## 2011

# 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		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		th County l													_
(42) West Blue Grass Hwy	Bland County	9.58	140	G	91%	2%	1%	3%	3%	0%	С	0.152	F	0.619	150	G
<u>~</u>	To: From:	10-622 Birch	grove Rd V	West of Ce	eres											
( <sub>42</sub> ) West Blue Grass Hwy	Bland County	5.39	450	G	91%	2%	1%	3%	3%	0%	F	0.096	F	0.591	460	G
$\smile$	To	US 52 Wes	t of Bland C	Court Hou	se											
(42) (52) South Scenic Hwy	Bland County	3.97	1900	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.639	1900	G
	To:	I-77 West	of Bland Co	ourt House	Δ.											
(42) (52) South Scenic Hwy	Bland County	0.91	4200	G	96%	1%	1%	1%	1%	0%	F	0.102	F	0.571	4300	G
42) 52 South Scenic Hwy	Biaria County				3070	170	170	170	170	070	•	0.102	•	0.07 1	4000	Ü
	From:		Bland Cour		000/	407		40/	407	201	_	0.405	_	0.570	0500	_
42 E Bluegrass Trl	Bland County	10.25	2400	G	96%	1%	1%	1%	1%	0%	С	0.125	F	0.572	2500	G
<u>~</u>	To: From:	10-73	8 Mechanic	csburg												
42) East Blue Grass Hwy	Bland County	3.08	650	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.611	670	G
$\smile$	To:	10-60	6 Wilderne	ess Rd												
42 East Blue Grass Hwy	Bland County	2.30	900	G								0.117	F	0.668	920	G
,	To:	Gil	es County I	Line												
	From:		he County				i									
South Scenic Hwy	Bland County	4.18	170	G	97%	0%	1%	0%	1%	0%	F	0.188	F	0.696	170	G
32) 33411 333110 1 1111	Biana Goanty				0.70	070		070	170	070	•	0.100	•	0.000	170	Ŭ
Courth Coomin Library	From:		West of Bla		070/	007	40/	00/	40/	00/		0.000		0.000	4000	
52 42 South Scenic Hwy	Bland County	3.97	1900	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.639	1900	G
~ ·	To: From:	I-77 W	est of Blan	nd C.H.												
(52) (42) South Scenic Hwy	Bland County	0.91	4200	G	96%	1%	1%	1%	1%	0%	F	0.102	F	0.571	4300	G
$\bigcirc$	To:	SR	42 Bland C	C.H.												
52 North Scenic Hwy	Bland County	4.58	810	G	96%	1%	1%	1%	1%	0%	F	0.118	F	0.519	830	G
	To:	10-63	15 S Angels	s Pass												
~~~	From:		15 S Angles													
52 North Scenic Hwy	Bland County	2.05	1400	G	96%	1%	1%	1%	1%	0%	С	0.13	F	0.65	1400	G
<del>~</del>	To: From:	10-666	Indian Villa	age Trail												
52 North Scenic Hwy	Bland County	6.14	430	G	95%	1%	1%	2%	1%	0%	С	0.113	F	0.52	440	G
<del></del>	To:	SR 61 Cl	ear Fork Cı	reek Hwy												
~ <u> </u>	From:		Wolf Cree	k Hwy												
52 (61)	Bland County	0.06	430	N	95%	1%	1%	2%	1%	0%	Ν	0.113	Ν	0.52	440	Ν
<del>~ ~</del>	To:	I-77 W	est of Rocl	ky Gap												
52 61 Clear Fork Creek Hwy	Bland County	0.40	2100	G	95%	2%	1%	2%	1%	0%	С	0.121	F	0.868	2200	G
<del></del>	To:	CD 61	Wolf Cree	lz Honz												
52 North Scenic Hwy	Bland County	2.07	810	G G	95%	1%	1%	1%	1%	0%	С	0.114	F	0.548	840	G
52 North Scenic Hwy	Dianu County	2.07	I-77	J	3070	1 70	170	1 70	1 70	U70	C	0.114	r	0.540	040	G
	From:	US 52	North Scen	nic Hwy												
(52) (598) Ramp From US 52; SR 595 to I-77 NB at Exit 66	Bland County	US 52 0.10	North Scen 870	nic Hwy <b>G</b>								NA			870	G

## Virginia Department of Transportation Traffic Engineering Division

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

								Trı	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		SR 598													
[52] <del>[77]</del> [52]	Bland Coun	•				See I-77	for dir	ectional t	raffic vo	lume es	timate	s for this	segm	ent.		
$\Rightarrow \bigcirc \Leftrightarrow$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	28000	G	78%	1%	1%	1%	19%	1%	F	NA			25000	G
	To: From:	West	√irginia Sta	te Line			$\Box$									
52 (77) (52)	West Virginia (Ma	aint: 10) 0.50				See I-77	for dir	ectional t	raffic vo	lume es	timate	s for this	segm	nent.		
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	28000	G	78%	1%	1%	1%	19%	1%	F	NA			25000	G
	To:	End of T	unnel, Wes	t Virginia	ı											
	From:	US 52 I-77-S0	52A TO Al	ND FRO	M RT											
52 Ramp	Bland Coun		NA									NA			NA	
35)	To:	•	FROM RT	52; 42												
	From:	US 52 I-77-NO	52A TO A	ND FRO	M RT											
52 Ramp	Bland Coun		NA									NA			NA	
32)	To:	•	FROM RT	52; 42												
	From:	LIS 52 C	lear Fork C	eek Huz	,											
52 Ramp	۱ Bland Coun		540	G	95%	1%	1%	2%	1%	0%	F	NA			560	G
32)	To:	,	I-77 South		0070	.,,	Ť	_,,	.,,	0,0	-				000	
	From	US 52 I-77-NO			MDT		_									
52 Ramp	Bland Coun		<b>NA</b>	ND FRO	MKI							NA			NA	
52 Ramp	To T	,	FROM RT	52: 61								INA			INA	
	From:															
52 (77) Ramp	Bland Coun		I-77 South			Soo I 77	for dir	ectional t	roffic vo	dumo oc	timata	e for this	coam	ont		
52 77 Ramp	To:	·	E River Mo	ıntain De		3ee 1-77	ioi uii	ectional t	iaiiic vc	nume es	umate	5 101 11115	segn	ient.		
	From:	SK 376 I	SR 598	iiitaiii KC												
5 <u>2</u> (77) (5 <u>2</u> )	Bland Coun	nty 0.79				See I-77	for dir	ectional t	raffic vo	lume es	timate	s for this	segm	ent.		
