA		
· · · ·		To				10-617								
\sim		From:				10-616								
(F2)	0.17	NA				Dead End			NA			NA		
		From:				Dead End Dead End								
F3 Arrowhead Dr	0.24	NA				Dead End			NA			NA		
		To: From:				10-666								
(F3)	0.29	NA From:							NA			NA		
\bigcirc		To				Dead End								
O 0 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		From:				US 52								
F48 Crab Orchard Dr	0.45	NA To				Dead End			NA			NA		
		From:	I						1					
(600)	2.60	60	R			Wythe County Line			NA			NA		04/25/2006
		To:				10-601								
_		From				10-603; 10-617								
(601)	11.40	290	R						NA			NA		10/10/2003
		To				Pulaski County Line								
602) Spur Branch Rd	1.25	From:	R			Dead End			NA			NA		04/25/2006
602) Spur Branch Rd	1.23	- T				10516 (D. 15						INA		04/23/2000
(602) Spur Branch Rd	0.80	100 From:	R			1.25 ME of Dead End	<u>1</u>		NA			NA		09/19/2006
602 Spar Brainerr Ra	0.00	To			1.	0.6601 5 5-1	I D 4							00/10/2000
602	0.35	90 From:	R		1	0-668 Long Spur Schoo	ı Kü		NA			NA		10/10/2003
602		To				10-632 Parcell Dr								
602)	0.40	100 From:	R			10-032 1 alcen Di			NA			NA		10/10/2003
		To				0.40 ME 10-632								
(602)	0.80	100 From:	R						NA			NA		10/10/2003
		To:				10-601								
		From:				Wythe County Line			<u> </u>					/
(603)	1.60	30 To:	R			10-601; 10-717			NA			NA		04/25/2006
		From:				SR 42, E Bluegrass Tra	ail							
(604)	3.45	280	R			5K +2, E Bluegrass Tr			NA			NA		10/07/2003
		To				10-651 Rock Wall Dr								
(604)	1.52	130 From:	R			TO OUT THOUSE WAST D			NA			NA		10/07/2003
		To: From:				1.52 ME 10-651								
(604)	2.10	70	R			1.50 ME 10-651			NA			NA		10/07/2003
(604)	20	To				10 600								10,01,1200
604)	0.40	60 From:	R			10-608			NA			NA		10/07/2003
(604)		To				0.40 ME 10-608								
604)	0.50	60 From	R			0.10 ML 10-000			NA			NA		10/07/2003
		To:				Dead End								
\sim		From				Dead End								
(605)	0.30	70	R						NA			NA		04/11/2006
	a ==	From				0.30 MW Dead End			<u> </u>					0.4/4.1/===
(605)	0.59	100	R						NA			NA		04/11/2006
	0.01	From:	_			0.89 MW Dead End						N 1 A		04/44/000
605	0.21	130	R						NA —			NA		04/11/2006
	0.50	From				1.10 MW Dead End						NI A		04/44/0004
605	0.50	220 To:	R			SR 98			NA			NA		04/11/2006

					ь	ianu ivia	aintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		Fron	1:				US 52				1					
(606)	0.06	320	G	94%	1%	3%	1%	1%	0%	С	0.13	F	0.537	330	G	2007
-		Tr Fron):):				I-77									
606) Wilderness Rd	5.03	1200	G	92%	0%	1%	2%	5%	0%	F	0.103	F	0.558	1200	G	2007
	4.40	910 From	G	92%	0%		608 WEST	5%	0%	F	0.102	F	0.560	940	G	2007
(606)	4.49	910		9270	0%	1%	2% 0-608 MID	3%	070	Г	0.102	Г	0.560	940	G	2007
606)	3.94	930 From	G	92%	0%	1%	2%	5%	0%	С	0.124	F	0.561	960	G	2007
		Te):				SR 42									
(607)	1.89	50	 R				10-608				NA			NA		04/25/2006
(607)	1.00	J0 15				1 80	ME 10-60	18						IVA		04/23/2000
