2001

Virginia Department of Transportation Daily Traffic Volumes Including Vehicle Classification Estimates Where available

Jurisdiction Report 86

> Smvth County Town of Marion Town of Chilhowie Town of Saltville

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 includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the 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; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include 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 booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, 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 all 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".

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

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 Traffic Engineering 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

Design Hour: The estimate of the traffic volume for the 30^{th} highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

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, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

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 Rout	te
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.

					Smyt	h Maintei	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	ΟW	Year
rtoute	Longin	AADI	Q,A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QVV	rear
Smvth County				From:	W:	ashington C	ounty Line		1						
<u>[11]</u>	0.04	2600	F	96%	1%	1%	1%	1%	0%	F	310	F	2700	F	2001
<u> </u>				To:		WCL Chi	lhowie								
Town of Chilhowie				From:		WCL Chi	11: -		1						
<u>[11]</u>	1.13	2600	N	96%	1%	WCL Chil	1%	1%	- 0%	N	310	N	2700	N	2001
				To:		SR 107 Ch	ilhowie								
<u>[11]</u>	1.51	7100	F	96%	1%	1%	1%	1%	0%	С	850	F	7200	F	2001
\bigcirc				To:		ECL Chil	howie								
Smyth County				From:		nor our									
<u>[11]</u>	2.80	7100	N	96%	1%	ECL Chil 1%	1%	1%	- 0%	N	850	N	7200	N	2001
			•••	To:	. , ,			. , ,	¬			.,	00		
<u>[11]</u>	4.32	3200	F	From: 96%	1%	86-64 1%	1%	1%	0%	F	300	F	3300	F	2001
<u> </u>				To:		Rt FO	07								
11	0.66	11000	F	96%	1%	1%	1%	1%	0%	F	1000	F	11000	F	2001
<u> </u>				To:		WCL M	arion								
Town of Marion															
11 S Main St	0.52	9800	F	98%	0%	WCL M	arion 0%	0%	┘ 0%	С	900	F	10000	F	2001
11 S Main St	0.02	0000	•	To:	070			070	¬		000	•	10000	•	2001
11 S Main St	0.40	9900	F	From: 98%	0%	Greenway 1%	0%	0%	0%	F	900	F	10000	F	2001
				To:		Anderso									
11 Main St	0.41	10000	F	98%	0%	1%	0%	0%	0%	F	890	F	11000	F	2001
				To:		SR 1	6								
11 Main St	1.19	19000	F	97%	0%	1%	1%	1%	0%	С	1800	F	20000	F	2001
<u> </u>				To: From:	9	SR 16 Com	merce St								
11 E Main St	0.20	18000	F	97%	0%	1%	1%	1%	0%	F	1600	F	19000	F	2001
<u> </u>				To: From:		N Mair Pendleto									
11 Main St	0.04	23000	F	96%	0%	2%	0%	1%	0%	F	2200	F	24000	F	2001
				To:		Staley	St		—						
11 Main St	0.13	18000	F	96%	1%	2%	0%	1%	0%	F	1600	F	19000	F	2001
\bigcirc				To: From:		Park	St								
11	0.07	14000	F	96%	1%	2%	0%	1%	0%	F	1400	F	14000	F	2001
<u></u>				To: From:		Keller	St								
(11) N Main St	0.41	11000	F	96%	0%	2%	0%	1%	0%	С	1200	F	12000	F	2001
				To:		ECL Ma	arion								
Smyth County				From:		ECL Ma	arion		1						
11	3.18	6800	F	96%	0%	2%	0%	1%	0%	F	800	F	6900	F	2001
$\overline{}$				To: From:		86-622 A	tkins		7——						
11	3.97	3900	F	96%	0%	2%	0%	1%	0%	F	390	F	3900	F	2001
				To: From:		86-68	33		<u> </u>						
11)	2.65	2900	F	96%	0%	2%	0%	1%	0%	С	280	F	2900	F	2001
				To:		Wythe Cou									
	4.48	1500	F	From: 89%	2%	Grayson Cou 4%	inty Line 1%	3%	0%	F	140	F	1500	F	2001
(16)	4.40	1500	Г	U 9 /0	∠ /0			J /0	7		1+0	-	1300		2001
16	1.38	1600	F	From: 89%	2%	86-67 4%	7 <u>6</u> 1%	3%	0%	F	150	F	1600	F	2001
16	1.00	1000	•	To:				J /0	7	'	150	'	1000	•	2001
16	9.25	3000	F	From: 89%	2%	86-601 Suga 4%	ar Grove 1%	3%	0%	F	300	F	3000	F	2001
16			•	To:		SCL Ma									

					Smyt	h Maintei	nance Ar	ea							
Davida	1	AADT	0.4	4T:	D		Tru	ıck			Design	OK	A A)A/DT	014/	V
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QN	AAWDT	QW	Year
Town of Marion															
16 S Commerce Street	0.26	6100	F	From: 89%	2%	SCL Ma	1%	3%	0%	С	580	F	6400	F	2001
16 S Commerce Street	0.20	0100	-	09 /0	2 /0		1 /0	3 /0	U 76	C	300	•	0400		2001
0.0	0.04			From:	00/	I-81	40/	00/			000		0000		0004
16 S Commerce Street	0.04	8800	F	89%	2%	4%	1%	3%	0%	F	860	F	9200	F	2001
				To: From:		SR 21]						
(16) S Commerce Street	0.68	9000	F	89%	2%	4%	1%	3%	0%	F	900	F	9400	F	2001
				To: From:		US 11 M	ain St								
(16) (11) Main St	1.19	19000	F	97%	0%	1%	1%	1%	0%	С	1800	F	20000	F	2001
<u> </u>				To: From:		US 11 M	ain St								
16 Park Blvd	1.27	4300	F	98%	0%	1%	0%	0%	0%	F	500	F	4500	F	2001
				To:		NCL Ma	arion								
Smyth County															
	0.50		_	From:	00/	NCL Ma		40/		_	400	_	0000	_	0004
16	0.59	2200	F	98%	0%	1%	0%	1%	0%	С	190	F	2200	F	2001
				From:		-617 North									
16	1.93	1400	F	98%	0%	1%	0%	1%	0%	F	140	F	1500	F	2001
				To: From:	SR 348	B Hungry M	other State	Pk							
16	9.43	600	F	96%	0%	1%	1%	2%	0%	С	60	F	610	F	2001
				To:		S SR	42		Т						
16	0.32	560	F	96%	0%	1%	1%	2%	0%	F	50	F	570	F	2001
				To		N SR	42								
16	2.96	190	F	96%	0%	1%	1%	2%	0%	F	20	F	190	F	2001
16				To:	T	azewell Co									
				From:		SR 91 Bro	adford								
42	2.91	760	F	95%	1%	1%	2%	1%	0%	F	140	F	770	F	2001
				To:		86-63	10								
42	6.68	370	F	95%	1%	1%	2%	1%	0%	С	40	F	370	F	2001
42)			-	To:					_						
40 (40)	0.32	560	F	From: 96%	0%	16 West II 1%	1%	2%	0%	F	50	F	570	F	2001
42 (16)	0.02	300	•	30 70				270	- 0 / 0	'	30	'	370	•	2001
	0.20	220		From:		16 East In		4%	00/		20	F	240	F	2001
42)	8.29	230	F	94% To:	0%	1% Bland Cour	1%	4%	0%	F	30	Г	240	Г	2001
				From:											
North	0.94	14000	F	74%	1%	shington C 2%	ounty Line 1%	22%	1%	F	970	F	14000	F	2001
81)	ned Traffic:		F	7 4 %	1%	2%	1%	21%	1%	F	2200	F	31000	F	2001
Combii	ieu mailic.	31000	Г	7 3 70 To:	1 70	SCL Chil		2170	7 170	Г	2200	Г	31000	Г	2001
						SCE CIIII									
Town of Chilhowie North				From:		SCL Chil	howie								
81)	0.11	14000	F	74%	1%	2%	1%	22%	1%	F	970	F	14000	F	2001
	ned Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2200	F	31000	F	2001
				To		SR 10)7								
North				From:					_	_		_		_	
81)	0.45	15000	F	74%	1%	2%	1%	22%	1%	F	1100	F	15000	F	2001
Combin	ned Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
				To:		NCL Chil	howie								
myth County				From:		NCI CL'	hovvis		1						
North	3.44	15000	F	74%	1%	NCL Chil	howie 1%	22%	」 1%	F	1100	F	15000	F	2001
81)	ed Traffic:		F	74% 75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
Combir	icu Hallici	30000	г	15%	1 70			∠170	1 70	Г	2400	Г	30000	Г	2001
North				From:	-	US 11; 8	6-645		_						
81)	4.07	15000	F	74%	1%	2%	1%	22%	1%	F	1100	F	15000	F	2001
	ed Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2500	F	31000	F	2001
				To:		US 1			7						
				_					-						

					Smyt	h Mainter	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ck		QC	Design	OK	AAWDT	OW	Year
	Longari		~~		_40	2Axle	3+Axle	1Trail	2Trail	40	Hour	٠,٠		٠.,	, oui
mvth County North				From:		US 1	1								
81)	1.03	14000	F	74%	1%	2%	1%	22%	1%	F	960	F	14000	F	2001
	Combined Traffic:	29000	F	75%	1%	2%	1%	21%	1%	F	2100	F	29000	F	2001
				To		86-73	0								
North	0.69	44000	_	740/	10/			220/	10/	F	970	F	15000	F	2001
81	Combined Traffic:	14000	F F	74% 75%	1% 1%	2% 2%	1% 1%	22% 21%	1% 1%	F	2400	F	30000	F	2001
	Combined Trailic.	30000	Г	7 3 70 To:	1 70	WCL Ma		2170	7 170	Г	2400	г	30000	Г	2001
own of Marion						11 02 111									
North				From:		WCL Ma	arion								
81)	0.22	14000	F	74%	1%	2%	1%	22%	1%	F	970	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
				To:		ECL Ma	rion								
myth County				r					-						
lorth	0.28	14000	F	74%	1%	ECL Ma 2%	rion 1%	22%	1%	F	970	F	15000	F	2001
81	Combined Traffic:		F	74 % 75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
	Combined Haille.	30000	r	75% To:	1 70	SCL Ma		Z 1 70	7	1"	∠ 1 00	r	30000	ı.	200 I
own of Marion							-								
lorth				From:		SCL Ma	rion								
81)	0.27	14000	F	74%	1%	2%	1%	22%	1%	F	970	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
				To: From:		SR 10	6								
lorth	0.68	14000	F	74%	1%	2%	1%	22%	 1%	F	1000	F	14000	F	2001
81	Combined Traffic:		F	7 4 %	1%	2%	1%	21%	1%	F	2400	, F	31000	, F	2001
	Combined Traile.	31000	•	To:	1 /0	NCL Ma		2170	┐ '″	•	2400	•	31000	'	2001
myth County				-					•						
North				From:		NCL Ma	irion								
81)	1.41	14000	F	74%	1%	2%	1%	22%	1%	F	1000	F	14000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2400	F	31000	F	2001
lorth				To: From:		RT F-	10]						
81)	2.99	13000	F	74%	1%	2%	1%	22%	1%	F	970	F	14000	F	2001
01)	Combined Traffic:		F	75%	1%	2%	1%	21%	1%	F	2200	F	27000	F	2001
				To		86-62									
lorth	2.22	40000	_	From:	401			0001	40/	_	000	_	10000	_	0001
81	3.98	13000	F	74%	1%	2%	1%	22%	1%	F	960	F	13000	F	2001
	Combined Traffic:	27000	F	75%	1%	2%	1%	21%	1%	F	2000	F	27000	F	2001
lorth				From:	-	86-68	3	-							
81)	2.80	12000	G	74%	1%	2%	1%	22%	1%	F	880	G	12000	G	2001
	Combined Traffic:	23000	G	75%	1%	2%	1%	21%	1%	F	1700	G	23000	G	2001
				To:		Wythe Cour	nty Line								
South				From:		ashington Co				_		_		_	
81)	0.92	17000	F	76%	1%	2%	1%	19%	1%	F	1200	F	17000	F	2001
~	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1 %	F	2200	F	31000	F	2001
				To:		SCL Chill	nowie		<u> </u>						
Cown of Chilhowie	<u> </u>			From:		SCL Chill	nowie								
South 81	0.37	17000	F	76%	1%	2%	1%	19%	1%	F	1200	F	17000	F	2001
31)	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2200	F	31000	F	2001
					. 70			/ 0	¬_`						
South				From:		SR 10									
81)	0.15	15000	F	76%	1%	2%	1%	19%	1%	F	1300	F	15000	F	2001
\smile	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
				To:		NCL Chill	howie								

