2001

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

Jurisdiction Report

92

Tazewell County
Town of Bluefield
Town of Richlands
Town of Tazewell
Town of Cedar Bluff
Town of Pocahontas

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.

					Tazew	ell Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	QW	Year
		 ·	- 4 - •			2Axle	3+Axle	1Trail	2Trail		Hour	٠			. 30.
Tazewell County				From:		Smyth Cour	nty Line								
(16)	3.66	270	G	98%	0%	1%	0%	1%	0%	F	30	G	270	G	2001
				To: From:		92-601 As									
(16)	4.95	3200	G	98%	0%	1%	0%	1%	0%	F	290	G	3300	G	2001
				To: From:		92-60									
(16)	2.77	870	G	98%	0%	1%	0%	1%	0%	F	80	G	870	G	2001
				To: From:		92-604 S									
16	1.68	2800	G	98%	0%	1%	0%	1%	0%	F	270	G	2800	G	2001
Bus				To: From:		S US 19	Bus								
(16) (19)	1.11	2600	G	96%	0%	1%	0%	1%	0%	F	250	G	2700	G	2001
				Tor		WCL TAZI	EWELL								
16) Bus 19)	0.44	2600	G	96%	0%	1%	0%	1%	0%	F	270	G	2600	G	2001
(10) (19)	• • • • • • • • • • • • • • • • • • • •	2000	•	To:	0,0	SR 1		.,,	7	•					
Town of Tazewell															
Bus				From:		WCL TAZI			J					_	
16 (19) Main Street	0.20	3000	G	96%	1%	1%	0%	2%	0%	С	NA		3000	G	2001
Bus				From:	ALT S	R 16 FAIRC	GROUNDS	RD							
16) (19) Main Street	0.81	4000	G	92%	1%	1%	1%	4%	2%	F	NA		4000	G	2001
				To: From:		CHURCH	I AVE								
Bus Fincastle Trpk	0.44	5800	G	92%	1%	1%	1%	4%	2%	F	NA		5800	G	2001
16 [19] Fincastle Trpk	0.44	3000	·	To:					7	•	14/1		0000	Ü	2001
(16) Tazewell Ave	0.83	3900	G	From: 95%	0%	5 19; 460 BU 1%	1%	2%	1%	С	NA		3900	G	2001
10) 1020110117110	0.00	0000		To:	0 70					•			0000		2001
16 Tazewell Ave	0.44	3100	G	From: 94%	0%	US 19, U 1%	1%	2%	0%	С	NA		3100	G	2001
(10)				To:		SR 61 Rive									
	4.00		_	From:	00/	Tazewell		00/		_			5700	_	0004
16 Riverside Dr	1.30	5700	G	94%	0%	1%	1%	3%	0%	F	NA		5700	G	2001
Disconside De	0.54			From:		T SR16 Fair			40/		NI A		0000		0004
16 Riverside Dr	0.54	6200	G	92% To:	1%	1% NCL Taz	2%	3%	1% T	С	NA		6200	G	2001
T U.C. 4				I		NCL 1az	cwen		I						
Tazewell County				From:		NCL Taz	ewell								
16	2.67	4200	G	92%	1%	1%	2%	3%	1%	F	360	G	4200	G	2001
				To: From:		92-636 A	Adria								
(16)	2.62	3400	G	97%	0%	2%	0%	1%	0%	F	290	G	3400	G	2001
				To: From:		92-64	14								
16)	2.55	2000	G	92%	1%	1%	2%	3%	1%	F	180	G	2100	G	2001
				To:	W	est Virginia	State Line								
Town of Tazewell				From:		IIQ 10 Doc	Main S+		1						
ALT (16) Fairgrounds Road	0.73	3100	G	95%	0%	US 19 Bus 1%	1%	2%	0%	С	NA		3100	G	2001
				To:		NCL Taz			1						
Tazewell County							_								
ALT	0.47	0500		From:	001	NCL Taz		00/	00/	_	200		0500		0001
16	0.17	3500	G	95% To:	0%	1% US 19 Ta	1%	2%	O%	F	300	G	3500	G	2001
ALT				From:		US 19 Ta									
(16)	0.43	3800	G	98%	0%	1%	0%	1%	0%	F	340	G	3800	G	2001
				To:		SCL Taz	ewell								
Town of Tazewell				From:		ggt T	11		_						
ALT 16 Fairgrounds Road	0.28	3600	G	98%	0%	SCL Taz 1%	ewell 0%	1%	⅃ 0%	F	NA		3600	G	2001
10) i ali giodinas rioda	5.20	3000	3	To:		SR 16 Rive		1 /0	7	•	14/1		5550	0	2001
				-		,									

					razev	veii iviaini	enance <i>F</i>	riea							
Route	Length	AADT	QA	4Tire	Bus	 2Axle	3+Axle	uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Tazewell County				From:		Russell Cou	ıntı: Lina								
19	2.38	12000	G	91%	0%	2%	1%	5%	0%	F	970	G	12000	G	2001
19	3.04	13000	G	91%	0%	92-60 2 %	1%	5%	0%	F	1000	G	13000	G	2001
	5.73	15000	G	From: 93%	0%	US 460 Clay 2%	pool Hill 1%	3%	0%	F	1200	G	15000	G	2001
19	5.75	15000	<u> </u>	To:	070	92-63		370	U%	Г	1200		15000	G	2001
19	5.13	12000	G	93%	0%	2% US 19, Bus	1%	3%	0%	F	1100	G	12000	G	2001
19	2.98	11000	G	93% To:	0%	2% SR 1	1%	3%	0%	F	950	G	12000	G	2001
Town of Tazewell				ı		ore i									
19	0.17	11000	G	93%	0%	SR 1 2%	1%	3%	0%	F	920	G	11000	G	2001
				From:	00/	SR 6			<u> </u>						
(19)	0.82	9400	G	93% To:	0%	2% NCL Taz	1% zewell	3%	0%	F	800	G	9700	G	2001
Tazewell County				From:		NOL T	11		1						
19	1.93	9400	N	93%	0%	NCL Taz 2%	1%	3%	0%	N	800	N	9700	N	2001
19	5.75	14000	G	From: 93%	0%	Bus US 2%	1%	3%	0%	F	1100	G	14000	G	2001
(19)	4.86	15000	Α	From: 93%	0%	92-680 2%	East 1%	3%	0%	Α	1400	Α	15000	Α	2001
19	0.10	14000	F	From: 93%	0%	92-720 2 %	1%	3%	0%	F	1300	F	14000	F	2001
<u>(19)</u>	1.56	4400	G	From: 93%	0%	US 40 2%	1%	3%	0%	F	410	G	4600	G	2001
				To:		WCL Blu	uefield								
Town of Bluefield				From:		WCL Blu	ıefield								
19	1.16	5800	G	91%	1%	1%	2%	4%	1% —	С	NA		6000	G	2001
(19) Virginia Ave	0.95	7000	G	93%	0%	Montro: 2%	se St 1%	3%	0%	F	NA		7300	G	2001
<u> </u>				To: From:		Walnut Virginia									
(19) Walnut Ave	0.05	3400	G	93% To:	0%	2% College	1%	3%	0%	F	NA		3500	G	2001
~~				From:		SR 102 Col									
[19]	0.76	7800	G	To:	W	/est Virginia	State Line		7		NA		8200	G	2001
Tazewell County				'					•						
Bus 19	1.58	1800	G	96%	0%	US 19, U 2%	US 460 0%	1%	0%	F	160	G	1800	G	2001
				To: From:		SR 9)1		_						
Bus 19	0.27	1800	G	96%	0%	2%	0%	1%	0%	F	170	G	1800	G	2001
Bus				From:		SR 1			_						
19	1.11	2600	G	96%	0%	1%	0%	1%	0%	F	250	G	2700	G	2001
Bus 19	0.44	2600	G	96%	0%	WCL Taz	zewell 0%	1%	0%	F	270	G	2600	G	2001
				То:		SR 1	.6								
Town of Tazewell Bus				From:		WCL Tax	zewell								
Main Street	0.20	3000	G	96%	1% AL	1% T SR 16 Fai	0%	2% d	0%	С	NA		3000	G	2001
					ΛL	1 51 10 1 al	i _B i oulius N	u							

Roule Length AADT QA 4Tre Bus 27 TUNE QA 4Tre Bus 27 TUNE QA 4 Tre Bus 27 TUNE QA 4T TO QA 4T						razew	eli Mainte	enance A	rea							
Table Tabl	Route	Length	AADT	QA	4Tire	Bus					QC	•	QK	AAWDT	QW	Year
19 Main Street 0.81 4000 G 92% 1% 1% 1% 4% 2% F NA 4000 G 2001	Town of Tazewell									ZIIali		Houi				
The content of the		0.04	4000	_							_	NIA		4000	0	2004
Second Company Seco	19 Main Street	0.81	4000	G	92%	1%	1%	1%	4%	2% —	Г	NA		4000	G	2001
Target T	Bus				From:		Church	Ave		_						
18 18 18 18 18 18 18 18	19 Fincastle Trpk	0.44	5800	G	92%	1%	1%	1%	4%	2%	F	NA		5800	G	2001
The properties Tipk 1.65 7400 G 82% 1% 1% 1% 4% 2% C NA 7400 G 2001	Pug				To: From:		Tazewell	l Ave								
Second Common Second Commo	~~~	1.65	7400	G	92%	1%	1%	1%	4%	2%	С	NA		7400	G	2001
					To:											
ECL Tazewell	~~~	0.05		_					40/	_	_			5 400	•	0004
	19 Fincastie I rpk	0.65	5100	G		1%			4%	┓ 2%	F	NA		5100	G	2001
Second Common C							ECL 1az	ewell								
10					From:		ECL Taz	ewell								
10	~~~	0.93	4800	G	92%	1%			4%	2%	F	420	G	4900	G	2001
Second S	<u> </u>				To:		US 19 & U	JS 460								
Bill	own of Tazewell															
Second Combined Traffic Co		0.88	4000	C					30/	10/	C	NIA		4000	G	2004
Second County Second Count	61)	0.00	4900	G	94 70	076	1 70	1 70	370	1 70	C	INA		4900	G	2001
Combined County Target First F		0.00	6700		From:		US 19, U	S 460				NIA		6700		2004
Second County Second Count	61	0.06	6/00	G	To:		ECI Toz	owall		_		NA		6700	G	2001
First Firs							ECL 1az	ewell								
Second S	azewell County				From:		ECL Taz	ewell								
NCL Tazewell NCL	61)	0.63	4800	G	94%	1%			3%	1%	F	400	G	4800	G	2001
No.					To:		NCL Taz	ewell								
61	Town of Tazewell															
SCL Tazewell County SCL Tazewell		0.60	6900	•		10/			20/	10/	_	NIA		6900	C	2001
61	61	0.00	6800	G	94%					170	Г	INA		6600	G	2001
Table SCL Tazewell SCL Tazewel		0.40	4000		From:		•					NIA		4000		2004
Fazewell County Fazewell County Fazewell County Combined Richards Fazewell County Combined Traffic: 1500 G 95% 0% 2% 1% 1% 0% F 420 G 4200 G 2001	61)	0.48	4600	G		0%			1%	┓ 0%	Г	NA		4600	G	2001
SCL Tazewell SCL	. N.C. 4						SCL Taz	CWCII		_						
150	Lazewell County				From:		SCL Taz	ewell								
1,61 1,61 1,61 1,61 1,61 1,61 1,61 1,61 1,62	(61)	4.43	4200	G	96%	0%	2%	1%	1%	0%	F	420	G	4200	G	2001
F 140 G 1500 G 96% 0% 2% 1% 1% 1% 0% F 140 G 1500 G 2001					To		92-623 G	ratton		1						
Second Process Seco	61	7.31	1500	G		0%			1%	0%	F	140	G	1500	G	2001
Sussell County Suss					To		92-662 Cov	e Creek								
Russell County From Russell County Line From Russell County From	61)	1.65	590	G					1%	0%	F	50	G	600	G	2001
Russell County From					To:		Bland Cour	nty Line								
Russell County From	Russell County															
Tazewell County									201		_					
Tazewell County	67	1.61	2200	G		0%			3%	1 %	F	180	G	2200	G	2001
CL Richlands							US 460 F	caven		I						
67 460 0.56 18000 G 95% 0% 2% 1% 2% 0% F 1500 G 19000 G 2001 CL Richlands	Fazewell County				From:		US 460 R	AVEN								
CL Richlands	67 (460)	0.56	18000	G	95%	0%			2%	0%	F	1500	G	19000	G	2001
CL Richlands RT 460 RT 4					To:			lands								
CL Richlands RT 460 RT 4	Town of Richlands															
Bus RT 460 / RT 460	~~~	0.00	40000	.,		001			00/			4500		10000		0001
Bus	67 460	0.82	18000	N	95%				2%	U% 	N	1500	N	19000	N	2001
67 460 Front St 0.27 12000 G 95% 0% 2% 1% 2% 0% F NA 12000 G 2001 Bus Bus Bus Bus US 460 P, 2nd St 67 460 Front St 0.30 8000 G 95% 0% 2% 1% 2% 0% F NA 8000 G 2001 Combined Traffic: 15000 G 97% 0% 1% 1% 1% 0% F NA 15000 G 2001					To: From:	R	T 460 / RT	460 BUS		_						
Bus		0.27	12000	G	95%	0%	2%	1%	2%	0%	F	NA		12000	G	2001
67 (460) Front St 0.30 8000 G 95% 0% 2% 1% 2% 0% F NA 8000 G 2001 Combined Traffic: 15000 G 97% 0% 1% 1% 1% 0% F NA 15000 G 2001					To:	В	US US 460	P, 2nd St		7						
Combined Traffic: 15000 G 9 <u>7% 0% 1% 1% 1% 0</u> % F NA 15000 G 2001		0.20	9000	c					20/	- '	E	NIA		2000	C	2001
	Comi	omeu Hallic.	13000	G		U 70			1 /0	7 0 /%	ı	INA		13000	G	200 I

					razew	eli Mainte									
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Town of Richlands						ZAXIE	3+Axle	rraii	ZITall		Hour				
Bus				From:		Kent Rid									
(67) (460) Front S		8000	G	95%	0%	2%	1%	2%	0%	F	NA		8100	G	2001
\bigcirc	Combined Traffic:	15000	G	97%	0%	1%	1%	1%	0%	F	NA		15000	G	2001
Bus				To: From:	S	R 67 P Rail	road Ave								
67) (460) Front S	St 0.04	5800	G	86%	1%	1%	5%	5%	3%	F	NA		5800	G	2001
(67) (400)	Combined Traffic:	11000	N	91%	0%	1%	3%	3%	2%	N	NA		11000	N	2001
									¬ -~	• •				••	_00.
