2001

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

Jurisdiction Report 98

> Wythe County Town of Wytheville Town of Rural Retreat

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.

					vvytr	ne Mainten	ance Ar	rea							
Route	Length	AADT	QA	4Tire	Bus		Tri	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Wythe County								TTTGII	211011		rioui				
11	4.12	2000	G	94%	1%	Smyth Coun 3%	1%	1%	0%	F	200	G	2100	G	2001
<u>(11)</u>	7.36	2400	G	94%	1%	98-73° 3 %	7 1%	1%	0%	F	230	G	2400	G	2001
\bigcirc				To:		WCL Wyth	neville								
Town of Wytheville	2			From:		WCL Wyth	avilla								
(11) W Lee Hwy	0.29	4400	G	94%	1%	3%	1%	1%	0%	С	500	G	4700	G	2001
12th St	2.03	7700	G	From: 94%	1%	24th S 3%	t 1%	1%	0%	F	840	G	8100	G	2001
11) 1241 31			•	To:	.,,	US 21 Ma		.,,	¬ ~~	•	0.0		0.00		
~~				From:		12th S				_				_	
11 Main St	0.31	8100	G	94%	1%	3%	1%	1%	0%	F	770	G	8500	G	2001
(11) Main St	0.33	9500	G	94%	1%	4th St 3%	1%	1%	0%	F	880	G	10000	G	2001
~				From:		5th St									
11 Main St	0.20	9000	G	93%	1%	2%	4%	1%	0%	F	840	G	9400	G	2001
11 E Main St	0.50	15000	G	93%	1%	11th S 2%	4%	1%	0%	С	1400	G	16000	G	2001
\sim	0.96	40000		From:	10/	Liberty		10/	0%	F	040	G	11000	G	2001
11)	0.86	10000	G	93%	1%	2%	4%	1%	U% —	Г	940	G	11000	G	2001
~ ~	2.00			From:		I-81									
11) (81)	0.96	40000	_		See	l-81 for dire	ectional	traffic vo	lume est	timates		egmen		_	0004
	Combined Traffic:	49000	В	To:		NCL Wyth	avilla		_		NA		46000	В	2001
						NCL Wyth	eville								
Wythe County				From:		NCL Wyth	eville								
(11) (81)	2.18			-	See I	-81 for dire		traffic vo	lume est	timates	for this s	egmen	t.		
	Combined Traffic:	49000	В								NA		46000	В	2001
				To: From:		F-42			7						
11 (81)	2.61			F10111 <u>B.</u>	See I	-81 for dire	ectional	traffic vo	lume est	timates	for this s	egmen	t.		
\bigcirc	Combined Traffic:	52000	G	69%	1%	2%	1%	26%	2%	F	3200	G	49000	G	2001
				To: From:		US 52; SR	121								
11 (81)	1.44			rioii.	See I	-81 for dire		traffic vo	lume est	timates	for this s	egmen	t.		
\bigcirc	Combined Traffic:	48000	G	68%	1%	2%	1%	27%	2%	F	3100	G	45000	G	2001
				To:		I-77 Fort Ch	niswell								
11 (81)	2.31			110111.	See I	l-81 for dire	ectional	traffic vo	lume est	timates	for this s	egmen	t.		
\bigcirc	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	2400	G	33000	G	2001
				To:		98-619)		7						
11 (81)	1.99				See I	l-81 for dire	ectional	traffic vo	lume est	timates	for this s	egmen	t.		
\bigcirc	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	2500	G	33000	G	2001
				To: From:		98-618	3								
(11) (81)	1.44			110111.	See I	l-81 for dire	ectional	traffic vo	lume est	timates	for this s	egmen	t.		
\bigcirc	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	NA		33000	G	2001
				To:		Pulaski Cour	nty Line		1						
Town of Wytheville	2			From: IS O	.005:		70=6:	mo							
	0.93			IS-0		R)/IS-00081-9 I-81 for dire				timates	for this s	eamen	t		
(1,1) (81)	Combined Traffic:	40000	D		366 I	-o i ioi ulle	Journal	tranic vo	nume est	umales	NA	cymen	46000	R	2001
	Combined Hamic:	49000	В	To: IS-0	00081-80	B)/JB-139/N	CL WYTE	HEVILLE/	1		INA		40000	В	2001
W-Ab- C				10-(- j v D-137/188	47 11 II سے	+ 11-1-1-i/	1						
Wythe County				From: IS-0	00081-SC	B)/JB-139/N	CL WYTH	HEVILLE/							
(11) (81)	2.37					-81 for dire			lume est	timates	for this s	egmen	t.		
	Combined Traffic:	49000	В								NA		46000	В	2001
				To: IS-000)81- <u>S(B</u>)/	FR-00326- 0	00B(L)/FF	ROM FR-04	12						