	Combined Traffic Estimates for 2 Paralle		28000	G	78%	1%	1%	1%	19%	1%	F	NA	J		25000	G
	Ta-F	<u> </u>			. 0 / 0	.,,		.,0	.070	. 70	•					
	From: West Virginia (Ma		√irginia Sta	te Line		Soc I 77	for dir	ectional t	roffic vo	dumo oc	timata	e for this	coam	ont		
[52] 77 [52]		,	20000	_									segn	ient.	25000	_
	Combined Traffic Estimates for 2 Paralle		unnel, Wes	G Wirginia	78%	1%	1%	1%	19%	1%	F	NA			25000	G
	r.															
Class Fasts Create University	Pland Cours		well County		000/	00/	40/	00/	40/	00/	_	0.004	_	0.500	450	0
61) Clear Fork Creek Hwy	Bland Coun 	,	440	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.563	450	G
<del>-</del>	From:		North Scen lear Fork C	_	,		_									
64) (52)	L Bland Coun		430	N	95%	1%	1%	2%	1%	0%	Ν	0.113	N	0.52	440	N
61) [52]	Biana coan	<u> </u>			0070	170		270	170	070	• •	0.110		0.02		.,
	From:		est of Rocl								_					_
61) (52) Clear Fork Creek Hwy	Bland Coun 	•	2100	G	95%	2%	1%	2%	1%	0%	С	0.121	F	0.868	2200	G
<u> </u>	To: From:		Wolf Cree lear Fork C		,											
61 Wolf Creek Hwy	Bland Coun		690	G G	97%	1%	0%	1%	0%	0%	С	0.105	F	0.639	720	G
61 Wolf Creek Hwy	Biand Coun	•	es County I		31 /0	1 /0	0 /0	1 /0	U /0	U /0	U	0.103	ı	0.038	120	9
	10.	Gl	es County I	AIIC												

		Bland N	1aintenand	ce Are	a											
Route	Jurisdiction	Longth	AADT	ΟΛ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
Roule	Junsaiction	Lengui	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
North	From:		he County L	ine												
(77)	Bland County	0.69	12000	G	77%	1%	1%	1%	19%	1%	F	0.099	F		11000	G
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	24000	G	78%	1%	1%	1%	19%	1%	F	NA			22000	G
North	To: From		10-717													
(77)	Bland County	5.45	14000	G	77%	1%	1%	1%	19%	1%	F	NA			12000	G
	Combined Traffic Estimates for 2 Parallel I			G	78%	1%	1%	1%	19%	1%	F	NA			24000	G
	Too	<u> </u>	JS 52, SR 42	,												
North	From: L				770/	407	401	407	100/	407	_				44000	0
77	Bland County		13000	G	77%	1%	1%	1%	19%	1%	F	NA			11000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	26000	G	78%	1%	1%	1%	19%	1%	F	NA			23000	G
North	To: From:		10-666													
$(\overline{77})$	Bland County	3.94	13000	G	77%	1%	1%	1%	19%	1%	F	NA			11000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	26000	G	78%	1%	1%	1%	19%	1%	F	NA			22000	G
- No. of	To		10-606				_									
North (77)	Bland County	, 1.97	14000	G	77%	1%	1%	1%	19%	1%	F	NA			12000	G
(II)	Combined Traffic Estimates for 2 Parallel I			G	78%	1%	1%	1%	19%	1%	F	NA			23000	G
	To:	<u> </u>	JS 52, SR 61		1070	170		170	10 70	170	•	101			20000	Ü
North	From:		,													
(77)	Bland County		13000	В	77%	1%	1%	1%	19%	1%	С	0.145	Α		12000	В
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	26000	В	78%	1%	1%	1%	19%	1%	С	0.137	Α		23000	В
North	To: From:	U	S 52; SR 598	8												
(77) $(52)$ $(52)$	Bland County	0.79	15000	G	77%	1%	1%	1%	19%	1%	F	NA			13000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	28000	G	78%	1%	1%	1%	19%	1%	F	NA			25000	G
<del></del>	To:	West V	/irginia State	e Line												
North	West Virginia (Mair		15000	G	77%	1%	1%	1%	19%	1%	_	NA			13000	G
77 (52) (52)	Combined Traffic Estimates for 2 Parallel I	•	28000	G	77% 78%	1%	1%	1%	19%	1%	F	NA			25000	G
	To:		unnel, West			1 /0	1/0	1 /0	19 /0	1 /0	•	INA			23000	G
North	From:		'-N TO RT 7				<u></u>									
(77) Ramp	Bland County		NA									NA			NA	
	To:		RT 717 AN	D RT 6	01											
North	From:	Gap V	ENT BUILI	DING												
(77) Ramp	Bland County	0.10	NA									NA			NA	
$\overline{}$	To	I-77-N VEN	NT BUILDII	NG RO.	AD											
North	From:		7-N TO RT	52												
(77) Ramp	Bland County		NA									NA			NA	
	To:	US 52 US 52-	66B TO AN	D FRO	M RT											
North	From:		N TO SCAI	LES												
(77) Ramp	Bland County		NA									NA			NA	
	To:	I-77-N	FROM SCA	ALES												

## Virginia Department of Transportation Traffic Engineering Division 2011

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

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	ΩK	Dir actor AAWDT	ΓQ
orth	From:		-N TO RT 6	66											
7) Ramp	Bland Coun		NA									NA		NA	
	10:		O AND FRO												
orth	From:		orth to Rest									NIA		000	
Rocky Gap Rest Area Ramp	Bland Coun ™-Г	•	920 est Area Park	N in a L at								NA		920	
orth	From:		st Area Parki												
Rocky Gap Rest Area Ramp	Bland Coun		920	G			•					NA		920	
9	To	I-77 No	orth from Res	t Area											
rth	From:	I-77	-N TO RT 6	06											
Ramp	Bland Coun	ty 0.21	NA									NA		NA	
<u>/</u>	To:	10-606 T	O AND FRO	OM RT											
orth	From:		I-77 North												
Ramp	Bland Coun	,	650	G								NA		670	
	To:	US 52 CI	ear Fork Cre	ek Hwy	7										
orth	From:		7-N TO RT 5	52											
7 Ramp	Bland Coun ۔۔۔	,	NA									NA		NA	
	10.		2 FROM RT												