67 Norfolk St	0.04	1500	G	From: 97%	0%	0%	1%	1%	0%	F	NA		1500	G	2001
67) Nonoik of	Combined Traffic:	2500	G	96%	0%	1%	1%	1%	1%	F	NA		2500	G	2001
	Combined Traine.	2000	Ŭ	To:	0 70	2Nd 5		1 70	┐ '″	•	14/1		2000	O	2001
				From:		Norfoll									
(67) 2nd St	0.05	5000	N	97%	0%	0%	1%	1%	0%	Ν	NA		5000	Ν	2001
\smile	Combined Traffic:	11000	N	91%	0%	1%	3%	3%	2%	Ν	NA		11000	Ν	2001
				To: From:		Bus US 40									
Railroad St	0.41	5000	G	97%	0%	ar, Bus US 0%	1%	1%	」 ○%	F	NA		5000	G	2001
67 Railroad St	0.41	3000	G	31 70	0 70			1 /0	- 0 /0 -	'	INA		3000	O	2001
Dailmand Ct	0.02	2000	_	From:	00/	US 40		20/	40/		NΙΔ		2200		2004
(67) Railroad St	0.63	3300	G	95% To:	0%	1% NCL Rich	1%	2%	1% 	С	NA		3300	G	2001
						NCL KICI	nanus								
Tazewell County				From:		NCL Rich	alande		1						
67)	6.91	2100	G	97%	0%	0%	1%	1%	0%	F	170	G	2200	G	2001
01)				To:		92-616 Whi			7						
Town of Richlands															
Town of Kichianus				From:	1	Bus US 460	Front St								
(67) Railroad St	0.05	1100	G	95%	0%	1%	1%	2%	1%	F	NA		1100	G	2001
	Combined Traffic:	2500	G	96%	0%	1%	1%	1%	1%	F	NA		2500	G	2001
				To:		SR 67 Sec	ond St								
Tazewell County									T						
	5.37	80	G	96%	1%	Smyth Cour 1%	nty Line 1%	1%	」 ○%	F	10	G	90	G	2001
91	5.57	80	G	90%	1 70	1 70	1 70	1 70	U 70	Г	10	G	90	G	2001
				From:		92-60									
91)	5.64	30	G	97%	0%	0%	0%	0%	0%	F	6	G	30	G	2001
$\overline{}$				To: From:		92-60									
(91)	2.62	130	G	97%	1%	1%	1%	1%	0%	F	10	G	130	G	2001
$\overline{}$				To: From:	9.	2-609 Maid	en Spring								
91)	9.48	230	G	96%	1%	1%	1%	1%	0%	F	20	G	230	G	2001
				To:	U	S 19 Crock	etts Store								
Town of Bluefield															
			_	From:		est Virginia		=0/		_				_	
102 Stadium Dr	0.39	6500	G	90% To:	1%	1%	1%	5%	2%	F	NA		6800	G	2001
				From:		College Stadium									
(102)College Ave	0.87	11000	G	90%	1%	1%	1%	5%	2%	С	NA		11000	G	2001
102				To:											
(102)College Ave	0.80	8800	G	From: 90%	1%	Valleyda 1%	1%	4%	2%	С	NA		9200	G	2001
102 3011090 7.76	0.00	5000	•		1 /0			т / О	7	J	14/1		3200	J	2001
(102)College Ave	0.24	0400		From:	10/	Rollins		40/	20/		NI A		0000		2004
102 College Ave	0.31	9400	G	90%	1%	1%	1%	4%	2%	F	NA		9900	G	2001
<u> </u>				From:		Tazewell									
102 College Ave	0.07	8200	G	90%	1%	1%	1%	4%	2%	F	NA		8500	G	2001
$\frac{\sim}{\sim}$				To: From:		Virginia									
(102)College Ave	0.58	3000	G	90%	1%	2%	5%	2%	1%	С	NA		3100	G	2001
\smile				To:		NCL Blu	efield								

Traceval County Traceval C						Tazew	veli Mainte	Tru				Design				
No. No.	Route	Length	AADT	QA	4Tire	Bus					QC	•	QK	AAWDT	QW	Year
102	Tazewell County															
102	102	4 13	3600	G	<u> </u>	0%			2%		F	330	G	3600	G	2001
102	102)	1.10	0000		To:					٦	•	000		0000		
West Viginia Sizer Lise West Viginia Sizer Lise Lise West Viginia Sizer Lise Viginia	102	0.20	3600	G	96%				2%	0%	F	410	G	3700	G	2001
Town of Parchines 1000 0,000 0,000 1	102				To:	W	ect Virginia	State Line		¬						
Town of Parabantax	102	0.60	7600	G					2%	0%	F	910	G	7800	G	2001
102 0.25 7600 N 963% 968 196 196 296 296 196 296 296 196 296 296 196 296 296 196 296 296 196 296 296 196 296 296 196 296 296 196 296 296 196 296					To:		ECL Poca	hontas								
Total County Tota	Town of Pocahontas															
Beginning of SR 192	100	0.25	7600	N		Λ%.			2%	0%	N	010	N	7800	N	2001
Second County C	102)	0.23	7000	14					2 /0	7 0 / 0	IN	310	IN	7000	IN	2001
Age 11000 G 95% 0% 2% 1% 2% 0% F 860 G 11000 G 2001	Fazewell County				•					•						
April 1000 C 1000 C 1000 C 1000 C 2001	~~~															
According to the property of	460}	3.99	11000	G	95%	0%	2%	1%	2%	0%	F	860	G	11000	G	2001
SR 67 SR 1500 S	~~															
According to Acco	460	2.06	11000	G	95%	0%	2%	1%	2%	0%	F	980	G	12000	G	2001
Town of Richlands	~~~									<u> </u>						
Town of Richlands	460	0.56	18000	G		0%			2%	- 0%	F	1500	G	19000	G	2001
March Marc					10.		WCL Rici	hlands								
Add Add	Town of Richlands				From:		WCL Ricl	hlands								
1.32 12000 C 95% 0% 2% 1% 2% 0% F 1000 G 13000 G 2001	460	0.82	18000	N	95%	0%			2%	0%	Ν	1500	Ν	19000	Ν	2001
1.32 1200 G 95% 0% 2% 1% 2% 0% F 1000 G 13000 G 2001	<u> </u>				To		US 460	Bus		7						
SR 67 SR 6	460	1.32	12000	G		0%			2%	0%	F	1000	G	13000	G	2001
A					To		SR 6	7		7						
Tazewell County Figure FCL Richlands FCCL Richlands FCC	460	0.38	15000	Α		0%			2%	0%	В	1400	Α	16000	Α	2001
					To:		ECL Rich	nlands								
Town of Cedar Bluff Section Se	Tazewell County				P		nor n: I									
Town of Cedar Bluff	(400)	0.87	15000	N		0%			2%	0%	N	1400	N	16000	N	2001
Town of Cedar Bluff	460	0.07	10000	.,		0 70			2 /0	7	11	1400	11	10000	IN.	2001
Total From	Town of Cedar Bluff				,											
Total	~~~							ır Bluff								
According to the latter of t	460}	1.62	15000	G	95%	0%	2%	1%	2%	0%	F	1300	G	16000	G	2001
Tagewell County From	~															
Section Sect	460}	0.09	21000	G		0%			2%	0%	F	1800	G	22000	G	2001
1.16 21000 N 95% 0% 2% 1% 2% 0% N 1800 N 22000 N 2001					10.		ECL Ceda	r Bluff								
1.16 21000 N 95% 0% 2% 1% 2% 0% N 1800 N 22000 N 2001	Tazewell County				From:		ECL Ceda	r Bluff								
19 15.73 15000 G 93% 0% 2% 1% 3% 0% F 1200 G 15000 G 2001	460	1.16	21000	N	95%	0%			2%	0%	Ν	1800	N	22000	Ν	2001
19 5.73 15000 G 93% 0% 2% 1% 3% 0% F 1200 G 15000 G 2001					To	US	S 19 West Ir	ntersection								
Town of Tazewell Town of Taz	460 (19)	5.73	15000	G					3%	0%	F	1200	G	15000	G	2001
460 19 5.13 12000 G 93% 0% 2% 1% 3% 0% F 1100 G 12000 G 2001 To US 19, BUS US 460 To SR 16 1000 G 93% 0% 2% 1% 3% 0% F 950 G 12000 G 2001 To SR 16 1000 G 93% 0% 2% 1% 3% 0% F 950 G 12000 G 2001 Town of Tazewell 460 19 0.17 11000 G 93% 0% 2% 1% 3% 0% F 920 G 11000 G 2001 To SR 16 1000 G 93% 0% 2% 1% 3% 0% F 920 G 11000 G 2001 To SR 61 1000 G 93% 0% 2% 1% 3% 0% F 800 G 9700 G 2001					To		92-63	19		٦						
To US 19, BUS US 460 460 19 2.98 11000 G 93% 0% 2% 1% 3% 0% F 950 G 12000 G 2001 To SR 16 Town of Tazewell 460 19 0.17 11000 G 93% 0% 2% 1% 3% 0% F 920 G 11000 G 2001 To SR 61 460 19 0.82 9400 G 93% 0% 2% 1% 3% 0% F 800 G 9700 G 2001	460 (19)	5.13	12000	G		0%			3%	0%	F	1100	G	12000	G	2001
2.98 11000 G 93% 0% 2% 1% 3% 0% F 950 G 12000 G 2001 Town of Tazewell 460 19					To	1	US 19 BUS	US 460		٦						
Town of Tazewell	460 (19)	2.98	11000	G					3%	0%	F	950	G	12000	G	2001
SR 16 O.17 11000 G 93% 0% 2% 1% 3% 0% F 920 G 11000 G 2001					To:		SR 1	6								
460 19 0.17 11000 G 93% 0% 2% 1% 3% 0% F 920 G 11000 G 2001 Table 1	Town of Tazewell															
Tra SR 61 460 (19) 0.82 9400 G 93% 0% 2% 1% 3% 0% F 800 G 9700 G 2001	\sim	0.17	11000	_		00/			30/		F	020	C	11000	C	2004
(460) (19) 0.82 9400 G 93% 0% 2% 1% 3% 0% F 800 G 9700 G 2001	460 (19)	0.17	11000	G	93%	U%			J%	U%	Г	920	G	1 1000	G	2001
	~~~	0.00	0400			00/			20/	00/		900		0700		2004
	460 19	0.82	9400	G	93% To:	U%			<b>ა</b> %	U%	F	800	G	9700	G	2001

					Tazew	ell Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	QW	Year
	Longar	, , , ,	٠.,	11110	Buo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	Q. C	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Q.	
Tazewell County				From:		CL Taze	well								
(460) (19)	1.93	9400	N	93%	0%	2%	1%	3%	0%	Ν	800	Ν	9700	Ν	2001
<del></del>				To: From:		BUS US	460								
(460) (19)	5.75	14000	G	93%	0%	2%	1%	3%	0%	F	1100	G	14000	G	2001
<del>~</del> <del>~</del> <del>~</del>				To: From:		92-68			]						
[460] [19]	4.86	15000	Α	93%	0%	2%	1%	3%	0%	Α	1400	Α	15000	Α	2001
~~~~	0.40	44000		From:	00/	92-720		00/	<u> </u>		4000		4.4000		0004
[460] [19]	0.10	14000	F	93%	0%	2%	1%	3%	0%	F	1300	F	14000	F	2001
~~~~	1.91	42000	G	From: 95%	0%	5 19 East In 2%	tersection 1%	2%	0%	F	1100	G	13000	G	2001
460	1.91	13000	G	95 76 To:	0%	WCL Blu		Z 70	7 0%	Г	1100	G	13000	G	2001
Town of Bluefield									<u> </u>						
~~~				From:		WCL Blu									
[460]	1.45	12000	G	92%	0%	1%	1%	5%	0%	F	1100	G	12000	G	2001
~~~	4.0=			From:	201	92-72		201	<b></b>		1000		10000		
<del>[460]</del>	1.67	13000	G	95%	0%	2%	1%	2%	0%	F	1200	G	13000	G	2001
~~	0.00	40000		From:	00/	F-86		40/		_	4000		40000		0004
<u>(460)</u>	0.09	19000	G	93% To:	0% We	1% est Virginia	1% State Line	4%	□ 0%	F	1800	G	19000	G	2001
Tazewell County					***	st viigiina	State Line		1						
Bus Bus				From:		US 19, U									
{460}{19}	1.58	1800	G	96%	0%	2%	0%	1%	0%	F	160	G	1800	G	2001
Bus Bus				To: From:		SR 9	1		]						
460 (19)	0.27	1800	G	96%	0%	2%	0%	1%	0%	F	170	G	1800	G	2001
$\bigcirc$				To:		SR 1	6		<b>_</b>						
Bus Bus (460 (19)	1.11	2600	G	96%	0%	1%	0%	1%	 0%	F	250	G	2700	G	2001
400 (19)				To		WCL TAZI		.,,	¬	•					
Bus Bus	0.44	0000	_	From:				40/	-00/	_	070	0	0000		0004
[460] [19]	0.44	2600	G	96% To:	0%	1% SR 1	0%	1%	0%	F	270	G	2600	G	2001
Town of Tazewell						SIC I	0								
Bus Bus				From:		WCL TAZI	EWELL								
(460) (19) Main Street	0.20	3000	G	96%	1%	1%	0%	2%	0%	С	NA		3000	G	2001
Bus Bus				From:	ALT SF	16 FAIRC	GROUNDS	RD	]						
460 19 Main Street	0.81	4000	G	92%	1%	1%	1%	4%	2%	F	NA		4000	G	2001
$\bigcirc$				To:		CHURCH	I AVE		<del></del>						
Bus Bus Fincastle Trpk	0.44	5800	G	92%	1%	1%	1%	4%	2%	F	NA		5800	G	2001
400 (19)	-			To		TAZEWEL									
Bus Bus Financial Trail	1.65	7400	_	From:				40/	<b>⊣</b>	0	NIA		7400	0	2001
(460) (19) Fincastle Trpk	1.65	7400	G	92%	1%	1%	1%	4%	2%	С	NA		7400	G	2001
Bus Bus				From:		R 61 BEN E			_						
(460) (19) Fincastle Trpk	0.65	5100	G	92% To:	1%	1%	1%	4%	2%	F	NA		5100	G	2001
<del>~</del> ~				10:		ECL TAZE	EWELL								
Tazewell County Bus Bus				From:		ECL TAZE	EWELL								
(460) (19)	0.93	4800	G	92%	1%	1%	1%	4%	2%	F	420	G	4900	G	2001
				To:		US 19 & U	JS 460								
Town of Richlands				From:		***	<u> </u>		1						
Bus 460 Front St	0.27	12000	G	95%	0%	US 46 2%	1%	2%	0%	F	NA		12000	G	2001
400)								_,,							
Bus				From:		us US 460			_			_			
	0.00		_			001	401	001							
(460) Front St	0.30 ned Traffic:	8000 15000	G G	95% 97%	0% 0%	2% 1%	1% 1%	2% 1%	0% 0%	F F	NA NA		8000 15000	G G	2001 2001

					Tazew	ell Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Trι	ıck		- QC	Design	OK	AAWDT	Ο\/	Year
Route	Lengui	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QI	AAWDI	QVV	i Cai
Town of Richlands				From:		17 . D. 1	D.1								
Bus 460 Front St	0.28	8000	G	95%	0%	Kent Rid	ge Rd 1%	2%	<b>┘</b> 0%	F	NA		8100	G	2001
460 1 10111 31	Combined Traffic:		G	97%	0%	1%	1%	1%	0%	F	NA		15000	G	2001
	Combined Trailic.	13000	•	31 /0				1 70	7	'	INA		13000	O	2001
Bus				From:		R 67 P Rail									
Front St	0.04	5800	G	86%	1%	1%	5%	5%	3%	F	NA		5800	G	2001
<b>~</b>	Combined Traffic:	11000	N	91%	0%	1%	3%	3%	2%	Ν	NA		11000	N	2001
Bus				To: From:		SR 67 Not	rfolk St								
Front St	0.18	5800	N	86%	1%	1%	5%	5%	3%	N	NA		5800	N	2001
400)	Combined Traffic:	11000	N	92%	1%	1%	3%	3%	2%	N	NA		11000	N	2001
				To		Bus US 460									
Bus			_	From:				=0/		_					
Front St	0.92	8300	G	86% To:	1%	1%	5%	5%	3%	С	NA		8300	G	2001
				10.		WCL Ceda	ar Bluff								
Town of Cedar Blu	ff			From:		ECL Rich	alondo		I						
Bus 460	2.25	8700	G	86%	1%	1%	5%	5%	3%	F	NA		8700	G	2001
400	0	0.00	•	To:	.,,	US 40		0,0	7	•			0.00		
Town of Richlands				•											
Bus				From:	1	Bus US 460	Front St								
4 ₆₀ 2nd St	0.57	6800	G	98%	0%	1%	0%	0%	0%	F	NA		6900	G	2001
<u>_</u>	Combined Traffic:	15000	G	97%	0%	1%	1%	1%	0%	F	NA		15000	G	2001