607) Burtons Pond Rd	0.71	80 From	R			1.02	WIL 10-00	70			NA			NA		09/15/2006
<u> </u>		To):				10-606									
	0.60	200	* R			SR 42 W,	E Bluegra	ss Trail			NA			NA		10/07/2002
(608)	0.60	200					10.604				INA			INA		10/07/2003
608)	1.10	80 From	R				10-604				NA			NA		10/07/2003
		Fron				1.10	ME 10-60)4								
608) Skydusky Rd	1.90	100	R								NA			NA		09/12/2006
<u> </u>		To Fron				Jeffers	on Forest E	Bndy								
608) Skydusky Rd	1.40	20	R								NA			NA		09/12/2006
	0.60	Tron	R				10-639				NA			NA		10/07/2002
(608)	0.60	110				CD 40 E	E DI	TD 11			INA			NA		10/07/2003
608)	3.40	360 From	R			SK 42 E,	E Bluegras	ss Iraii			NA			NA		10/02/2003
		Te):				-606 EAST									
(608)	2.44	180	"LR			10-	606 WEST	<u> </u>			NA			NA		10/02/2003
(000)		Т	1		10	0-677 No	Business C	reek Rd								. 0, 02, 2000
(608) Wesendonick Rd	0.90	70 From	R			0 0// 110	Dasmoss	orock rea			NA			NA		09/25/2006
		To Fron	1:			10-609	Dinky Trac	k Rd								
(608)	2.28	220	R			10.5053	v vv	D.1			NA			NA		10/02/2003
		Fron	1				N, Wilderne Wesendoni									
609) Dinky Track Rd	1.80	50	R			10-008	vvesendom	CK Ku			NA			NA		09/15/2006
<u> </u>		To):		10)-677 No	Business C	Creek Rd								
	1.10	Fron 50				Smyt	h County L	ine			NA			NA		10/10/2003
(610)	1.10		R			10.742	C1 4 C	D.1			INA			INA		10/10/2003
610	0.80	70 From	R			10-742	Shady Grov	ve Ku			NA			NA		10/10/2003
		To):				SR 42									
\bigcirc	0.40	Fron				SR 42, I	E Bluegrass	Trail						NIA		40/00/0000
611)	0.10	80	R								NA			NA		10/02/2003
611)	0.50	80 From	R			0.10	MN SR 4	2			NA			NA		10/02/2003
<u>(611)</u>		т				0.60) MN SR 4	2.								
(611)	1.53	70 From	R			0.00					NA			NA		10/02/2003
$\overline{}$		Tr					10-612									
612) Kimberling Rd	0.56	Fron 100	* R				US 52				NA			NA		10/02/2003
(612) Kimberling Rd	0.50					0.54	ME US 5	2				_		11/	_	10/02/2003
(612)	4.22	110 Fron	R			0.30	, IVIE US 3				NA			NA		09/15/2006
		Tr).			4.78	ME US 5	2								

					В	land Ma	intena	nce Area								
Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trai	l 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		Fron	1:				ME US				-					
612	0.89	90	R			4.76	VIL OF	32			NA			NA		10/02/2003
		Fron				5.67	ME US	5 52			⊒					
612)	0.75	100	R								NA			NA		10/12/2003
612)	1.55	90 Fron	R			10-627 D	alton He	ollow Rd			NA			NA		10/02/2003
012)		Fron	_				10-611				_					
612	2.90	100	R								NA			NA		10/02/2003
	2.01	Fron				10-631 I	Pinch C	reek Rd			\supset					40/00/000
612)	0.81	330	R				10-606				NA			NA		10/02/2003
		Fron	1:				Dead End	d			İ					
613) Dry Fork Rd	0.37	70	R								NA			NA		08/29/2006
O Dec Fords Dal	0.00	Fron				0.37 N	ME Dead	d End						NIA		00/00/0000
613) Dry Fork Rd	0.60	130	R								NA			NA		08/29/2006
(613) Dry Fork Rd	0.20	210 From	R			0.97 N	ME Dead	d End			NA			NA		08/29/2006
019 ,		T ₂ Fron	_			1.17 N	ME Dead	d End								