outh	From:		he County Li		700/	40/	40/	40/	400/	40/	_	0.447	^	44000	
7	Bland Coun	•	12000	A	78%	1%	1%	1%	19%	1%	F	0.147	Α	11000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	78%	1%	1%	1%	19%	1%	г	NA		22000	
uth	To: From:		10-717												
7	Bland Coun	ty 5.70	14000	G	78%	1%	1%	1%	19%	1%	F	NA		12000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	78%	1%	1%	1%	19%	1%	F	NA		24000	
	To: From:	U	JS 52, SR 42				$\neg$ $\vdash$								
uth 7	Bland Coun	ty 6.05	13000	G	78%	1%	1%	1%	19%	1%	F	NA		11000	
9	Combined Traffic Estimates for 2 Parallel	,		G	78%	1%	1%	1%	19%	1%	F	NA		23000	
	To-	Troddwdyd o'r triid frodto.			7070	170		170	10 70	170	•	1471		20000	
uth	From:		10-666												
7	Bland Coun	,	13000	G	78%	1%	1%	1%	19%	1%	F	NA		11000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	78%	1%	1%	1%	19%	1%	F	NA		22000	
uth	To- From:		10-606												
7)	Bland Coun	ty 2.12	13000	G	78%	1%	1%	1%	19%	1%	F	NA		12000	
·)	Combined Traffic Estimates for 2 Parallel	,		G	78%	1%	1%	1%	19%	1%	F	NA		23000	
	То		SR 61		- / -										
outh	From:				7001	461			4607	401	_				
	Bland Coun	ty 1.79	13000	Α	78%	1%	1%	1%	19%	1%	С	0.148	Α	11000	
77)	Combined Traffic Estimates for 2 Parallel	,		В	78%	1%	1%	1%	19%	1%	С	0.137	Α	23000	

## Virginia Department of Transportation Traffic Engineering Division 2011

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

			iannenan	.0070				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		SR 598				27 (XIC	0171710	TTTU	211011		1 40101		1 40101		
(77) $(52)$ $(52)$	Bland Count	y 0.79	14000	G	78%	1%	1%	1%	19%	1%	F	NA			12000	G
	Combined Traffic Estimates for 2 Parallel	•		G	78%	1%	1%	1%	19%	1%	F	NA			25000	G
	To:		√irginia Sta													
South	From L				700/	40/	40/	407	400/	407	_	N.1.0			40000	_
(77) (52) (5 <sub>2</sub> 2)	West Virginia (Ma		14000	G	78%	1%	1%	1%	19%	1%	-	NA			12000	G
	Combined Traffic Estimates for 2 Parallel		unnel, Wes	G t Wingini	78%	1%	1%	1%	19%	1%	F	NA			25000	G
South	From:_ Bland Count		ead End To	ORT 71	/							NA			NA	
77 Ramp	Biaria Court	10-717 TO		FRRT	77		1					INA			INA	
2 "	From						<u> </u>									
South (77) Ramp	Bland Count		NT BUILD NA	ING								NA			NA	
77 Kamp	To:	I-77-S VEN		ING RO	AD.							INA			INA	
Country	From	I-77-S RAMP TO														
South (77) Ramp	Bland Count		NA	SCALES	TUSCA							NA			NA	
77) Kamp	To:	,	FROM SC	CALES			1					INA			INA	
South	From:		S TO RT 5				·									
Ramp	∟ Bland Count		NA	12, 42								NA			NA	
(1) . tamp	To	US 52 US 52-		ND FRO	M RT											
South	From:		7-S TO RT													
Ramp	Bland Count		NA	000								NA			NA	
	To:	•	O AND FI	ROM RT												
South	From:	I-77 Sout	h to Welcon	me Cente	r		1									
Rocky Gap Welcome Center	r Bland Count		1100	N	72%	1%	1%	1%	24%	1%	N	0.154	Ν		1000	Ν
	To:	Enter Welco														
South	From:	Exit Welco														
Rocky Gap Welcome Center	Bland Count	•	1100	A	72%	1%	1%	1%	24%	1%	С	0.154	Α		1000	Α
	10:	I-77 South			ter											
South	From:		7-S TO RT	606												
Ramp	Bland Count		NA C 4 EBOX	( A NID T	IO DE							NA			NA	
	10.	10-606; 10-60			OKI											
South	From:		7-S TO RT	61								NIA			NIA	
Ramp	Bland Count	y 0.26 US 52 US :	NA 52 804 ED	ОМ РТ	77							NA			NA	
					11		<u></u>									
South	From: _ Bland Count		I-77 South <b>720</b>	G								NA			720	G
77 52 Ramp	Biand Count		River Mor		1							INA			120	G
	From:															
Moin St	<u> </u>		Scenic Hwy			00/	10/	10/	00/	00/	C	0.450	_	0 FF	250	_
(98) Main St	Bland Count	•	240	G lond CII	97%	0%	1%	1%	0%	0%	С	0.158	F	0.55	250	G
-	10:	10-605	South of Bl	iana CH												

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	West	Virginia Sta	te Line												
(598) E River Mountain Rd	Bland County	4.27	120	G	92%	4%	0%	0%	3%	0%	С	0.16	F	0.6	130	G
	To:	I-77; US	52 North S	cenic Hw	y											
	From:	SR 598	E River Mo	untain Ro												
(598) Ramp From US 52; SR 595 to I-77 SB at Exit 66	Bland County	0.22	NA				<del>_</del>					NA			NA	
	To:		I-77 SB													
	From:	US 52	North Scer	ic Hwy												
(598) (52) Ramp From US 52; SR 595 to I-77 NB at Exit 66	Bland County	0.10	870	G								NA			870	G
	To:		I-77 NB													

					В	sland Ma	aıntena	nce Area							
Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From	1												
F1) Sugar Bottom Dr	0.96	NA From					Dead End	1		NA			NA		
11) 0		To					10-617								
$\bigcirc$		From				10-616	Sandy Ho	ollow Rd		<u> </u>					
(F2)	0.17	<b>NA</b>					Dead End	1		NA			NA		
		From	I				Dead End			+					
F3 Arrowhead Dr	0.24	NA					Doud Em	-		NA			NA		
		To From				10-666 Iı	ndian Vil	lage Trail		$\supset$					
(F3)	0.29	<b>NA</b>								NA			NA		
		From	<u> </u>				Dead End								
(F48) Crab Orchard Dr	0.45	NA From				US 52 S	South Sce	nic Hwy		NA			NA		