					vvytn	e Maintena									
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Wythe County									ZIIali		Houi				
~~ ~~	0.04			From: IS-00		/IS-00081-S0				· · · · · · · · · · · · · · · · · · ·	- f 41-1		. 4		
[1,1] [81]	2.31 Combined Traffic:	E2000	c	69%	1%	-81 for dired	ctional 1%	26%	ume es	ımates F	3200 3200	egmer G	11. 49000	G	2001
	Combined Tranic.	52000	G						_	г	3200	G	49000	G	2001
	0.93			From: 5-0008		S-00052- 036E -81 for dired				timata	o for this o	oamor	.+		
[1,1] [81]	Combined Traffic:	49000	G	68%	1%	-61 101 ullet 2%	1%	27%	2%	ımate: F	3100	egillei G	45000	G	2001
	Combined Trainc.	40000	G			S-00081-S080					3100	G	43000	G	2001
					-00077-N	I(U)/IS-00081-	-S(B)/								
1,1 (81)	3.20				See I-	-81 for dired	ctional	traffic vol	ume es	timates	s for this s	egmer	nt.		
	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	2400	G	33000	G	2001
						S-00081-S081			J'						
11 (01)	1.96			18-000		IS-00081-S084 -81 for direc			∟ ume es	timates	s for this s	eamer	nt		
1,1 81	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	2500	G	33000	G	2001
	Combined Traine.	33000	J			98-00618- 005				•	2000	O	00000	O	2001
				From: IS-000		IS-00081-S086									
[1,1] (81)	1.21					-81 for dired	ctional	traffic vol	ume es	timates	s for this s	egmer	nt.		
\Leftrightarrow \bigcirc	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	NA		33000	G	2001
				To: 00081-	·S(B)/JB-9	98-77/WYTHI	E - PUL	ASKI COUN	Ŋ						
~~~				From:		Grayson Count	4		]					_	
21)	5.32	1500	G	92%	0%	3%	1%	3%	0%	F	150	G	1500	G	2001
				To: From:		98-684			}						
21)	3.67	2000	G	92%	0%	3%	1%	3%	0%	F	210	G	2100	G	2001
<u> </u>				To: From:		98-690			<del> </del>						
21)	6.18	4600	G	92%	0%	3%	1%	3%	0%	F	480	G	4700	G	2001
<u> </u>				To:		SCL Wythey	ville								
Town of Wytheville															
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21 Grayson Stre	eet 0.93	4600	G	94% To:	0%	3%	1%	2%	0%	С	490	G	4900	G	2001
				From:		Main Stree Grayson S									
21 Main Sreet	0.49	6300	G	94%	0%	3%	1%	2%	0%	F	630	G	6600	G	2001
				To:		US 11 12Th	. St								
21 11 Main S	t 0.31	8100	G	94%	1%	3%	1%	1%	」 0%	F	770	G	8500	G	2001
21) (11)		0.00		To:	.,,	MAIN ST		. , ,	7	•			0000		
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21 4th St	0.06	7000	G	92%	1%	2%	3%	2%	0%	F	760	G	7400	G	2001
~				To: From:		Monroe Str	eet]						
21 4th St	0.47	10000	G	92%	1%	2%	3%	2%	0%	F	1000	G	11000	G	2001
<u> </u>				To:		Ridge Rd									
21 4th St	0.40	40000	•	From:	1%	W Ridge R	≀d 3%	2%	J 0%	С	1100	0	11000	G	2001
21 4th St	0.40	10000	G	92%	1 70	2%		2%	U% _	C	1100	G	11000	G	2001
~~~ <u>-</u>				From:		Tazewell S									
21) 4th St	0.12	10000	G	92% To:	1%	2%	3%	2%	0%	F	1000	G	11000	G	2001
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Vythe County				From:		Corroll Court	, Lina		1						
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52	0.01		-	T				. 70	7/0	•	.20	0		9	_001
	2.46	4600		From:		98-607 Poplar		10/	00/	г	160		1600		2004
52	3.16	1600	G	92%	0%	3%	4%	1%	0%	F	160	G	1600	G	2001
				From:		98-619						_			
52	5.12	2800	G	95%	1%	2%	2%	1%	0%	F	280	G	2900	G	2001
				To: From:		98-736			]——						
52	0.87	8800	G	95%	1%	2%	2%	1%	0%	F	900	G	8900	G	2001
<u> </u>				To:		S I-81			1						

Combined Traffic:						vvytn	ie Mainten									
State   Combined Traffic:	Route	Length	AADT	QA	4Tire	Bus					QC	Design Hour	QK	AAWDT	QW	Year
See  -81 for directional traffic volume estimates for this segment.   See  -81 for directional traffic volume estimates for this segment.	Wythe County															
Combined Traffic:	(F2) (91)	2 31			From:	See I			traffic vol	_l lume es	timates	s for this s	eamen	t		
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See   81 for directional traffic volume estimates for this segment.   NA   46000   B   2001	Town of Wythevil	le														
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See  -81 for directional traffic volume estimates for this segment.   See  -81 for directional traffic volume estimates for this segment.		Combined Traine.	40000	_	To:		IIC 11			7				10000		2001
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1.92   2300   G   97%   0%   1%   1%   1%   1%   0%   C   250   G   2400   G   2001	(32) (61)		24000	G	75%								-		G	2001
1.92   2300   G   97%   0%   1%   1%   1%   1%   0%   C   250   G   2400   G   2001					To:		I STON I 81	SRRAM								
Well-Wytheville   World Wytheville   World Wythev	(52)	1.92	2300	G						<b>-</b> 0%	С	250	G	2400	G	2001
See   -8.1 for directional traffic volume estimates for this segment.   See   -8.1 for directional traffic volume estimates for this segment.	32)				To:		WCL Wyth	neville								
100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	Wythe County															
1	~~~					101			10/			400		1000		2224
Table   See   181 for directional traffic volume estimates for this segment.   See   181 for directional traffic volume estimates for this segment.	[52]	2.67	1200	G	94%	1%	4%	0%	1%	0%	F	120	G	1200	G	2001
Total	~~~									}						
Total	52	7.32	880	G					1%	0% ¬	F	90	G	890	G	2001
See  -81 for directional traffic volume estimates for this segment.   Combined Traffic:   52000   G   69%   1%   2%   1%   26%   2%   F   3200   G   49000   G   2001									EO PEG 53	1						
Combined Traffic:		2 61			1S-00						timates	s for this s	eamen	t		
Secondary   Seco	(32) (01)		52000	G	69%								-		G	2001
See   -81 for directional traffic volume estimates for this segment.   NA   46000   B   2001					To: S-000	81-N(B)/I	FR-00326- 0	00A(R)/FI	ROM FR-04	12	•					
Combined Traffic:   49000   B	$\sim$	2.42			From: IS-00											
To   IS-00081-N(B)/JB-139/NCL WYTHEVILLE   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   NA   46000   B   2001   To   See I-81 for directional traffic volume estimates for this segment.   NA   46000   B   2001   To   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for	52 81		40000	_		See I	-81 for dire	ectional	traffic vol	lume es	timates		egmen		_	0004
See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   NA   46000   B   2001		Combined Traffic:	49000	В	To: IS (	00081 N/	B)/IB 130/N	CI WVTI	HEVII I E	7		NA		46000	В	2001
See   1-81   for directional traffic volume estimates for this segment.   See   1-81   for directional traffic volume estimates for this segment.	E 6337 41 *1				15-0	00081-11(	D)/3D-139/19	CL W I II	IL VILLE							
See I-81 for directional traffic volume estimates for this segment.   NA   46000   B   2001	town of wytheyn	ile			From: IS-0	00081-N(	B)/JB-139/N	CL WYTI	HEVILLE							
Tem   IS-00081-N(R)/US-00011-N072A(R)/FROM RT 1   From   IS-00081-N(B)/IS-00081-N073A(R)/TO RT	(5 ₂ ) (81)	0.96									timates	s for this s	egmen	t.		
See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.		Combined Traffic:	49000	В						_		NA		46000	В	2001
See  -81 for directional traffic volume estimates for this segment.   Combined Traffic:   44000   G   68%   1%   2%   1%   27%   2%   F   2800   G   41000   G   2001										1						
Combined Traffic: 44000 G 68% 1% 2% 1% 27% 2% F 2800 G 41000 G 2001    Synthe County   From:   98-636 South of Austinville	52 (81)	0.82			13-					⊒ lume es	timates	s for this s	eamen	t.		
To	(A) (1)		44000	G	68%								-		G	2001
1.78   1000   G   92%   2%   2%   1%   3%   0%   F   100   G   1100   G   2001					To:	IS-000	081-N(R)/IS-	-00077-S(	R)/							
1.78 1000 G 92% 2% 2% 1% 3% 0% F 100 G 1100 G 2001  Tag	Wythe County															
69 0.25 1400 M 91% 0% 1% 4% 3% 1% F NA NA 2001  The Carroll County Line  From Carroll County Line  O% F 140 G 1400 G 2001  The Carroll County Line  From Carroll County Line  From Carroll County Line  From Carroll County Line  O% F 140 G 1400 G 2001			4000	_						001	_	100		4400		000
69 0.25 1400 M 91% 0% 1% 4% 3% 1% F NA NA 2001    Total   Carroll County Line   Carroll	69	1.78	1000	G	92%	2%	2%	1%	3%	0%	F	100	G	1100	G	2001
69 1.26 1300 G 92% 2% 2% 1% 3% 0% F 140 G 1400 G 2001    Total From   I-77 West of Poplar Camp					From:					<u> </u>		•••				
69 1.26 1300 G 92% 2% 2% 1% 3% 0% F 140 G 1400 G 2001    Total Front   I-77 West of Poplar Camp	69	0.25	1400	М	91%	0%	1%	4%	3%	1%	F	NA		NA		2001
69) 0.30 <b>1800 G</b> 93% 2% 2% 2% 1% 0% F 160 G 1800 G 2001					From:											
69 0.30 <b>1800 G</b> 93% 2% 2% 2% 1% 0% F 160 G 1800 G 2001	(69)	1.26	1300	G	92%	2%	2%	1%	3%	0%	F	140	G	1400	G	2001
69) 0.30 <b>1800 G</b> 9 <u>3% 2% 2% 2% 1%</u> 0% F 160 G 1800 G 2001										}—						
US 52 Poplar Camp	(69)	0.30	1800	G					1%	0%	F	160	G	1800	G	2001
	$\sim$				To:		US 52 Popla	r Camp								