					Smyt	th Maintei	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	OW	Year
Noute	Longin	AADI	Q,A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QVV	rear
Smyth County South				From:		NCL Chil	howie								
(81)	3.72	15000	F	76%	1%	2%	1%	19%	_ 1%	F	1300	F	15000	F	2001
(61)	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
				To:		US 11			¬	•				•	
South				From:								_		_	
81	3.80	16000	F	76%	1%	2%	1%	19%	1%	F	1400	F	16000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2500	F	31000	F	2001
South				To: From:		US 11	N]						
(81)	1.01	15000	F	76%	1%	2%	1%	19%	1%	F	1100	F	15000	F	2001
	Combined Traffic:	29000	F	75%	1%	2%	1%	21%	1%	F	2100	F	29000	F	2001
				To		86-73	10		¬						
South	0.00	4=000	_	From:	40/			400/	_	_	4.400	_	45000	_	0004
81	0.66	15000	F	76%	1%	2%	1%	19%	1%	F	1400	F	15000	F	2001
	Combined Traffic:	30000	F	75% To:	1%	2% WCL M	1%	21%	1 %	F	2400	F	30000	F	2001
						WCL M	arion								
Town of Marion South				From:		WCL M	arion		1						
(81)	0.22	15000	F	76%	1%	2%	1%	19%	- 1%	F	1400	F	15000	F	2001
(81)	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
		00000	•	To:	.,,	ECL Ma			¬ ```	•		•	00000	•	_00.
Smyth County				•					•						
South				From:		ECL Ma	rion								
(81)	0.05	15000	F	76%	1%	2%	1%	19%	1%	F	1400	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
				To		SCL Ma	rion								
Town of Marion															
South				From:		SCL Ma									
(81)	0.90	15000	F	76%	1%	2%	1%	19%	1%	F	1400	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
Courth				To: From:		SR 1	6								
South 81	0.37	17000	F	76%	1%	2%	1%	19%	1%	F	1400	F	17000	F	2001
(61)	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2400	F	31000	F	2001
	Combined Traine.	01000	•	To:	170	NCL Ma		2170	ח ```	•	2100	•	01000	•	2001
Smyth County				•					•						
South				From:		NCL Ma	arion								
(81)	1.90	17000	F	76%	1%	2%	1%	19%	1%	F	1400	F	17000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2400	F	31000	F	2001
				To:		US 1	1		—						
South 81	2.64	14000	F	76%	1%	2%	1%	19%	_ 1%	F	1200	F	14000	F	2001
81)	2.04 Combined Traffic:									F		F			
	Combined Franc:	21000	F	75%	1%	2%	1%	21%	1% —	Г	2200	۲	27000	F	2001
South				To: From:		86-62	.2								
81)	4.22	14000	F	76%	1%	2%	1%	19%	1%	F	1000	F	14000	F	2001
	Combined Traffic:	27000	F	75%	1%	2%	1%	21%	1%	F	2000	F	27000	F	2001
				To		86-68	13		¬						
South	0.00	44655	_	From:	40/			4007	_	_	000	_	44000	_	0004
81	2.30	11000	G	76%	1%	2%	1%	19%	1%	F	860	G	11000	G	2001
	Combined Traffic:	23000	G	75% To:	1%	2%	1%	21%	1%	F	1700	G	23000	G	2001
						Wythe Cou	nty Line								
Town of Saltville				From:		Wor o	l+v:11 -		1						
04	0.52	3500	F	96%	0%	WCL Sal	tville 1%	1%	0%	С	300	F	3500	F	2001
91	0.52	3300	r	To:		ashington C		1 /0	7 70	J	550	'	5500	•	2001
				From:	vV	Smyth Cou			+						
91	1.15	2500	F	94%	1%	3%	2%	1%	0%	С	230	F	2600	F	2001
				To:		Palmer	Ave								

					Silly	n Mainter									
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Town of Saltville								TITAL	ZITAII		rioui				
91)	0.26	8500	F	94%	1%	Palmer A	4ve 2%	1%	□ 0%	F	830	F	8700	F	2001
				To:	101	SR 10		10/	<u> </u>						
91	1.96	2900	F	97% To:	1%	1% NCL Salt	1% ville	1%	□ 0%	С	280	F	3000	F	2001
Smyth County				•											
	0.17	2900	N	97%	1%	NCL Salt	ville 1%	1%	0%	N	280	N	3000	N	2001
91)	0.17	2000	.,	To:	170	86-63		170	¬	.,	200	.,			2001
91	4.66	1500	F	97%	1%	1%	1%	1%	0%	F	160	F	1500	F	2001
91)	0.54	590	F	From: 97%	1%	SR 42 Broa 1%	adford 1%	1%	0%	F	60	F	590	F	2001
				To:	Т	azewell Cou	ınty Line								
Town of Chilhowie				From:		86-76	າ		ı						
107)	0.32	11000	F	89%	1%	3%	2%	5%	0%	С	940	F	11000	F	2001
\subseteq				To: From:		US 11]						
107)	0.79	5500	F	94% To:	0%	1% NCL Chill	2% nowie	3%	0% 7	С	480	F	5500	F	2001
Smyth County				From:											
107)	4.62	5500	N	94%	0%	NCL Chill 1%	2%	3%	0%	N	480	N	5500	N	2001
				To:		SCL Salt	ville								
Town of Saltville				From:		SCL Salt	ville								
107)	2.66	4500	F	89%	1%	8%	1%	1%	0%	С	470	F	4500	F	2001
				To:		SR 91	<u> </u>								
Town of Marion				From:		Dead E	nd								
217)	2.20	1100	F	99%	0%	1%	0%	0%	0%	С	200	F	1200	F	2001
				To: From:		SR 16									
9 FR	0.11	NA		Piolii.		CL Mar	10n				NA		NA		
řr/				To:		CL Mar	ion								
Smyth County				From:		CL Mar	ion		ı						
9	0.19	NA		<u> </u>		CL Iviai	1011				NA		NA		
FR				To:		86-65	8								
	5.17	110	_	96%	1%	Grayson Cou 1%	nty Line 0%	1%	0%	F	20	F	140	F	2001
600	3.17	140	F	90%	170			170	U% -	Г	20	Г	140	Г	2001
600	0.08	900	F	97%	1%	86-603 SO 2%	0%	1%	0%	F	100	F	910	F	2001
				To: From:		86-603 NO	ORTH								
600	2.60	520	F	97%	1%	2%	0%	1%	0%	F	60	F	520	F	2001
	3.49	560	R	From:	2.	60 M FRM 8	86-603 N				NA		NA		1998
600	3.49	300		To		86-604 SO	MITH		7		INA		INA		1990
600	0.34	1200	R	From:		80-004 SU	ИП				NA		NA		1998
				To: From:		86-604 NC	ORTH_		<u></u>						
600	1.17	1600	R								NA		NA		1998
	0.07	2200	R	To: From:	•	86-605 W	EST				NA		NIA		1000
600	0.27	2300	ĸ	To		27 1 (EE; (:	06.605.**		-		NA		NA		1998
600	0.88	2200	F	From: 97%	1%	27 M FRM 8 2%	0%	1%	0%	С	200	F	2200	F	2001
000	- 300		•	To:	. , •	86-762 SO			٦ - ١	-		-		-	

							Tru				Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Hour	QK	AAWDT	QW	Year
Smyth County				From:		86-762 SC	OUTH								
600	0.41	960	F	97%	1%	2%	0%	1%	0%	F	100	F	970	F	2001
	1.06	220		To: From:		86-66	0				NIA		NIA		1000
600	1.26	330	R	To:		86-762 NO	ORTH		1		NA		NA		1998
				From:	(Grayson Cou									
601)	2.70	330	F	95%	2%	2%	0%	1%	0%	С	40	F	330	F	2001
<u> </u>				To: From:		86-676 E									
601)	0.81	830	F	95%	2%	2%	0%	1%	0%	F	90	F	840	F	2001
601)	0.72	670	F	95%	2%	SR 16 E.	0%	1%	0%	F	60	F	680	F	2001
001)				To:		86-67									
601)	1.80	550	F	95%	2%	2%	0%	1%	0%	F	50	F	560	F	2001
				To: From:		86-67	0]						
601)	0.30	110	R								NA		NA		1998
	0.50	60	R	From:		86-71	9]		NIA		NIA		06/25/20
601)	0.50	60	ĸ	т		0.50 \ D.1.0	06.510		_		NA		NA		06/25/200
601)	3.40	20	R	From:		0.50 MN 8	36-719				NA		NA		06/25/200
001)				To		3.90 MN 8	86-719		_						
601)	1.20	300	R	From:							NA		NA		1998
				To: From:		86-67	1]						
601)	0.20	780	R	To		SR 16 W	FST		7		NA		NA		1998
				From:		86-61									
602	1.80	140	R	<u> </u>		80-01	<i>'</i>				NA		NA		06/04/20
				To:		86-61	7								
\bigcirc			_	From:		ashington Co		101						_	
603	1.64	650	F	97% To:	0%	2% 86-600 V	0%	1%	0%	С	70	F	660	F	2001
				From:		86-600 I									
603)	4.76	260	F	97%	0%	2%	0%	1%	0%	F	30	F	260	F	2001
				To:		Grayson Cou									
(604)	1.30	400	R	From:	W	ashington Co	ounty Line		_		NA		NA		1998
(004)				To:		86-60	16								
(604)	0.80	640	R	From:		00-00					NA		NA		1998
				To: From:		86-72	1]						
604)	0.50	680	R						_		NA		NA		1998
				To: From:		86-600 SC 86-600 NC									
(604)	5.30	650	R						_		NA		NA		1998
				To:		Smyth Cour									
\bigcirc	0.50	400	_	From:	W	ashington Co	ounty Line				NIA		NIA		4000
605	0.56	430	R						_		NA		NA		1998
(OE)	1.30	640	R	From:		86-649 E	AST				NA		NA		1998
605	1.00	J-10		To:		86-600 W									
	4 70	450	1	From:		86-60					NIA		NIA		06/05/00
605	1.70	150	R	To:		86-64	.5		7		NA		NA		06/25/200
				From:		86-60									
(606)	1.90	290	R			00-00	-				NA		NA		1998
				To:		86-64	.9								
·	·		_			·	·	·				· <u> </u>		_	