(F46) Grand Grand Gr	00	To					Dead End	i							
		From				Wyth	ne County	Line							
600	2.60	60	R				10.505			NA			NA		04/25/2006
<u> </u>		To	<u> </u>				10-601	<15							
(601)	11.40	290	R			10-	-603; 10-6	617		 NA			NA		10/10/2003
(601)	11.10	То				Pulas	ki County	y Line							10/10/2000
		From					Dead End	1							
602) Spur Branch Rd	1.25	80	R							NA			NA		04/25/2006
0		To From				1.25 N	/IE of Dea	ad End							
602 Spur Branch Rd	0.80	100	R							NA —			NA		09/19/2006
	0.25	From	Ļ		1	10-668 Lo	ong Spur	School Rd					NIA		40/40/0000
602	0.35	90	R							NA			NA		10/10/2003
(600)	0.40	100 From	R			10-6	632 Parce	ll Dr		NA			NA		10/10/2003
602	0.10	To	···			0.40	0 ME 10-	622					101		10/10/2000
602	0.80	100 From	R			0.40	U ME 10-	052		NA			NA		10/10/2003
002		To					10-601								
$\bigcirc$		From				Wyth	ne County	Line							
603	1.60	30 <sub>To</sub>	R			10	-601; 10-	717		NA			NA		04/25/2006
		From	l				E Bluegra			_					
(604)	3.45	280	R			SIX 42,	L Diucgi	ass IIaii		NA			NA		10/07/2003
		To				10-65	1 Rock W	/all Dr							
604)	1.52	130 From	R							NA			NA		10/07/2003
$\overline{}$		To				1.5	2 ME 10- 0 ME 10-	651							
(604)	2.10	70	R			1.50	O IVIL 10-	031		NA			NA		10/07/2003
		To					10-608								
604)	0.40	60 From	R							NA			NA		10/07/2003
		To From				0.40	0 ME 10-	608							
(604)	0.50	60	R							NA			NA		10/07/2003
		To					Dead End								
COE	0.30	70	R				Dead End	1		NA			NA		04/11/2006
(605)		To	·`			0.20.3	MWD-	d End					. 11/-1		
(605)	0.59	100 From	R			0.30 1	MW Dea	u Ena		NA			NA		04/11/2006
(605)		To				0.80	MW Dea	d End		¬ <u> </u>					
605)	0.21	130 From	R			0.091	11 DCd	u Diff		NA			NA		04/11/2006
		To From				1.10 1	MW Dea	d End		$\neg$ —					
605)	0.50	<b>220</b> From	R							NA			NA		04/11/2006
$\overline{}$		To				SR	R 98 Main	St							

							aintenand									
Route	Length	AADT	QA	4Tire	Bus		Tr > 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From	el								-					
606) Wilderness Rd	0.06	350	G	93%	1%	3%	1%	2%	0%	F	0.120	F	0.506	380	G	2011
(606) Wilderness Rd	5.03	970 From	G	93%	1%	3%	I-77 1%	2%	0%	F	0.116	F	0.767	1000	G	2011
(606) Wilderness Rd	4.49	From	G	93%	1%		, Wesender , Wesendor 1%		0%	F	0.105	F	0.571	740	G	2011
(606) Wilderness Rd	3.94	From <b>620</b>	G	93%	1%	10-608 M 3%	ID Price R	idge Rd 2%	0%	С	0.122	F	0.632	640	G	2011
000)		To	:				E Bluegrass									
(606) Ramp	0.20	From <b>NA</b>	n:		10-606	5 I-77-S06	2A FROM	AND TO	RT		NA			NA		
		To	):			I-77-S	FROM RT	606								
606) Ramp	0.14	NA From	1:			10-606 TC	) AND FR	OM RT			NA			NA		
(606) Ramp	0.14	To	»:			I-77-N	FROM RT	606						TVA		
$\sim$		From					10-608									
(607)	1.89	50	R								NA —			NA		04/25/2006
(607) Burtons Pond Rd	0.71	From From	R			1.89	ME 10-60	08			 NA			NA		09/15/2006
(607) Dartelle i ella i ta		To				10-606	Wildernes	s Rd								
		From				SR 42 W,	E Bluegra	ss Trail								
(608)	0.60	200	R								NA —			NA		10/07/2003
(608)	1.10	From From	R				10-604				NA			NA		10/07/2003
(608) Skydusky Rd	1.90	100 From	R			1.10	ME 10-60	)4			NA			NA		09/12/2006
		To From				Jeffers	on Forest E	Bndy			<b>—</b> —					
608) Skydusky Rd	1.40	20	R				10.520				NA			NA		09/12/2006
(608)	0.60	110	R				10-639				NA			NA		10/07/2003
		To				SR 42 E,	E Bluegras	ss Trail			<b>—</b> —					
(608)	3.40	360	R								NA			NA		10/02/2003
		From	1:				E, Wilderne V, Wildern									
608)	2.44	180	R								NA			NA		10/02/2003
608) Wesendonick Rd	0.90	70 From	R		1	0-677 No	Business (	Creek Rd			NA			NA		09/25/2006
(608) Wesendonick Rd	0.90	7 <b>0</b>				10,600	Dinky Trac	dr D.d						INA		09/23/2000
(608)	2.28	<b>220</b> From	R			10-009	Diliky ITac	K Ku			NA			NA		10/02/2003
		To	):				N, Wilderne									
609 Dinky Track Rd	1.80	50	E			10-608	Wesendoni	ck Rd			 NA			NA		09/15/2006
(609) Dinky Track Rd	1.00	To			1	0-677 No	Business C	Creek Rd						INA		03/13/2000
		From				Smyt	h County L	ine								
(610)	1.10	50	R								NA			NA		10/10/2003
	0.80	70 From	R			10-742	Shady Grov	ve Rd			NA			NA		10/10/2003
(610)	0.00	To				SR 42 , V	V Blue Gra	ss Hwy				_		INA		10/10/2003
		From	h:			SR 42, I	E Bluegrass	Trail								
611)	0.10	80	R								NA			NA		10/02/2003
	0.50	From	. D			0.10	) MN SR 4	2						NI A		10/02/2222
(611)	0.50	<b>80</b>	R			0.60	) MN SR 4	2			NA T			NA		10/02/2003
			•			0.00										

							nce Area Truck			K		Dir			
Length	AADT	QA	4Tire	Bus					$\cap$	Factor	QK	Factor	AAWDT	QW	Year
	From				0.60	MN SR	42								
1.53	<b>70</b>	R			1	10 612				NA			NA		10/02/2003
	From	! :					nic Hwy			<u> </u>					
0.56	100	R			05 32 110	orth Beer	ine rrwy			NA			NA		10/02/2003
	To From				0.56	ME US	52			$\supset$					
4.22	110	R								NA —			NA		09/15/2006
0.89	From Prom	 R			4.78	ME US	52			NA			NA		10/02/2003
	To				5.67	ME US	52								
0.75	100	R								NA			NA		10/12/2003