(613) Dry Fork Rd	4.71	530	R								NA			NA		08/29/2006
<u> </u>		Fron	1:			10-663	Dangerf	ield Dr								
(613)	0.50	800	R								NA			NA		09/30/2003
	6.16	680 Fron	R				US 52				NA			NA		09/30/2003
(613)	0.10	Te	:			D	Dead End	d						14/3		03/30/2003
		Fron	n:			Tazewe	ell Coun	ty Line								
(614)	12.70	1400 T	R				US 52				NA			NA		09/30/2003
		Fron	n:				52 SOU	TH								
(615)	1.20	420	R								NA			NA		09/30/2003
<u> </u>		To Fron	1:				10-620				\Box					
615) Suiter Rd	2.95	70	R								NA —			NA		04/18/2006
(615) Suiter Rd	0.25	70 From	R			2.95	MN 10-	-620			NA			NA		08/22/2006
615) Gaiter Na	0.20	7 0					10-618							14/4		00/22/2000
(615)	4.37	1100 From	R				10-010				NA			NA		09/30/2003
$\frac{\bigcirc}{\widehat{}}$		To Fron	h:			10-	649 Pep	St			_					
(615)	0.32	1300	R								NA			NA		09/30/2003
_	0.59	440 From	R			US :	52 NOR	TH			NA			NA		09/30/2003
(615)	0.59	440 To				D	Dead End	d						INA		09/30/2003
		Fron					10-617									
616 Sandy Hollow Rd	0.30	50	R				FR-2				NA			NA		04/18/2006
		Fron	1			US	52 SOU	TH								
617)	3.80	60	R			CD.	32 500				NA			NA		10/10/2003
_		Fron	1:			10-619	Green I	Hill Rd								
617)	1.97	180	R								NA			NA		10/10/2003
	1.00	400 From	P			10-616 S	andy Ho	ollow Rd			NA			NA		10/10/2003
617)	1.00	400 To	R			US:	52 NOR	TH			NA			INA		10/10/2003
		Fron					15 Suite									
618)	1.20	120	R			_		1			NA			NA		09/30/2003
		Te	1			D	Dead End	a								

Route	Length	AADT	QA	4Tire	Bus			·Truck xle 1Tra	CC	K Facto	r QK	Dir Factor	AAWDT	QW	Year
Bland County		Fron					10-617			-					
619) Green Hill Rd	0.40	46	R				10-017			NA			NA		04/18/200
\bigcup		Tr					Dead Er	nd							
\bigcirc	1.00	From					Dead Er	nd					NIA		04/49/200
620	1.80	160	R			10)-615 Suit	er Rd		NA			NA		04/18/200
		Fron	:				SR 42								
621)	3.00	230	R							NA			NA		10/10/200
		To	:				US 52								
	4.00	From	<u> </u>			S	R 42 SOU	JTH					NIA		40/40/00
622	1.00	60	R							NA			NA		10/10/200
<u></u>	0.30	From	R			1.	.00 ME S	R 42		NA			NA		10/10/200
622)	0.50	т.					0.626 117	S.C.T.					14/3		10/10/200
622)	1.40	70 From	R			10	0-626 WI	251		NA			NA		10/10/200
022)		ть				1	10-626 E <i>A</i>	ST							
622	0.30	60 From	R			1	10-020 EF	131		NA			NA		10/10/20
022)		Tr				0.	30 ME 10)-626							
622 Birch Grove Rd	0.40	40	R					<u> </u>		NA			NA		09/19/200
		Tr				Jeffe	rson Fore	st Bndy		\neg					
622	0.40	60	R							NA			NA		10/10/20
		Tr. Fron			1	10-625 V	W, Mount	ain Glen Dr							
622)	0.53	60	R							NA			NA		10/10/20
		Fron				1	10-625 EA	AST							
622)	0.70	70	R							NA			NA		10/10/200
		Fron				10-62	4 Ravens	Cliff Rd							10/10/00
622	2.30	60	R							NA			NA		10/10/200
	2.70	70 From	R				10-623						NΙΔ		10/10/20
622)	2.70	70								NA			NA		10/10/20
622)	2.30	70 From	R			S	SR 42 WE	EST		NA			NA		10/10/20
622)	2.00	TC To					CD 42 E A	CT					14/1		10/10/20