					Wyth	e Mainte	nance Ar	ea							
Pouto	Length	AADT	ΟΛ	4Tire	Puo		Trι	ıck		QC	Design	OK	AAWDT	OW	Voor
Route	Lengin	AADI	QA	41116	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDI	QVV	Year
Wythe County															
North	0.17	24000	•	From: 69%		Carroll Cou 2%	nty Line 1%	25%	 2%	F	1200	0	10000	0	2001
77	9.17	21000	G		1%						1200	G	19000	G	2001
	Combined Traffic:	37000	G	68% To:	1%	2% I-81 Ft Ch	1%	26%	2%	F	2500	G	34000	G	2001
North South				From:		I-81 Fort C									
( <del>77</del> ) ( <del>81</del> )	0.93	23000	G	70%	1%	2%	1%	25%	2%	F	1600	G	22000	G	2001
	Combined Traffic:	48000	G	68%	1%	2%	1%	27%	2%	F	3100	G	45000	G	2001
				To		US 52; S	R 121								
North South	0.04		_	From:	40/			050/	- 00/	_	4700	_	00000	0	0004
77 81	2.31	28000	G	70%	1%	2%	1%	25%	2%	F	1700	G	26000	G	2001
	Combined Traffic:	52000	G	69%	1%	2%	1%	26%	2%	F	3200	G	49000	G	2001
North South				From:		F-43	3								
77) (81)	2.37	24000	Α	70%	1%	2%	1%	25%	2%	Α	2800	Α	22000	Α	2001
(1) (1)	Combined Traffic:	49000	В								NA		46000	В	2001
			_	To:		NCL Wyt	heville							_	
Cown of Wythovil	la.														
<u>Fown of Wythevil</u> North South	IE			From:		NCL Wyt	heville								
(77) (81)	0.93	24000	Α	70%	1%	2%	1%	25%	2%	Α	2800	Α	22000	Α	2001
	Combined Traffic:	49000	В								NA		46000	В	2001
				To:		US 1	1								
North South			_	From:	40/			0=0/		_		_		_	
(77) (81)	1.29	21000	G	70%	1%	2%	1%	25%	2%	F	1400	G	20000	G	2001
	Combined Traffic:	44000	G	68%	1%	2%	1%	27%	2%	F	2800	G	41000	G	2001
North				To: From:		I-81 Wytl	neville		]						
77	0.59	14000	G	73%	1%	2%	1%	22%	1%	F	820	G	12000	G	2001
	Combined Traffic:		G	74%	1%	2%	1%	22%	1%	F.	1600	G	24000	G	2001
	Combined Traine.	27000	J		1 70			ZZ 70	¬ '/v	•	1000	O	24000	O	2001
North				From:		Peppers Fe	erry Rd								
(77)	0.23	13000	G	73%	1%	2%	1%	22%	1%	F	830	G	12000	G	2001
$\bigcup$	Combined Traffic:	27000	G	74%	1%	2%	1%	22%	1%	F	1600	G	24000	G	2001
				To:		NCL Wyt	heville								
Wythe County															
North				From:		NCL Wyt									
(77)	4.57	13000	G	73%	1%	2%	1%	22%	1%	F	830	G	12000	G	2001
	Combined Traffic:	27000	G	74%	1%	2%	1%	22%	1%	F	1600	G	24000	G	2001
				To:		Bland Cour	nty Line								
South				From:		Carroll Cou									
(77)	0.33	17000	F	67%	1%	2%	1%	27%	2%	F	1200	F	16000	F	2001
	Combined Traffic:	34000	F	68%	1%	2%	1%	26%	2%	F	2300	F	31000	F	2001
Couth				To: From:		SR 6	9								
South	7.96	17000	G	67%	1%	2%	1%	27%	2%	F	1300	G	15000	G	2001
77	Combined Traffic:	37000	G	68%	1%	2%	1%	26%	2%	F	2500	G	34000	G	2001
	Combined Haille.	37 000	9	JU /0				20 /0	Z /0	'	2500	9	J-000	J	2001
South North				From:		I-81 Fort C	hiswell								
( <del>77</del> ) ( <del>81</del> )	1.44	24000	G	66%	1%	2%	1%	29%	2%	F	1500	G	23000	G	2001
$\cup$	Combined Traffic:	48000	G	68%	1%	2%	1%	27%	2%	F	3100	G	45000	G	2001
				To		US 52; S	R 121		<b></b>						
South North			_	From:	401			0001	- 601	_	4500	_	00000	^	000:
77 (81)	2.61	24000	G	66%	1%	2%	1%	29%	2%	F	1500	G	23000	G	2001
	Combined Traffic:	52000	G	69%	1%	2%	1%	26%	2%	F	3200	G	49000	G	2001
South North				From:		F-42	2								
South North	2.18	25000	В						_		NA		23000	В	2001
77 81	Combined Traffic:		В								NA		46000	В	2001
	Combined Haille.	-3000	0	To:		NCL Wyt	hevilla		7		INA		<del>-</del> 0000	D	200 I
						INCL WYI	HEVIHE		_1						