Dura				To: From:		SR 67 Railr	oad Ave								
Bus 460 (67) 2nd St	0.05	5000	N	97%	0%	0%	1%	1%	0%	N	NA		5000	N	2001
460 67 2nd St	Combined Traffic:	11000	N	91%	0%	1%	3%	3%	2%	N	NA		11000	N	2001
	combined frame.	11000	•••	T	070			0,0	¬ - / °		10.		11000	•••	2001
Bus				From:		SR 67 Nor									
(460)2nd St	0.25	4700	G	98%	0%	1%	0%	0%	0%	С	NA		4700	G	2001
<u> </u>	Combined Traffic:	11000	N	92%	1%	1%	3%	3%	2%	N	NA		11000	N	2001
				To:		Bus US 460	Front St								
Tazewell County				From:		ECL TAZE	ZWELL								
600	0.20	720	R	<u> </u>		ECL TAZI	EWELL				NA		NA		1999
(000)		•	•••	Tar		02.12	1.6		_						
<u></u>	0.05	180	R	From:		92-13	16				NA		NA		1999
(600)	0.03	100	ĸ	_							INA		INA		1999
	0.01	470		From:		0.05 ME 9	2-1316				NΙΔ		NIA		1000
600	0.01	170	R						_		NA		NA		1999
	4.0=			From:	-	92-13	17	-	_		h		N: A		4000
(600)	1.37	50	R	To:		D. 17	7md		_		NA		NA		1999
						Dead I									
	7.90	380	G	94%	0%	SR 9	1 1%	2%	 0%	С	NA		380	G	2001
601)	7.90	300	G	<del>34</del> 70	U 70	3%		<b>2</b> 70	U 7/0	C	INA		300	G	∠UU I
	4.07	600		From:	001	92-766 V		001			N I A		000		0001
601)	1.27	380	G	94% To:	0%	3% SR 16 W	1%	2%	¬ 0%	F	NA		380	G	2001
				From:		SR 16 W			+						
(601)	2.35	80	R			3			_		NA		NA		1999
				To:		Dead I	End								
<del></del>				From:		92-60	)4								
602	0.20	340	R								NA		NA		1999
$\bigcup$				To		92-71	10		¬						
602	0.36	310	R	From:		72-11					NA		NA		1999
002				To:		00.77	)6								
602	1.10	70	R	From:		92-60	סכ		_		NA		NA		1999
602	1.10	, 0	N	To:		92-60	)5		1		INA		14/7		1000
						72-00	,,,								

Route	Length	AADT	QA	4Tire	Truck		QC	Design	QK AAWDT QW	Year
Tazewell County	_og		٠		2Axle 3+Axle 1Trail	2Trail	40	Hour	Q. (71.112.) Q.1	
	0.70	400	_	From:	92-605			NIA	NA	1000
502	0.70	180	R	To:	SR 16 WEST	7		NA	NA	1999
				From:	SR 16 EAST					
302	1.40	60	R			_		NA	NA	1999
	0.75			To: From:	92-611					4000
302	0.75	110	R			_		NA	NA	1999
	1.54	70	R	From:	0.75 ME 92-611			NA	NA	1995
302	1.54	70	K			_		INA	INA	1990
	0.51	80	R	From:	2.30 ME 92-611	_		NA	NA	1999
502	0.01	00	1	To:	02 (04 FAGE	7		14/1	101	1000
502	3.45	210	R	From:	92-604 EAST			NA	NA	1999
302)	0			To	3.45 ME 92-604 EAST					
302	0.15	170	R	From:	3.43 NIE 92-004 EAS I			NA	NA	1999
502)				To:	Dead End					
				From:	Russell County Line					
603	0.85	1000	R					NA	NA	1999
				To: From:	92-738	]				
503	0.65	1500	R	To:	00 COO W	_		NA	NA	1999
				From:	92-609 West 92-609 Mid					
603)	0.30	1000	R	•				NA	NA	1999
				To: From:	92-1240	<b>—</b>				
603	0.40	560	R	10.11.				NA	NA	1999
				To: From:	0.40 MS 92-1240	]				
303	1.80	120	R			_		NA	NA	1999
				To:	92-609 East					
	0.00	400	_	From:	SR 91			NIA	NIA	4000
604)	6.08	130	R	_		_		NA	NA	1999
	1.35	630	R	From:	92-1040	J		NA	NA	1999
604)	1.55	030	K			_		INA	INA	1999
604)	0.60	740	R	From:	92-602 WEST			NA	NA	1999
004)	0.00	140		To:	02.770	7			10.	1000
304)	0.39	1300	R	From:	92-779			NA	NA	1999
00-7				To:	SR 16 WEST					
	0.60	710	R	From:	SR 16 EAST			NA	NA	1999
304)	0.00	710	K			_		INA	NA.	1999
204)	2.70	450	R	From:	92-611			NA	NA	1999
604)				To:	92-602 EAST	1				
				From:	Dead End					
605)	0.45	40	R			_		NA	NA	1999
		_		To:	92-602			_		
	0.00	90		From:	Dead End			NIA.	NIA .	1000
306)	0.09	80	R			=		NA	NA	1999
	0.66	47	R	From:	0.09 MN Dead End			NA	NA	1999
606)	0.00	47	ĸ	. —		7		INA	INA	1999
<u> </u>	1.10	130	R	From:	0.75 MN Dead End			NA	NA	1999
506)	1.10	130	ĸ	To:	92-602			INA	INA	1999
				From:	92-601	1				
307)	0.13	90	R	L	72 001	_		NA	NA	1999
				To:	92-743					

					razew	eli Mainte									
Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK AA	WDT	QW	Year
azewell County				From:		92-743			1						
607)	0.03	180	R	<u> </u>		72-14.	,		_		NA	ı	NA		1999
	0.14	160	R	To: From:		0.04 MN 9	2-743				NA		NA		1999
507)	0.14	100		To:		0.17 MN 9	2-743		7		1471				1000
307)	0.83	120	R	110111					_		NA	ı	NA		1999
607)	1.10	130	R	From:		92-675	5		_		NA	ı	NA		1999
				To: From:		SR 91			<u> </u>						
608)	0.62	80	R	rioni.		Dead E	nd		_		NA	ı	NA		1999
	4.05	400		From:		0.62 MN De	ad End				NIA				4000
608	1.85	120	R	To:		SR 91 W			1		NA		NA		1999
608)	3.00	30	R	From:		SR 91 EA	AST				NA	ı	NA		1999
				To: From:	3.	00 MN SR 9	91 EAST		]——						
608)	1.00	50	R	To		GD 01 NO	DELL		_		NA	ı	NA		1999
608)	1.90	170	R	From:		SR 91 NO	RTH				NA	ı	NA		1999
				To: From:		92-637 SR 91			<u> </u>						
609	2.72	230	R	<u> </u>		3K 91					NA	ı	NA		1999
	1.03	470	R	To: From:		92-610	)		]——		NA		NA		1999
609	1.00	470	K	To: From:		92-603 E	AST		7		INA	'			1999
609	2.36	1100	R	rioin.					_		NA	ı	NA		1999
609	0.11	2100	R	From:		92-603 N	/IID				NA	-	NA AV		1999
				To: From:		92-603 W			<u> </u>						
609	1.88	3000	G	96%	0%	0%	0%	2%	1% ¬	F	NA	3	100	G	2001
609)	0.50	3200	G	From: 96%	0%	92-770 0%	0%	2%	1%	F	NA	3	300	G	2001
	2.46	2000		From:	00/	US 19		20/	10/	С	NΙΔ	2	000		2001
609)	3.46	2900	G	96%	0%	92-629	0%	2%	1%	<u> </u>	NA	<u> </u>	000	G	2001
609	0.34	3600	G	96%	0%	0%	0%	2%	1%	F	NA	3	700	G	2001
	0.61	4700	G	From: 96%	0%	92-122 0%	0 0%	2%	1%	F	NA	4	800	G	2001
609				To:		SCL RICHL			]	•					
610	2.65	220	R	From:		92-609	9				NA	ı	NA		1999
				To: From:		2.65 MN 9	2-609								
310	1.79	160	R	To:		US 19	)		٦		NA	I	NA		1999
	2.22		_	From:		92-602									400-
611)	0.90	220	R	To:		92-604	4				NA		NA		1999
	0.75	440		From:		92-627	7		]		NIA				1000
612	0.75	410	R	To		0.75 MN 92	2-627		¬		NA		NA		1999
612	1.75	320	R	From:					<u> </u>		NA	1	NA		1999
				To:		2.50 MN 9	2-627		1						

					Tazewell Maintenance Area			D			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Tazewell County				From:	2.50 MN 92-627						
612	3.12	60	R	<u> </u>	2.30 IVIIN 72-02/	_		NA	NA		1999
				To:	Buchanan County Line						
$\bigcirc$	0.54	400		From:	Dead End			NIA	NA		4000
613	0.51	120	R	To:	WCL RICHLANDS	7		NA	NA		1999
				From:	Bland County Line	1					
614)	1.22	480	R		Biana County Enic	_		NA	NA		1999
				To: From:	SR 61 EAST						
614)	0.20	40	R	Tioni.	SR 61 WEST	_		NA	NA		1999
614)	0.20			To:	Dead End	1					
				From:	NCL RICHLANDS						
615)	0.51	230	R			_		NA	NA		1999
				To: From:	0.52 N NCL RICHLANDS 0.52 N NC LRICHLANDS	+					
615)	0.19	160	R			<b>_</b>		NA	NA		1999
$\bigcirc$				To:	Dead End	1					
	4.40			From:	Dead End						4000
616)	1.13	80	R			_		NA	NA		1999
	3.84	450	R	From:	92-684	_		NA	NA		1999
616)	3.04	450	K	т	an	_		INA	INA		1999
616	0.19	1700	G	From:	SR 67			NA	1700	G	2001
616	0.10	1700	•	To:	02 (21			1471	1700	0	2001
616)	0.97	NA		From:	92-621			NA	NA		2001
616)				To	13-636						
616	0.80	570	R	From:	15 050	_		NA	NA		1999
				To:	13-616; 92-622						
$\bigcirc$				From:	US 460						1000
617)	0.11	250	R			_		NA	NA		1999
	0.09	190	R	From:	0.12 MN US 460			NA	NA		1999
617)	0.09	190	K			_		INA	NA.		1999
(617)	2.34	160	R	From:	92-787			NA	NA		1999
017)				To:	92-683						
617)	3.00	510	R	From:	92-083	_		NA	NA		1999
				To:	3.00 MN 92-683	<b></b>					
617)	1.60	290	R	From:		<b>_</b>		NA	NA		1999
				To:	Buchanan County Line						
	0.40	040		From:	SR 67			NIA	A 1 A		4000
618)	3.40	610	R			_		NA	NA		1999
	2.90	200	R	From:	92-669	_		NA	NA		1999
618)	2.90	200	ĸ	To:	Buchanan County Line	7		INA	INA		1333
				From:	Dead End						
(619)	0.11	20	R			_		NA	NA		1999
				To:	92-637	<u>l</u>					
	4 70	000		From:	SR 67			NIA			1000
620	1.70	260	R	To:	92-621	7		NA	NA		1999
Town of Cedar Bluff					72-021	1					
				From:	Dead End						
(621)	0.26	1900	R	To:	00.1012	_		NA	NA		1999
				To:	92-1210						

					razeweli mairie	manoc 7 a ca							
Route	Length	AADT	QA	4Tire	Rue	Truck 3+Axle 1Trail		QC	Design Hour	QK AA	WDT	QW	Year
Town of Cedar Bluff				r									
621)	0.45	1500	R	From:	92-121	0			NA		NA		1999
<u> </u>				To: From:	92-121	1							
621)	0.10	730	R	To:	CL Cedar	Bluff			NA		NA		1999
azewell County													
	0.35	730	N	From:	CL Cedar	Bluff			NA		NA		1999
621)				To:	92-71	8							
621)	1.70	580	R	From:	7= 7=				NA		NA		1999
				To: From:	1.70 MN 9	2-718							4000
621)	4.60	100	R				_		NA		NA		1999
	3.00	200	R	From:	92-622	2			NA		NA		1999
621) 621)				To: From:	92-62	0							
621)	0.23	570	R				<u> </u>		NA		NA		1999
				To: From:	92-61								
622	2.20	70	R		92-62	1			NA		NA		1999
				To: From:	92-62-	4							
622	2.20	290	R	To:	02.61		_		NA		NA		1999
				From:	92-61 Bland Coun								
623	2.29	20	R	<u>L</u>	Bland Coun	ty Eme			NA		NA		1999
$\frac{\bigcirc}{\bigcirc}$				To: From:	2.30 MN O	F NCL							
623	0.61	40	R						NA		NA		1999
	0.50	110	R	From:	92-66	7			NA		NA		1999
623)	0.00			To	92-62	5							1000
623	0.85	220	R	From:	72 02.	<u></u>			NA		NA		1999
				To: From:	92-72	7							
623)	1.30	380	R						NA		NA		1999
623	0.81	420	R	From:	92-666 SO	UTH			NA		NA		1999
023)				To:	92-666 NC	)RTH	_						
623)	5.74	600	R	From:			<u>-</u>		NA		NA		1999
				To: From:	SR 61								
624)	2.00	140	R	. Tolli.	92-62	<u> </u>	_		NA		NA		1999
				To: From:	2.00 ME OF	92-622							
624)	2.40	250	R	To:	02 (27 )(	DTH	_		NA		NA		1999
<u> </u>				From:	92-627 NO 92-627 SO								
624	5.60	540	G						NA		550	G	2001
<u></u>	0.90	910	G	To: From:	92-64.	3			NA	(	940	G	2001
624)	0.50	910		To:	West Virginia	State Line			11/7		J-T-U		2001
				From:	92-62	3							
625)	4.60	140	R	To:	92-66	6	$\exists$		NA		NA		1999
				From:	92-63								
626)	0.50	840	R				<b>-</b>		NA		NA		1999
				To:	92-630 SC	UTH							

					Tazev	vell Maint	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	g					2Axle	3+Axle	1Trail	2Trail		Hour				
Tazewell County				From:		92-630 S	OUTH								
626	0.38	680	R								NA		NA		1999
				To: From:		92-78	36		]						
626	2.12	220	R								NA		NA		1999
				From:		92-630 N	ORTH								
626	0.50	320	R								NA		NA		1999
	0.50	260	R	To: From:	0	0.50 MN OF	92-630N		_		NA		NA		1999
626	0.50	260	ĸ	. —					_		INA		INA		1999
(626)	0.90	270	R	From:	]	.00 MN OF	92-630N				NA		NA		1999
626	0.00	210		To:		92-627 N	ORTH		1		14/1		1471		1000
$\bigcirc$	4.45			From:		92-627 S	OUTH								4000
626	1.45	370	R						_		NA		NA		1999
	0.20	450		From:		92-76	58		_		NA		NIA		1000
626	0.30	150	R	_					_		NA		NA		1999
	1.84	110	R	From:		0.30 ME 9	92-768				NA		NA		1999
626	1.04			To:		92-63	37		1		14/1		1471		1000
				From:		92-63	31								
627	2.80	1400	G	96%	0%	2%	1%	1%	0%	С	NA		1400	G	2001
				To: From:		92-626 S			]—						
627)	1.00	1100	G	96%	0%	2%	1%	1%	0%	F	NA		1100	G	2001
				To: From:		92-624 S	OUTH		]—						
627	1.40	1100	R						_		NA		NA		1999
	0.20	740		From:		92-61	12				NΙΔ		NIA		1000
627	0.30	710	R	_					_		NA		NA		1999
627	4.10	60	R	From:		92-62	28				NA		NA		1999
627	4.10	00	IX.	To:		WV State	e Line		7		INA		IVA		1000
				From:		92-62	27								
628)	2.00	600	R						_		NA		NA		1999
				To:		Dead I									
	0.85	810	R	From:		92-72	24				NA		NA		1999
629	0.03	010	K	To:	Ru	issell County	V Line; Gap		7		INA		INA		1999
$\bigcirc$				From:	RUSS	ELL CL GA	P TERMIN	US							4000
629	0.20	250	R						_		NA		NA		1999
	1.70	400		From:		92-72	29				NA		NA		1999
629	1.70	480	R	To:		92-60	)9		1		INA		INA		1999
				From:		92-62			Ì						
630	2.00	90	R			,2 02			_		NA		NA		1999
				To: From:		92-62	27		<b>1</b>						
630)	0.60	210	R						_		NA		NA		1999
				To:		92-62									
	0.15	260	R	From:		ECL RICH	LANDS				NA		NA		1999