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Smvth County				From:		86-64									
606)	0.80	200	R			00 01	,				NA		NA		1998
	0.70	60	R	To: From:		86-60	5				NA		NA		06/28/200
606	0.70	00	K	To:	Wa	ashington Co	unty Line				INA		INA		00/20/200
_				From:	Wa	ashington Co	unty Line								
607	1.20	220	R						_		NA		NA		1998
	0.45	2100	F	From: 97%	0%	86-649 1%	1%	1%	0%	С	190	F	2200	F	2001
607)	0.43	2100	Г	To:	0 70	86-76		1 /0	7 0 /%	C	190		2200		2001
				From:	Wa	ashington Co	unty Line								
608	0.90	510	R	_					_		NA		NA		1998
				To:		SCL Chilh	owie								
Town of Chilhowie				From:		SCL Chilh	owie								
608)	0.30	510	N								NA		NA		1998
				To:		86-76	2								
Smyth County				From:	Wa	ashington Co	unty Line								
609	1.80	510	R								NA		NA		1998
				From:		SR 10] 						
609	0.50	100	F	95% To:	0%	2% 86-774 NO	0%	3%	0%	С	10	F	100	F	2001
				From:		86-774 NC									
609	0.80	70	R	To:		B 15			_		NA		NA		06/28/200
				From:		Dead E									
610	0.40	1300	F	95%	0%	SCL SALT 1%	2%	1%	0%	F	120	F	1300	F	2001
				To		86-69			7						
610	0.90	1300	F	95%	0%	1%	2%	1%	0%	С	120	F	1300	F	2001
				To: From:		SR 10									
610	2.03	1700	F	95%	0%	1%	3%	1%	0%	F	150	F	1700	F	2001
	4.05	4400		From:	00/	86-72		40/			110		4400	_	2004
610	1.85	1100	F	95%	0%	1%	2%	1%	0%	F	110	F	1100	F	2001
(610)	0.85	740	F	From: 95%	0%	86-74 1%	3%	1%	0%	F	70	F	760	F	2001
010			-	To		86-63			¬					-	
610	2.40	580	F	95%	0%	1%	2%	1%	0%	F	60	F	590	F	2001
				To: From:		86-63)]						
610	7.50	190	R						_		NA		NA		1998
				To: From:		SR 16 W									
610	2.00	200	R	•							NA		NA		1998
				To: From:		86-71	5]						
610	3.80	30	R	To:		96 622 50	TITH		_		NA		NA		06/04/200
				From:		86-622 SO 86-622 NO									
610	3.90	100	R								NA		NA		1998
				To:		Bland Coun									
611)	0.60	250	R	From:	Wa	ashington Co	ounty Line				NA		NA		1998
				To:	,	WCL SALT	VILLE						,		
$\overline{}$				From:		86-61	4								
612	5.20	320	R	To:	,	Westler C	4. T :		_		NA		NA		1998
						Wythe Coun	ıy Line								

							nance Ar Tru				Doolan				
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Wythe County				From:	ν	Wythe Cour	nty Line								
(612)	0.10	320	N	l					-		NA		NA		1998
				To:		86-678; 9	8-612								
Smyth County				From:		shington C									
613)	1.42	1300	F	98%	0%	1%	0%	1%	0%	С	110	F	1300	F	2001
613)	0.24	1200	R	From:		86-63	i4				NA		NA		1998
				To: From:		86-69	98]——						
613)	0.44	760	R	т		06.54			_		NA		NA		1998
613)	1.09	430	R	From:		86-74	17				NA		NA		1998
				To: From:		86-66	57]						
613)	1.51	330	R	To:		86-63	13		7		NA		NA		1998
				From:		86-69									
614)	2.40	700	F	94%	0%	3%	0%	2%	0%	F	70	F	710	F	2001
	F 60	410		From:	00/	86-67		20/			40	F	410	F	2001
614)	5.60	410	F	94% To:	0%	3 %	0%	2%	0%	С	40	Г	410	Г	2001
				From:		Dead I	End								00/04/000
615	0.10	50	R	To:		40.165.5			_		NA		NA		06/04/2001
615)	0.11	200	R	From:	0	0.10 ME De	ead End				NA		NA		1998
				To: From:		US 11 E US 11 W									
615	1.80	410	R	<u> </u>		05 11 W	LOI				NA		NA		1998
				From:		86-70	08]—						
615)	3.17	180	R	т		0.6.680.44	T. C. C.		_		NA		NA		1998
615)	0.40	690	F	From: 99%	0%	86-679 W	0%	0%	0%	С	60	F	700	F	2001
				To: From:		86-61	6								
615)	1.30	510	R	To:		Vythe Cour			_		NA		NA		1998
				From:	v	86-61									
(616)	0.80	270	F	99%	0%	1%	0%	0%	0%	С	20	F	280	F	2001
<u> </u>				To:	V	Vythe Cou	nty Line								
Wythe County				From:		Vythe Cou			J						
(616)	0.20	270	N	99% To:	0%	1% Dead E	0% End	0%	0% T	N	20	N	280	N	2001
Smyth County															
(617)	2.60	410	R	From:		SR 10)7				NA		NA		1998
617)	2.00		• • • • • • • • • • • • • • • • • • • •	To		86-63	17				100				
617)	9.98	880	R	From:							NA		NA		1998
	0.50	4000	-	From:		86-66	55				NIA		NIA		1000
617)	0.52	1000	R	To:		SR 16 W	EST		1		NA		NA		1998
	3.40	490	R	From:		SR 16 E					NA		NA		1998
617)	J.40	430		To:		-689 Gap					14/4		11/7		1990
(617)	0.50	40	R	From:	Dea	d End; Gap	Terminus				NA		NA		06/04/2001
617)	0.00	70	1	To:		86-622 SC	OUTH				14/7		INA		30/0-1/2001

					Smy	th Mainte	enance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Smyth County								TITAL	ZIIdii		rioui				
617)	4.40	210	R	From:		86-622 N			_ 		NA		NA		1998
617)	0.22	160	R	From:		86-7					NA		NA		1998
617)	2.31	240	R	From:		Wythe Co			_ 		NA		NA		06/04/2001
				From:		Dead									
618)	0.41	120	R	To:		SR			<u> </u>		NA		NA		1998
619	2.50	20	R	From:		86-6	510				NA		NA		06/04/2001
<u></u>				To:		SR	42								
620	4.50	160	R	From:		SR	42				NA		NA		1998
620	0.60	60	R	From:		86-622	WEST				NA		NA		1998
				To: From:		86-622	EAST								
620	0.50	50	R	To:		Dead			_ _		NA		NA		1991
				From:		SR									
621)	2.85	120	R						-		NA		NA		1998
(624)	0.30	30	R	From:		86-7	754				NA		NA		06/04/2001
621	0.00			To:		Dead	End				107		147 (00/04/2001
				From:		SR	16								
622	0.04	130	R	To		0.04 MN	I CD 16		_		NA		NA		1998
622	2.90	270	R	From:		0.04 MN	1 SK 16				NA		NA		06/11/2001
622)	0.20	350	R	From:		86-686 S	SOUTH				NA		NA		1998
				To: From:		86-686 N	NORTH								
622	0.70	630	R	11000					<u></u>		NA		NA		1998
(622)	1.02	1200	R	From:		86-6	588				NA		NA		1998
(622)	1.02	1200	• • • • • • • • • • • • • • • • • • • •	To:		US 11	EAST								1000
	0.65	2200	R	From:		US 11 V	WEST				NA		NA		1998
622	0.03	2200	ĸ	Tar		06.5	170		_		INA		INA		1990
622	2.65	630	R	From:		86-7	r/8				NA		NA		1998
				To: From:		86-6	594								
622	6.30	120	R	To:		86-620	WEST				NA		NA		1998
				From:		86-620									
622	2.80	80	R						_		NA		NA		1998
				To:		SR									
623	0.60	70	R	From:		SR	42		_		NA		NA		06/07/2001
623				To:		Dead	End								. ,
				From:		Dead	End								
624)	0.43	10	R								NA		NA		06/07/2001
				From:		0.43 ME I	Dead End]——		.		h 1 A		4000
624)	0.87	120	R	To:		86-6	320		–		NA		NA		1998
						80-0	ルフ								

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Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		()(')	Design Hour	QK	AAWDT	QW	Year
Smyth County				From:		86-62	9								
624	2.70	150	R						_		NA		NA		1998
				To: From:		SR 16 W SR 16 E			+						
624)	0.10	120	R						_		NA		NA		1998
	1.60	30	R	From:		86-68	7		_		NA		NA		06/07/200
624	1.00	30	K	To:		SR 42	2		7		INA		INA		00/07/200
				From:		US 1									
625	0.07	230	R						_		NA		NA		1998
				To:		86-68									
200	0.40	170	R	From:		US 1	1				NA		NA		06/04/200
626	0.40	170	11	To:		Dead E	nd				14/1		10.		00/04/200
				From:		Dead E	nd								
627	0.20	3	R						_		NA		NA		06/07/200
				To:		86-62									
620	0.90	70	R	From:		SR 42	2				NA		NA		06/07/200
628	0.00			To:		Dead E	nd				14/1		10.		00/01/200
				From:		86-61	0								
629	3.10	250	R						_		NA		NA		1998
				To: From:		SR 42									
630	1.80	500	F	88%	6%	86-61 4 %	1%	1%	0%	F	50	F	510	F	2001
000				To:		86-63									
630	0.97	600	F	From: 88%	5%	4%	1%	1%	0%	С	100	F	610	F	2001
				To: From:		SR 42 E									
630	0.80	40	R	<u> </u>		SR 42 W	E51		_		NA		NA		06/07/200
				To:		Dead E	nd								
\bigcirc			_	From:		86-61	0								00/00/000
631)	1.60	80	R	To:		86-63	0		_		NA		NA		06/09/200
				From:		SR 91									
632)	1.00	420	R			Sico			_		NA		NA		1998
				To: From:		1.00 ME S	SR 91								
632	2.45	120	R								NA		NA		06/07/200
				From:		3.45 ME S	SR 91								
632	0.04	110	R	To:		86-63	2		_		NA		NA		1995
				From:		86-61			1						
633	1.90	150	R			80-01	0				NA		NA		1998
				To: From:		86-72	3		—						
633	0.68	540	F	97%	0%	2%	0%	1%	0%	F	50	F	550	F	2001
				To: From:		86-63]—						
633	0.50	560	F	97% To:	0%	2%	0%	1%	0%	С	60	F	570	F	2001
				From:		SR 91 E SR 91 M									
633)	3.20	990	R						_		NA		NA		1998
				To:		SR 91 W									
624	0.25	3200	F	97%	0%	NCL SALT 1%	VILLE 1%	1%	0%	С	270	F	3200	F	2001
634)	0.20	<u> </u>		J1 /0	U /0			1 /0	7.0				<u> </u>		2001
634)	0.70	740	R	From:		86-61	<u> </u>				NA		NA		1998
				To:		86-733 NO	ORTH								

Route	Length	AADT	QA	4Tire	Bus		Tru		2Troil	QC	Design Hour	QK	AAWDT	QW	Year
Smyth County								TITAL	ZIIali		noui				
634)	0.10	240	R	From:		86-733 NO	RTH				NA		NA		1998
_				To: From:	(0.10 MN 86-	733 N]						
634)	0.30	150	R	To:		D 15	,		_		NA		NA		06/07/200
				From:		Dead En									
625	2.90	430	R	rioni.		ECL SALTV	TLLE				NA		NA		1998
635	2.00	.00	• • • • • • • • • • • • • • • • • • • •	To:		86-610					101				1000
_				From:		86-610									
636	0.45	70	R	_					_		NA		NA		06/07/200
				To:		Dead En									
627	1.10	970	F	95%	1%	86-774 4 %	1%	0%	0%	F	120	F	980	F	2001
637)	1.10	370	•	To:	170				7		120	•	000	•	2001
637)	1.40	760	F	From: 95%	1%	86-638 4 %	1%	0%	0%	С	100	F	770	F	2001
(037)			-	To:	.,,	86-617									
				From:		86-645									
638)	0.80	230	R								NA		NA		06/25/200
				To: From:		86-648									
638	0.80	60	R								NA		NA		1998
				To: From:		86-647 SOI	JTH								
638)	2.52	390	R	To:		US 11 WE	CT		7		NA		NA		1998
				From:		US 11 EA									
638	0.40	2000	R								NA		NA		1995
				To: From:		86-644]—						
638	1.60	1100	R	To:		06.625			_		NA		NA		1998
T. 40.00				10.		86-637									
Town of Chilhowie				From:		US 11			1						
639	0.18	1200	R								NA		NA		1998
				To: From:		86-731]						
639	0.30	1100	R								NA		NA		1998
				To: From:		86-640]						
639	0.40	370	R	To:		SR 107	,		7		NA		NA		1998
				From:		86-639									
(640)	0.34	590	R	<u> </u>		80-039			_		NA		NA		1998
				To		86-736			—						
(640)	0.16	190	R	From:		00 730					NA		NA		1998
				To:		Dead En	d								
Smvth County				From:		06.642			<u> </u>						
(641)	1.10	630	R	rioin.		86-642			_		NA		NA		1998
041)				To:		86-644									
				From:		US 11 WE	ST								
642	1.15	560	R	т		****	-		_		NA		NA		1998
				To: From:		US 11 EA			<u> </u>						
643	1.90	290	R	A TOHI.		86-642			_		NA		NA		1998
643				To:		86-645									
				From:		86-638									
644)	2.00	490	R								NA		NA		1998
				To: From:		86-641									
644)	1.20	310	R						_		NA		NA		1998
				To:		1.20 ME 86	-641								