Route   Length   AADT   QA   4Tire   Bus     True   True						Wyth	ne Mainte	nance Are	ea							
Table   Trail   Trai	Route	l enath	ΔΔΠΤ	ΩΔ	4Tire	Rus		Tru	ıck		OC	Design	OK	AAWDT	ΟW	Year
South North Combined Traffic:   4900   B	Route	Longin	AADI	Q,A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QVV	rear
South North Combined Traffic:   49000   B		e			r		NOL W.									
Combined Traffic: 49000 B   South Notific   South Notific   Combined Traffic: 44000 G   68%   1%   2%   1%   29%   2%   F   1400 G   21000 G   24000 G   2		0.96	25000	R	rioin.		NCL Wyt	neville		_		NΔ		23000	R	2001
South North	(77) (81)															2001
South   Combined Traffic:   27000   G   66%   1%   2%   1%   29%   2%   F   1400   G   21000   G   68%   1%   2%   1%   27%   2%   F   2800   G   41000   G   68%   1%   2%   1%   27%   2%   F   2800   G   41000   G   68%   1%   2%   1%   27%   2%   F   2800   G   41000   G   24000   G   2400		Combined Trainc.	43000	Ь						_		INA		40000	ь	2001
Combined Traffic:   44000   G   68%   1%   2%   1%   27%   2%   F   2800   G   41000   G	South North				From:		US 1	1								
Combined Traffic:   44000   G   68%   1%   2%   1%   27%   2%   F   2800   G   41000   G	(77) (81)	0.82	22000	G	66%	1%	2%	1%	29%	2%	F	1400	G	21000	G	2001
South		Combined Traffic:	44000	G	68%	1%	2%	1%	27%	2%	F	2800	G	41000	G	2001
Total	0 : 11:				To: From:		I-81 Wytl	neville		<b>—</b>						
Combined Traffic:   27000   G   74%   1%   2%   1%   22%   1%   F   1600   G   24000   G		1 15	13000	G		1%	2%	1%	21%	1%	F	750	G	12000	G	2001
North   Combined Traffic:   1,000   G   74%   1%   2%   1%   21%   1%   F   1600   G   24000   G																2001
North County   South   Combined Traffic:   27000   G   74%   1%   2%   19%   22%   19%   F   1600   G   24000   G		Combined Traine.	27000	·		170			22 /0	┐ '″	•	1000	Ŭ	24000	J	2001
South	Wytho County				•		-			•						
Combined Traffic: 27000					From:		NCL Wyt	heville								
Combined Traffic: 27000	(77)	0.02	13000	G	74%	1%	2%	1%	21%	1%	F	750	G	12000	G	2001
North		Combined Traffic:	27000	G	74%	1%	2%	1%	22%	1%	F	1600	G	24000	G	2001
North	Courth				To: From:		Peppers Fe	erry Rd		]—						
Combined Traffic:   27000   G   74%   1%   2%   1%   22%   1%   F   1600   G   24000   G		155	14000	G		1%			21%	1%	F	780	G	12000	G	2001
North   State   Stat																2001
North		Combined Traile.	27000	•		1 /0			22 /0	¬ '″	'	1000	O	24000	O	2001
Section   Sect	North				From:					1						
North   Tarific   23000		3.07	12000	G	74%				22%	1%	F	880	G	12000	G	2001
North	01)	Combined Traffic:	23000		75%		2%	1%	21%		F	1700	G	23000	G	2001
North					To		CD 00: 0	0 600								
North   1.57   12000   G   75%   1%   2%   1%   21%   1%   F   1800   G   24000   G									/							
North   1.57   12000   G   74%   1%   2%   1%   22%   1%   F   860   G   12000   G   75%   1%   2%   1%   21%   1%   F   1700   G   24000   G   75%   1%   2%   1%   21%   1%   F   1700   G   24000   G   75%   1%   2%   1%   21%   1%   F   1700   G   24000   G   75%   1%   2%   1%   22%   1%   F   1700   G   24000   G   75%   1%   2%   1%   22%   1%   F   860   G   12000   G   74%   1%   2%   1%   22%   1%   F   860   G   12000   G   74%   1%   2%   1%   22%   1%   F   860   G   12000   G   75%   1%   2%   1%   22%   1%   F   860   G   12000   G   75%   1%   2%   1%   21%   1%   F   1700   G   24000   G   75%   1%   2%   1%   21%   1%   F   1700   G   24000   G   75%   1%   2%   1%   22%   1%   F   1700   G   25000   G   75%   1%   2%   1%   22%   1%   F   1400   G   25000   G   75%   1%   2%   1%   27%   2%   F   1400   G   21000   G   75%   1%   2%   1%   27%   2%   F   2800   G   41000   G   25000   G	(81)															2001
North		Combined Traffic:	24000	G	75%	1%	2%	1%	21%	1%	F	1800	G	24000	G	2001
1.57   12000   G   74%   1%   2%   1%   22%   1%   F   860   G   12000   G   75%   1%   2%   1%   21%   1%   F   1700   G   24000   24000   G   24000   G   24000   G   24000   G   24000   G   2400	North				From:		US 1	1								
Combined Traffic: 24000   G   75%   1%   2%   1%   21%   1%   F   1700   G   24000   G		1.57	12000	G	74%	1%	2%	1%	22%	1%	F	860	G	12000	G	2001
North   Sc. Wyleville   North   Sc. Wyleville   Sc. Wylevill		Combined Traffic:	24000	G	75%	1%	2%	1%	21%	1%	F	1700	G	24000	G	2001
North   School   Sc					To:		SCL Wytl	heville								
North	Town of Wythevill	le														
Combined Traffic: 24000	North									J						
North   State   Stat	(81)															2001
North   Rem   Second   Rem		Combined Traffic:	24000	G	75%	1%	2%	1%	21%	1%	F	1700	G	24000	G	2001
North   Combined Traffic:   24000   G   74%   1%   2%   1%   22%   1%   F   970   G   13000   G	North				From:		US 21; U	JS 52								
North   State   Stat	81	2.61	12000	G	74%	1%	2%	1%	22%	1%	F	970	G	13000	G	2001
North   State   Stat	0.0	Combined Traffic:	24000	G	75%	1%	2%	1%	21%	1%	F	1900	G	25000	G	2001
North   Restrict   R					To:			aavilla								
Combined Traffic: 44000   G   68%   1%   2%   1%   27%   2%   F   2800   G   41000   G		0.00	00000			40/			000/			4.400		04000		2004
North   O.96   25000   B   Combined Traffic:   49000   B	(81)															2001
North   North   Section   Section		Combined Traffic:	44000	G	68%	1%			2/%	2%	۲	2800	G	41000	G	2001
NA   23000   B   NA   23000   B   NA   46000   B	North				From:		US 1	1								
NA   46000 B   NCL Wytheville   NCL Wytheville   NA   46000 B		0.96	25000	В								NA		23000	В	2001
North   State   Stat		Combined Traffic:	49000	В								NA		46000	В	2001
North 2.18 25000 B NA 23000 B Combined Traffic: 49000 B NA 46000 B  North From: NCL Wytheville  NA 23000 B NA 46000 B  NA 46000 B  NA 46000 B  Combined Traffic: 52000 G 66% 1% 2% 1% 29% 2% F 1500 G 23000 G Combined Traffic: 52000 G 69% 1% 2% 1% 26% 2% F 3200 G 49000 G					To		NCL Wyt	heville								
North   Section   Sectio																
Combined Traffic: 49000 B  NA 46000 B  NA 46000 B  10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0.46	05000	_	From:		NCL Wyt	heville		_		N. A	_	00000	_	0004
North 2.61 24000 G 66% 1% 2% 1% 29% 2% F 1500 G 23000 G Combined Traffic: 52000 G 69% 1% 2% 1% 26% 2% F 3200 G 49000 G	(81)															2001
2.61 <b>24000 G</b> 66% 1% 2% 1% 29% 2% F 1500 G 23000 G Combined Traffic: <b>52000 G</b> 69% 1% 2% 1% 26% 2% F 3200 G 49000 G		Combined Traffic:	49000	В								NA		46000	В	2001
2.61 <b>24000 G</b> 66% 1% 2% 1% 29% 2% F 1500 G 23000 G Combined Traffic: <b>52000 G</b> 69% 1% 2% 1% 26% 2% F 3200 G 49000 G	North				From:		F-42	2		_						
Combined Traffic: <b>52000 G</b> 69% 1% 2% 1% 26% 2% F 3200 G 49000 G		2.61	24000	G	66%	1%	2%	1%	29%	2%	F	1500	G	23000	G	2001
			52000	G							F	3200	G	49000	G	2001
Tα US 52; SR 121					To:											