631)	0.10	260		т					_		INA		INA		1999
621	0.31	320	R	From:		0.15 ME C	)F ECL				NA		NA		1999
631)	U.J I	J20		To		0.47340.0	E ECI		- <u>L</u>		13/7		11/-1		
631)	0.35	340	R	From:		0.47 ME C	JF ECL				NA		NA		1999
		- <del>-</del>	-	To:	1	NCL CEDA	R BLUFF								

Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Town of Cedar Bluff				From:	21/										
631)	0.14	1500	R	From:	NO	CL CEDAR I	BLUFF				NA		NA		1999
001)				To:		IS 460 BUS V									
	0.84	3700	G	From:	U	JS 460 BUS 1	EAST				NA		3700	G	2001
631)	0.04	3700	J	To:	EC	CL CEDAR I	BLUFF				INA		3700	O	2001
azewell County															
_	1.18	2000	•	From:	EC	CL CEDAR I	BLUFF				NA		2800	G	2001
631)	1.10	2800	G								INA		2000	G	2001
621)	2.00	1800	G	From:		92-626					NA		1800	G	2001
631)				To:		92-627									
631)	2.66	1300	G	97%	0%	1%	1%	1%	0%	F	NA		1300	G	2001
				To		92-639 EA	ST		<b>—</b>						
631)	1.89	1500	G	From:							NA		1500	G	2001
				To: From:		92-637 WE	ST								
631)	3.54	2000	G								NA		2000	G	2001
				To: From:		92-635 WE									
631)	1.10	2100	G	97%	0%	1%	1%	1%	0%	С	NA		2100	G	2001
				To: From:		SR 16	DITE								
632)	0.11	200	R	rioii.		US 19 US 19	BUS				NA		NA		1999
632	0.11		• • •	To:		02 (02			7		1471				1000
632	1.09	230	R	From:		92-693					NA		NA		1999
002)				To:	V	WCL TAZEV	VELL								
				From:		US 19 BU	IS								
633	0.80	420	R	To:		D 15	1		_		NA		NA		1999
				From:		Dead End			<u> </u>						
634)	0.30	20	R			US 19 BU	18				NA		NA		1999
004				To:		Dead End	d								
				From:	1	NCL TAZEW	/ELL								
635)	1.07	600	R						_		NA		NA		1999
				To: From:		92-631 WE 92-631 EA									
635)	2.20	280	R								NA		NA		1999
				To:		SR 16									
$\bigcirc$	0.50	440		From:		92-627					NIA		NIA		4000
636)	0.59	110	R						_		NA		NA		1999
	1.60	80	R	From:		92-819			_		NA		NA		1999
636)	1.00	00	11	To		00.000			_		INA.		INA		1998
636)	1.39	120	R	From:		92-686					NA		NA		1999
				To		92-639			¬						
636)	1.00	260	R	From:		74-039			_		NA		NA		1999
				To:		92-637 WE									
626	5.52	260	G	95%	0%	92-637 EA 2%	ST 4%	0%	⅃ 0%	С	NA		260	G	2001
636	0.02	200	3	To:	0 /0	SR 16	7 /0	0 /0	7	5	14/7		200	5	2001
				From:		US 19 EAS	ST								
637)	0.47	450	R						_		NA		NA		1999
				To: From:		92-699									
637 637	1.07	1600	R								NA		NA		1999
				To:		US 19 MI	D								

Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC	Design Hour	QK	AAWDT	QW	Year
			From:		US 19 W	EST								
3.25	1100	R								NA		NA		1999
0.44	400	R	To: From:		92-60	8				NA		NA		1999
			To: From:		92-84	1								
0.15	420	R	To		22.04	0		<del>-1</del>		NA		NA		1999
3.80	560	R	From:		92-84	0				NA		NA		1999
0.28	680	R	From:		92-69	8				NA		NA		1999
0.32	1300	R	From:		US 19	9		]—		NA		NA		1999
			To: From:		92-76	5								
1.31	1300	R	To		02.70	.1				NA		NA		1999
0.07	1100	R						_		NA		NA		1999
			To: From:											
1.90	570	R	т		02 (2) 86	A LIDIT I		_		NA		NA		1995
1.52	510	G	99%	0%	92-636 SC 0%	0%	0%	0%	С	NA		520	G	2001
3.60	450	G	From: 99%	0%	92-62 0%	6 0%	0%	0%	F	NA		470	G	2001
1 40	220		From:	00/			00/			NIA		220		2001
1.40	220		99 70 To:					7 0%	Г	INA		230	<u> </u>	2001
0.80	10	Р	From:		SR 9	1				ΝΔ		ΝΔ		1999
0.00			To:		Dead E	end								
1 73	990	R	From:		US 19 US	S 460				NA		NA		1999
			To:											
1.30	40	R						_  _		NA		NA		1999
0.36	1800	R						<u> </u>		NA		NA		1999
0.45	250	R	<u> </u>		92-04	3				NA		NA		1999
2.75	250		To: From:		92-76	0				NΙΔ		NΙΔ		1000
3.75	350	ĸ	To:		SR 10	6				INA		INA		1999
0.00		_	From:		SR 16 W	EST								4000
0.20	230	R	To:		02.71	2		7		NA		NA		1999
0.63	170	R	From:		92-71	3		_		NA		NA		1999
0.87	46	R	To: From:		0.64 ME 9	2-713				NA		NA		1999
			To:		SR 16 E.	AST				• • •		• • •		
O 15	170	P	From:		92-62	4				NΔ		NΔ		1999
0.10	170	n.	To	0	.15 ME OF	92-624		<b>—</b>		IN/A		1 11/7		1338
1.36	170	R	To:		01			<b>-</b>		NA		NA		1999
	3.25  0.44  0.15  3.80  0.28  0.32  1.31  0.07  1.90  1.52  3.60  1.40  0.80  1.73  1.30  0.36  0.45  3.75  0.20  0.63  0.87	3.25 1100  0.44 400  0.15 420  3.80 560  0.28 680  0.32 1300  1.31 1300  0.07 1100  1.90 570  1.52 510  3.60 450  1.40 220  0.80 10  1.73 990  1.30 40  0.36 1800  0.45 250  3.75 350  0.20 230  0.63 170  0.87 46	3.25 1100 R  0.44 400 R  0.15 420 R  3.80 560 R  0.28 680 R  0.32 1300 R  1.31 1300 R  1.90 570 R  1.52 510 G  3.60 450 G  1.40 220 G  0.80 10 R  1.73 990 R  1.73 990 R  1.30 40 R  0.36 1800 R  0.36 1800 R  0.45 250 R  3.75 350 R  0.20 230 R  0.87 46 R  0.87 46 R	3.25	3.25   1100   R	3.25 1100 R  0.44 400 R  0.15 420 R  0.15 420 R  0.28 680 R  0.32 1300 R  1.31 1300 R  1.31 1300 R  1.90 570 R  1.52 510 G 99% 0% 0% 0%  1.40 220 G 99% 0% 0% 0%  1.40 220 G 99% 0% 0% 0%  1.40 220 G 99% 0% 0% 0%  1.40 250 R  1.73 990 R  1.73 990 R  1.73 990 R  1.74 Dead E  1.75 Proce	Carrell	Section   Sect	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC	Carrier   Bus   2Axie 3+Axie 1Trail 2Trail   Cut	1100   R	100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	AAU   GA   A   Tre   BUS   2Axle 3+Axle 1Trail   2Trail   GC   Hour   GN   AVAVID   GW

Route	Length	AADT	QA	4Tire	Rue	Tr de 3+Axle			QC	Design Hour	QK AAWI	OT C	)W	Year
Tazewell County				From:	9	2-637								
643)	0.50	270	R	<u> </u>		2 03 /				NA	NA			1999
<u> </u>	0.07	440		To: From:	9:	2-641		]		NΙΛ	NIA			1999
643)	0.07	110	R	To	0	2-810				NA	NA			1999
643	0.93	130	R	From:	<u> </u>	2-810				NA	NA			1999
				To: From:	0.93 N	1E 92-810								
643)	5.90	190	R	To:	SR 16	NORTH		1		NA	NA			1999
	1.30	240	R	From:		SOUTH				NA	NA			1999
643)	1.30	240	K	To:	1.30 MI	E OF SR 16		1		INA	IVA			1999
643)	0.96	60	R	From:	1.50 WI	2 01 510 10				NA	NA			1999
				To: From:	9.	2-830								
643)	2.70	320	R					_		NA	NA			1999
643)	2.50	250	R	From:	9.	2-651				NA	NA			1999
				To: From:	92-65	55 WEST								
643)	0.20	370	G	92%	1% 1%	6 1%	5%	1%	F	NA	370		G	2001
	1.30	80	R	From:	92-63	55 EAST				NA	NA			1999
643)	1.00			To:	9	2-653		<b></b>		14/ (				1000
643)	2.80	48	R	From:		2 033				NA	NA			1999
	4.00			To: From:	9:	2-656				NIA	NIA.			4000
643)	1.60	90	R	To:	0.16.14	OF 02 (5)		_		NA	NA			1999
643)	0.70	120	R	From:	0.16 ME	E OF 92-656				NA	NA			1999
				To: From:	9:	2-702								
643)	1.90	260	R							NA	NA			1999
643)	0.90	310	R	From:	9:	2-685				NA	NA			1999
043				To: From:	92-66	51 WEST								
643	0.50	320	R					_		NA	NA			1999
	0.30	350	R	From:	92-66	1 SOUTH				NA	NA			1999
(643)	0.30	330		To:	Q	2-660		<b>—</b>		INA	IVA			1999
(643) (643)	0.50	580	R	From:		2 300		_		NA	NA			1999
	2.2-			From:	92-66	1 NORTH		]						4000
643)	0.65	720	R	Ter	~	2 721		_		NA	NA			1999
643)	0.65	1700	R	From:	9:	2-721				NA	NA			1999
				To: From:		02 WEST 02 EAST								
(643)	0.92	3800	G	92%	0% 1%		5%	1%	С	NA	3800	)	G	2001
				To:		inia State Line								
644)	2.31	610	G	98%	0% 1%	R 16 0%	0%	<b>」</b> ○%	F	NA	620		G	2001
		-		To: From:		2-668								
644)	1.42	570	G	98%	1% 1%		0%	0%	F	NA	580		G	2001
	0.45	0.40		From:		inia State Line				NIA	000			0001
644)	2.45	640	G	98% To:	0% 1%	% 0% 2-655	0%	0%	F	NA	660		G	2001

					Tazew	ell Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Tazewell County				From:		02.65	<i>r</i>		_						
644)	2.45	1100	G	98%	0%	92-65 1%	0%	0%	0%	F	NA		1100	G	2001
644)	2.18	1600	G	98%	0%	92-76 1%	0%	0%	0%	F	NA		1700	G	2001
644)	1.07	2000	G	98%	0%	92-77 1%	0%	0%	0%	F	NA		2100	G	2001
644)	2.54	2100	G	From: 98% To:	1%	92-81 1% 47 SCL POC	0%	0%	0%	С	NA		2200	G	2001
Town of Pocahontas					92-19	+/ SCL 1 OC	AHONTA		<u> </u>						
644)	0.41	2700	G	From: 98%	92-74 0%	17 SCL POC 1%	CAHONTA 0%	S 0%	0%	F	NA		2700	G	2001
644)	0.10	2800	G	From: 98%	0%	283-12 1%	63 0%	0%	0%	F	NA		2800	G	2001
(644)	0.15	580	R	From:		92-110	)3				NA		NA		1999
(644)	0.02	550	R	From:		92-65	9				NA		NA		1999
				To:	0.0	02 ME OF 9	2-659 GT								
Tazewell County				From:		SR 102 Gap	Termin		1						
644)	0.17	720	R	To:		V State Line			_ 		NA		NA		1999
(645)	1.68	1800	R	From:		SR 16	5				NA		NA		1999
645)	1.64	1400	R	From:		92-83	1				NA		NA		1999
645)	0.05	1400	R	To: From:		1.65 ME 9	3-831				NA		NA		1999
645)	0.70	1400	R	From:		1.69 ME 9	3-831		]		NA		NA		1999
(645)	0.29	1000	R	From:		92-67			]—— _		NA		NA		1999
				To:		Dead E									
646)	0.64	230	R	From:		SR 61			_ ¬		NA		NA		1999
				From:		ECL TAZE									
648)	0.20	340	R	То:		0.20 ME O			_ 		NA		NA		1999
648)	0.51	50	R	From:		0.20 E OF			<u> </u>		NA		NA		1999
				From:		Dead E 92-65									
649	2.22	360	R	To:		2.22 ME 9			-' - <u> </u>		NA		NA		1999
649	0.56	190	R	From:					」 ¯ ¬		NA		NA		1999
649	0.97	750	R	From:		2.79 ME 9 US 19 US			 		NA		NA		1999
				From:		92-65									
650	4.40	770	G	98%	0%	1% 92-655 NO	0%	0%	0% 	С	NA		770	G	2001
650	0.06	540	R	From:		92-655 SC			_ 		NA		NA		1999
									_						

						ell Mainter									
Route	Length	AADT	QA	4Tire	Bus	2Axle				QC	Design Hour	QK .	AAWDT	QW	Year
Cazewell County				_				TTTGII	211411		rioui				
650	2.90	500	R	From:		92-655 SOU	JTH				NA		NA		1999
				To: From:		92-656 WI	EST								
650	0.15	240	R	_					_		NA		NA		1999
650)	3.51	120	R	From:		92-656 EA	ST				NA		NA		1999
650				To:		92-740			<b>—</b>						
650	0.44	320	R	From:							NA		NA		1999
	0.75	440		To: From:		92-640			]		NIA				4000
650	0.75	110	R	To:		US 19					NA		NA		1999
				From:		US 19									
351)	1.01	2000	G	97%	0%	1%	0%	1%	0%	С	NA		2000	G	2001
	0.12	470		From:		92-650					NIA		NΙΔ		1000
551)	0.13	470	R	Tai		02.050			_		NA		NA		1999
651)	0.07	350	R	From:		92-850					NA		NA		1999
				To: From:		92-1010	)		<b>T</b>						
651)	0.20	220	R								NA		NA		1999
	0.00	200		From:	(	0.20 MS 92-	1010				NIA				4000
<del>351</del>	0.69	200	R	Tai		2 00 1 65 02	1010		<b>-1</b>		NA		NA		1999
<del>351</del>	2.11	140	R	From:	(	0.90 MS 92-	1010				NA		NA		1999
				To:		92-643									
$\overline{}$	0.44			From:		92-741					NIA		NIA		4000
652	0.11	30	R	To:		Dead En	d				NA		NA		1999
				From:		92-655									
653)	1.00	40	R	To:		00.640			_		NA		NA		1999
				From:		92-643 Dead En									
654)	0.95	70	R			Dead En	u				NA		NA		1999
				To:		92-655									
	1.00	1500	R	From:		92-680					NA		NA		1999
655	1.00	1300		To:		92-762					14/4		11/3		1000
655	0.50	760	R	From:		92-102					NA		NA		1999
				To: From:	(	0.38 MN 92	-847		]						
655)	1.24	380	R								NA		NA		1999
	0.16	310	R	From:		1.62 MN 92	-847				NA		NA		1999
655	0.10	310	K	To:		92-650 SOU	JTH		1		INA		INA		1999
$\bigcirc$	2.54	200		From:		92-650 NOI	RTH	10/	00/		NIA		200		2001
655	2.54	380	G	98% Ta	0%	1% 92-643 EA	1% ST	1%	0% 7	С	NA		390	G	2001
$\odot$	0.60	420		From:	00/	92-643 WI	EST	10/	00/		NIA		440	C	2004
655	0.60	430	G	98%	0%	1%	1%	1%	0% ¬	F	NA		440	G	2001
655	1.50	430	G	From: 98%	0%	92-654 1%	1%	1%	0%	F	NA		440	G	2001
		-		To:		92-644		•	1						
	4.00	000		From:		92-19			_		NIA		NI A		1000
356	1.30	960	R	To:		92-650 WI	EST		1		NA		NA		1999
						, 2 000 WI	-U1								

					Tazewe	ell Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Trι			QC	Design	OK	AAWDT	ΟW	Year
	Lengui	ו עאא	WΑ	71116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	ωr\	AAVVUI	Q, ν ν	ı cai
Tazewell County				From:		92-650 E	EAST		1						
(656)	1.70	60	R			) <u>2</u> 000 <u>1</u>			1		NA		NA		1999
				To:		92-64	13								
$\bigcirc$				From:		92-64	14								1000
657	0.10	210	R								NA		NA		1999