622) Whackertown Rd	1.40	90 From	R				SR 42 EA	.51		NA			NA		09/19/20
022)		To	:				Dead Er	nd							
		Fron	:				10-622								
623)	0.81	130	R							NA			NA		10/10/20
		Fron	:				SR 42 WE SR 42 EA								
Sharon Springs Rd	7.40	40	R							NA			NA		09/19/20
		To	:			Taze	well Cou	nty Line							
Davers Off D.1	4.00	Fron					Dead Er	nd	 				NIA.		00/40/00
624) Ravens Cliff Rd	1.00	60 To	R				10-622			NA			NA		09/19/20
		Fron	:				Dead Er								
625) Mountain Glen Dr	0.50	30	R				Detta El	iu		NA			NA		09/19/20
		Tr					0-622 WI								
205	0.60	160	R			1	10-622 E <i>A</i>	AST		NA			NA		10/10/20
625)		To					CD 42								
625)	0.40	50 From	R				SR 42			NA			NA		10/10/200
625		т	*			10 647	Willow	prings Rd							
625) Poor Valley Rd	0.30	30 From	R			10-04/	WILLIAM S	prings Ku		NA			NA		09/19/200
· · · · · · · · · · · · · · · · · · ·		Т	_			0.	30 MN 10)-647		—					
625) Poor Valley Rd	6.40	10 From	R					~		NA			NA		09/19/200
$\mathcal{O}_{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline$		To					Dead Er	nd							

								nce Area								
Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From									1					
626	2.20	40	R			10	-622 WE	251			NA			NA		10/10/2003
		To From				2.20	0 ME 10-	-622								
626	0.60	60	R								NA			NA		10/10/2003
		From				10)-622 EA	ST								
626	0.85	150 To	R				SR 42				NA			NA		10/10/2003
		From				1	Dead End	d								
627) Dalton Hollow Rd	0.80	30	R				Dead Lin	u			NA			NA		09/15/2006
		To				10-612	2 Kimber	ling Rd								
$\overline{}$		From	<u> </u>			US	52 SOU	TH								
628	0.47	510	R			IIC	52 NOR	ти			NA			NA		09/30/2003
		From	:			0.5	10-606									
629)	1.30	250	R				10-000				NA			NA		10/02/2003
		To]	Dead End	d								
\sim		From]	Dead End	d								
630	0.19	0	R				10.665				NA			NA		09/30/2003
		From	<u> </u>				10-665									
631) Pinch Creek Rd	1.75	340	R				10-612				NA			NA		09/15/2006
001)		To]	Dead End	d								
		From					10-602									
632) Parcell Dr	0.24	45	R								NA			NA		09/19/2006
<u> </u>		To					Dead End									
633) Short Ridge Dr	0.65	110	L				Dead End	d			 NA			NA		09/15/2006
633) Short Ridge Dr	0.00	To				10-631	Pinch C	reek Rd			– "			147.		00/10/2000
		From				10-738 I	Byrnes C	hapel Rd								
634) Mechanicsburg Rd	0.57	180	R								NA			NA		09/12/2006
<u> </u>		To					SR 42									
635) Pearl St	0.07	From	R			10-	637 Stark	ks St			 NA			NA		08/22/2006
635 Fear St	0.07	30	<u> </u>			(Cul-de-Sa	ac						INA		00/22/2000
		From					Dead End				i					
636) Walnut Dr	0.10	300	R								NA			NA		08/22/2006
\bigcup		To From					10-615				_					
636) Walnut Dr	0.06	9	R								NA			NA		08/22/2006
<u> </u>		To					10-648									
637) Starks St	0.10	50	R				10-615				 NA			NA		08/22/2006
637 Starks St	0.10	To	<u> </u>			10-6	36 Walm	ut Dr						INA		00/22/2000
		From	İ				10-629				i					
(638) Wright Mountain Dr	0.47	120	R								NA			NA		09/15/2006