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Smvth County				From:		1.20 ME 80			1						
644)	1.20	120	R	<u> </u>		1.20 1412 00	, 011				NA		NA		06/11/2001
				To:		86-645	;								
\bigcirc				From:		86-604									1000
645	2.03	730	R	To:		96 660 E	N CT		_		NA		NA		1998
				From:		86-660 EA									
645	0.40	570	R								NA		NA		1998
				To: From:		86-638	3]						
645)	3.45	1300	R								NA		NA		1998
				To: From:		86-657	1								
645	0.28	2600	R						_		NA		NA		1998
				To: From:		US 11 SOU US 11; F									
645)	5.01	1000	R	<u> </u>		05 11, 1	IC-4		_1		NA		NA		1998
				To		86-664 W	EST		¬						
645)	2.44	300	R	From:		00 001 11	LUI				NA		NA		1998
				To		86-665 W	EST		¬						
645	0.40	680	F	98%	0%	1%	0%	1%	0%	F	70	F	690	F	2001
				To		86-665 EA	AST								
645)	0.90	1100	F	98%	0%	1%	0%	1%	0%	С	110	F	1100	F	2001
				To:		86-102	9		¬						
645)	0.08	2000	F	From: 98%	0%	1%	0%	1%	0%	F	200	F	2000	F	2001
				To:		WCL MAF									
				From:		86-638	3								
646	0.90	60	R								NA		NA		06/28/2001
\bigcup				To:		86-645	i								
\sim				From:		86-600)								
647	1.08	380	R								NA		NA		1998
				To: From:		86-739)								
647)	0.72	270	R						_		NA		NA		06/28/2001
				From:		86-638 W									
647)	0.60	210	R			00-030 Li	101				NA		NA		1998
				To:		86-645	;								
				From:		86-762	!								
(648)	0.60	330	R						_		NA		NA		06/28/2001
				To: From:		86-647 W									
648)	0.40	310	R			86-647 EA	AS1				NA		NA		1998
040)				To:		86-638)								
640	2.50	510	R	From:		80-036)				NA		NA		1998
648)		0.0	••	To:		86-660 NO	RTH								.000
\bigcirc				From:		86-660 SO									
648)	1.52	140	R	To:		1.40			_		NA		NA		1998
					5	Smyth Coun									
	0.60	320	R	From:		86-606)				NA		NA		1998
649	0.00	320	I.	To:		86-605 W	EST				14/7		INA		1330
				From:		86-605 EA									
649	0.92	880	R								NA		NA		1998
				To: From:		86-762	!								
649	2.00	1000	F	98%	0%	1%	0%	0%	0%	С	110	F	1000	F	2001
				To:		86-607									
				From:		SR 16									
650	5.20	45	R	. —					_		NA		NA		06/25/2001
				To:		86-670)								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Smyth County								TTrail	ZTrall		Hour				
650	3.40	590	F	96%	1%	86-679 2 %	1%	1%	」 ○%	F	60	F	600	F	2001
(650)				To:		86-72			1			-			
650	1.10	1300	F	96%	1%	2%	1%	1%	0%	С	120	F	1300	F	2001
	4.05	4000		To: From:		86-65	7								1000
650	1.05	1000	R	т		0.5.5			- 1		NA		NA		1998
650	1.65	400	R	From:		86-65	8				NA		NA		1998
				To:		86-66)								
\bigcirc	0.00		_	From:		86-60	5				NIA		NIA		00/05/000
651	0.20	50	R	To:		86-64	5		1		NA		NA		06/25/2001
				From:		Dead E									
652	0.50	60	R								NA		NA		06/25/2001
				To:		86-60									
(CE2)	0.96	90	R	From:		86-60	4				NA		NA		06/25/2001
653	0.00	30		To:		86-645 E.	AST				14/ (147.		00/20/200
	1.40	70	R	From:		86-645 W	EST				NA		NA		06/25/2001
653	1.40	70	K	To:		86-648 W	EST		1		INA		INA		00/23/200
				From:		86-60-									
(654)	1.00	320	R						_		NA		NA		1998
				To:		86-65									
655)	1.40	190	R			86-656 SC	UIH				NA		NA		06/25/2001
				To:		86-65-	4								
655)	1.00	300	R	From:		00 00					NA		NA		1998
				To:		86-656 NC									
6-0	1.60	170	R	From:		86-650 E.	AST				NA		NA		1998
656	1.00	170	IX.	To:		96.66	9		_		INA		IVA		1990
656)	1.50	680	R	From:		86-66	8				NA		NA		1998
				To: From:		86-655 NC	RTH		—						
656	0.50	1000	R								NA		NA		1998
				To: From:		86-650 W 86-650 N									
656	0.05	50	R			00-030 N	Ш				NA		NA		1991
				To: From:	0	.05 MN 86-6	50 MID								
656	0.25	40	R						_		NA		NA		06/26/2001
				To:		86-65									
657)	2.00	2500	F	97%	0%	86-650 1%	0%	1%	」 ○%	С	220	F	2500	F	2001
037)				To:		86-660 E	AST	.,,							
(F7)	2.50	890	R	From:		86-660 W	EST				NA		NA		1998
657	2.00	030		To:		86-64	5				14/ (147.		1000
_				From:		86-65)								
658)	0.55	300	R								NA		NA		1998
	4.00	F=4		From:	401	86-65		001			70		500		0001
658	1.66	570	F	98%	1%	1%	0%	0%	0%	F	70	F	580	F	2001
	3.35	920	F	From: 98%	1%	86-703 1%	0%	0%	0%	С	100	F	930	F	2001
658)	J.JJ	320		JU /0	1 /0			J /0							2001
658)	1.50	1200	F	From: 98%	1%	SCL MAF	0%	0%	0%	F	120	F	1200	F	2001
				To:		86-65			TL						·

Route	Length	AADT	QA	4Tire	Bus		Trı	uck		QC	Design	QK	AAWDT	QW	Year
Smyth County								1Trail	2Trail		Hour				
658)	1.52	220	R	From:		86-66	5				NA		NA		1998
				To: From:		86-664 E	AST]						
658	1.41	140	R	To:		86-64	5		1		NA		NA		1998
				From:		86-66									
659	0.50	910	F	98%	0%	1%	0%	0%	0%	С	90	F	920	F	2001
659	0.20	800	F	From: 98%	0%	86-111 1 %	0%	0%	0%	F	80	F	810	F	2001
	2.50	570	R	From:		86-66	5				NA		NA		1998
659	2.30	370	K	To:		86-645 E	AST		7		INA		INA		1990
				From:		86-645 W									
659	1.80	400	R	To:		86-617 SC	MITH		_		NA		NA		1998
				From:		86-617 NO									
659	0.70	50	R						_		NA		NA		06/11/2001
				To:		Dead E									
(660)	0.26	190	R	From:		Dead E	nd		_		NA		NA		1998
				To:		US 11 E.	AST								
660	0.16	1400	F	98%	0%	1%	1%	0%	0%	F	150	F	1400	F	2001
				To: From:		86-65]						
660	0.93	1100	F	98% To:	0%	1% FR-5	1%	0%	0%	С	150	F	1200	F	2001
				From:	Ţ	US 11 WES									
660	0.56	5300	F	96%	0%	2%	1%	1%	0%	С	470	F	5300	F	2001
				To: From:		86-74]—						
660	1.10	4700	F	96%	0%	2%	1%	1%	0%	F	420	F	4700	F	2001
	0.54	0500		From:	00/	86-657 E		40/			220		2500		2004
660	0.51	2500	F	96%	0%	2% 86-66	1%	1%	0%	F	230	F	2500	F	2001
660	0.25	2300	F	96%	0%	2%	1%	1%	0%	F	220	F	2300	F	2001
000)				To:		86-71			—						
660	0.86	790	F	96%	0%	2%	1%	1%	0%	F	80	F	800	F	2001
				To: From:		86-648 E	AST		1—						
660	1.08	680	F	96%	0%	2%	1%	1%	0%	F	70	F	690	F	2001
				To: From:		86-648 W	EST]—						
(660) (660)	1.87	920	F	96%	0%	2%	1%	1%	0%	F	110	F	930	F	2001
	4.57			From:		86-60	0]						4000
(660)	1.57	580	R	To:		86-64	0		7		NA		NA		1998
				From:		Dead E									
661)	1.39	170	R			Dead I	iiu				NA		NA		06/25/2001
				To: From:		1.39 ME De	ad End		1—						
661	0.11	380	R								NA		NA		06/25/2001
				To:		86-66									
	1 30	200	В	From:		86-66	0		_		NΙΛ		NΙΔ		1008
662	1.30	280	R	To:		86-70	7		7		NA		NA		1998
				From:		86-65			1						
(663)	0.40	380	R			00 03	-		—		NA		NA		1998
				To: From:		86-72	0		1						
663	0.70	720	R						_		NA		NA		1998
				To:	· <u></u>	86-65	0	<u> </u>							

					Smyth	n Maintena	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus				2Troil	QC	Design	QK	AAWDT	QW	Year
Smyth County						2Axle 3		ııralı	∠ ı ralı		Hour				
664)	0.50	60	R	From:		Dead End	d				NA		NA		06/11/2001
				To: From:	C	0.50 MS Dead	d End								
664	0.40	110	R	To:		86-659 WE	CT		7		NA		NA		06/11/2001
				From:		86-659 WE	ST								
664	0.40	50	R								NA		NA		06/11/2001
				From:	0.4	0 MS 86-669	9 EAST		}—						
664)	0.50	30	R	To:		86-658 EA	CT		7		NA		NA		06/11/2001
				From:		86-658 WE									
664)	0.90	70	R						_		NA		NA		06/11/2001
				To: From:		86-645 SOU 86-645 NOR									
664)	0.90	150	R	L		00-043 IVOI	CIII		_		NA		NA		06/11/2001
				То:		86-617			1						
$\overline{}$				From:		86-659				_					
665	0.80	520	F	97% To:	0%	2%	0%	1%	0%	С	60	F	520	F	2001
				From:		86-658 SOU 86-658 NOR									
665	1.20	380	F	97%	0%	2%	0%	1%	0%	F	40	F	390	F	2001
$\overline{}$				To: From:		86-645 WE 86-645 EA	ST								
665)	0.40	840	R			80-043 EA	51				NA		NA		1998
000				To:		86-617									
				From:		86-658									
(666)	1.00	100	R	-					_		NA		NA		06/11/2001
				To:		86-665									
667	0.30	40	R	From:		86-613			_		NA		NA		06/07/2001
667)	0.00			To:		Dead End	d		1						
				From:		Dead End	d		1						
668	0.70	160	R						_		NA		NA		06/25/2001
				To:		86-656									
	0.50	200	R	From:		Dead End	d				NA		NA		06/14/2001
669	0.50	200	K	т					_		INA		INA		00/14/2001
(669)	0.60	230	R	From:	0	0.50 MN Dead	d End				NA		NA		1998
(009)	0.00			To:		86-752			1						
				From:		86-650									
670	3.90	280	F	95%	1%	2%	0%	1%	0%	С	30	F	280	F	2001
				To: From:		86-601 WE	ST]——						
670	1.10	70	R	To:		0.5 504 714	am.		_		NA		NA		06/25/2001
				From:		86-601 EA			1						
671)	1.30	500	R	Tioni.		Dead End	d		_		NA		NA		1998
671)				To:		86-601			1						
				From:		86-670									
672	2.90	60	R								NA		NA		06/25/2001
				From:		86-673]						
672	1.00	160	R	To:		06 (01			7		NA		NA		1998
				From:		86-601	J		 						
673	0.50	8	R			Dead End	u		_		NA		NA		06/25/2001
013)				To:		86-672									
				From:		86-601									
674)	0.20	90	R						_		NA		NA		1995
				To:		86-675									