					Wyth	e Mainter	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	ΟW	Year
Route	Lengin	ו עאא	Q,A	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QVV	i cai
Wythe County				From:		US 52; SI	D 121		1						
North 81	1.44	24000	G	66%	1%	2%	1%	29%	2%	F	1500	G	23000	G	2001
(81)	Combined Traffic:	48000	G	68%	1%	2%	1%	27%	2%	F	3100	G	45000	G	2001
				To		I-77 Fort C			¬	-					
North	2.24			From:				2221		_	4.400		4=000		2224
81	2.31	17000	G	66%	1%	2%	1%	28%	2%	F	1100	G	17000	G	2001
	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	2400	G	33000	G	2001
North				To: From:		98-61	9		_						
( <del>81</del> )	1.99	17000	G	66%	1%	2%	1%	28%	2%	F	1200	G	17000	G	2001
	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	2500	G	33000	G	2001
NI. di				To: From:		98-61	.8		7——						
North	1.44	15000	G	66%	1%	2%	1%	28%	 2%	F	NA		15000	G	2001
81	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	NA		33000	G	2001
	Combined Traine.	33000	J	To:		Pulaski Cou		2070	7 ~ ~	•	1471		00000	Ü	2001
South				From:		Smyth Cour	nty Line								
(81)	3.33	11000	G	76%	1%	2%	1%	19%	1%	F	860	G	11000	G	2001
	Combined Traffic:	23000	G	75%	1%	2%	1%	21%	1%	F	1700	G	23000	G	2001
				To		SR 9	0								
South	6.54	42000	•	76%	1%	2%	1%	19%	<b>-</b> 1%	F	910	G	12000	C	2001
81	Combined Traffic:	12000	G	75%			1%		1%	F		G		G	
	Combined Trailic.	24000	G	75%	1%	2%		21%	170	Г	1800	G	24000	G	2001
South				From:		US 1	1								
(81)	1.08	11000	G	76%	1%	2%	1%	19%	1%	F	860	G	11000	G	2001
	Combined Traffic:	24000	G	75%	1%	2%	1%	21%	1%	F	1700	G	24000	G	2001
				To:		SCL Wyth	neville								
Town of Wythevil	le			From:		COL W. 4	.11								
South 81	2.71	11000	G	76%	1%	SCL Wyth	1%	19%	 1%	F	860	G	11000	G	2001
(61)	Combined Traffic:		G	75%	1%	2%	1%	21%	1%	F.	1700	G	24000	G	2001
	Combined Traine.	24000		То:	170			2170	¬		1700		21000		2001
South				From:		US 21; U									
(81)	1.99	12000	G	76%	1%	2%	1%	19%	1%	F	890	G	12000	G	2001
	Combined Traffic:	24000	G	75%	1%	2%	1%	21%	1%	F	1900	G	25000	G	2001
South				To: From:		I-77 Wyth	neville		]						
81	1.29	21000	G	70%	1%	2%	1%	25%	2%	F	1400	G	20000	G	2001
	Combined Traffic:	44000	G	68%	1%	2%	1%	27%	2%	F	2800	G	41000	G	2001
				To:		US 1	1								
South	0.03	24000	<b>A</b>	70%	1%			250/	20/	٨	2900	٨	22000	٨	2004
81	0.93 Combined Traffic:	24000 49000	A	10%	1 7/0	2%	1%	25%	2%	Α	2800 NA	Α	22000 46000	A B	2001 2001
	Complined Hallic:	43000	В	To:		NCL Wytl	heville		7		INA		40000	D	∠00 I
Watha Carata				•		1.02 11 yu									
Wythe County South				From:		NCL Wytl	heville								
( <del>81</del> )	2.37	24000	Α	70%	1%	2%	1%	25%	2%	Α	2800	Α	22000	Α	2001
	Combined Traffic:	49000	В								NA		46000	В	2001
Courth				To: From:		F-43	3								
South	2.31	28000	G	70%	1%	2%	1%	25%	2%	F	1700	G	26000	G	2001
81	Combined Traffic:		G	69%	1%	2%	1%	26%	2%	F	3200	G	49000	G	2001
	Johnshied Haille.	32300	3	To:	1 /0			20 /0	7	•	0200	5	40000	5	2001
South				From:		US 52; SI									
81)	0.93	23000	G	70%	1%	2%	1%	25%	2%	F	1600	G	22000	G	2001
$\smile$	Combined Traffic:	48000	G	68%	1%	2%	1%	27%	2%	F	3100	G	45000	G	2001
				To:	·	I-77 Fort C	hiswell	<del></del>							