$\bigcirc$	0.00	470		From:		92-82	22		_		NIA		NIA		1000
657	0.80	170	R	_					_		NA		NA		1999
657	1.60	60	R	From:		92-82	21		_		NA		NA		1999
(657)	1.00		.,	To:	Wes	st Virginia	State Line								1000
				From:		92-644 V	VEST								
658	1.00	380	R								NA		NA		1999
				To: From:		92-69	90		<u> </u>						
658)	1.80	340	R	_					_		NA		NA		1999
				To:		92-644 E									
650	1.80	420	G	98%	Wes	st Virginia 1%	State Line 0%	1%	<b>」</b> 0%	F	NA		420	G	2001
(659)	1.00	420	G	To:		CL POCAE		1 /0	٦ ٠/١	'	INA		420	O	2001
Town of Pocahontas															
				From:		CL POCAI			J						
(659)	0.80	440	G	98%	0%	1%	0%	1%	0%	С	NA		440	G	2001
				From:	92	92-644 ( 2-644 Gap			1						
(659)	0.15	110	R						_		NA		NA		1999
				To:		CL Pocah	nontas								
Tazewell County				From:		CL Pocal	· omtoo		1						
(659)	1.00	110	N			CL Pocai	iontas				NA		NA		1999
000				To:	Wes	st Virginia	State Line								
				From:		92-64	13								
660	0.68	280	R								NA		NA		1999
				From:		92-69	97		]						
(660)	1.42	310	R								NA		NA		1999
				From:		92-73	36								1000
660	0.60	650	R	To:		SR 10	2		_		NA		NA		1999
				From:					1						
(661)	0.80	50	R			Dead I	ena				NA		NA		1999
001)				To:		92-643 SC									
	0.80	60	_	From:		92-643 V	VEST				NA		NA		1999
661)	0.60	60	R	To:		92-643 N	ORTH		$\neg$		INA		NA		1999
				From:	,	SR 6									
662	3.50	70	R	<u> </u>		510	-				NA		NA		1999
				To: From:	В	Bland Cour	nty Line		T						
662	1.50	80	R	1 10111.			•		_		NA		NA		1999
				To:		SCL BLUE			<u> </u>						
$\bigcirc$	0.00		_	From:	WV	V ST LINI	E; 92-644				NIA.		N/A		1000
663	2.20	70	R	To:	Was	et Virginio	State Line		7		NA		NA		1999
				From:	wes	Dead I									
664	0.50	550	R	· L		Dead I	SHQ.		_		NA		NA		1999
			- •	To:		92-68	22				· ·· ·		<b>*</b>		
664	0.20	1100	R	From:		22-00					NA		NA		1999
				To:		US 19 U	S 460								
		·	_					·	·						

					l azewell Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Tazewell County				From:	Dead End					
665)	0.50	280	R		Dead End	_		NA	NA	1999
665)				To:	US 19 SOUTH	1				
$\bigcirc$				From:	US 19 NORTH					
665)	0.45	90	R	т		_		NA	NA	1999
				To:	Dead End					
	0.04		_	From:	Dead End			N1.0	NIA	4000
666	0.34	50	R					NA	NA	1999
				From:	0.35 ME Dead End					
666	0.60	47	R					NA	NA	1999
				From:	0.95 ME Dead End	]				
666	1.51	100	R			_		NA	NA	1999
				To: From:	92-623 SOUTH					
666	4.58	180	R	<u> </u>	92-623 NORTH			NA	NA	1999
666			• • •	To:	92-625	7				.000
				From:	92-727					
667)	2.20	60	R		72-121	_		NA	NA	1999
667				To:	92-623			•		
				From:	Dead End	$\overline{}$				
668	1.22	100	R		Boud End	_		NA	NA	1999
				To	1.22 MN Dead End					
668	0.10	110	R	From:	1.22 WIN Dead Elid	_		NA	NA	1999
008)	0.10	110	11	To:	92-644	7		147 (	177	1000
				From:	92-618					
660	1.20	130	R	<u> </u>	92-016			NA	NA	1999
009			••	т	4.00.1 (7.00.44)	_				
	0.20	160	R	From:	1.20 ME 92-618			NA	NA	1999
(669) (669)	0.20	100	IX.	To:	92-804	7		INA	IVA	1333
				From:		<del>                                     </del>				
670	2.68	600	R		Russell County Line	_		NA	NA	1999
670			•••	т	an ca winds	_				
	0.04	60	R	From:	SR 67 WEST			NA	NA	1999
670	0.04	00	K			_		INA	IVA	1333
	0.40			From:	92-726	_			<b></b>	4000
670	0.16	160	R					NA	NA	1999
				From:	92-772	]				
670	0.01	720	R			_		NA	NA	1999
				To: From:	92-763 32-763	_				
670	0.05	840	R	<u> </u>	32-703			NA	NA	1999
670				To:	SR 67 EAST	7				
				From:	Buchanan County Line; 92-618	1				
671)	0.63	210	R	<u> </u>				NA	NA	1999
				To:	0.63 MN OF CL					
671	0.87	220	R	From:	0.03 MIN OF CE			NA	NA	1999
671				To:	13-671	1				
				From:	Dead End					
672)	1.35	70	R		****	_		NA	NA	1999
				To:	92-659	<u></u>				
				From:	SR 67					
673)	0.22	670	R			_		NA	NA	1999
				To:	Dead End					
				From:	SR 16					
674)	0.03	60	R			_		NA	NA	1999
				To:	Dead End					

					Lazewell Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trai		QC	Design Hour	QK AAWDT QW	Year
Fazewell County					ZANIC STANIC TITUI	211411		rioui		
				From:	92-607					
675)	2.00	100	R	To:	D 1F 1			NA	NA	1999
				From:	Dead End					
670	0.02	110	R	rioiii.	92-637			NA	NA	1999
676	0.02	110	11					1471	17/1	1000
676)	0.04	90	R	From:	92-755			NA	NA	1999
070	0.04	30	1	т	00.711	_		IVA	IVA	1000
670	1.44	70	R	From:	92-711			NA	NA	1999
676)	1.44	70	11	To:	Dead End			1471	17/1	1000
				From:	NCL BLUEFIELD	i				
677	0.35	20	R		IVEL BECEI IEEB			NA	NA	1999
				To:	Dead End					
				From:	NCL TAZEWELL					
678)	0.70	1200	R					NA	NA	1999
$\bigcup_{i=1}^{n}$				To:	92-645					
$\sim$				From:	Dead End					
679	0.40	140	R	т	20.611			NA	NA	1999
				To:	92-644					
	0.42	230	R	From:	US 19 SOUTH			NA	NA	1999
680	0.42	230	K					INA	INA	1999
	0.22	400		From:	92-754			NIA	NΙΔ	1000
680	0.22	190	R					NA	NA	1999
$\overline{}$	0.40			From:	US 19 MID			NIA	NIA.	4000
(680)	0.13	590	R					NA	NA	1999
680 680				From:	92-655					
680)	0.22	1100	R	To:	HG IANOPTH			NA	NA	1999
				From:	US 19 NORTH					
	0.05	290	R	From:	92-643			NA	NA	1999
681) 681)	0.03	230	IX			_		IVA	IVA	1000
	0.45	160	R	From:	0.05 MN 92-643			NA	NA	1999
681)	0.43	160	K	To:	West Virginia State Line			INA	IVA	1999
				From:	Dead End					
682)	0.30	300	R		Dead Elid			NA	NA	1999
002)				To:	92-664					
				From:	US 460					
683)	0.97	800	R					NA	NA	1999
				To:	92-617					
				From:	Dead End					
684)	0.80	70	R	_		_		NA	NA	1999
				To:	92-616					
				From:	Dead End					4000
685	0.50	30	R	To:	02.642	_		NA	NA	1999
					92-643	<u> </u>				
200	0.50	250	R	From:	92-631			NA	NA	1999
686)	0.50	200	ĸ	To:	92-636			14/4	INA	1999
				From:	US 460					
687	1.15	460	R		US 400			NA	NA	1999
687)	0		• •	To:	00.505	<del></del> i		141		.000
607	1.65	240	R	From:	92-797			NA	NA	1999
687)	1.00	470	1	To:	Buchanan County Line			13/-1	IVA	1000
					Duchantin County Line					

					Tazewell Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus		QC	Design	QK AAWDT QW	Year
	9				2Axle 3+Axle 1Trail	2Trail		Hour	<b>—</b>	
Tazewell County				From:	NCL BLUEFIELD					
(689)	0.25	40	R	To:	NGI DI HEPIPI D	_		NA	NA	1999
				From:	NCL BLUEFIELD					
690)	0.50	120	R	T.CAII.	92-658	_		NA	NA	1999
030				To:	Dead End					
				From:	NCL BLUEFIELD					
691)	0.36	40	R	To:		<b>—</b> 1		NA	NA	1999
				From:	Dead End	<del></del>				
602	1.38	20	R	rion.	92-644			NA	NA	1999
692				To:	Dead End					
				From:	Dead End					
693	0.05	40	R					NA	NA	1999
				To: From:	0.06 ME Dead End					
693)	0.10	45	R			_		NA	NA	1999
				To:	92-632					
	1.20	1300	R	From:	NCL BLUEFIELD			NA	NA	1999
694)	1.20	1300	ĸ	To:	SR 102	$\neg$		INA	INA	1999
				From:	Dead End					
695)	0.50	90	R	<u> </u>	Dead End	_		NA	NA	1999
				To:	92-644					
$\bigcirc$				From:	Dead End					
696)	1.80	360	R	To:	CD 102	_		NA	NA	1999
				From:	SR 102	<del></del>				
697	0.15	50	R		Dead End			NA	NA	1999
697)				To	92-808					
697)	0.20	130	R	From:	72-000			NA	NA	1999
				To:	92-660	Д				
				From:	92-637					
698)	0.10	90	R	To:		_		NA	NA	1999
				From:	Dead End					
(600)	2.05	1300	R	Piolii.	92-637	_		NA	NA	1999
(699)			• • •	To:	92-631					
				From:	92-644					
700	0.24	110	R					NA	NA	1999
				To:	Dead End	<u> </u>				
	1 20	240	_	From:	92-609			NIA	NIA	1000
701)	1.20	310	R	To:	92-759	$\neg$		NA	NA	1999
				From:	92-643	_				
702)	2.11	190	R		/4-013	_		NA	NA	1999
				To	92-799	<b>_</b>				
702	0.09	160	R	From:				NA	NA	1999
				To:	92-644					
	2 = 2	•	_	From:	Dead End			<b>.</b>	NI	1000
703)	0.72	200	R	To:	SCL RICHLANDS	_		NA	NA	1999
				From:						
704)	0.50	70	R	<u> </u>	92-602	_		NA	NA	1999
				To:	Dead End			*	· ·· ·	
•				-					-	

					l azewell Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	O	Design Hour	QK AAWDT QW	Year
Cazewell County				From:	US 19	1			
705)	0.60	390	R		US 19	_	NA	NA	1999
103)				To:	92-719	]			
				From:	NCL BLUEFIELD				
706)	0.22	20	R			_	NA	NA	1999
				To:	Dead End				
Town of Cedar Bluff				From:	ECL RICHLANDS	1			
707)	0.93	340	R	<u> </u>	ECE RICHEANDS	_	NA	NA	1999
				To:	92-1209 WEST	7			
707)	0.10	580	R	From:	) <u>2 120</u> ) ((1201	<b>_</b>	NA	NA	1999
				To: From:	92-1209 EAST	7			
707)	0.34	970	R	From:	7	_	NA	NA	1999
				To:	US 460 BUS				
Cazewell County				r		_			
700)	0.06	40	R	From:	Dead End	_	NA	NA	1999
708)	0.00	40	Λ.	To:	92-644	7	INA	IVA	1998
				From:	92-771	Ī			
709	0.09	120	R		72		NA	NA	1999
				To:	SR 102				
<u> </u>				From:	Dead End				
710)	0.14	3	R				NA	NA	1999
_				To: From:	0.14 ME Dead End				
710)	0.02	3	R	To:	02.602	_	NA	NA	1999
				From:	92-602				
	0.22	10	R	From:	Dead End		NA	NA	1999
711)	0.22	10	IX.	To:	92-676	7	IVA	IVA	1000
				From:	Dead End				
712)	0.85	360	R		200		NA	NA	1999
				To:	92-631				
$\sim$				From:	SR 16				
713)	2.30	120	R	To:	00.640	_	NA	NA	1999
				г.	92-642				
714)	0.19	110	R	1 10III.	Dead End	_	NA	NA	1999
114)	0.10	110	11	To:	92-644	7	IVA	17/1	1000
				From:	92-631				
715)	0.38	220	R			<b>_</b>	NA	NA	1999
				To:	92-631				
$\overline{}$			_	From:	92-644				
716)	0.21	45	R	To:	02.644	7	NA	NA	1999
				From:	92-644 SP 102	1			
716) 717) 717) 718)	0.27	110	R	. IOIII.	SR 102	_	NA	NA	1999
	J.21			To:	02.0522	¬			
717	0.09	130	R	To: From:	92-9522	_	NA	NA	1999
···)				To:	92-643				
				From:	92-621				
718)	0.26	90	R			<b>_</b>	NA	NA	1999
				To:	Dead End				
$\overline{}$			_	From:	US 19				
719	1.17	2800	R	To:	LIC 460, 02 1224	<b>-</b>	NA	NA	1999
				10.	US 460; 92-1234				

					ıazev	veli Mainte									
Route	Length	AADT	QA	4Tire	Bus	2Avlo				QC	Design	QK	AAWDT	QW	Year
Tazewell County						ZAXIE	3+AXIE	1Trail	∠ıralı		Hour				
			_	From:		US 19				_				_	
720)	1.58	860	G	92% To:	0%	3%	1%	3%	0%	С	NA		860	G	2001
				From:		WCL BLUE									
721	0.50	40	R	110.111		Dead E	ena				NA		NA		1999
721				Tor		92-72	2								
721	0.40	120	R	From:		92-12					NA		NA		1995
721				To:		92-64	3		1						
				From:		Dead E	ind								
722)	0.50	30	R								NA		NA		1999
				To:		92-72	1								
$\bigcirc$				From:		Dead E	nd								400=
723)	0.38	1600	R	To:		02 724 F	ACT		_		NA		NA		1995
				From:		92-724 E 92-724 W									
723	0.08	4400	R								NA		NA		1995
$\bigcirc$				To:		SR 6	7								
				From:		92-963	35								
724)	0.02	60	R								NA		NA		1995
				To: From:		92-121	15		]						
724	0.03	560	R								NA		NA		1995
				To: From:		92-62	9		1						
724)	0.50	2000	R	1011.							NA		NA		1995
724) 724)				To: From:		92-723 W	/EST		<b>—</b>						
724)	0.10	1800	R	rioni.							NA		NA		1995
				To:		92-723 E	AST								
$\sim$				From:		92-63	7								
725)	0.13	20	R						_		NA		NA		1995
				To:		Dead E									
	0.02	460	В	From:		Russell Cou	nty Line				NIA		NIA		1005
726)	0.03	160	R	To:		92-67	0		7		NA		NA		1995
				From:					1						
727	1.90	90	R			Bland Coun	ity Line				NA		NA		1995
727)			••	Tar		02.66			_						
707	2.50	180	R	From:		92-66	1				NA		NA		1995
727)	2.00	100		To:		92-62	3		7						1000
				From:		Dead E									
729	0.58	60	R			Doud L					NA		NA		1995
				To:		92-62	9								
				From:		US 46	50								
730	0.05	540	R		-						NA		NA		1995
				To: From:		92-78	0		]						
730	0.28	210	R						_		NA		NA		1995
				To: From:		0.29 MN 9									
730)	0.21	50	R			0 29 MN 9	12-180		_		NA		NA		1995
730	Ų. <u>L</u> I			To:		Dead E	end								.000
				From:		Dead E			i						