\bigcup		To]	Dead End	d								
	0.00	From	<u> </u>			10-60	8 Skydus	sky Rd						NIA		00/40/000
639)	0.20	10 To	R			1	Dead End	d			NA			NA		09/12/2006
		From	<u> </u>				Dead End									
640) Crystal Springs Dr	1.00	46	R				Zoau Eil	<u>.</u>			NA			NA		09/12/2006
		To				10-738 F	Byrnes C	hapel Rd			¬					
640) Trails End Dr	3.00	130 From	R			-5 ,501	J-1100 CI				NA			NA		10/11/2006
\bigcirc		To From				3.00	0 ME 10-	-738			\neg —					
(640) Trails End Dr	0.70	20	R								NA			NA		09/12/2006
$\overline{}$		To					Dead End	d	-							

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

									ince Are								
Route	Length	AADT	QA	4Tire	Bus	•			Truck xle 1Tr		()(:	K Facto	QK or	Dir Factor	AAWDT	QW	Year
Bland County		From	ı														
(656) Raleigh Grayson Tpke	0.07	130	R				10-100	1 Jack	son St			NA			NA		04/11/200
<u> </u>		To					Š	SR 98									
		From					1	10-614									
(657) Villa Heights Dr	0.25	120	R									NA			NA		08/31/200
<u> </u>		То				_		ead En									
658) Old Mill Rd	1.21	From	R			—	De	ead En	d			NA			NA		04/18/200
(658) Old Mill Rd	1.21	To	<u> </u>			10-65	66 Rale	igh Gr	ayson Tpk	ke					14/-3		04/10/200
		From						US 52									
659) GB Keglely Dr	0.45	110	R									NA			NA		04/18/200
<u> </u>		То					De	ead En	d								
O		From					De	ead En	d								
660 ML Thompson Dr	0.10	210 To	R			CT) (1 W	-16 C	-1- II			NA			NA		04/24/200
		From							ek Hwy								
	0.03	0	R				10-653	Osboı	ne Dr			 NA			NA		10/07/200
(661)	0.03	То	Ë				De	ead En	d						INA		10/01/200
		From						10-606									
(662) Hungry Hollow Dr	0.30	60	R									NA			NA		09/15/200
		To					De	ead En	d								
		From				1	10-613	Dry F	ork Rd								
(663) Dangerfield Dr	0.08	30	R									NA			NA		08/29/200
		То					De	ead En	d								
\bigcirc	0.00	From	ᄂ				De	ead En	d						NIA		40/07/000
664)	0.20	0	R				1	10-608				NA			NA		12/27/200
		From						ead En									
(665)	0.55	280	R				D	eau En	u			NA			NA		08/24/200
(000)		То					τ	US 52									
		From					Ţ	US 52									
(666) Indian Village Trail	0.15	3800	R									NA			NA		08/31/200
$\overline{}$		To From					I-77 W	VEST I	Ramp			_					
666) Indian Village Trail	0.17	2100	R									NA			NA		08/31/200
$\overline{}$		To From					I-77 E	EAST I	Ramp			_					
666) Indian Village Trail	0.01	1100	R									NA			NA		08/31/200
$\overline{}$		To				I	FR-3 A	rowh	ead Dr								
O		From					De	ead En	d			Щ					
667 Bland Farm Rd	0.49	600 To	R					CD 42				NA			NA		09/15/200
		From						SR 42	,								
668 Long Spur School Rd	0.05	2	R				De	ead En	d			NA			NA		09/19/200
(668) Long Spur School Rd	0.00	To				10)-602 S	pur Br	anch Rd			—i"`					00/10/200
		From							hapel Rd								
(670) Mount Zion Rd	1.75	80	R									NA			NA		09/12/200
		To					1.75 N	ME 10	-738								
(670)	1.55	90 From	R					. 20				NA			NA		10/07/200