					Smyth	n Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	_251			•	•	2Axle	3+Axle	1Trail	2Trail	~~	Hour		·		
Smvth Countv				From:		86-675									
674)	1.50	60	R								NA		NA		06/18/2001
				To:		Dead Er	nd								
	4.40	200	_	From:		86-674					NIA		NIA		00/45/0004
675)	1.40	390	R								NA		NA		06/15/2001
\bigcirc	0.07	50		From:		SR 16			_		NIA		NIA		00/45/0004
675	0.27	50	R	To:		86-695 WI	FST		1		NA		NA		06/15/2001
				From:		86-695 EA									
675	3.00	160	R								NA		NA		1998
				From:		86-677	1								
675	2.90	40	R						_		NA		NA		06/18/2001
				To: From:		86-612 WI 86-612 EA									
675)	2.98	180	R	L		00-012 L1	101				NA		NA		1998
0.0				To:		86-614	ļ								
				From:		SR 16									
676	1.90	210	R								NA		NA		1998
				To: From:		86-601 WI									
(0.70)	0.60	70	R	rioii.		86-601 EA	AST				NA		NA		1998
676	0.00	70	11	To:	0.	60ME 86-60	01 EAS		1		1471		10/1		1000
				From:	0.6	0 ME 86-60	1 EAST								
676	0.40	100	R	_					_		NA		NA		06/18/2001
				To: From:		86-675 WI 86-675 EA									
(676)	1.20	30	R			00-073 L1	1.51				NA		NA		06/18/2001
0,0				To:		86-614									
				From:		86-675	i								
677)	1.30	30	R								NA		NA		06/18/2001
				To:		86-612									
				From:		86-612 WI	EST								
678)	2.30	40	R	To:		W 1 C			- i		NA		NA		06/18/2001
				10.	V	Vythe Count	y Line								
Wythe County				From:	v	Vythe Count	tv I ine		I						
(678)	0.20	40	R			vythe Count	Ly Line				NA		NA		06/18/2001
0.0				To:		86-612 EA	AST								
Smyth County															
				From:		86-615 SO	UTH								1000
679	2.50	210	R								NA		NA		1998
				From:		86-615 NO		221] 	_			1000		2221
679	0.86	1000	F	98% To:	0%	1%		0%	0%	С	110	F	1000	F	2001
				From:		US 11			1						
(680)	0.50	60	R	From:		86-679)				NA		NA		06/04/2001
(680)	0.30	00	K	To:		Dead Er	nd				INA		INA		00/04/2001
				From:		US 11			1						
681)	0.50	290	R			0511					NA		NA		1998
				To:		86-617	1								
				From:		86-615									
(682)	0.90	90	R								NA		NA		06/04/2001
				To: From:		86-729)								
681 682 682	1.10	210	R						_		NA		NA		1998
				To:		US 11									
				From:		86-615							_		
683)	1.60	230	R						_		NA		NA		1998
				To:		US 11 WE	EST								

Doute	Longth	AADT		4Tiro				QC	Design		OW/	Voor
Route	Length	AADT	QA	4Tire	Bus 2Axle	3+Axle 1	Trail 2Tra	il QC	Hour	QK AAWDT	QW	Year
Smyth County				From:	US 11 EA	ST						
(683)	0.08	4000	R						NA	NA		1998
<u></u>	0.12	1800	R	To: From:	RAMP TO	I-81			NA	NA		1998
683	0.12	1000	K	To:	DALME TO	1.01			INA	INA.		1990
(683)	0.53	480	R	From:	RAMP TO	1-81			NA	NA		1998
000)				To:	86-617	1						
				From:	US 11 WE	EST						
684)	0.20	100	R						NA	NA		1998
	0.24	20	R	From:	US 11 EA	ST			NA	NA		06/04/2001
684)	0.24	30	ĸ	To:	Dead En	nd			INA	INA		00/04/2001
				From:	Dead En							
(685)	0.72	520	R	-					NA	NA		1998
				To:	86-617							
	1.60	150	R	From:	86-688	<u> </u>			NA	NA		1998
686	1.00	150	K	To:	86-622 WI	EST			INA	NA.		1990
	0.00		_	From:	86-622 EA	AST						1000
686	2.63	610	R						NA	NA		1998
600	0.17	960	R	From:	86-795	<u> </u>			NA	NA		1998
686	0.17	300		To:	US 11		 1		IVA	IVA		1330
686	0.18	280	R	From:	USII				NA	NA		1998
				To:	86-625	;						
686	0.07	50	R	From:	00 020				NA	NA		1998
				To:	Dead En							
	1.20	60	R	From:	86-610)			NA	NA		06/07/2001
687	1.20	80	K	To:	86-624				INA	INA		00/07/2001
				From:	SR 16							
(688)	1.40	890	R						NA	NA		1998
				To: From:	86-689 SOI 86-689 NOI							
(688)	2.00	730	R		00 000 1101	KIII			NA	NA		1998
				To:	86-622	!						
\bigcirc	2.04	200	_	From:	SR 16				NIA	NIA		4000
689	3.81	920	R	To:	US 11 EA	ST			NA	NA		1998
				From:	US 11 WE	EST						
689	1.30	310	R						NA	NA		1998
	0.19	40	R	From:	86-617	1			NA	NA		06/11/2001
689	0.19	40	K	To:	Dead En	nd			INA	INA		00/11/2001
				From:	86-689							
690	0.62	320	R						NA	NA		1998
				To: From:	86-766							
690	0.68	130	R						NA	NA		06/11/2001
	0.04	000		To: From:	86-782				NI A	.		00/44/0001
690	0.31	220	R						NA	NA		06/11/2001
	0.14	280	R	From:	0.31 MN 86	5-782			NA	NA		06/11/2001
690	U.14			To:	US 11							
				From:	SCL MAR							
(691)	0.60	1100	R						NA	NA		1998
				To:	86-704							

Route	Length	AADT	QA	4Tire	Rue	xle 3+Ax			2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Smyth County				From:	8	86-704									
691)	1.35	570	R						_		NA		NA		1998
				To: From:		86-689									
692	0.59	640	R	rioin.	NCL	MARION					NA		NA		1998
092				To:	D	ead End									
				From:		US 11									
693	0.15	8	R	To:		15.1			-		NA		NA		06/11/200
				From:		ead End			+						
694)	1.65	140	R	<u> </u>	(36-622			_		NA		NA		06/04/200
				To:	D	ead End									
				From:	SR 1	6 SOUTH									
695)	0.60	150	R	To:	96.6	01 WEST			7		NA		NA		1998
				From:		601 WEST									
695)	0.05	750	R						_		NA		NA		1998
				To: From:		6 W MID 16 E MID									
695	0.56	710	F	96%		% 0%)	1%	0%	С	80	F	720	F	2001
				To: From:	86-6	575 EAST			1—						
695)	0.64	560	F	96%	1% 3'	% 0%	ò	1%	0%	F	50	F	560	F	2001
				To:		6 NORTH									
600	0.80	180	R	From:	D	ead End			_		NA		NA		06/28/200
696	0.00	100	IX	To		0.546			7		IVA		INA		00/20/200
696)	0.20	240	R	From:		36-746					NA		NA		06/28/2001
090)				To:	{	86-610			1						
				From:	D	ead End									
697	0.05	30	R	To:					7		NA		NA		1998
				From:		FR-8			+						
698)	1.00	510	R	rioin.		36-613					NA		NA		1998
090				To:	D	ead End									
				From:		SR 16									
699	0.95	150	R	To:					_		NA		NA		06/18/2001
				From:		ead End									
700	0.52	360	R	Piolii.	NCL	MARION			_		NA		NA		06/11/2001
700				To:	{	86-617									
				From:	D	ead End									
701)	0.55	30	R						_		NA		NA		06/25/2001
				To: From:		86-672			_						
(703)	0.50	60	R	From:	D	ead End			_		NA		NA		06/25/2001
702	0.00			To:	{	36-658			1						00/20/200
				From:	D	ead End									
703	3.49	80	R						_		NA		NA		1991
				To: From:		Gap Terminu Gap Terminu			1						
703	1.00	240	R						_		NA		NA		06/14/2001
				To:		ead End			<u> </u>						
<u> </u>	0.50	200	В	From:		86-691					NA		NIA		06/11/2004
704)	0.50	290	R	To:	D	ead End			7		IVA		NA		06/11/2001
				From:		ead End			i -						
705)	0.20	40	R						_		NA		NA		06/18/2001
\bigcup				To:		36-715	•								

Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK A	AWDT	QW	Year
			From:		1						
0.10	60	R	Troni.	80-/13			NA		NA		06/18/200
			To:	86-614							
			From:	US 11							
0.06	140	R			_		NA		NA		06/04/200
2.00	470	D	From:	86-658	_		NΔ		NΙΔ		06/04/200
2.03	470	IX.	To:	US 11	7		INA		INA		00/04/200
			From:								
0.70	480	R					NA		NA		06/04/200
			To:	US 11							
			From:	86-720							
0.54	200	R	To:	07 750 WEST	_		NA		NA		06/25/200
			From:								
1.00	180	R					NA		NA		06/25/200
			To:	Dead End							
			From:	86-613							
0.10	90	R					NA		NA		06/07/200
			From:	0.10 MN 86-613							
0.20	90	R	To:	Dood End	_		NA		NA		06/07/200
0.23	140	R		SR 16	_		NA		NA		06/18/200
0.20			To:	SR 16							00/10/200
			From:	SR 16							
0.32	60	R					NA		NA		06/18/200
			To:	Dead End							
			From:	86-685							
0.94	310	R	To:	06.617	_		NA		NA		06/04/200
0.90	70	R		USTI	_		NA		NA		06/11/200
			To:	Dead End							
			From:	86-705							
0.25	20	R					NA		NA		06/18/200
			To:	Dead End							
0.70		_	From:	86-610							00/04/000
0.70	140	ĸ	To:	86 620			NA		NA		06/04/200
0.10	10	R		Dead Elid	_		NA		NA		06/04/200
	_		To:	SR 42							
			From:	86-650							
0.95	1600	R			_		NA		NA		06/25/200
				86-660							
0.50	20	Б	From:	86-601			NIA		NIA		06/25/202
0.50	20	ĸ	To:	Dead End	_		INA		INA		06/25/200
			From:		+						
1.00	260	R		00-003	_		NA		NA		06/25/200
			To:	86-650							
-			From:	86-604							
1.60											
	0.10 0.06 2.09 0.70 0.54 1.00 0.10 0.20 0.23 0.32 0.94 0.90 0.25 0.70 0.10	0.06 140 2.09 470 0.70 480 0.54 200 1.00 180 0.10 90 0.20 90 0.23 140 0.32 60 0.94 310 0.90 70 0.25 20 0.70 140 0.10 10 0.95 1600	0.10 60 R 0.06 140 R 2.09 470 R 0.70 480 R 0.54 200 R 1.00 180 R 0.10 90 R 0.20 90 R 0.23 140 R 0.32 60 R 0.94 310 R 0.94 310 R 0.95 20 R 0.10 R 0.10 R	0.10 60 R From:	2AXIE 3+AXIE ITTAIL 0.10 60 R	0.10 60 R			2ANE 3FARE 11781 21781 17001	10 10 10 10 10 10 10 10	Dead End Dead End