4.55	From				10-627 Da	alton Ho	ollow Rd						NIA		40/00/0000
1.55	90	. <del>К</del>								NA			NA		10/02/2003
2.90	100 From	R				10-611				NA			NA		10/02/2003
	To	:			10-631 P	Pinch Cre	reek Rd			_					
0.81	330	R			10.10.1					NA			NA		10/02/2003
	From	: :								<u> </u>					
0.37	70	R			Di	eau Enu	1			NA			NA		08/29/2006
	To From				0.37 M	IE Dead	l End			$\exists$					
0.60	130	R								NA			NA		08/29/2006
0.20	From	<u> </u>			0.97 M	1E Dead	l End			NΑ			NΔ		08/29/2006
0.20	Z10 To				1 17 M	ME Dood	1 End						INA		00/29/2000
4.71	530 From	R			1.1 / 101	IL Dead	I EIIU			NA			NA		08/29/2006
	To From	-			10-663 I	Dangerfi	ield Dr								
0.50	800	R								NA			NA		09/30/2003
6 16	From				US 52 No	orth Scer	nic Hwy			NΑ			NΔ		09/30/2003
0.10	To	:			De	ead End	i						INA		09/30/2003
	From				Tazewel	ll Count	ty Line								
12.70		_			US 52 No	orth Scer	nic Hwy			NA			NA		09/30/2003
	From	:		1											
1.20	420	R								NA			NA		09/30/2003
0.05	From				1	10-620							NIA		04/40/0000
2.95	70	.F			2051	20110	520			NA			NA		04/18/2006
0.25	70 From	R			2.95 1	MN 10-0	620			NA			NA		08/22/2006
	To	:			1	10-618									
4.37	1100	R								NA			NA		09/30/2003
0.00	From				10-6	549 Pep	St			$\rightarrow$			N10		00/00/0000
0.32	1300	 . <del></del> _				* 1 G	. **			NA			NA		09/30/2003
0.59	440 From	R			us 52 N, N	North Sc	enic Hwy			NA			NA		09/30/2003
	To				De	ead End	i								
0.30	From 50				1	10-617				NΙΛ			NΙΛ		04/18/2006
0.30	<b>30</b>					FR-2							INA		U+/ 10/2000
	From			1			enic Hwy								
3.80	<b>60</b>	R			10 (10 (	Green II	EII D.4			NA			NA		10/10/2003
	1.53  0.56  4.22  0.89  0.75  1.55  2.90  0.81  0.37  0.60  0.20  4.71  0.50  6.16  12.70  1.20  2.95  0.25  4.37  0.32  0.59  0.30	1.53 70  From  0.56 100  4.22 110  0.89 90  0.75 100  1.55 90  1.55 90  1.57 70  0.81 330  0.81 330  0.81 330  0.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81 330  1.81	1.53 70 R    To   From:	1.53 70 R Tro    Prome	1.53 70 R    Trop	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4Tire   Bus   2Axle   3+Ax	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trai	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle   1Trail   2Trail   1.53   70   R	1.53   70   R   10-612	Length   AADT   QA   ATire   Bus   2Axde 3+Axde 1Trail 2Trail   QC   Factor	Length   AADT   QA   4Tire   Bus   2Axde 3+Axde 1Trail 2Trail   CC   Factor   QK	AADT	Length   AADT   QA   4Thre   Bus   2Ade 3+Ade 1Trail   2Trail   2Trail   CC   Factor   CK   Factor	1.53   70   R

Route	Length	AADT	QA	4Tire	Bus		Truck		QC	K	QK	Dir	AAWDT	QW	Year
Bland County							3+Axle 1Tra	ıı 21 rail		Factor		Factor			
(617)	1.97	180	R			10-619 G	reen Hill Rd			 NA			NA		10/10/2003
		To From				10-616 San	dy Hollow Rd			_					
(617)	1.00	400	R							NA			NA		10/10/2003
		To	<u>.                                    </u>				uth Scenic Hwy								
(40)	1.20	120	R		-	10-615	Suiter Rd			 NA			NA		09/30/2003
(618)	1.20	To.				Dea	nd End						1471		00/00/2000
		From				10	)-617								
619 Green Hill Rd	0.40	46 <sub>To</sub>	R			-	15.1			NA			NA		04/18/2006
		From	<u> </u>				nd End								
(620)	1.80	160	R			Dea	nd End			NA			NA		04/18/2006
020		To				10-615	Suiter Rd								
$\sim$		From				SR 42 West I	Blue Grass Hwy								
621)	3.00	230 To	R			LIC 52 Court	h Cassia Hvvv			NA			NA		10/10/2003
		From	l				h Scenic Hwy Blue Grass Hw	.,		<del></del>					
622)	1.00	60	R			x 42 3, west	DIUE OFASS HW	у		NA			NA		10/10/2003
		Ta	_			1.00 M	1E SR 42								
622)	0.30	60 Prom	R							NA			NA		10/10/2003
		To From				10-620	6 WEST			_					
622	1.40	70	R							NA			NA		10/10/2003
		To From				10-62	6 EAST								
622	0.30	60	R							NA			NA		10/10/2003
Directo Consum Del	0.40	From	_			0.30 M	E 10-626			$\Box$			NIA		00/40/0000
622 Birch Grove Rd	0.40	40	R							NA			NA		09/19/2006
(600)	0.40	From	R			Jefferson	Forest Bndy			NA			NA		10/10/2003
622)	0.40	То	·``		1	0.625 W.M	ountain Glen Dr						147.		10/10/2000
622)	0.53	60 From	R		1	.0-623 W, M	ountain Gien Di			NA			NA		10/10/2003
022)		To From				10-62	5 EAST								
622)	0.70	<b>70</b>	R							NA			NA		10/10/2003
		To From				10-624 Ra	vens Cliff Rd			$\exists$ —					
(622)	2.30	60	R							NA			NA		10/10/2003
<u> </u>		To From				10	)-623								
(622)	2.70	70	R							NA			NA		10/10/2003
	2.20	From	Ļ		SF	R 42 W, Wes	t Blue Grass Hw	У					NΙΔ		10/10/2003
622	2.30	70	R							NA			NA		10/10/2003
(622) Whackertown Rd	1.40	90 From	R		SI	K 42 E, West	Blue Grass Hw	у		NA			NA		09/19/2006
622) Wildertolli Ha	1.10	То				Dea	nd End			<u> </u>					00/10/2000
		From				10	)-622								
(623)	0.81	130	R							NA			NA		10/10/2003
		To			SF	R 42 W, Wes R 42 E, West	t Blue Grass Hw Blue Grass Hw	y y							
623) Sharon Springs Rd	7.40	40	R							NA			NA		09/19/2006
		То					County Line								