					Wyth	ie Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	ΟW	Year
Noute	Lengin	ו לאא	٧A	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QVV	i cai
Wythe County				From:		I-77 Fort C	higwall								
South 81	3.20	16000	G	67%	1%	2%	1%	27%	2%	F	1300	G	16000	G	2001
01)	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	2400	G	33000	G	2001
				To:		98-61									
South	4.00		_	From:	40/			070/		_	4000	_	10000	•	0004
81	1.96	16000	G	67%	1%	2%	1%	27%	2%	F	1300	G	16000	G	2001
	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	2500	G	33000	G	2001
South				From:		98-61	8		_						
81)	1.21	18000	G	67%	1%	2%	1%	27%	2%	F	1400	G	18000	G	2001
	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	NA		33000	G	2001
				To:		Pulaski Cou	nty Line								
own of Rural R	etreat			From:		00.61			1						
00	0.60	6200	G	95%	1%	98-61 <b>2%</b>	0%	2%	0%	F	590	G	6300	G	2001
90	0.00	0200	Ū	To:	170	NCL Rural			٦	·	000	Ū	0000	Ü	2001
Vythe County				•			***								
				From:		NCL Rural									
90)	0.66	6200	N	95%	1%	2%	0%	2%	0%	Ν	590	Ν	6300	N	2001
$\frac{\sim}{\sim}$				From:	US	11 Staleys C	Cross Roads		]						
90	0.47	5200	G	95%	1%	2%	0%	2%	0%	F	470	G	5300	G	2001
				То:		I-81									
$\overline{}$			_	From:		Carroll Cou						_			
94)	0.85	1100	G	95%	0%	1%	2%	2%	0%	F	110	G	1200	G	2001
$\stackrel{\smile}{=}$				To: From:		98-639 Iv			]						
94)	2.64	1900	G	95%	0%	1%	2%	2%	0%	F	180	G	1900	G	2001
<u>~</u>				To: From:		Old SR	. 94								
94)	3.50	2000	G	95%	0%	1%	2%	2%	0%	F	190	G	2000	G	2001
				To: From:		98-63	4								
94)	2.06	4200	G	95%	0%	1%	2%	2%	0%	F	430	G	4300	G	2001
				To:	1	US 52 Farme	ers Store		_						
$\overline{}$				From:		Carroll Cou			J						
100	6.16	2400	G	89%	1%	4%	4%	2%	0%	F	220	G	2400	G	2001
						Pulaski Cou									
	1.83	3700	_	94%	1%	I-81 Fort C	hiswell 1%	1%	0%	F	320	G	3800	G	2001
121	1.03	3/00	G	94 % To:	170	98-100		170	7	Г	320	G	3600	G	2001
				From:					1						
15	1.06	NA				Smyth Cour	ity Line		_		NA		NA		
15	1.00	1474		To:		98-68	2		7		10.		101		
				From:		CL Wyth									
42	6.26	NA		<u> </u>			- ,				NA		NA		
FR/				To:		Dead E	End		1						
				From:		CL Wyth	eville								
43	4.83	NA									NA		NA		
				To:		FR-44 SF	R 121								
$\overline{}$				From:		Pulaski Cou	nty Line								
44 FR	0.90	NA		т					_		NA		NA		
				10:		US 1									
	0.40	200		From:		Wythe Cour	nty Line	_			NIA		N1 A		1000
612	0.10	320	N	To:		96 670. 0	9 612		7		NA		NA		1998
-						86-678; 9			<del>                                     </del>						
	0.00	270	N.I	From:	Ω0/	Wythe Cour		Λ0/		K.I	20	K.I	200	NI.	2004
616	0.20	270	N	99% To:	0%	1%	0%	0%	0%	N	20	N	280	N	2001
<u></u>				100		Dead E	end								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Wythe County				From:	Wythe County Line	1						
678	0.20	40	R		Wythe County Ellie	_		NA		NA		06/18/200
N6				To:	86-612 EAST							
	2.90	110	R	From:	US 52			NA		NA		11/16/2000
600	2.90	110	ĸ	т	00 ((d WIDOW	_		INA		INA		11/10/2000
600	0.40	90	R	From:	98-661 WEST			NA		NA		11/16/2000
000				To: From:	98-656							
600	0.60	50	R	From:	77.70			NA		NA		11/16/2000
				To: From:	98-661 SOUTH							
600	0.30	130	R					NA		NA		1997
	4.40		_	From:	98-661 NORTH			NIA.		NIA		44/40/000
600	1.40	60	R	To:	98-659 SOUTH	7		NA		NA		11/16/2000
				From:	98-659 NORTH							
600	1.20	150	R					NA		NA		1997
	1.00			From:	98-658							4.4.00.1000
600	1.30	100	R	To:	98-603 NORTH	7		NA		NA		11/20/2000
				From:	98-603 SOUTH							
600	5.80	240	R					NA		NA		1997
				To: From:	5.80 MN 98-603							
600	1.29	60	R			_		NA		NA		11/20/2000
	1.71	5	R	From:	7.10 MN 98-603	_		NA		NA		11/20/2000
600	1.71	5	ĸ	To:	Bland County Line	7		INA		INA		11/20/2000
				From:	Carroll County Line							
(601)	0.70	350	R			_		NA		NA		1997
				To:	98-742							
600	3.66	450	R	From:	Grayson County Line			NA		NA		1997
602	3.00	400		To:	98-619 EAST	$\neg$		INA		IVA		1007
$\bigcirc$	0.45		_	From:	98-619 WEST			NIA		NIA		4007
602	2.15	320	R	To:	98-690 WEST	7		NA		NA		1997
				From:	98-690 EAST							
602	1.10	120	R	To:	98-690 NORTH	_		NA		NA		12/14/2000
				From:	WCL Wytheville							
603	3.42	530	G	96%	1% 1% 1% 1%	0%	С	50	G	540	G	2001
				To:	98-600 South	¬						
(603)	0.30	190	R	From:				NA		NA		1997
603       603				To: From:	98-600 North	]						
(603)	2.90	200	R			_		NA		NA		11/20/2000
				To: From:	Bland County Line							
604)	0.80	100	R	rioiii.	98-619			NA		NA		12/04/2000
004)				To:	98-605							
_				From:	SR 94							
605)	0.50	280	R					NA		NA		1997
				To: From:	98-604	_						1010:::::::
605)	1.60	280	R					NA		NA		12/04/2000
	0.70	460	Б	To: From:	98-606			NIA		NIA		1007
605)	0.70	160	R	To:	SR 94	_		NA		NA		1997
					SIC 24							