731)	0.07	70	R	<u> </u>		Deua L			_		NA		NA		1995
				To:		US 19	9								
				From:		92-83	1								
732	0.20	290	R						_		NA		NA		1995
$\bigcirc$				To:		92-73	3								1995

					Bus 20 Auto 2 Auto 4 Tabil		,	Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDT QW	Year
Fazewell County				From:	92-831					
733)	0.03	70	R		92-031			NA	NA	1999
<u> </u>				To: From:	92-732					
733)	0.14	50	R	To:	D 1F 1	7		NA	NA	1999
				From:	Dead End					
(734)	0.90	80	R	110iii.	92-747			NA	NA	1995
(734)	0.00			To:	Dead End					
				From:	SR 61					
735	0.08	1000	R					NA	NA	1995
				To: From:	92-1330					
735	0.30	540	R			_		NA	NA	1995
				To:	Dead End					
	0.70	50	R	From:	Dead End			NA	NA	1999
736)	0.70	50	ĸ	To:	92-660	7		INA	INA	1998
				From:	Dead End					
(737)	0.60	40	R		Deat End			NA	NA	1995
				To:	92-659					
				From:	92-603					
738)	0.75	270	R	To:		_		NA	NA	1995
					Dead End					
720	0.98	40	R	From:	Dead End			NA	NA	1999
739	0.00	40	1	To		_		147.	14/1	1000
739	0.02	50	R	From:	0.98 MN Dead End			NA	NA	1995
(739)				To:	US 19	1				
				From:	92-650					
740)	0.15	50	R	-		_		NA	NA	1995
				To:	Dead End					
	0.45	440	_	From:	West Virginia State Line			NIA	NIA	400
741)	0.15	110	R			_		NA	NA	1995
	0.10	40	R	From:	92-652			NA	NA	1995
741)	0.10	40	K	To:	Dead End	7		INA	INA	1990
				From:	92-607	l				
(743)	0.12	40	R		72 007			NA	NA	1995
				To:	92-601					
				From:	US 19 US 460					
744)	1.00	110	R	To:	5 15 1	_		NA	NA	1995
				From:	Dead End	1				
745)	0.36	490	R	riom.	Dead End	_		NA	NA	1995
(745)	0.00			To:	US 19 US 460					
				From:	92-644					
747)	0.67	140	R	<u>-</u>				NA	NA	1995
				To: From:	92-734	]				
747)	0.58	120	R			_		NA	NA	1995
				To:	92-644					
<u></u>	4.40	050	_	From:	Dead End			NIA	NIA .	400
748)	1.42	250	R	To:	92-644	7		NA	NA	1995
				From:	Dead End	1				
749	0.07	60	R	<u> </u>	Doug Lift	_		NA	NA	1995
				To:	US 19					

					Tazewell Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Troil	QC	Design Hour	QK AAWDT QW	Year
Tazewell County					ZAXIE STAXIE ITTAII	ZIIdii		Houi		
_	0.08	180	R	From:	Dead End			NA	NA	1995
750	0.00	100		To:	83-726; 92-726	_		IVA	IVA	1000
750	0.05	670	R	From:	83-720, 92-720			NA	NA	1995
				To:	SR 67					
	0.04	400	_	From:	SR 67			NIA	NIA	4005
751)	0.21	190	R	To:	SR 67	<b>–</b>		NA	NA	1995
				From:	US 460 WEST	1				
752	0.21	180	R					NA	NA	1995
				From:	92-792					
752	0.04	190	R	To:	US 460 EAST	_		NA	NA	1995
				From:	Dead End					
753	1.10	230	R	<u> </u>	Dead End			NA	NA	1995
				To:	SR 16					
$\bigcirc$			_	From:	Dead End					100-
754)	0.55	430	R					NA	NA	1995
	0.32	200	R	From:	92-1410			NA	NA	1995
754)	0.32	200	K	To:	92-680			INA	INA	1995
				From:	92-676					
755	0.20	60	R			<del></del>		NA	NA	1995
				To:	Dead End					
750	0.09	20	R	From:	92-651			NA	NA	1995
756	0.00	20	IX.	To:	Dead End	$\neg$		11/-3	IVA	1000
				From:	92-644					
(757)	0.04	70	R			_		NA	NA	1995
				To:	West Virginia State Line					
750	2.34	80	R	From:	92-644			NA	NA	1995
758	2.01			To:	West Virginia State Line				1471	1000
				From:	Dead End					
759	0.25	60	R					NA	NA	1995
				To: From:	92-701					
759	0.65	870	R	To:	SCL RICHLANDS	$\neg$		NA	NA	1995
				From:	Dead End	+				
760	0.16	20	R	<u> </u>	Dead End			NA	NA	1995
				To:	92-641					
$\bigcirc$	0.05		_	From:	92-782			NIA	NIA	4005
761)	0.25	60	R	To:	Dead End	$\neg$		NA	NA	1995
				From:	Dead End					
762)	0.19	200	R			<u></u>		NA	NA	1995
				To:	92-655					
700	0.14	110	R	From:	92-670			NA	NA	1995
763)	0.14	110	r.	To:	Dead End	7		11/7	INC	1990
				From:	Dead End					
764)	0.19	180	R			_		NA	NA	1995
				To:	SR 16					
765	0.08	50	R	From:	92-637			NA	NA	1999
765	U.00			To:	Dead End			14/-1	IVA	
-			_				_			

					Lazewell Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Tazewell County				From:	00 (01					
700	0.40	10	R	rion.	92-601	_		NA	NA	1995
766	0.40	.0		To:	92-601	٦		1471	107	1000
				From:	Dead End	一				
767)	0.30	30	R	<u>-</u>	Bout Dia	_		NA	NA	1995
				To:	92-644					
				From:	92-626	1				
768)	0.55	40	R			_		NA	NA	1995
				To: From:	0.55 MN 92-626	<b></b>				
768)	0.15	30	R	rioni.		_		NA	NA	1995
				To:	Dead End					
				From:	92-660					
769	0.21	30	R			_		NA	NA	1995
				To:	Dead End					
$\sim$				From:	RUSSELL CL; 83-770					
770	0.96	340	R			_		NA	NA	1995
				To:	92-609					
$\frown$	0.00		_	From:	Dead End				***	4005
771)	0.06	70	R					NA	NA	1995
				To: From:	92-795					
771)	0.07	40	R	т		_		NA	NA	1995
				To:	92-709					
	0.70		_	From:	Russell County Line	_		N1.0	NIA	4005
772	0.73	570	R	To:	92-670	_		NA	NA	1995
				From:		+				
772)	0.23	110	R	rion.	Dead End	_		NA	NA	1995
773	0.20	110	IX	To:	92-631	7		14/3	TV/A	1000
				From:	92-807					
774)	0.10	400	R		72-807			NA	NA	1995
774)	00			To:	92-644	٦				
				From:	92-629	Ī				
775	0.18	660	R		22 022	_		NA	NA	1995
				To:	Dead End					
				From:	Dead End					
776)	0.10	100	R			<u> </u>		NA	NA	1995
				To:	92-644					
<u> </u>				From:	Dead End					
777)	0.10	30	R					NA	NA	1999
				To: From:	0.10 MS Dead End					
777	0.15	70	R					NA	NA	1995
				To:	US 460					
$\sim$				From:	92-805					
778)	0.10	130	R					NA	NA	1995
				To: From:	0.10 MN 92-805					
778	0.33	60	R			_		NA	NA	1995
				To:	Dead End					
				From:	Dead End	_				
779	0.12	120	R					NA	NA	1995
				To: From:	0.13 MW Dead End					
779	0.11	140	R					NA	NA	1995
				To:	92-604	ᆚ				
				From:	Dead End					
780	0.13	320	R			_		NA	NA	1995
				To:	92-730					

					l azeweli Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()(	Design	QK AAWDT QW	Year
azewell County				From:	US 19				
781)	0.80	80	R	<u> </u>	661)		NA	NA	1995
				To:	US 19	1			
				From:	SR 102				
782	0.05	110	R				NA	NA	1995
				To: From:	92-761	]——			
782)	0.35	150	R	_		_	NA	NA	1995
				To:	92-643				
	0.03	240	_	From:	US 460 WEST		NA	NA	1995
783)	0.03	240	R			_	INA	INA	1990
	0.27	470	R	From:	0.03 ME US 460 WEST		NA	NA	1995
783	0.27	170	K			_	INA	INA	1990
	0.40	220		From:	0.30 ME US 460 WEST		NΙΔ	NIA	1005
783)	0.40	330	R	To:	US 460 EAST	7	NA	NA	1995
				From:	92-644	<u> </u>			
784)	0.35	210	R	<u> </u>	92-044	_	NA	NA	1995
784				To:	92-748				
				From:	Dead End				
785	0.07	40	R			_	NA	NA	199
				To: From:	92-809	7			
785)	0.07	110	R	rioni.			NA	NA	1995
				To:	92-644				
				From:	Dead End				
786)	0.50	120	R				NA	NA	1995
				To: From:	92-790	]——			
786	0.05	240	R			_	NA	NA	1995
				To:	92-626	<u> </u>			
	0.20	50	ь	From:	92-617		NA	NA	1995
787)	0.20	50	R	To:	Dead End	7	INA	IVA	1990
				From:	SR 61				
788	0.22	180	R	<u> </u>	5101	_	NA	NA	1995
				To:	Dead End				
				From:	Dead End				
789)	0.10	20	R				NA	NA	199
				To:	US 19 BUS				
$\overline{}$				From:	92-786				
790)	0.40	120	R	To:	D 1F 1	7	NA	NA	1995
					Dead End				
<del></del>	0.16	80	R	From:	92-801	_	NA	NA	1995
791)	0.10			To:	92-637	7	14/1	14/1	1000
				From:	92-752	Ī			
792)	0.10	200	R		x= 152	_	NA	NA	1995
$\mathcal{I}$				To:	Dead End				
				From:	NCL TAZEWELL				
793)	0.37	2600	R			_	NA	NA	1995
				To:	NCL TAZEWELL	<u> </u>			
$\overline{}$			_	From:	92-771				
795)	0.05	120	R				NA	NA	1995
			_	To: From:	0.06 ME 92-771	]——			
795)	0.04	210	R	To:	GD 102	_	NA	NA	1995
<u> </u>				To:	SR 102				

					razewen maintenance rica				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trai	(	QC Design Q Hour Q	K AAWDT QW	Year
azewell County				r					
706	0.30	60	R	From:	92-655		NA	NA	1995
796	0.00	•	••	To:	Dead End	$\neg$		10.1	1000
				From:	Dead End				
797)	0.10	110	R				NA	NA	1995
				To:	92-687				
$\sim$			_	From:	92-799				
798)	0.09	160	R	To:	92-644		NA	NA	1995
				From:					
700	0.14	110	R		92-798		NA	NA	1995
799				To:	92-702				
				From:	Dead End				
300	0.08	50	R				NA	NA	1995
				To:	92-644				
$\overline{}$			_	From:	92-631				100
301)	0.04	130	R				NA	NA	1995
	2.22			From:	92-791				400-
801)	0.23	80	R	To:	92-637	_	NA	NA	1995
				From:					
802	0.60	110	R		SR 102		NA	NA	1995
302)				To:	Dead End				
				From:	92-644				
303)	0.20	50	R				NA	NA	1995
				To:	Dead End				
$\widehat{}$	4.00			From:	US 460				4005
804)	1.33	330	R				NA	NA	1995
804)	0.00	400		From:	92-669				4005
804)	0.38	120	R	To:	92-687	_	NA	NA	1995
				From:	US 460				
805)	0.06	120	R		US 400		NA	NA	1995
505)				To:	92-778				
805)	0.06	3	R	From:	72-110		NA	NA	1995
				To:	Dead End				
				From:	SR 67				
806	0.37	3200	R				NA	NA	1995
				To:	US 460				
	0.40	50	_	From:	92-774		NIA	NIA	4005
807)	0.10	50	R	To:	Dead End	_	NA	NA	1995
				From:	92-697				
808)	0.45	45	R	<u> </u>	72-07/		NA	NA	1995
				To:	Dead End				
				From:	Dead End				
309	0.20	50	R				NA	NA	1995
				To:	92-785				
	0.00		_	From:	92-643		NIA	<b></b>	400
810	0.20	4	R	To:	Dead End	_	NA	NA	1995
				From:		<del></del>			
811)	0.61	250	R		Dead End	—	NA	NA	1995
311)				To:	92-609	一			

					Truck			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT QW	Year
azewell County				From:	92-631 WEST					
812)	0.17	110	R		92-031 WEST			NA	NA	1995
				To:	92-631 EAST					
				From:	Dead End					
813)	0.05	9	R					NA	NA	1995
				From:	0.05 ME Dead End					
813)	0.10	40	R	To:	92-620	_		NA	NA	1995
				From:		1				
814)	0.11	40	R		92-609			NA	NA	1995
014)				To:	Dead End					
				From:	92-644					
815)	0.20	140	R			_		NA	NA	1995
				To:	Dead End					
$\bigcirc$	0.00			From:	92-748					4000
816	0.32	47	R	To:	Dead End	$\neg$		NA	NA	1999
				From:		1				
817)	0.05	30	R		Dead End			NA	NA	1995
617				To:	0.00 ME David Fred					
817)	0.48	170	R	From:	0.06 ME Dead End			NA	NA	1995
911)				To:	SR 61					
				From:	92-720					
818)	0.61	1300	R					NA	NA	1995
				To:	Dead End					
$\bigcirc$				From:	92-636					400=
819	0.60	30	R	To:	D 15 1	_		NA	NA	1995
				From:	Dead End					
200	0.02	140	R	From:	Dead End			NA	NA	1995
820	0.02	140	IX	To:	US 19	$\neg$		INA	INA	1990
				From:	Dead End					
821)	0.10	9	R		2 000 2000			NA	NA	1995
				To:	92-657					
$\sim$				From:	Dead End					
822)	0.17	70	R			_		NA	NA	1995
				To:	92-657					
	0.16	20	R	From:	SR 91			NA	NA	1995
824	0.10	20	IX	To:	SR 91	$\neg$		INA	IVA	1000
				From:	Dead End	i				
825	0.34	40	R		2 000 2000			NA	NA	1999
				To:	92-644					
$\widehat{}$				From:	US 19 US 460					
826)	0.18	110	R	т	D 15.1	_		NA	NA	1995
				To:	Dead End					
927	0.08	220	R	From:	92-818	_		NA	NA	1995
827)	0.00	220	11	To:	Dead End	$\neg$		T N/-X	IVA	1000
				From:	SR 16	<u> </u>				
830	0.35	370	R		~	_		NA	NA	1995
				To:	92-643					
				From:	NCL TAZEWELL					
831)	0.56	650	R			<del></del> i		NA	NA	1995
$\sim$				To:	92-732					

					Truck			Design	014 111127 2111	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT QW	Year
Cazewell County				From:	92-732	1				
831)	0.15	360	R		72 132	_		NA	NA	1995
				To: From:	92-733	]——				
831)	1.41	260	R	т	22.615	_		NA	NA	1995
				To: From:	92-645					
833)	0.28	60	R	110m.	Cul-de-Sac	_		NA	NA	1999
0009				To:	92-618					
				From:	US 19					
834)	0.19	430	R	To:	D 15 1	_		NA	NA	1999
				From:	Dead End					
835)	1.22	500	R	1 tolli.	Cul-de-Sac			NA	NA	1995
655)				To:	US 19; 92-719					
_				From:	92-735					
836)	0.37	100	R	_		_		NA	NA	1999
				To:	Cul-de-Sac	1				
927	0.16	470	R	From:	92-637	_		NA	NA	1999
837)	0.10	-770	_ ^	To:	Dead End	1		11/7	1W7	
				From:	Dead End					
838)	0.30	160	R					NA	NA	1999
				To:	92-837					
	0.05	40	_	From:	92-637			NIA	NIA	1005