					Smyth	Mainten	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Smyth County						2Axle	3+Axle	1 I rail	21 rail		Hour				
			_	From:		Dead E	nd								
722	0.10	20	R	To:		86-66	n		7		NA		NA		06/28/200
				From:		86-61									
723)	2.60	500	F	91%	1%	7%	0%	1%	0%	С	45	F	500	F	2001
				To:		86-63	3								
				From:		Dead E	nd								
724)	0.39	30	R	To:		86-60	1		- 1		NA		NA		06/25/200
				From:		86-63									
725)	0.40	20	R	<u> </u>		80-03	1				NA		NA		06/07/200
				To:		Dead E	nd								
				From:		86-63	3								
726	1.10	290	R								NA		NA		06/07/200
				From:		1.10 MN 8	6-633								
726	0.70	60	R	To:		Dead E	nd		7		NA		NA		06/07/200
				From:		SR 42			1						
(727)	0.50	40	R	<u> </u>		5K 42			_		NA		NA		06/07/200
				To:		Dead E	nd								
				From:		Dead E	nd								
728)	0.65	80	R	To:		06.61	4		_		NA		NA		06/18/200
				From:		86-61			1						
729	0.80	60	R	1 tolli.		86-61	5				NA		NA		06/14/200
(729)				To:		86-68	2								
				From:		Dead E	nd								
730	0.03	20	R								NA		NA		06/14/200
				To: From:		FR-8]						
730	0.17	2500	R	To:		SCL MAF	NON		_		NA		NA		06/14/200
T COLUM						SCL WAY	CION								
Town of Chilhowie				From:		86-63	9								
(731)	0.25	530	R								NA		NA		07/12/200
				To: From:	N	ICL CHILF	HOWIE								
(731)	0.90	2300	R								NA		NA		07/12/200
\bigcirc				From:		86-77	4								0=/40/000
(731)	0.28	230	R	To:		US 11	1		1		NA		NA		07/12/200
Smyth County				<u>I</u>		OBT			<u>I</u>						
				From:		86-60	6								
732	0.50	240	R	To:		0.5.55			_		NA		NA		06/28/200
				From:		86-72									
723	0.40	120	R	1 tolli.		86-63	4				NA		NA		06/07/200
733				To:		86-63	4								
				From:		Dead E	nd								
734)	0.07	47	R	т.					_		NA		NA		06/14/200
				To:		86-64									
725	0.15	46	R	From:		SR 16	Ó				NA		NA		06/18/200
(735)	0.10	70	11	To:		86-60	1		1		14/4		IN/A		30, 10, 200
Town of Chilhowie									•						
				From:		86-64	0								07/10/005
(736)	0.24	190	R	To:		96 72	7		7		NA		NA		07/12/200
				-1		86-73	/								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Town of Chilhowie				From:	86-737	1				
736	0.08	60	R		00-737	_		NA	NA	07/12/2001
(100)				To:	Dead End					
				From:	86-736					
737	0.08	10	R			_		NA	NA	07/12/2001
				To:	Dead End					
Smvth County				From:	86-675					
738	0.80	50	R	<u> </u>	80-073			NA	NA	06/18/2001
				To:	Dead End					
				From:	86-762					
739	1.22	1100	R			_		NA	NA	06/28/2000
				To:	86-647					
\bigcirc	2.24		_	From:	Dead End					00/40/0004
740	0.24	20	R	To:	SR 16	_		NA	NA	06/18/2001
				From:		1				
(741)	0.62	190	R		86-610	_		NA	NA	06/07/2001
(41)	0.02			To:	Dead End					00/0//2001
				From:	Dead End					
742)	1.20	9	R	<u> </u>				NA	NA	06/04/2001
				To:	Bland County Line					
				From:	SR 91					
(743)	0.06	210	R			_		NA	NA	06/07/2001
				To:	86-744					
	0.04	420	В	From:	Dead End			NIA	NIA	06/07/2004
744)	0.04	120	R			_		NA	NA	06/07/2001
	0.06	100	R	From:	86-743			NA	NA	06/07/2001
744)	0.00	100	K	To:	Dead End	7		INA	INA	00/07/2001
				From:	Dead End	1				
(745)	0.76	230	R	<u> </u>	Dead End	_		NA	NA	06/18/2001
149				To:	86-601					
				From:	86-696					
(746)	1.40	260	R					NA	NA	06/28/2001
				To: From:	1.40 ME 86-696					
(746)	0.06	270	R			_		NA	NA	06/28/2001
				To:	SR 107					
\bigcirc	0.00	440		From:	86-613					00/07/0004
747)	0.30	110	R	To:	Dead End	_		NA	NA	06/07/2001
				From:						
740	0.17	80	R		86-613	_		NA	NA	06/07/2001
748				To:	Dead End	1				
				From:	86-660					
(749)	0.74	530	R					NA	NA	06/14/2001
				To	Dead End					
				From:	86-617					
750	0.12	80	R	To:	D1E !	_		NA	NA	06/14/2001
				From:	Dead End	1				
754	0.05	130	R	FIORE	SR 42			NA	NA	06/07/2001
751)	0.00	130	11	Tar	0.053.03.00.45	_		14/7	IVA	00/01/2001
(Free)	0.35	70	R	From:	0.05 MN SR 42			NA	NA	06/07/2001
751)	0.33	70	ĸ	To:	Dead End	1		INA	INA	00/07/2001
					Doug Liid					

					Smy	n Mainter	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Smvth County				From:		86-66	9								
(752)	0.82	160	R								NA		NA		06/14/200
				To:		Dead E	nd								
$\overline{}$				From:		US 1									
753)	0.05	90	R	To:		D 15	1		_		NA		NA		06/11/200
				From:		Dead E									
754	0.20	30	R	Piolii.		86-62	l				NA		NA		06/04/200
754	0.20		•••	To:		Dead E	nd		1		101				00/0 1/20
				From:		86-63	0								
755)	0.18	20	R						_		NA		NA		06/07/20
				To:		Dead E	nd								
\bigcirc	0.05			From:		86-63	0								00/07/00
756	0.25	30	R	To:		Dead E	nd .		_		NA		NA		06/07/20
				From:											
757)	0.06	20	R	11011		86-75	5				NA		NA		06/07/20
131)				To:		86-63	0		1						
				From:		NCL MAI	RION								
758	0.17	530	R								NA		NA		06/14/20
				To:		NCL MAI	RION								
\bigcirc				From:		US 1	l								00////00
759	0.15	50	R	To:		Dead E	nd				NA		NA		06/11/20
				From:		86-60									
760	1.00	60	R			80-00	0				NA		NA		1995
760)				To:		Dead E	nd								
				From:		86-62	0								
(761) (761)	0.05	30	R								NA		NA		06/04/200
				To: From:		0.05 MN 8	6-620]						
761)	0.93	30	R						_		NA		NA		06/04/20
				To:		Dead E									
	4.02	070	_	From:		ashington Co		10/		_	110	_	000	_	2004
762	1.83	870	F	96%	1%	1%	0%	1%	0%	F	110	F	880	F	2001
$\overline{}$	2.21	2000	-	From:	10/	86-600 SC		10/	00/		270	Е	2000		2001
762)	2.31	3000	F	97%	1%	1%	0%	1%	0%	С	270	F	3000	F	2001
	0.84	5700	F	From: 96%	1%	86-60 1%	7 1%	1%	0%	F	540	F	5800	F	2001
762)	0.04	3700	-	To:	1 /0	SCL Chill		1 /0	7 0 / 0	'	340		3000	•	2001
Town of Chilhowie				•											
_				From:		SCL Chill									
(762)	0.68	5700	N	96%	1%	1%	1%	1%	0%	N	540	N	5800	Ν	2001
_				To: From:		86-60] 						
(762)	0.04	12000	F	96% To:	1%	1%	1%	1%	0%	F	1000	F	12000	F	2001
				10.		I-81 NB R	amps								
Smyth County				From:		Dead E	nd								
763)	0.75	10	R						_		NA		NA		06/07/20
				To:		86-61	0								
$\widehat{}$				From:		86-68	8								
764	0.20	110	R	To		- · ·	1		_		NA		NA		06/11/200
				To:		Dead E									
G00	0.70	60	R	From:		86-70	7				NA		NA		06/14/200
765	0.70	θU	ĸ	To:		Dead E	nd				INA		INA		00/ 1 4 /200
						Deau E									

					Smyt	in Mainter									
Route	Length	AADT	QA	4Tire	Bus	2 2 Ayle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Smyth County								TITUII	ZIII		rioui				
	0.50	50	_	From:		86-69	0				NIA		NΙΔ		06/11/2001
(766)	0.50	50	R	To:		Dead E	nd		7		NA		NA		06/11/2001
				From:		ECL MAR									
(767)	0.61	1400	R								NA		NA		06/11/2001
				To:		86-69	1								
\bigcirc	2.22		_	From:		Dead E	nd								1005
768)	0.06	90	R	To:		US 11			7		NA		NA		1995
				From:		86-60									
(769)	0.17	130	R			00 00					NA		NA		06/28/2001
				To:		Dead E	nd								
\bigcirc				From:		NCL MAI	RION								
770	0.38	130	R	To:		86-69	<u> </u>		_		NA		NA		06/11/2001
				From:											
771)	0.30	120	R			SR 91			_		NA		NA		06/07/2001
				To:		Dead E	nd]						
				From:		Dead E	nd								
(772)	0.05	40	R	_					_		NA		NA		06/28/2001
				To:		86-61									
(770)	0.35	1900	R	From:		SR 10	7				NA		NA		06/28/2001
773	0.55	1300	IX.	To:		86-61	0		7		INA		INA		00/20/2001
Town of Chilhowie															
				From:		US 11			J						
(774)	0.12	2400	F	98%	0%	1%	0%	1%	0%	F	260	F	2500	F	2001
	0.00	4000		From:	00/	86-73		40/			220		2000		2004
(774)	0.36	1900	F	98% To:	0%	1% NCL Chill	0%	1%	0%	С	230	F	2000	F	2001
Smyth County						TVOD CIIII	10 11 10								
				From:		NCL Chill									
(774)	0.27	1900	N	98%	0%	1%	0%	1%	0%	N	230	N	2000	N	2001
$\overline{\bigcirc}$				From:		86-63			J						
(774)	0.86	990	F	98%	0%	1%	0%	1%	0%	F	120	F	1000	F	2001
	0.00	200	_	From:		86-609 NC	ORTH		_		NIA		NIA		00/00/0004
(774)	0.83	990	R	To:		SR 10	7		7		NA		NA		06/28/2001
				From:		US 11									
775)	0.06	360	R	<u> </u>		0011	•		_		NA		NA		06/11/2001
				To:		Dead E	nd								
				From:		Dead E	nd								
776	0.20	80	R	To:		06.63	<u> </u>		7		NA		NA		1995
				From:		86-63			<u> </u>						
(777)	0.90	70	R	rioni.		86-61	0				NA		NA		06/07/2001
				To:		Dead E	nd								
				From:		86-622 W	EST								
778)	0.02	NA							_		NA		NA		
				To: From:		78 Y Int; Ga 22 EAST; Ga			1						
778	0.03	NA		<u> </u>	00-0.	1/101, U	up remini	40	_		NA		NA		
				To:		86-778 Y	' Int								
778	0.05	NA		From:		20 , 70 1					NA		NA		
$\overline{}$				To:		Dead E	nd								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW	Year
Smvth County				From:	Dead End	1					
779)	0.10	NA			Dead End	_		NA	NA		
				To:	86-779 Y Int, Gap Terminus						
770)	0.10	NA		From:	Dead End, Gap Terminus			NA	NA		
779)	0.10	NA.		To:	07.770 X/I	7		IVA	IVA		
779	0.01	NA		From:	86-779 Y Int			NA	NA		
(119)				To:	86-645	1					
				From:	86-610						
780	0.40	70	R			_		NA	NA	(06/07/20
				To:	Dead End						
\bigcirc	0.39	E40	В	From:	SR 16	_		NA	NA		06/18/20
781)	0.39	540	R	To:	86-675	7		INA	NA	,	00/10/20
				From:	86-690	1					
782	0.40	150	R	<u> </u>	80-070	_		NA	NA		06/11/20
				To:	Dead End						
				From:	86-643						
783)	0.12	NA		т		_		NA	NA		
				To:	Dead End	1					
	0.20	70	R	From:	86-617			NA	NA		06/04/20
785	0.20	70	K	To:	86-683	7		INA	INA		00/04/20
				From:	Cul-de-Sac	i					
786	0.35	110	R	,		→		NA	NA		06/25/20
				To:	86-658						
$\overline{}$				From:	86-645						
787	0.30	220	R	To:	06.657	_		NA	NA	(06/14/20
				From:	86-657	1					
700	0.17	150	R	From:	86-657	_		NA	NA		1998
790	0.17	100		To:	Dead End	7		14/1	10.0		1000
				From:	86-622; FR-11						
795)	0.62	3000	R		,	_		NA	NA	(06/04/20
				To:	86-686						
\bigcirc				From:	Grayson County Line						
798)	2.60	90	R	To:	86-612	7		NA	NA	(06/18/200
				From:		1					
799)	0.26	420	R		86-638	_		NA	NA		06/28/20
(199)				To:	Cul-de-Sac	1					
				From:	86-00645(B)/						
990	0.08	NA				_		NA	NA		
				To:	86-00992(R)/						
	0.44			From:	86-00645(B)/			NIA	NIA		
991)	0.11	NA		To:	86-00992(L)/	7		NA	NA		
				From:	86-00990(R)/	1					
992)	0.08	NA			00 00//0(IC)/			NA	NA		
				To:	86-00991(R)/						
Town of Chilhowie				_							
	0.04	360	В	From:	86-1004	_		NIA -	NIA	_	07/40/00
(1001)	0.04	360	R			_		NA	NA		07/12/20
$\overline{}$	0.05	400	R	From:	US 11	_		NA	NA		07/12/20
(1001)								INA	IVA		