(624) Ravens Cliff Rd	1.00	From <b>60</b>	R			Dea	nd End			 NA			NA		09/19/2006
(624) Ravens Cliff Rd	1.00	<b>OU</b> To	,			10	)-622			TNA			INA		03/13/2000
		From					nd End			j					
(625) Mountain Glen Dr	0.50	30	R							NA			NA		09/19/2006
$\overline{}$		To				10-622	2 WEST								

Route	Length	AADT	QA	4Tire	Bus			ruck e 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		F	i						ZIIdii		1 40101		1 actor			
(625)	0.60	160	R			10-	622 EAS	<u>T</u>			NA			NA		10/10/2003
		To				SR 42 Wes	st Blue G	rass Hwy			<b>—</b> —					
625)	0.40	50	R								NA			NA		10/10/2003
<u> </u>		From				10-647 W	illow Sp	rings Rd			$\supset$					
625) Poor Valley Rd	0.30	30	R								NA 			NA		09/19/2006
(625) Poor Valley Rd	6.40	From From	 R			0.30	MN 10-6	547			NA			NA		09/19/2006
(625) Poor Valley Rd	0.40	To				D	Dead End							INA		09/19/2000
		From	-			10-0	622 WES	T								
(626)	2.20	40	R								NA			NA		10/10/2003
		From				2.20	ME 10-6	522								
626	0.60	60	R								NA			NA		10/10/2003
$\overline{\bigcirc}$	0.05	From	Ļ			10-	622 EAS	Т						NIA		40/40/0000
(626)	0.85	150 To	R			SR 42 Wes	st Blue G	rass Hwv			NA			NA		10/10/2003
		From	:				Dead End									
(627) Dalton Hollow Rd	0.80	30	R								NA			NA		09/15/2006
<u> </u>		То				10-612	Kimberli	ng Rd								
$\bigcirc$	0.00	From	Ļ			US 52 No	orth Scen	ic Hwy						NIA		00/00/0000
(628)	80.0	510	R			10-652	2 Fernwoo	nd Dr			NA			NA		09/30/2003
		From	:				Wilderne									
(629)	1.30	250	R			10 000	Wildelife	-55 FtG			NA			NA		10/02/2003
		То	:			D	Dead End									
		From				D	Dead End									
630	0.19	5 To	R				10-665				NA			NA		1994
		From	.l				10-612									
(631) Pinch Creek Rd	1.75	340	R				10-012				NA			NA		09/15/2006
		То				D	Dead End									
O		From					10-602									
632) Parcell Dr	0.24	45 To	R			Г	Dead End				NA			NA		09/19/2006
_		From	1													
(633) Short Ridge Dr	0.65	110	R			L	Dead End				NA			NA		09/15/2006
000		То				10-631 I	Pinch Cre	ek Rd								
		From				10-738 B	yrnes Ch	apel Rd								
634) Mechanicsburg Rd	0.57	180 To	R			CD 40 E	· Dl      C	**			NA			NA		09/12/2006
		From	.I			SR 42 Eas					<u> </u>					
635) Pearl St	0.07	30	R			10-6	37 Starks	St			NA			NA		08/22/2006
(033) 1 0441 01	0.0.	То	:			Cı	ul-de-Sac	:			j.					00/12/2000
		From	1			D	Dead End									
(636) Walnut Dr	0.10	300	R								NA			NA		08/22/2006
<u> </u>		From					10-615				_					
636) Walnut Dr	0.06	<b>9</b>	R				10 649				NA			NA		08/22/2006
•		From	:I				10-648				1					
(637) Starks St	0.10	50	R				10-013				 NA			NA		08/22/2006
<u></u>		То				10-63	36 Walnu	Dr								
_		From					10-629									
(638) Wright Mountain Dr	0.47	120	R								NA			NA		09/15/2006
$\overline{}$		To	<u> </u>			D	Dead End									

Route	Length	AADT	QA	4Tire	Bus			Truck		ററ	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County			1						XII Z116	AII	1 actor		i actor			
(639)	0.20	10	R			10-6	508 Skydı	usky Rd			 NA			NA		09/12/200
(039)		To	·				Dead E	nd								
		From	:				Dead E	nd								
(640) Crystal Springs Dr	1.00	46	R								NA			NA		09/12/2006
<u> </u>		To From				10-738	Byrnes (	Chapel Rd								
(640) Trails End Dr	3.00	130	R								NA			NA		10/11/2006
<u> </u>		To From				3.0	00 ME 1	0-738								
(640) Trails End Dr	0.70	<b>20</b>	R				D 15				NA			NA		09/12/2006
			]			10.1	Dead E									
(641) Walnut Hollow Dr	0.03	20	R			10-60	06 Wilde	rness Rd			NA			NA		09/15/2006
(641) Walnut Hollow Dr	0.00	20				0.4	00 3 07 1	0.505						IVA		03/13/2000
(641) Walnut Hollow Dr	0.12	20 From	R			0.0	03 MN 1	0-606			NA			NA		09/15/2006
(641) Walnut Hollow Dr	0.12	To					Dead E	nd						IVA		03/13/2000
		From	:			JS 52 S		Scenic Hwy								
(642) Hicksville Rd	0.70	30	R				,				NA			NA		08/29/2006
		To			U	JS 52 N	N, North	Scenic Hwy								
		From	:				Dead E	nd								
(643) Grassy Branch Dr	0.40	40	R								NA			NA		04/18/2006
<u> </u>		To				US 52	South So	cenic Hwy								
	0.40	From	Ļ				Dead E	nd						NIA		00/00/000
(644)	0.40	40	R			SD 61	Wolf C	reek Hwy			NA			NA		08/29/2006
		From	:T			SK 01					<u>_</u>					
(645) Stillhouse Spring Dr	1.10	70	R				Dead E	na			NA			NA		09/12/2006
(045) Guillians Spring 21		To				SR 42	, E Blueg	grass Trail								00/ 12/2000
		From				1	0-615 W	EST								
(646) Hunting Camp Rd	0.37	70	R								NA			NA		08/22/2006
<u> </u>		To From	-			0.3	37 ME 10	0-615			<u> </u>					
(646) Hunting Camp Rd	2.31	200	R								NA			NA		08/22/2006
		To	:			1	10-615 E	AST								
		From					Dead E	nd								
(647) Willow Springs Rd	0.32	<b>50</b>	R								NA			NA		09/19/2006
			1					/alley Rd								
	0.49	From	R			US 52	North So	cenic Hwy			 NA			NA		08/22/2006
(648)	0.49	<b>3</b>					Dead E	nd						INA		00/22/2000
		From					Dead E				1					
(649) West Camp Dr	0.03	40	R				D CHILL D				NA			NA		08/22/2006