840	0.05	10	R	To:	Dead End	7		NA	NA	1995
				From:	92-637					
841)	0.07	30	R		7 <b>2</b> 03 1			NA	NA	1995
				To:	Dead End					
				From:	92-846					
845)	0.25	270	R	To:	92-660	7		NA	NA	1995
				From:	92-845	+				
846)	0.05	30	R	<u> </u>	72-043	_		NA	NA	1995
				To:	Dead End					
				From:	92-00655(B)/					
847)	0.14	NA		To:		_		NA	NA	
				From:	Cul-de-Sac/					
949	0.62	NA		1 tolli.	Dead End/	_		NA	NA	
848				To:	Cul-de-Sac/					
_				From:	Cul-de-Sac					
849	0.37	NA		_		_		NA	NA	
				To:	92-603					
050	0.68	NA		From:	92-651			NA	NA	
850	0.00	NA.		To	Cul-de-Sac	7		INA	INA	
				From:	92-1260 FR-607	Ī				
854)	0.23	NA				<u> </u>		NA	NA	
				To:	Dead End	<u>l</u>				
$\bigcirc$	0.00		_	From:	92-631			N.A	NIA.	1000
855	0.20	40	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	Cul-de-Sac	+				
860	0.17	NA			Cui-uc-Sac	_		NA	NA	
		<u> </u>		To:	92-644					

					Tazewe	ell Mainte	enance A	rea							
Route	l enath	AADT	QA	4Tire	Bus		Tru			QC	Design	OK /	AAWDT	ΟW	Year
	9					2Axle	3+Axle	1Trail	2Trail		Hour				
Tazewell County				From:		US-00019	9(B)/								
(871)	0.07	NA									NA		NA		
				To:		Dead E									
	0.32	400	ъ.	From:		US 19	9				NA		NA		1999
880	0.32	180	R	To:		Dead E	End		7		INA		INA		1999
				From:		92-88									
885	0.22	180	R	<u> </u>		72 00			<b></b> !		NA		NA		1999
				To:		92-72	3								
$\bigcirc$				From:		92-88	7								
886	0.19	50	R	To:		92-88	5		_		NA		NA		1999
				From:		Dead E									
887	0.03	10	R	<u> </u>		Dead E	ana		_		NA		NA		1999
001)				To		92-88	6								
887	0.17	46	R	From:		92-00					NA		NA		1999
				To:		92-72	3								
$\bigcirc$				From:		Dead E	and								
1001)	0.45	70	R	_							NA		NA		1995
	0.00			From:		92-100	06				A.I.A.		N: A		4005
(1001)	0.33	200	R								NA		NA		1995
	0.15	400		From:		92-100	07		_		NIA		NIA		1005
(1001)	0.15	160	R	_					_		NA		NA		1995
	0.24	170	R	From:		92-100	02		_		NA		NA		1995
1001)	0.24	170	IX.	т			-		_		IVA		IVA		1555
4004	0.14	240	R	From:		92-100	)5				NA		NA		1995
(1001)	0	0	• • •	To:		92-64	4		7		147				1000
				From:		92-100	06								
(1002)	0.14	70	R						_		NA		NA		1999
				To: From:		92-1001 Ga									
(1002)	0.06	30	R			<u> </u>					NA		NA		1995
				To:		92-100	)3								
$\bigcirc$				From:		92-75	8								
1003	0.15	200	R								NA		NA		1995
	0.10			From:		92-100	)2		_		<b></b>				1005
1003	0.10	250	R	To:		92-64	4				NA		NA		1995
				From:		Dead E									
(1004)	0.17	50	R			Deau E	anu .		_		NA		NA		1995
$\bigcup$				To:		92-64	4								
$\sim$				From:		Dead E	and								
1005	0.15	60	R	_							NA		NA		1995
	2.22	400		To: From:		92-100	06				N/A		N 1 A		4005
1005	0.09	100	R	To:		92-100	)1		7		NA		NA		1995
				From:		92-100			<u> </u>						
1006	0.25	40	R			74-1UL	, 1		_		NA		NA		1999
				To:		92-100	)2		7						
1006	0.30	60	R	From:		72-100	,_		_		NA		NA		1995
				To:		92-100	)5								
				From:		92-100	)1								
1007	0.10	220	R	To		25 -	4		7		NA		NA		1995
				To:		92-64	4								

					lazewe	II Maintena	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK A	AAWDT	QW	Year
Tazewell County						2Axle 3	+Axle	1 I rail	21 rail		Hour				
				From:		92-644									
(1007)	0.18	100	R	To:		92-758			7		NA		NA		1995
				From:		Cul-de-Sac									
(1010)	0.30	NA				our de sue			<b>=</b> !		NA		NA		
				To:		92-651									
	0.12	NA		From:		Cul-de-Sac	:				NA		NA		
1011)	0.12	NA		To:		92-1010			]		INA		INA		
_				From:		Dead End									
1020	2.25	NA		To:		02.710			7		NA		NA		
				From:		92-719 92-604									
(1040)	1.35	150	R			92-004					NA		NA		1999
				To:		Dead End									
$\bigcirc$	0.00	4.6		From:		92-1040					NIA		NIA		4000
(1041)	0.38	40	R	To:		Dead End			1		NA		NA		1999
				From:		BEGIN LOC			l						
(1045)	0.60	110	R						_		NA		NA		1999
				To: From:		END LOOI	P		]						
(1045)	0.10	160	R	To:		US 19			7		NA		NA		1999
Town of Pocahontas						03 19			_						
				From:		Dead End									
(1101)	0.06	610	R								NA		NA		1986
$\overline{\bigcirc}$	0.12	200		From:		92-1103					NA		NIA		1006
(1101)	0.12	380	R	To:		Dead End			1		INA		NA		1986
				From:		Dead End			1						
(1102)	0.07	510	R	-							NA		NA		1986
$\overline{}$				To: From:		92-1103			]						
(1102)	0.12	140	R	To:		Dead End			7		NA		NA		1986
				From:		Dead End			1						
(1103)	0.06	510	R						_		NA		NA		1995
				To: From:		92-1102			]						
(1103)	0.05	1400	R								NA		NA		1995
	0.07			From:		92-1101					NIA		NIA		4005
(1103)	0.07	2900	R						_		NA		NA		1995
(1103)	0.05	3000	G	From: 94%	0%	92-644 0%	2%	2%	1%	С	NA		3000	G	2001
(1103)				To:	0,0	283-1263			]						
Tazewell County				r 1											
(1110)	0.09	260	R	From:		92-1111			J		NA		NA		1995
1110	0.00			To:		SR 91			1						. 300
				From:		Dead End									
(1111)	0.05	60	R						_		NA		NA		1999
	0.45	440		To: From:		92-1110			]		NIA		NIA		1005
(1111)	0.15	140	R	To:		Dead End			1		NA		NA		1995
				From:		Cul-de-Sac									
(1120)	0.15	NA							_		NA		NA		
				To:		92-1122									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	C)C:	Design Hour	QK AAWDT QW	Year
Fazewell County				From:	92-1120				
1121)	0.14	NA				_	NA	NA	
				To: From:	Cul-de-Sac				
1122)	0.12	NA		rioni.	92-1120		NA	NA	
(1122)				To:	Cul-de-Sac				
Town of Cedar Bluff				r					
(1994)	0.52	90	R	From:	US 460 BUS		NA	NA	1995
1201)	0.02		.,	To:	US 460 BUS		147 (	10.0	1000
				From:	Dead End				
1202	0.03	70	R				NA	NA	1991
				To: From:	92-1203				
1202	0.16	230	R				NA	NA	1991
	0.00	040		From:	US 460 BUS		NIA	NIA	4004
1202	0.29	610	R	. —			NA	NA	1991
	0.10	490	R	From:	92-1205		NA	NA	1991
1202	J. 10			To:	92-631	<u> </u>			1001
				From:	92-1202				
1203)	0.10	430	R			_	NA	NA	1991
				To:	US 460 BUS				
1004	0.06	250	R	From:	Dead End		NA	NA	1986
1204	0.00	230	IX	To:	LIC ACO DUC		INA	IVA	1500
1204	0.03	160	R	From:	US 460 BUS		NA	NA	1991
1204				To:	Dead End				
				From:	US 460 BUS				
1205	0.10	320	R	To:	00.1000	<del></del> i	NA	NA	1986
				10.	92-1202				
Tazewell County				From:	62-1208				
1206)	0.07	280	R			_	NA	NA	1986
				To:	92-631				
1207)	0.03	400	R	From:	92-1208		NA	NA	1986
1207)	0.00	400		To:	92-631		147 (	10.0	1000
				From:	92-1206				
1208)	0.08	240	R	· <u> </u>			NA	NA	1986
<u> </u>				To: From:	92-1207				
1208)	0.12	140	R	To:	D 1F 1		NA	NA	1986
C					Dead End	L			
Town of Cedar Bluff				From:	92-707				
1209	0.18	240	R				NA	NA	1986
				To:	92-707				
1210)	0.10	60	R	From:	92-621		NA	NA	1999
1210)	0.10			To:	NCL CEDAR BLUFF				.000
Tazewell County									
	0.25	40	Б	From:	NCL CEDAR BLUFF		NI A	NIA	1000
1210	0.25	40	R	To:	Dead End		NA	NA	1986
Town of Cedar Bluff					D vuu Diid				
				From:	Dead End				
1211)	0.10	49	R	To:	02 1212		NA	NA	1999
					92-1212				

					l azewell Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 24 Avia 4 Tasil		QC	Design	QK AAWDT QW	Year
Town of Cedar Bluff					2Axle 3+Axle 1Trail	ZTraii		Hour		
- Cedar Bidii				From:	92-1212					
(1211)	0.05	190	R					NA	NA	1986
				To:	92-621					
$\bigcirc$	0.40	000	_	From:	92-1211			NIA	NIA	4000
1212	0.43	200	R	To:	92-621	_		NA	NA	1986
				From:						
1213)	0.15	150	R		Dead End			NA	NA	1986
1213	0.10		•••	To:	US 460 BUS	7			101	1000
Tazewell County						-				
_				From:	Dead End					
1214)	0.40	890	R	_				NA	NA	1986
				To:	WCL RICHLANDS					
				From:	92-1216					400-
1215	0.21	290	R	To:		_		NA	NA	1995
					92-724					
	0.44	470	Б	From:	92-1215			NI A	NA	1005
1216	0.14	170	R	To:	Dead End	_		NA	NA	1995
	0.13	NA		From:	Dead End			NA	NA	
1218	0.13	NA		To:	92-1219	$\neg$		INA	INA	
				From:	US 19					
1210	0.62	620	R		03 19	_		NA	NA	1995
1219	0.02	020	•••	To:	Dead End				101	1000
				From:	Cul-de-Sac					
1220)	0.19	140	R	<u> </u>	Cur de Sac			NA	NA	1986
1220				To	92-1225	_				
1000	0.07	500	R	From:	92-1225			NA	NA	1986
1220	0.0.	000	•••							
	0.21	490	R	From:	92-1224			NA	NA	1986
1220)	0.21	430	K					INA	INA	1900
	0.10	070		From:	92-1223			NIA	NIA	4000
1220	0.16	870	R					NA	NA	1986
$\overline{}$				From:	92-1221	_				4000
1220	0.16	880	R					NA	NA	1986
<u> </u>				To: From:	92-1227					
1220	0.27	1600	R					NA	NA	1986
				To:	92-609					
$\bigcirc$	^		_	From:	92-1222					400
1221	0.07	290	R	To:	02 1220	_		NA	NA	1986
					92-1220					
	0.20	200	Б	From:	92-1221			NA	NA	1000
1222	0.20	280	R					INA	NA	1986
$\overline{}$	2 2 2			To: From:	92-1223	_		A.1.A	A.1.A.	400-
1222	0.08	80	R	To:	C-1 1- C	_		NA	NA	1999
_					Cul-de-Sac	_				
	0.07	470	В	From:	92-1227			NA	NΙΛ	1000
1223	0.07	470	R					INA	NA	1986
$\overline{}$				From:	92-1225					
1223	0.27	100	R					NA	NA	1986
<u> </u>				To: From:	92-1220	$\exists$ —				
1223	0.06	140	R			_		NA	NA	1986
				To:	92-1222					

					Tazew	ell Maintenance	Area							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle		2Trail	QC	Design Hour	QK A	AAWDT	QW	Year
Fazewell County							, iiiaii	ZIIGII		rioui				
	0.16	250	R	From:		92-1226				NA		NA		1986
(1224)	0.10	200		To:		92-1220				1471		147 (		1000
				From:		92-1223								
(1225)	0.15	240	R							NA		NA		1986
	0.40	400		From:		92-1226				NIA		NIA		4000
(1225)	0.10	160	R	т				_		NA		NA		1986
1225	0.13	300	R	From:		92-1227				NA		NA		1986
				To:		92-1220								
$\bigcirc$	0.00		_	From:		92-1225				NIA		NIA		4000
(1226)	0.06	230	R	To:		92-1224		1		NA		NA		1986
				From:		92-1225								
1227)	0.27	240	R							NA		NA		1986
_				To: From:		92-1223								
(1227)	0.38	590	R					_		NA		NA		1986
	0.07	740	R	From:		92-1228				NA		NA		1986
1227	0.07	740	IX	То:		92-1220				INA		INA		1300
_				From:		92-1227								
(1228)	0.37	240	R	To:		D IF I		_		NA		NA		1986
				From:		Dead End US 19		1						
1229	0.39	280	R			03 19				NA		NA		1999
				To:		Dead End								
$\bigcirc$			_	From:		US 19								
1230	0.90	580	R	To:		92-1233		1		NA		NA		1995
				From:		92-1230								
(1231)	0.20	500	R							NA		NA		1999
				To:		92-1232								
(1232)	0.20	310	R	From:		92-1233				NA		NA		1995
(1232)				To:		92-1231								
$\bigcirc$				From:		92-1230								
(1233)	0.70	250	R	To:		92-1232		1		NA		NA		1995
				From:		US 460; 92-719		1						
1234	0.79	680	R							NA		NA		1995
				To:		92-1233								
(1235)	0.19	1100	R	From:		US 460				NA		NA		1995
(1233)				To:		Dead End								
				From:		US 460								
1236	0.08	NA		To:		92-1235		1		NA		NA		
				From:		92-1233								
(1237)	0.05	NA						_		NA		NA		
				To:		92-1253								
	0.26	NA		From:		92-1230				NA		NA		
1238	0.20	A		To:		92-1239				11/24		11/7		
				From:		92-1230								
1239	0.20	NA		т				_		NA		NA		
				To:		92-1238								

					Tazewell Ma	intenance A	Area						
Route	Length	AADT	QA	4Tire	Rue	Tr			QC	Design	QK AAW	DT QW	Year
					2A>	de 3+Axle	1Trail	2Trail		Hour			
<b>Fazewell County</b>				From:	9	2-603							
(1240)	0.32	100	R					_		NA	NA		1986
				To:		ad End							
	0.21	NA		From:	92	-1242				NA	NA		
(1241)	0.21	INA		To:	92	2-1240		7		INA	INA		
				From:		2-603							
1242	0.09	NA								NA	NA		
				To:	92	2-1241							
$\bigcirc$	0.40			From:	De	ad End/							
1243	0.18	NA		To:	92.0	1229(B)/		_		NA	NA		
				From:									
(1245)	0.50	350	R	<u> </u>	Cui	-de-Sac				NA	NA		1995
(12.79)				To:	9	2-603							
				From:	J	JS 19							
1250	0.07	230	R					_		NA	NA		1999
				To:		-1251							
	0.05	120	R	From:	92	2-1250		_		NA	NA		1999