$\overline{}$		To					Giles 0	County	Line								
		From					1	10-606									
(671) Dismal Creek Rd	0.42	110	R									NA			NA		09/15/2006
		To	<u> </u>					ead En									
Manufacture 5.1	0.45	From	<u> </u>				Ţ	US 52	-		 		-		A.1.A		00/00/000
674) Meadowview Rd	0.15	90 To	R				D	ead En	d			NA			NA		08/22/200
		10	<u> </u>				D	cau Ell	u								

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Route	Length	AADT	QA	4Tire	Bus		Tri 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		Fron	el .								-					
(677) No Business Creek Rd	1.20	250	R			10-608 V	Vesendonio	ск ка			NA			NA		09/15/200
(677) No Business Creek Rd	0.10	From 80	R			10-609 1	Dinky Trac	k Rd			NA			NA		09/15/200
		Tr	o.			Giles	County Li	ne								
Giles County		From	h-			Giles	County Li	ne								
No Business Creek Rd	1.90	80	R				Dead End				NA			NA		09/15/200
Bland County																
678) Shady Branch Circle	1.65	150	R			SR 61 W,	Wolf Cree	k Hwy			NA			NA		08/24/200
678) Shady Branch Circle	0.80	100 From	R			1.65	ME SR 6	1			NA			NA		08/24/200
		From				2.45	ME SR 6	1			<u> </u>					00/01/00
678) Shady Branch Circle	1.12	90	R			SR 61 E.	Wolf Creel	k Hwv			NA T			NA		08/24/200
		From	1:				Dead End									
679 Depot Dr	0.10	140	R								NA			NA		08/22/200
		To): 				US 52									
680 Brushy Mountain Rd	0.00	Fron				10-6	515; 10-620)								0.4/4.0/000
	0.89	280 To	R				ul-de-Sac				NA			NA		04/18/20
		Fron	el .													
684)	0.32	NA					10-617				NA			NA		
	0.02	To	:			Γ	Dead End				Ti i					
		From	10-660 ML Thompson Dr								1					
690)	0.30	190	R								NA			NA		04/24/200
\bigcirc		To	:			Ι	Dead End									
		Fron	n:			Wythe	County Li									
717)	0.05	270	G	93%	1%	2%	2%	3%	0%	С	0.120	F	0.703	280	G	2007
		To From	1:				I-77									
(717) Little Creek Hwy	2.13	330	G	92%	0%	1%	2%	5%	0%	F	0.109	F	0.684	340	G	2007
<u> </u>		Tr	h*				10-601									
(738) Byrnes Chapel Rd	2.31	40				Pulask	i County L	ine								
			R								NA			NA		09/12/20
<u> </u>		Fro	1:			10-670	Mount Zio	n Rd			_					
738 Byrnes Chapel Rd	2.85	270	R								NA			NA		09/12/20
<u> </u>		Fron	1:		1	10-640 S,	Crystal Spr	ings Dr								
738) Byrnes Chapel Rd	0.53	380	R								NA			NA		09/12/20
<u> </u>		To From	1:			10-634 M	Iechanicsbu	urg Rd								
(738) Byrnes Chapel Rd	0.37	370	R								NA			NA		09/12/20
		To	:			SR 42, E	Bluegrass	Trail								
742) Shady Grove Rd		From	1:			Smyth	County Li	ine								
	0.30	10	R								NA			NA		09/19/20
<u> </u>		ı					10-610									
Jackson St	0.13	210	R		1	0-656 Ral	eigh Grayso	on Tpke			 NA			NA		04/11/20
		Т				10-100	2 Fairgroun	nd St								
1001) Jackson St	0.18	1300 From	R			10-1002	- 1 ungiouii				NA			NA		04/11/200
<u> </u>		Ta Fron	1:				US 52				\exists					
(1001) Jackson St	0.09	330	R								NA			NA		04/18/200
$\overline{}$		To):	· <u></u>		10-1005 S	eddon St; I	First St	·							