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK	AAWDT	QW	Year
Town of Chilhowie					2Axle 3+Axle 1Trail	21raii		Hour				
	0.14	420	R	From:	86-1002			NA		NA		07/12/2001
(1001)	0.14	420	K	To:	86-731			INA		INA		07/12/2001
				From:	86-1023							
1002	0.04	230	R		00-1025	_		NA		NA		07/12/2001
				To: From:	86-1005							
1002	0.08	210	R	From:				NA		NA		07/12/2001
				To: From:	86-1001							
1002	0.29	450	R					NA		NA		07/12/2001
				To: From:	86-1007							
(1002)	0.05	360	R					NA		NA		07/12/2001
				From:	86-1008							
1002	0.06	320	R					NA		NA		07/12/2001
				From:	86-1003							
(1002)	0.08	210	R	To:	06.1000			NA		NA		07/12/2001
				From:	86-1009							
(1003)	0.05	1000	R	Pioni.	US 11			NA		NA		07/12/2001
1003	0.00		• • • • • • • • • • • • • • • • • • • •	To:	96 1002	_						017 12/2001
(1003)	0.10	560	R	From:	86-1002			NA		NA		07/12/2001
1003)				To	86-1010							
(1003)	0.09	490	R	From:	80-1010			NA		NA		07/12/2001
1003				To:	86-731							
				From:	US 11							
(1004)	0.19	1600	R					NA		NA		07/12/2001
				To: From:	86-1006							
(1004)	0.05	2400	R					NA		NA		07/12/2001
				From:	SR 107							
1004	0.07	960	R					NA		NA		07/12/2001
·				From:	86-1023							
(1004)	0.06	540	R					NA		NA		07/12/2001
	0.00	200		From:	86-1005			NIA		NIA		07/40/0004
(1004)	0.06	320	R	To:	86-1001	_		NA		NA		07/12/2001
				From:	86-1004							
1005	0.04	260	R	<u> </u>	00-1004			NA		NA		07/12/2001
				To:	US 11 EAST							
(1005)	0.05	120	R	From:	US 11 WEST			NA		NA		07/12/2001
1005)	0.03	120	IX.	To:	86-1002	\exists		INA		INA		07/12/2001
				From:	US 11							
(1006)	0.04	850	R					NA		NA		07/12/2001
				To:	86-1004							
\bigcirc	0.05		_	From:	86-1002							07/10/0001
(1007)	0.05	50	R	To:	Dead End			NA		NA		07/12/2001
				From:	Dead End Dead End							
1008)	0.15	530	R	<u> </u>	Dean Enn	_		NA		NA		07/12/2001
				To	US 11							
(1008)	0.05	170	R	From:	0011			NA		NA		07/12/2001
				To:	86-1002							
				From:	US 11; 86-9812							
(1009)	0.03	1400	R	т		_		NA		NA		07/12/2001
				To:	86-1002							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Town of Chilhowie				From:	86-1002	1				
1009	0.10	650	R		***************************************	_		NA	NA	07/12/200
	0.40			To: From:	86-1010]——		NIA	NIA.	07/40/00
1009	0.10	630	R	To:	86-731	7		NA	NA	07/12/200
				From:	86-1009					
1010	0.08	50	R					NA	NA	07/12/20
	0.00	NIA		To: From:	86-1003]——		NIA	NIA	
1010	0.03	NA		To:	Dead End	7		NA	NA	
				From:	86-731					
1011)	0.06	80	R			_		NA	NA	07/12/20
				To:	86-1013					
	0.06	100	R	From:	86-731	_		NA	NA	07/12/20
1012	0.00	100	K	To:	86-1013	7		INA	IVA	07712720
				From:	86-1011					
1013	0.06	90	R	_		_		NA	NA	07/12/20
				To: From:	86-1012	<u> </u>				
1014)	0.10	100	R	Piolii.	SR 107	_		NA	NA	07/12/20
1014)	0.10			To:	86-731	1			10.	01712720
				From:	US 11					
1015)	0.05	830	R					NA	NA	07/12/20
	0.04			To: From:	86-1028]				07/10/00
1015	0.04	790	R	To:	86-1016	7		NA	NA	07/12/20
				From:	86-1020					
1016	0.07	660	R		00 1020	_		NA	NA	07/12/20
				To: From:	86-1022	<u> </u>				
1016	0.03	680	R	110.11.				NA	NA	07/12/20
				To: From:	86-1015]				
1016	0.11	270	R					NA	NA	07/12/20
	0.07	500		From:	86-1018	_		NIA	NA	07/12/20
1016	0.07	500	R	. —		_		NA	NA	07/12/20
1016	0.04	80	R	From:	86-1017			NA	NA	07/12/20
1016)	0.0.		.``	To:	Dead End]				07712720
				From:	US 11					
(1017)	0.03	1100	R					NA	NA	07/12/20
				To: From:	86-1028]				
1017	0.05	960	R			_		NA	NA	07/12/20
	0.12	540	R	From:	86-1016	_		NA	NA	07/12/20
1017	0.12	340	IX.	To:	86-1019	7		INA	INA	01112120
				From:	86-1016					
1018)	0.06	160	R	_		_		NA	NA	07/12/20
				To:	86-1021	<u> </u>				
1010	0.06	250	R	From:	86-1020	_		NA	NA	07/12/20
1019)	0.00			To:	86-1025				/ // \	VII 12/20
1019	0.22	380	R	From:	00-1023			NA	NA	07/12/20
				To:	86-1017	1				

					Smyth Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Town of Chilhowie				From:	86-1016	1					
(1020)	0.11	420	R		80-1010			NA	NA		1986
				To:	86-1019						
				From:	86-1022						
(1021)	0.16	60	R	To:	06 1010	_		NA	NA		1986
				From:	86-1018						
1022	0.06	80	R	110	86-1016	_		NA	NA		1986
1022				To:	86-1021						
_				From:	86-1004						
1023	0.04	910	R					NA	NA	0	7/12/200
				To: From:	US 11						
1023	0.05	200	R					NA	NA	0	7/12/200
				To: From:	86-1002]					
1023	0.13	180	R	To:	0.5 521	_		NA	NA	0	7/12/200
				From:	86-731	1					
1024)	0.19	1900	R	rioii.	Dead End			NA	NA	n	7/12/200
1024)	0.10	1000		To:	US 11				101		77 127200
				From:	86-1019						
1025	0.05	200	R					NA	NA		1986
$\bigcup_{i=1}^{n}$				To:	86-1026						
\bigcirc	2.24			From:	Dead End						
1026	0.21	NA						NA	NA		
$\overline{}$	0.07	40	_	To: From:	86-1025	_		NΙΔ	NIA		1006
1026	0.07	40	R	To:	Dead End	\neg		NA	NA		1986
				From:	Dead End						
1027)	0.17	440	R		Deat End			NA	NA	0	7/12/200
				To:	86-1024						
				From:	86-1015						
1028	0.19	80	R			_		NA	NA	0	7/12/200
				To:	86-1017						
Smyth County				From:	86-1032						
1029	0.09	320	R	-				NA	NA		1998
				To:	86-645						
\bigcirc				From:	86-1031						
1030	0.14	120	R	To:	86-1029	_		NA	NA		1998
				From:		1					
1031)	0.07	80	R		86-1032			NA	NA		1998
1001)				To:	86-1030						
				From:	86-1031						
1032	0.23	110	R			_		NA	NA		1998
				To:	Dead End						
Town of Chilhowie				From:	US 11	1					
1033)	0.17	NA			0011	_		NA	NA		
				To:	86-731						
				From:	86-762						
(1034)	0.38	260	R	т.		_		NA	NA		1998
				To:	86-762	+					
	0.04	690	R	From:	86-762			NA	NA	0	7/12/200
1035	0.04	030	N	To:	86-1036	7		INA	INC	U	11121200
					30.1030						

					Smyth	Maintenance	Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Chilhowie				From:		96 1025								
(1036)	0.25	690	R			86-1035		_		NA		NA		07/12/2001
				To:		Dead End								
\bigcirc	0.28	60		From:		86-731				NA		NA		07/12/2001
(1037)	0.20	60	R	To:		Cul-de-Sac		7		INA		INA		07/12/2001
Smyth County														
	0.32	470	R	From:		86-638				NA		NA		1998
(1040)	0.52	470	K	To:		06 1041		_		INA		INA		1990
(1040)	0.13	90	R	From:		86-1041				NA		NA		1998
				To:		Cul-de-Sac								
\bigcirc	0.44		_	From:		86-1040				NIA		NIA		4000
(1041)	0.14	90	R	To:		Cul-de-Sac		7		NA		NA		1998
				From:		Cul-de-Sac								
1045)	0.13	NA						<u>-</u>		NA		NA		
				To:		86-658								
	0.30	730	R	From:		86-660				NA		NA		06/14/2001
(1101)	0.00	730	IX.	To		96 1102				IVA		14/3		00/14/2001
(1101)	0.22	200	R	From:		86-1102				NA		NA		06/14/2001
				To:		Dead End								
	0.40	2.12	_	From:		86-1101								00/44/0004
1102	0.19	340	R	To:		86-1103		_		NA		NA		06/14/2001
				From:		86-660								
(1103)	0.31	710	R							NA		NA		06/14/2001
				To: From:		86-1102]—						
(1103)	0.22	330	R	To:		D IF I		_		NA		NA		06/14/2001
				From:		Dead End 86-660								
(1104)	0.25	160	R			80-000				NA		NA		06/14/2001
				To:		Dead End								
	0.40	400		From:		FR-5				NIA		NIA		00/44/0004
(1110)	0.18	100	R	To:		FR-5		7		NA		NA		06/14/2001
				From:		86-1113								
1112	0.12	140	R					_		NA		NA		1998
				To:		86-758		<u> </u>						
1113	0.23	180	R	From:		NCL MARION				NA		NA		1998
(113)				To:		86-1112								
				From:		BEGIN LOOP								
(1115)	0.45	100	R							NA		NA		1998
	0.04	70	R	To: From:		END LOOP				NA		NIA		06/14/2001
1115	0.04	70	ĸ	т		06.1116		_		INA		NA		00/14/2001
(1115)	0.18	140	R	From:		86-1116				NA		NA		06/14/2001
	-		-	To:		86-659								
				From:		Cul-de-Sac								
1116	0.07	20	R	To:		86-1115		_		NA		NA		06/14/2001
				From:		Dead End		\pm						
(1120)	0.07	200	R	_		Dodd Dild		-		NA		NA		06/11/2001
\bigcup				To:		FR-10								