(1251)	0.03	120	K	To:	92	2-1230		7		INA	INA		1999
				From:		ad End							
(1252)	0.25	110	R							NA	NA		1999
				To:	92-123	1; 92-1232							
$\bigcirc$				From:	92	2-1233							
1253	0.36	60	R							NA	NA		1999
	0.45			To: From:	92	2-1237							1000
1253	0.15	40	R	To:	Cul	-de-Sac		7		NA	NA		1999
				From:		-de-sac -1230							
1254	0.22	80	R		92	-1230		_		NA	NA		1999
(1204)				To:	De	ad End							
				From:	F	R 607							
1260	0.40	150	R					_		NA	NA		1999
				To:		ad End							
$\bigcirc$	0.35	50	_	From:	NCL T	AZEWELL				NA	NA		1991
(1301)	0.35	50	R	To:	De	ad End		7		INA	INA		1991
				From:		R 61							
(1302)	0.23	310	R			11.01				NA	NA		1986
				To:	De	ad End							
$\widehat{}$				From:	De	ad End							
1303	0.11	50	R							NA	NA		1999
	2			From:	0.12 M	E Dead End		]					4000
1303	0.11	60	R	To:	0	2-678		7		NA	NA		1986
				From:		2-600		1					
(1305)	0.14	210	R		9	<u> </u>		_		NA	NA		1986
				To	۵٦	2-1306		٦					
(1305)	0.04	60	R	From:	72	. 1500				NA	NA		1986
				To:	De	ad End							
				From:	92	2-1305							
1306	0.07	40	R	т				_		NA	NA		1986
$\overline{}$				To:	92	2-1307							

					Tazewell Main	tenance A	rea						
Route	Length	AADT	QA	4Tire	Rue	Tru 3+Axle			QC	Design Hour	QK AAWD	T QW	Year
Tazewell County													
	0.40	20	_	From:	92-6	500				NIA	NIA		4000
(1307)	0.13	80	R	To:	92-1	306		7		NA	NA		1986
				From:	ECL TAZ			1					
(1310)	0.28	440	R		ECL TAZ	EWELL				NA	NA		1986
(1310)				To:	Dead	End							
				From:	92-1	310							
(1311)	0.11	NA								NA	NA		
				To:	92-1	312							
				From:	92-1	311							
1312	0.08	NA		To:	CHARLES	CTREET		7		NA	NA		
				From:									
4245	0.04	340	R	riom.	92-1	318				NA	NA		1986
(1315)	0.04	340	1	To:	ECL TAZ	EWELL		7		1471	14/ (		1000
				From:	92-1								
(1316)	0.06	150	R	<u> </u>	/2 1	,10				NA	NA		1986
				To:	92-6	500							
_				From:	92-1	318							
(1317)	0.06	50	R					_		NA	NA		1999
				To:	92-6	000							
	0.00	000	_	From:	92-1	315		_		NIA	N.1.0		4000
(1318)	0.20	220	R							NA	NA		1986
			_	To: From:	92-1	316							1000
(1318)	0.06	70	R	To:	02.1	217		7		NA	NA		1986
				From:	92-1								
(1005)	0.32	290	R	riom.	Dead	End				NA	NA		1999
(1325)	0.02	230	1	To:	SCL TAZ	EWELL		1		1471	14/ (		1000
				From:	92-1								
(1326)	0.11	70	R	<u> </u>	•	<del></del>		_		NA	NA		1999
				To:	Cul-de	-Sac							
$\widehat{}$				From:	92-1	331							
(1330)	0.20	340	R					_		NA	NA		1995
				To:	92-7			<u> </u>					
	0.26	220	В	From:	92-1	330				NA	NA		1995
(1331)	0.20	230	R	To:	92-1	335		7		INA	INA		1995
				From:	92-1								
1332	0.20	180	R		72-1	<i>331</i>		_		NA	NA		1995
				To:	92-7	/35							
				From:	92-1	330							
(1333)	0.09	NA						_		NA	NA		
				To:	92-1								
$\bigcirc$	2.24			From:	92-1	330				N14			
1334	0.24	NA		To	92-1	335		7		NA	NA		
				From:				<del></del>					
(1335)	0.06	NA			92-1	331		_		NA	NA		
1333)	0.00			To:	92-1	334		٦			1471		
				From:	92-1			Ì					
(1336)	0.20	30	R	-	, 2 1	·		_		NA	NA		1999
				To:	92-7	35							
				From:	SR	61							
(1337)	0.08	390	R					_		NA	NA		1999
				To:	92-1	336							

Route	Length	AADT	QA	4Tire	Bus 20 Auto 2 A Auto 4 Tabil		00	Design	QK AAWDT QW	Year
Tazewell County	Length	AADI	QA	41116	2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDI QW	real
				From:	92-1336					
(1337)	0.01	260	R	To:	D1E-1			NA	NA	1999
				From:	Dead End					
1340	0.49	150	R	Troni.	SR 61 WEST			NA	NA	1995
(1540)				To:	SR 61 EAST					
				From:	92-1340 WEST					
(1341)	0.17	40	R	. —		_		NA	NA	1995
				To: From:	92-1340 EAST					
(100)	0.16	10	R	rioni.	92-1340 WEST			NA	NA	1995
1342	0.10			To:	92-1340 EAST			101	101	1000
				From:	92-1405					
1401)	0.06	180	R					NA	NA	1986
				To: From:	92-1404					
1401)	0.06	270	R					NA	NA	1986
				To: From:	92-1403					
1401)	0.04	330	R	To:	VI 10	_		NA	NA	1986
				From:	US 19					
1402	0.05	160	R	Troni.	92-1403	_		NA	NA	1986
1402)	0.00			To:	US 19					
				From:	92-1401					
1403	0.05	50	R					NA	NA	1986
				To: From:	92-1402					
1403	0.15	110	R	_		_		NA	NA	1986
				To:	92-1404					
	0.13	100	R	From:	92-1401			NA	NA	1986
1404)	0.13	100	IX	To:	02.1402	_		INA	INA	1300
	0.20	80	R	From:	92-1403			NA	NA	1986
1404	0.20			To:	92-1405					
				From:	92-1401					
1405	0.26	90	R			_		NA	NA	1986
				To:	92-1404					
	0.35	200	R	From:	92-754			NA	NA	1986
1410	0.35	200	ĸ	To:	US 19	7		INA	INA	1900
				From:	92-678	i				
1420	0.20	110	R		) <u>2</u> 0,0			NA	NA	1995
				To:	92-1421					
$\bigcirc$				From:	92-1420					
1421	0.09	30	R	To:	92-1423	_		NA	NA	1995
				From:	92-1423					
1422	0.03	30	R		92-1423	_!		NA	NA	1995
				To:	Dead End				<u> </u>	
				From:	92-678					
1423	0.16	120	R			_		NA	NA	1995
				To:	92-1421					
	0.05	200	R	From:	US 19			NA	NA	1986
1501	0.00	200	ĸ	т.	pa			INA	INA	1900
(1504)	0.10	150	R	From:	92-1502			NA	NA	1986
1501	0.10	.50	11	To:	92-1503			14/1	1 1/1	.500
					* **	•				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Cazewell County				From:	92-1503	1				
1501)	0.09	70	R	<u> </u>	/2 1505			NA	NA	1986
				To:	92-1504					
$\bigcirc$	0.07			From:	92-1501					4000
1502	0.07	50	R	To:	Dead End	7		NA	NA	1986
				From:		1				
1503)	0.12	50	R		92-1501	_		NA	NA	1999
1505)				To:	Dead End	1				
				From:	92-1501					
1504	0.20	70	R	. —		_		NA	NA	1986
				To:	92-1505	1				
	0.12	60	R	From:	Dead End	_		NA	NA	1999
1505	0.12	00	IX	т		_		IVA	INA	1000
	0.16	60	R	From:	92-1504			NA	NA	1986
1505	0.10			To:	DECRITOOR					
1505	0.35	40	R	From:	BEGIN LOOP			NA	NA	1986
1505				To:	02 1506 NODTH	¬				
1505)	0.02	20	R	From:	92-1506 NORTH			NA	NA	1986
	-			To: From:	92-1506 SOUTH					
1505	0.04	40	R	From:	72-1300 BOOTH	_		NA	NA	1986
				To:	END LOOP					
				From:	92-1505					
1506	0.06	10	R	. —		_		NA	NA	1986
				To:	92-1505					
	0.07	170	R	From:	US 19; 92-744			NA	NA	1986
1509	0.07	170	K	To:	Dead End			INA	INA	1900
				From:	Dead End					
1510	0.24	110	R		2000 2000	_		NA	NA	1986
				To: From:	92-1511	1				
1510	0.16	160	R	rion.		_		NA	NA	1986
				To:	92-631					
$\overline{}$				From:	Dead End					4000
1511	0.05	50	R	To:	92-1510	_		NA	NA	1986
				From:		<u> </u>				
1520	0.12	280	R	<u> </u>	US 19	_1		NA	NA	1986
	-			To:	92-1521					
			<u> </u>	From:	92-1520					
1521)	0.13	160	R			_		NA	NA	1986
				To:	92-1522					
	0.15	140		From:	Dead End	_		NA	NΙΛ	1986
1522	0.15	110	R	To:	92-1521	7		INA	NA	1986
				From:	92-664	1				
1523	0.28	110	R		72°00 <del>1</del>	_		NA	NA	1995
				To:	Dead End	1				
		<u> </u>		From:	Dead End					
1524	0.13	40	R					NA	NA	1999
				To: From:	LOCUST STREET					
1524	0.06	46	R			_		NA	NA	1999
				To:	92-1523	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWD1	QW	Year
azewell County				From:	92-1523	1					
1524	0.05	49	R	110.11.	92-1323	_		NA	NA		1999
				To:	92-1525						
				From:	92-1526						
1525	0.24	60	R	To:	02.1527	_		NA	NA		1995
				From:	92-1527 92-1525						
1526	0.04	60	R		92-1323	_		NA	NA		1995
1920				To:	US 19						
				From:	22-1525						
1527	0.04	80	R	To:	710.10	_		NA	NA		1995
				From:	US 19						
4500	0.39	140	R	Pioni.	US 19			NA	NA		1995
1530	0.00	140	• • • • • • • • • • • • • • • • • • • •	To:	Dead End	1					1000
				From:	92-717						
9522	0.20	200	R					NA	NA		1986
				To:	HALLS MILL SCH						
$\bigcirc$				From:	92-604						
9559	0.11	100	R	To:	THOMBON WALLEY SCH	_		NA	NA		1986
				From:	THOMPSON VALLEY SCH						
9560	0.71	1100	R		US 460 BUS			NA	NA		1991
9300)				To:	RICHLANDS SCH						
				From:	POCAHONTAS HIGH SCH						
9561	0.26	200	R					NA	NA		1986
				To:	92-644						
$\sim$	0.45	400	_	From:	92-637			NIA	<b>N</b> 1.0		4004
9562	0.15	100	R	To:	RIVERMONT SCH	7		NA	NA		1991
				From:	92-1215						
9635)	0.14	760	R		72-1213			NA	NA		1999
				To:	92-724						
				From:	92-627						
9705)	0.06	5	R			_		NA	NA		1991
				To:	BANDY SCH						
	0.91	1300	R	From:	SR 61			NA	NA		1999
9706)	0.91	1300	K	To:	Dead End	1		INA	INA		1999
				From:	NCL TAZEWELL; 92-793						
9707)	0.19	1700	R	<u>.                                    </u>	NOE ITEEN BEE, 72 173			NA	NA		1995
				To:	TAZEWELL ELEM SCH						
$\sim$				From:	92-793						
9708)	0.29	700	R	To:	TAZEWELL WOO GOLL	_		NA	NA		1995
				From:	TAZEWELL VOC SCH						
0000	0.06	150	R	Pioni.	92-745			NA	NA		1986
9866				To:	SPRINGVILLE SCH	1_					
				From:	92-774						
9928)	0.09	120	R			_		NA	NA		1986
				To:	ABBS VALLEY SCH						
Town of Bluefield				From:	M	1					
1 Tazewell Ave	0.70	1700	G	98%	Montrose St 0% 0% 1%	0%	С	NA	1700	G	2001
Tazewell Ave				To:							
1 Tazewell Ave	0.18	2300	G	From: 98%	Shenley Ave 0% 1%	0%	F	240	G 2400	G	2001
(1) Tazewell Ave			•	To:	College Ave US 19	¬	-	•		_	

Route	Length	AADT	QA	4Tire	Bus		Tr	uck	2Trail	QC	Design	QK	AAWDT	QW	Year
Town of Bluefield							3+Axle		2Trail		Hour				
2143	0.80	NA		From: 14	3-3250 Ra	mp to US 4		fr US 460	_  		NA		NA		
				From:		Edgewood Edgewood									
2 Hockman Pike	0.40	1700	G	98% To:	0%	0%	0%	1%	0%	С	NA		1800	G	2001
				From:		Montros									
3 Montross St	0.13	1800	G	98%	0%	Hockman 0%	0%	1%	0%	С	NA		1900	G	2001
143				To:		Virginia									
Oallana Assa	0.00		_	From:	We	est Virginia	State Line				NIA		0000	_	0004
4 College Ave	0.03	8900	G	To:		Stadium	n Dr		1		NA		9300	G	2001
				From:		WCL Blu									
3250 Fincastle Turnpike	0.54	2900	G	96%	0%	1%	1%	2%	1%	F	NA		3000	G	2001
1437				To: From:		Hockman	ı Pike		]—						
3250 Fincastle Turnpike	0.15	3600	G	96%	0%	1%	1%	2%	1%	С	NA		3800	G	2001
<u> </u>				From:		US 460 B			] <del></del>						
Valley Dale St	0.91	7500	G	94%	1%	1%	1%	3%	1%	F	NA		7800	G	2001
3250) Valley Dale St	0.57	E700	G	From: 94%	1%	Mountain L  1%	ane Ave 1%	3%	1%	С	NA		6000	G	2001
Valley Dale St	0.57	5700	G	94 70					1 70	C	INA		6000	G	2001
3250) Valley Dale St	0.09	9700	G	From: 94%	1%	oound Ram 1%	p to US 46 1%	3%	1%	F	NA		10000	G	2001
Valley Dale St				To:	.,,	College				-					
				From:	(	College Av	e US 19								
Tazewell Ave	0.44	480	G	96% To:	1%	0%	2%	1%	0%	С	NA		500	G	2001
				From:		Hicks									
3253) Graham Ave	0.12	2500	G	95%	0%	Walnut	1%	2%	0%	С	NA		2600	G	2001
3253) Graham Ave				To:		Virginia									
own of Richlands				r											
4700 Kent Ridge Rd	0.30	7000	G	From:		SCL Rich	nlands				NA		7000	G	2001
4700) Toller lago 1 to	0.00			To:		Veterai	n St								
4700 Kent Ridge Rd	0.47	7800	G	From:		Veterar	n Dr				NA		7800	G	2001
Kent Ridge Rd	0.47	7000	G	To:		Front	St		7		INA		7000	O	2001
own of Bluefield															
	F 07	4000	_	From:		Greever	Ave				NIA		4200		2004
ast St	5.07	1300	G	_					_		NA		1300	G	2001
Greever Ave	5.07	1100	G	From:		Virginia	Ave				NA		1200	G	2001
5,0000,7400	0.01	1100		To:		East	St						1200		2001
licks St	E 07	000	•	From:		Tazewell	l Ave				NA		680	G	2001
TICKS SI	5.07	660	G	To:		Virginia	Ave		1		INA		000	G	2001
Town of Richlands									•						
	0.40	500		From:		Kent Rid	ge Rd				NI A		500		0001
Front St	8.16	500	G	To:		Clinch	Rd		7		NA		520	G	2001
				From:		Kent Rid									
eteran Dr	8.16	4000	G	To:		23.1.1	74		_		NA		4200	G	2001
				100		2Nd S	<b>S</b> t								
Town of Tazewell				From:	US 19;	; 460 Bus F	incastle Tr	npk							
Ben Bolt Ave	6.65	3500	G						- -i		NA		3600	G	2001
				To: From:		ECL Taz			+						
Pisgah Rd	6.65	370	G						<b>_</b>		NA		380	G	2001
				To:	ALT	SR16 Fair	grounds Re	d	1						