		To				10	)-654 Cha	ase St			<u> </u>					
(649) Pep St	0.14	180 From	R			- 10	7 05 T CIR	use Bt			NA			NA		08/22/2006
		To	:				10-61	5								
		From	-				Dead E	nd								
(650) Round Bottom Dr	0.90	20	R								NA			NA		08/29/2006
<u> </u>		To				SR 61	Wolf C	reek Hwy								
Deal Mall Di	0.00	From	لب				Dead E	nd						<b>.</b>		00/40/0000
(651) Rock Wall Dr	0.22	<b>30</b>	R				10-60-	4			NA			NA		09/12/2006
		From									<u> </u>					
(652) Fernwood Dr	0.05	30	R				Dead E	DII			NA			NA		08/29/2006
(002) 1 SINWOOD DI	0.00	To					10-628	8						IVA		33,23,2000
		From	:			10-738		Chapel Rd			i					
(653) Osborne Dr	0.20	140	R				,	.,			NA			NA		09/12/2006
		To					Dead E	nd								

				Bland Maintenance Area						
Route	Length	AADT	QA	4Tire BusTruckTruck	OC.	K actor	QK	Dir Factor	AAWDT	QW Yea
Bland County		From:	1	10-649 Pep St; West Camp Dr		ī				
654) Chase St	80.0	240	R	To dis Tep si, west camp si		NA			NA	08/22/
		To		10-615						
O =: -		From:	<u> </u>	US 52 North Scenic Hwy		J				
655) Elm Dr	0.16	60 To:	R	DJ.FJ		NA			NA	08/29/
		From:	<u> </u>	Dead End						
656) Raleigh Grayson Tpke	0.86	90	R	Dead End		NA			NA	04/18/
050) · ·································		To		10-658 Old Mill Rd						
656) Raleigh Grayson Tpke	1.40	150 From:	R	10-038 Old Willi Ku		NA			NA	04/18/
030) 44 9 4 4 4		To:		10-1001 Jackson St		٦				
656) Raleigh Grayson Tpke	0.07	130 From:	R	10-1001 Jackson St		NA			NA	04/11/
900		To:		SR 98 Main St						
_		From:		10-614						
657) Villa Heights Dr	0.25	120	R			NA			NA	08/31/
<u> </u>		To:		Dead End						
Old Mill Dd	4.04	From:	Ļ	Dead End					NIA	04/40
658) Old Mill Rd	1.21	30 <sub>To-</sub>	R	10-656 Raleigh Grayson Tpke		NA T			NA	04/18/
		From:	l	US 52 South Scenic Hwy		1				
659) GB Keglely Dr	0.45	110	R	US 32 South Scenic riwy		NA			NA	04/18/
039) == 1139.31, =1		To:		Dead End		Ī				
		From		Dead End						
660) ML Thompson Dr	0.10	210	R			NA			NA	04/24/
		To:		SR 61 Wolf Creek Hwy						
$\bigcirc$		From:		10-653 Osborne Dr						
661)	0.03	NA To:		D1E-1		NA			NA	
		From:	<u> </u>	Dead End		<del> </del>				
662) Hungry Hollow Dr	0.30	60	R	10-606 Wilderness Rd		NA			NA	09/15/
662 Hangry Hollow Br	0.00	To:	Ė	Dead End		Τ΄`			14/1	00/10/
		From:		10-613 Dry Fork Rd						
663) Dangerfield Dr	80.0	30	R			NA			NA	08/29/
		To:		Dead End						
		From:		Dead End						
664)	0.20	NA To:		40.400		NA			NA	
			<u> </u>	10-608		<u> </u>				
	0.55	From: 280	R	Dead End		J NA			NA	08/24/
665)	0.55	<b>200</b> To:		US 52 Clear Fork Creek Hwy					INA	00/24/
		From		US 52 North Scenic Hwy		i				
666) Indian Village Trail	0.15	3800	R			NA			NA	08/31/
		To		I-77 WEST Ramp		<b>—</b>				
666) Indian Village Trail	0.17	2100	R			NA			NA	08/31/
<u> </u>		To		I-77 EAST Ramp		Т				
666) Indian Village Trail	0.01	1100	R			NA			NA	08/31/
		To		FR-3 Arrowhead Dr						
<u> </u>		From:		10-666 TO AND FROM RT						
666) Ramp	0.19	NA	-	V 00 0 TO 10		NA			NA	
		To:		I-77-S FROM RT 666						
666) Ramp	0.19	From:		10-666 TO AND FROM RT		_ NA			NA	
(666) Ramp	0.18	NA To:		I-77-N FROM RT 666					INA	
		From:	I	Dead End		i				
667) Bland Farm Rd	0.49	600	R	Dead Life		NA			NA	09/15/
	-	To:		SR 42 East Blue Grass Hwy		1				

							mienanc	, o , o a								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From:									_					
(668) Long Spur School Rd	0.05	2	R			L	Pead End				NA			NA		09/19/200
(000)		To	·			10-602 \$	Spur Branc	h Rd								
		From:	:			10-738 B	yrnes Chaj	pel Rd								
(670) Mount Zion Rd	1.75	80	R								NA			NA		09/12/2000
$\overline{\bigcirc}$	4.55	From:				1.75	ME 10-73	8			$\supset$					40/07/000
670	1.55	<b>90</b>	R			Giles	County Li	ne.			NA			NA		10/07/200
		From	:				Wildernes				i					
(671) Dismal Creek Rd	0.42	110	R								NA			NA		09/15/200
		To	:			D	ead End									
O. M	0.45	From:	<u> </u>			US 52 Sc	outh Scenic	: Hwy								00/00/000
(674) Meadowview Rd	0.15	90 To-	R			Г	Pead End				NA			NA		08/22/200
		From:	:				Dead End				<u>_</u>					
(676)	0.25	NA	<u> </u>			ь	cau Enu				NA			NA		
0.0		To	:				US 52									
		From:	:			10-608 V	Vesendoni	ck Rd								
(677) No Business Creek Rd	1.20	250	R								NA			NA		09/15/200
<u> </u>		From				10-609 I	Dinky Trac	k Rd								
677) No Business Creek Rd	0.10	<b>80</b>	R			Cileo	County Li				NA			NA		09/15/200
CP C .			<u> </u>			Glies	County Li	ne								
Giles County		From:	:			Giles	County Li	ne								
(677) No Business Creek Rd	1.90	80	R								NA			NA		09/15/200
		To				D	ead End				<u> </u>					
Bland County		From	:			SR 61 W.	Wolf Cree	k Hwv								
(678) Shady Branch Circle	1.65	150	R								NA			NA		08/24/200
		To. From:				1.65	ME SR 6	1								
(678) Shady Branch Circle	0.80	100	R								NA			NA		08/24/200
		To:				2.45	ME SR 6	1			$\exists$ —					