					Smyth Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Smyth County						ZIIdli		Houi			
	0.26	210	R	From:	BEGIN LOOP			NA	NA		1998
(1125)	0.20	210	K	To:	END LOOP	_		INA	NA		1990
(1125)	0.02	220	R	From:	END LOOP			NA	NA		1998
				To:	FR-4						
\bigcirc	0.00			From:	86-658						
(1140)	0.09	NA		To:	Cul-de-Sac	\neg		NA	NA		
				From:	Cul-de-Sac	l					
(1141)	0.26	NA				_		NA	NA		
				To:	Cul-de-Sac	1					
(1201)	0.11	60	R	From:	Dead End			NA	NA	,	06/28/200
(1201)			.`	To	86-1202; 86-1203						
(1201)	0.33	260	R	From:	00-1202, 00-1203			NA	NA	(06/28/200
				To:	86-610						
	0.08	810	R	From:	86-610			NA	NA		06/28/200°
1202	0.08	010	K	To	07.1202	_		INA	NA.	'	00/20/200
(1202)	0.08	760	R	From:	86-1203			NA	NA	-	06/28/200 ⁻
				To:	86-1201; 86-1205						
\sim				From:	Dead End						
1203	0.11	70	R	To:	86-1202	\neg		NA	NA	(06/28/2001
				From:	86-1205	1					
(1204)	0.18	140	R		00 1200	<u></u>		NA	NA	1	06/28/200 ⁻
				To:	86-610						
	0.08	120	R	From:	86-610			NA	NA		06/28/200
1205	0.08	120	K	To:	96 1204	_		INA	NA	,	00/20/200
(1205)	0.09	110	R	From:	86-1204			NA	NA	-	06/28/200 ⁻
				To: From:	86-1201; 86-1202						
(1205)	0.09	520	R	From:	,			NA	NA	1	06/28/200
				To: From:	86-1206 SOUTH						
(1205)	0.10	340	R	To:	07 1207 NORTH	_		NA	NA	(06/28/2001
				From:	86-1206 NORTH 86-1205						
(1206)	0.41	160	R	<u> </u>	80-1203			NA	NA	(06/28/200
				To:	86-1205						
\bigcirc	0.42	20	_	From:	Dead End			NIA	NIA		00/00/000
1207	0.13	20	R	To:	86-1205; 86-1206 NORTH	\neg		NA	NA	,	06/28/2001
				From:	86-762						
(1301)	0.07	60	R			_		NA	NA	1	06/28/2001
				To:	86-1302						
	0.12	50	R	From:	86-1301			NA	NA		06/28/2001
(1302)	0.12	90	ĸ	To:	86-1303			INA	INA	,	00/20/200
				From:	86-762						
(1303)	0.07	60	R					NA	NA	1	06/28/2001
				To: From:	86-1302						
(1303)	0.07	30	R		0.11.0	_		NA	NA	(06/28/2001
				To:	Cul-de-Sac						

					Smyt		enance A								
Route	Length	AADT	QA	4Tire	Bus		Tr			QC	Design	QK	AAWDT	QW	Year
	ŭ					2Axle	3+Axle	1Trail	2Trail		Hour				
Smyth County				From:		Cul-de	-Sac								
(1310)	0.37	130	R								NA		NA		06/28/200
				To:		86-6									
	0.07		_	From:		86-1310	WEST				N.1.0		NIA		00/00/000
(1311)	0.27	60	R	To:		86-1310	EAST		_		NA		NA		06/28/200
				From:		86-7									
(1401)	0.09	330	R			80-7	10				NA		NA		06/25/200
				To		86-14	102								
(1401)	0.35	220	R	From:		80-1-	+02				NA		NA		06/25/200
				To:		86-14	403								
				From:		86-14	403								
1402	0.09	130	R								NA		NA		06/25/200
				To:		86-14	401								
\bigcirc	0.07		_	From:		86-7	18								00/05/000
1403	0.07	260	R								NA		NA		06/25/200
				From:		86-14	402								00/05/000
(1403)	0.29	210	R	To:		86-14	101		_		NA		NA		06/25/200
				From:											
(1420)	0.38	320	R			86-6	48				NA		NA		06/25/200
(1420)	0.00	020	••	To:		Cul-de	-Sac		7		10.		10.		00/20/200
				From:		Cul-de									
(1421)	0.07	20	R								NA		NA		1998
				To		86-14	420								
\bigcirc				From:		Cul-de	-Sac								
1422	0.09	40	R	To:		96.1	120		_		NA		NA		1998
				From:		86-14									
(1423)	0.12	70	R			Cul-de	-Sac				NA		NA		1998
(1423)	0.12	. •	• • • • • • • • • • • • • • • • • • • •	To:		86-14	420				10.		10.		1000
Town of Chilhowie									-						
				From:	СН	ILHOWIE	HIGH SCI	ł							
(9812)	0.23	1100	R	To:		110 11 0	C 1000		_		NA		NA		1995
				10.		US 11; 8	6-1009								
Smyth County				From:		86-6	i30								
9813)	0.34	370	R								NA		NA		1995
				To:	NOI	RTHWOO	D MID SC	Н							
				From:		86-6	01								
9814)	0.11	360	R	To:	27.10				_		NA		NA		1995
							E ELEM S								
0050	0.15	570	R	From:	CH	ILHOWIE	ELEM SCI	1			NA		NA		1995
9858	0.13	370	IX.	To:		US	11		1		INA		11/3		1000
				From:		86-6									
9859)	0.16	NA									NA		NA		
\bigcup				To:		Dead	End								
				From:		Wythe Cou									
749	0.15	1400	N	97%	0%	2%	0%	1%	0%	N	140	N	1400	Ν	2001
				To:	86-6	514 Smyth	County Lin	e							
Town of Marion				From:		WCL M	Marion.		1						
2 Fowler St	0.02	1100	F	98%	0%	2%	0%	0%	0%	С	120	F	1100	F	2001
119				To:		Chatham			7						

					Smyt	h Mainter	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Marion				r			Q.								
3 Pendleton St	0.11	4700	G	From:		Commerc	ce St		」 =		470	G	4900	G	2001
119				To:		E Main	St								
	0.00			From:	00/	US 11 Ma		40/		_	4-	_	200	_	0004
Poston St	0.39	380	F	98% To:	0%	1%	1%	1%	0%	F	47	F	390	F	2001
				From:		W Cherr S Park									
4452 E Cherry St	0.21	3400	F	98%	0%	1%	1%	1%	0%	С	360	F	3600	F	2001
119/				To:	S	SR 16 Comn	nerce St								
				From:		SCL Ma									
Church St	0.77	2600	F	98%	0%	1%	1%	1%	0%	F	250	F	2700	F	2001
				From:		US 11 Ma Main S									
(4453) Church St	0.11	1500	F	98%	0%	1%	0%	1%	0%	С	180	F	1600	F	2001
Church St				To		Lee S	+		1						
Church St	0.31	1500	F	97%	0%	2%	1%	1%	0%	С	160	F	1500	F	2001
Church St				To		Main St U									
(4453) Chatham Hill Rd	0.15	4900	F	From: 96%	1%	1%	1%	1%	0%	F	490	F	5200	F	2001
(4453) Chatham Hill Rd	0.10	4000	•	T	170			. 70	7	•	100	•	0200	•	2001
(4453) Chatham Hill Rd	1.16	2400	F	From: 96%	1%	Chilhowi 1%	1%	1%	0%	С	250	F	2500	F	2001
(4453) Chatham Hill Rd	1.10	2400	•	To:	1 /0	NCL Ma		1 70	٦ ٠٠٠	O	250	'	2500	'	2001
				From:		WCL Ma			l						
Chilhowie St	0.96	1900	F	97%	0%	1%	0%	1%	0%	С	180	F	2000	F	2001
Chilhowie St				To:					7						
(4454) Chilhowie St	0.14	1900	F	98%	0%	Chatham H	0%	0%	0%	F	260	F	2000	F	2001
Chilhowie St	• • • • • • • • • • • • • • • • • • • •		-	To:	0,0	Main		• 70	7	•		•		•	
				From:		N Main	St								
(4459) Keller La	0.70	1400	F	98%	0%	1%	0%	0%	0%	С	160	F	1500	F	2001
119				To:		NCL Ma	rion								
				From:		ECL Ma	rion								
Johnston Rd	0.15	2500	F	93%	0%	2%	2%	2%	0%	С	360	F	2600	F	2001
1139				To:		US 11 Ma	ain St		J						
Town of Saltville				From:		227 2 1									
1206 Palmer Ave	1.83	1300	F	98%	0%	SCL Salt	ville 0%	1%	0%	С	160	F	1400	F	2001
Palmer Ave	1.00	1300	'	30 70	0 70			1 70	-	O	100	·	1400	ı	2001
(1206) Palmer Ave	0.48	3000	F	From: 98%	0%	1%	0%	1%	0%	F	340	F	3100	F	2001
1206) Palmer Ave	0.40	3000	Г	90 /0	0 70			1 /0	- 0 76	1	340	1	3100	'	2001
Alliana Can Dd	4.05	0000		From:	00/	SR 91		40/			200		2000		2004
1206 Allison Gap Rd	1.05	3800	F	96% To:	0%	1% NCL Salt	1%	1%	0% T	С	380	F	3800	F	2001
T						THE Ball	1110		1						
Town of Marion				From:		Look A	ve								
1st Street	1.38	410	F	-					_		47	F	420	F	2001
				To:		Lincoln									
Catron St	1 20	610	F	From:		Springle	Ave				70	_	640	_	2001
Catron St	1.38	010	r	To:		Chilhowi	ie St		7		70	F	040	F	∠00 I
				From:		Prescott									
Catron St	1.38	320	F						_		40	F	330	F	2001
				To: From:		Wolfe A			1						
Chilhowie St	1.38	2000	F	. zom.		North of M	iain St				260	F	2100	F	2001
OTHINOWIE OF	1.50	2000	Г	To:					7		200	,	2100		2001
				From:		Clinton A	Ave								
Cumberland St	1.38	390	F						_		40	F	400	F	2001
				To:		Hulldale	Ave		1						
Dalton St	1.38	270	F	From:					_		30	F	280	F	2001
				To:		Greenwa	y St								
									-					-	

					Omyan	ivianito	101100711								
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Town of Morion						2Axie	3+Axle	1 I rail	21raii		Hour				
Town of Marion				From:		Magnol	ia St								
Dogwood Dr	1.38	130	F	<u> </u>		.,,ug.ioi	50		_		20	F	130	F	2001
			-	To:		Dead I	End		7			-		•	
				From:		Action									
E. Main St	1.38	1600	F								180	F	1700	F	2001
				To:		Oak S	St		7						
				From:		Cumberla									
Hulldale Ave	1.38	100	F	-					_		20	F	110	F	2001
				To:		Dead I	End		7						
				From:		1St Str									
Look Ave	1.38	510	F								60	F	530	F	2001
				To:		Chilhow	ie St		7						
				From:		Dogwoo									
Magnolia St	1.38	230	F								40	F	240	F	2001
· ·									_						
				From:		Hemloc	k St								
Magnolia St	1.38	260	F						_		40	F	270	F	2001
				To:		Veterai									
			_	From:		Golf V	iew		_			_	400	_	
Mt View Dr	1.38	170	F						_		20	F	180	F	2001
				To:	(Country C									
			_	From:		Cherry	St					_		_	
Park St	1.38	490	F						_		46	F	510	F	2001
				To: From:	De	ad End S (
			_	From:		Cumberla	ınd St					_		_	
Patton Ave	1.38	90	F						_		10	F	90	F	2001
				To: From:		Dead I									
5 10			_	From:		E. Cheri	ry St					_		_	
Pearl St	1.38	680	F						- -		70	F	710	F	2001
				To: From:		E. Hiig									
D 11 / 0/				From:		Main	St		_						
Pendleton St	1.38	NA							_		NA		NA		
				To: From:		Commer									
0.1.01	4.00		_	From:		E. High	ı St				400	_	4000	_	0004
S. Iron St	1.38	1100	F						_		120	F	1200	F	2001
				To: From:		Walnu									
M D.	4.00	4000	_	110III.		Wasson	a Dr				400	_	0000	_	0004
Wassona Dr	1.38	1900	F								190	F	2000	F	2001
				To: From:		Hemloc	k St		—						
Wassona Dr	1.38	1900	F	98%	0%	1%	0%	1%	0%	С	220	F	2000	F	2001
			-	To:		Veterai			7						
				From:		Oakley			1						
Wolfe Ave	1.38	250	F								40	F	260	F	2001
			=	To:		Dover	St		7						
						DUVU	Ut.								