					Biaria ivia	interiarioe 7	• •									
Length	AADT	QA	4Tire	Bus	2				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
										-						
0.05					10-100	01 Jackson St				NA			NA		04/11/200	
0.00	То					CD 00							1471		0-1/11/200	
0.08		R				SK 90				NA	NA		NA		04/11/200	
					D	ead End										
	From	:			10-100	01 Jackson St										
0.05	390	R								NA			NA		04/11/200	
		1														
0.40					D	ead End							NIA		04/44/000	
0.16					SR 42 F	Bluegrass Tra	i1			INA			NA		04/11/200	
0.35		R			0.5	32 WES1				NA			NA		04/11/200	
	To				10-100	1 Jackson St										
0.12	150 From	R			10-100	or sackson or				NA			NA		04/11/200	
	To				211	52 EAST										
0.08		R			CB	32 L/131				NA	NA		NA		04/11/2006	
	To				10.1	006 First St										
0.02		R			10-1	0001118151				NA			NA		04/11/200	
	То				SR 42, E	Bluegrass Tra	il									
	From				10-10	005 Fifth St										
0.10	230	R								NA			NA		04/11/200	
	То	:			D	ead End										
		US 52													0.4/4.4/0.004	
0.05		_			10.1	0041 64				NA			INA		04/11/2006	
0.11						US 42				NΙΔ			NΔ		04/11/200	
0.11	То	<u> </u>			D	ead End				┪			1471		0-1/11/200	
	From								Ī							
0.07	70	R								NA			NA		04/11/200	
	То	:			D	ead End										
	From				D	ead End										
0.15	20	R								NA			NA		04/18/200	
0.00					SR 42, E	Bluegrass Tra	il						N.1.0		0.4/4.4/0000	
0.22		_			D	lead End				NA			NA		04/11/200	
		:								1						
0.03		R				10-000				NA			NA		1992	
	To	:			Holly 1	Brook School										
	From:	SR 42, E Bluegrass Trail														
0.08									NA			NA		1992		
	To				Bland Ele	ementary Scho	ol									
	From	:			Ceres Ele	ementary School	ol									
0.10		R				10.525				NA			NA		1992	
		1														
0.08	47	R				10-615				NA			NA		1992	
	0.05 0.08 0.05 0.16 0.35 0.12 0.08 0.02 0.10 0.05 0.11 0.07 0.15 0.22 0.03	0.05 710 0.08 570 0.08 570 1.0 0.05 390 1.0 0.16 30 1.0 0.12 150 0.02 370 1.0 0.02 370 1.0 0.11 310 0.05 70 1.0 0.11 310 0.07 70 1.0 0.15 20 0.15 20 0.03 45 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.	0.05 710 R 0.08 570 R 10	0.05 710 R Tro	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus 2Axle	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1'	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail	Length AADT QA 4Tire Bus Truck	Length AADT QA 4Tire Bus Truck 2Trail 2Trail QC 2Axle 3+Axle 1Trail 2Trail 2	Length AADT QA 4Tire Bus Each Truck Caxie 3+Axie 1Trail 2Trail QC K Factor	Length AADT QA 4Tire Bus Truck 2Axie 3+Axie 1Trail 2Trail QC K Factor QK 2Axie 3+Axie 1Trail 2Trail QC K Axie 1Trail 2Trail QC K QK Axie 1Trail 2Trail QC K QK Axie 1Trail 2Trail 2Trail QC X QK Axie 1Trail 2Trail 2Trail QC X QK Axie 2Axie 3+Axie 1Trail 2Trail Length AADT QA 4Tire Bus	Caregin AAU	Length AADT QA 4Tire Bus Truck CAxle 3+Ade 1Trail 2Trail CR Factor QK Dir Factor AAWDT QW		