678) Shady Branch Circle	1.12	90	R								NA			NA		08/24/200
		To					Wolf Cree	k Hwy								
(679) Depot Dr	0.10	140	<u> </u>			D	Dead End				NΔ			NΔ		08/22/200
(679) Depot Di	0.10	140	R			US 52 No	orth Scenie	e Hwv			NA T			NA		08/22/200
		From:	:				515; 10-62									
(680) Brushy Mountain Rd	0.89	280	R								NA			NA		04/18/200
$\bigcirc$		To	:			Cı	ul-de-Sac									
$\bigcirc$	0.00	From					10-617							NIA		
684)	0.32	NA To:	:			Г	Pead End				NA			NA		
		From:	:				IL Thomps	son Dr			1					
690	0.30	190	R			10 000 10	LL Thomp.	, on Di			NA			NA		04/24/200
		To:	:			D	ead End									
		From:	:				County L									
717)	0.05	250	G	95%	1%	1%	2%	2%	0%	С	0.118	F	0.613	270	G	2011
	0.15	From:		0001	401	001	I-77	201	001	_		_	0.000	222		00::
717 Little Creek Hwy	2.13	290 To:	G	98%	1%	0%	0% 10-601	0%	0%	С	0.098	F	0.639	300	G	2011
		From	:				10-601 TO I- 77				<del></del>					
(717) Ramp	0.32	NA					01-//				NA			NA		
		To				I-77-S I	FROM RT	717			1					

					В		ntenance /									
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle 1		C	OC I	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		Fron														
(717) Ramp	0.15	NA				FRO	M RT 717				 NA			NA		
		Tr				I-77-N F	ROM RT 71	7								
		Fron				Pulaski	County Line				J					
738 Byrnes Chapel Rd	2.31	40	R								NA			NA		09/12/2006
		Fron				10-670 N	Mount Zion R	d			<u> </u>					20/10/202
738 Byrnes Chapel Rd	2.85	270	R								NA —			NA		09/12/200
(738) Byrnes Chapel Rd	0.53	380 From	R		1	10-640 S, C	Crystal Spring	s Dr			NA			NA		09/12/200
(738) Byrnes Chapel Rd	0.55	300												INA		09/12/2000
(738) Byrnes Chapel Rd	0.37	370 From	R			10-634 M	echanicsburg	Rd			NA			NA		09/12/200
(730) = 7		To				SR 42, E	Bluegrass Tr	ail			1					
		Fron				Smyth	County Line									
(742) Shady Grove Rd	0.30	10	R								NA			NA		09/19/200
		To					10-610									
(1001) Jackson St	0.13	210	°∟ R		10	0-656 Rale	igh Grayson	Грke			 NA			NA		04/11/200
(1001) Jackson St	0.13	210				10 1002	F: 16							INA		04/11/2000
(1001) Jackson St	0.18	1300	R			10-1002	Fairground S	t			NA			NA		04/11/2006
(1001) Sacreson St	0.10	т.	·` 			110 52 00	uth Scenic H	NN1			- <u></u>					0 17 1 17 2000
(1001) Jackson St	0.09	330 From	R			03 32 30	utii Scenic H	wy			NA			NA		04/18/200
(1001)		Tr				10-1005 Se	eddon St; Firs	t St			1					
		Fron				10-100	1 Jackson St									
(1002) Fairground St	0.05	710	R								NA			NA		04/11/200
0		To Fron				SR 9	98 Main St				_					
(1002) Fairground St	0.08	570	R								NA			NA		04/11/200
		Tr	느				ead End				<u> </u>					
(1003) Courthouse St	0.05	390	 R			10-100	1 Jackson St				_  NA			NA		04/11/200
(1003) Courthouse St	0.03	390 To				SR 9	98 Main St				Τ̈́			INA		04/11/200
		From	ī				ead End				i					
(1004) Lee St	0.16	30	R								NA			NA		04/11/200
$\overline{}$		To	:			SR 42, E	Bluegrass Tr	ail								
<u> </u>	0.05	Fron			Ţ	JS 52 W, S	South Scenic	Hwy			١.,					0.4/4.4/0.00
1005 First St	0.35	250	R								NA 			NA		04/11/200
Caddaa Ct	0.40	From	느			10-100	1 Jackson St							NIA		04/44/000
1005 Seddon St	0.12	150	R								NA			NA		04/11/200
(1005) Fifth St	0.08	30 From	R		τ	US 52 E, N	Iorth Scenic I	łwy			NA			NA		04/11/2006
(1005) Fifth St	0.00	JU												INA		04/11/2000
(1005) Fifth St	0.02	370 From	R			10-10	006 First St				NA			NA		04/11/2006
(1003) - 11111 - 51	0.02	To				SR 42, E	Bluegrass Tr	ail			i .					0 17 1 17 200
		Fron	-			10-10	005 Fifth St									
(1006) First St	0.10	230	R								NA			NA		04/11/200
<u> </u>		To	<u> </u>				ead End									
O Jefferson St	0.05	From	<u> </u>			US 52 So	uth Scenic H	wy						NΙΔ		04/11/2006
1007 Jefferson St	0.05	<b>70</b>	R			10-1	004 Lee St				NA T			NA		04/11/2006
		Fron					US 42				<del>†</del>					
(1008) Fairview St	0.11	310	R				CD 12				NA			NA		04/11/200
$\overline{\bigcirc}$		To	:			D	ead End									
$\sim$		Fron				10-100	8 Fairview St									
(1009) JEB Stuart St	0.07	70	R				15.1				NA			NA		04/11/2006
		To	Щ_			D	ead End									

Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From				D	Dead End			1					
(1010) Short Run Dr	0.15	20	R				oud Bild			NA			NA		04/18/2006
		To				US 52 Sc	outh Scenie	c Hwy							
		From	1			SR 42, E	Bluegrass	Trail		l l					
(1011) Industry Dr	0.22	1000	R							NA			NA		04/11/2006
$\cup$		To				D	Dead End								
		From				10-606	Wildernes	s Rd							
(9049)	0.03	45	R							NA			NA		1992
$\overline{}$		То				Holly?	Brook Sch	ool							
		From				SR 42, E	Bluegrass	Trail							
(9050) Rocket Dr	0.08	390	R							NA			NA		1992
$\overline{}$		To				Bland Ele	ementary S	School							
		From				Ceres Ele	ementary S	School							
(9051)	0.10	46	R							NA			NA		1992
$\overline{}$		To					10-625								
		From					10-615								
(9628)	0.08	47	R							NA			NA		1992
$\overline{}$		To				Bastian El	lementary	School							