					Wythe	Mainten					D				
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Wythe County				From:		98-605			1						
(606)	0.60	60	R						_		NA		NA		12/04/2000
				To: From:		98-634									
607	5.27	990	G	92%	2%	US 52 2%	3%	1%	<b>」</b> ○%	С	100	G	1000	G	2001
				To: From:		SR 100	)								
607	1.84	390	R	To:	р	ulaski Coun	ty Line		1		NA		NA		1997
				From:		Carroll Coun									
608	0.04	60	R								NA		NA		12/04/2000
	2.40	220	R	From:		SR 69					NA		NA		12/04/2000
608	2.10	220		To:		98-624	ı								12/01/2000
608)	0.20	40	R	From:							NA		NA		12/04/2000
	1.90	200	R	From:		US 52			]		NA		NA		1997
608	1.90	260	ĸ	To		98-623					INA		INA		1997
608)	0.65	150	R	From:		98-023	<u> </u>				NA		NA		1997
				To: From:		98-703			]——						
608)	2.75	80	R	т					_		NA		NA		12/04/2000
608)	1.16	510	R	From:		98-621					NA		NA		12/04/2000
				To: From:		98-795			]——						
608	0.18	630	R								NA		NA		12/04/2000
	0.06	1300	R	From:		0.19 ME 98	3-795				NA		NA		1997
608				To: From:		SR 100	)		<b>—</b>						
608	1.87	570	R	_					<u>-</u> - =₁		NA		NA		1997
				To: From:	Р	ulaski Coun 98-618									
609	1.70	180	R						<u>-</u>		NA		NA		12/04/2000
				To: From:		ulaski Coun									
610	1.00	970	G	96%	1%	CL WYTHE 1%	0%	2%	0%	F	100	G	990	G	2001
				To: From:		98-647 W									
610	2.66	1000	G	96%	1%	1%	0%	2%	0%	F	100	G	1000	G	2001
610	1.52	540	G	From: 96%	JE: 1%	FF FOREST 1%	BNDY 0%	2%	0%	С	60	G	550	G	2001
610				To: From:		98-716									
610	1.31	650	G	96%	1%	1%	0%	2%	0%	F	60	G	660	G	2001
	0.87	870	R	From:		98-100	6				NA		NA		1997
610	0.07	670		To:		98-712					INA		INA		1997
610	5.05	680	R	From:					<u> </u>		NA		NA		1997
				To: From:	P	ulaski Coun									
<b>611</b> )	1.55	40	R	rioin.		98-626	)				NA		NA		11/30/2000
				To:		98-618									
612	4.91	350	R	From:		86-612; 86	-678		_		NA		NA		1997
012				To:		98-749					• • •		·		
640	2.10	600	R	From:		FR-44					NA		NA		1997
613	2.10	000	Γ.	To:	JE	FF FOREST	BNDY				INA		INA		1881

					Wythe N	/lainter	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Wythe County	_5.19.11		٠,٠		200 /	2Axle	3+Axle	1Trail	2Trail	~~	Hour	٠.,		~.,	. 541
				From:	JEFF	FORES	T BNDY								
613	0.50	270	R						_		NA		NA		1997
(£12)	1.50	150	R	To: From:	0.50	MN OF	BNDY		_		NA		NA		11/27/2000
613)	1.00	100		To		98-61	0		¬		14/1		10.0		11/2//2000
613)	1.50	280	R	From:		70 01	Ů.		_		NA		NA		11/27/2000
				To:		Dead E									
614)	0.90	120	R	From:		98-61	3		_		NA		NA		11/27/2000
				To: From:		98-71	3		]——						
614)	0.50	140	R	110.11.					_		NA		NA		11/27/2000
	0.00			To: From:	0.5	50 MN 9	98-713		]		NIA		NIA		1000
614)	0.20	240	R						_		NA		NA		1996
(614)	1.10	1500	R	From:		98-76	3				NA		NA		1997
014				To:		SR 12	21		1						
	0.20	470	_	From:	Smy	yth Cour	nty Line				NIA		NIA		4007
615)	0.30	470	R	To:	98	3-670 SC	OUTH		٦		NA		NA		1997
	0.40	520		From:		-670 NO					NIA		NIA		4007
615)	2.18	530	R	To:	SCL R	URAL I	RETREAT		7		NA		NA		1997
Town of Rural Retreat				•					•						
(615)	0.58	530	N	From:	SCL R	URAL I	RETREAT				NA		NA		1997
013	0.00		.,	To:		98-74	.9		1		14/1		10.0		1007
Wythe County				From:		00.67	10		1						
(616)	1.64	560	G	96%	2%	98-67 <b>2%</b>	1%	0%	0%	F	60	G	570	G	2001
				To: From:		98-68	9		7						
(616)	0.15	960	G	96%	2%	2%	1%	0%	0%	С	100	G	970	G	2001
To the line of				To:	WC	L Rural	Retreat								
Town of Rural Retreat				From:		L Rural									
616	0.26	960	N	96%	2%	2%	1%	0%	0%	N	100	N	970	N	2001
	0.22	1100	G	From: 96%	2%	98-110 <b>2%</b>	07 1%	0%	0%	F	140	G	1100	G	2001
616)	0.22	1100		To:	270	98-110		070	٠,٠	•	140		1100		2001
616)	0.32	340	R	From:		70 110	01		<b>_</b>		NA		NA		1997
				To: From:	S	SR 90 R 90; 98									
616)	0.23	960	R						<b>-</b> -		NA		NA		1997
				To: From:		3-674 SC 3-674 NC			+						
(616)	0.18	350	R						<u>-</u>		NA		NA		1997
				To:	EC	L Rural	Retreat								
Wythe County				From:	EC	L Rural	Retreat								
616	0.72	350	N	To:		98-67	· E		7		NA		NA		1997
				From:	Smy	yth Cour			1						
(617)	0.90	50	R			, ur cour	ny zane		_		NA		NA		11/16/2000
				To: From:		98-68	3		]——						
617	0.51	20	R						_		NA		NA		11/16/2000
	0.69	60	R	From:		98-70	6				NA		NA		11/16/2000
617)	J.00			To:		98-68	2		1						

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Wythe County				From:		98-68	2								
617	2.30	460	R	To:		98-680 NO	)RTH		_		NA		NA		1997
$\bigcirc$	4.50			From		98-680 SC									
617)	1.50	500	R	To:		Dead E	nd		1		NA		NA		11/16/2000
				From:		SR 10									
618)	1.09	190	R								NA		NA		1997
	1 20	400	R	From:		98-60	9		_		NA		NA		1007
618)	1.30	100	ĸ	To		98-61	1				NA		INA		1997
618)	3.29	170	R	From:		98-01	1				NA		NA		11/30/2000
				To: From:		FR-4:	5								
618)	0.10	1900	R						_		NA		NA		1997
				To: From:		FR-4									
619	2.14	600	G	98%	1%	US 2	1%	1%	0%	F	60	G	610	G	2001
				To: From:	JE	FF FORES	T BNDY								
619	0.61	210	G	98%	0%	1%	1%	0%	0%	F	30	G	220	G	2001
				From:		98-70			J						
619	1.60	190	G	97%	1%	1%	1%	1%	0%	С	20	G	200	G	2001
	1.11	200	G	From: 97%	1%	98-602 W	/EST 1%	1%	0%	F	30	G	200	G	2001
619		200		To		FF FORES		1 /0	¬	•			200		2001
619	0.49	430	G	98%	0%	1%	1%	0%	0%	F	60	G	440	G	2001
				To: From:		98-646 W	EST .		_						
619	1.75	200	G	97%	1%	1%	1%	1%	0%	F	20	G	200	G	2001
	4.05	550		From:	10/	98-642 W 1%		1%	0%	F	60	G	560	G	2001
619	4.85	550	G	98%	1%		1%	170	U% -	Г	60	G	560	G	2001
619	3.43	750	G	From: 95%	1%	SR 94 3%	0%	0%	0%	F	80	G	760	G	2001
019				To		98-63			<b>_</b>						
(619)	0.69	980	G	95%	1%	3%	0%	0%	0%	F	90	G	1000	G	2001
				To: From:		98-63			]—						
619	2.54	1100	G	95% To:	1%	3% US 52 NC	0%	0%	0%	С	110	G	1100	G	2001
				From:		US 52 SO									
619	1.87	240	G	95%	1%	3%	0%	0%	0%	F	30	G	NA		2001
	0.18	100	R	From:		98-75	2				NA		NA		1997
619	0.16	100	K	To:		0.10 ME 0	0.753		_		INA		INA		1997
619	1.20	130	R	From:		0.18 ME 9	8-732				NA		NA		11/30/2000
				To: From:		98-62	6								
619	1.87	100	R	rion.							NA		NA		11/30/2000
		465		To: From:		1.87 ME 9	8-626		]——						
619	0.10	120	R	1					_		NA		NA		1997
	1.91	480	R	From:		98-62	9				NA		NA		1997
619	1.01	-700		To:		FR-4	4				14/1		197		1007
				From:		98-62	2								
620	0.45	60	R	To:		D 17	1		-		NA		NA		12/04/2000
				10.		Dead E	nd								

Route	Length	AADT	QA	4Tire	Bus	2Axle 3			2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Wythe County				From:		98-608			<del></del>						
621)	2.01	280	R			70-008			_		NA		NA		1997
				To:		SR 100									
	0.20	NA		From:		Dead En	d				NΙΔ		NΙΔ		
622	0.20	NA		т		00.505			_		NA		NA		
622	1.42	460	R	From:		98-626					NA		NA		1997
622				To:		SR 100									
				From:		Dead En	d								
623)	0.20	120	R	To:		98-608			7		NA		NA		1997
				From:		US 52			1						
624	0.10	140	R			05.02					NA		NA		1997
				To:		98-608									
	2.40	60	R	From:		98-672					NA		NA		12/14/2000
625	2.40	60	K	To:		00.670			7		INA		INA		12/14/2000
625)	1.60	40	R	From:		98-670					NA		NA		12/14/2000
				To:		98-651			<b>—</b>						
625	1.90	150	R	From:							NA		NA		12/14/2000
				To: From:		98-668									
625	0.10	170	G	89%	6%	5%	0%	0%	0%	С	20	G	170	G	2001
	4.44	400		From:	00/	98-690 SOU		00/			47		500		0004
625	1.44	490	G	89%	6%	5%	0%	0%	0%	F	47	G	500	G	2001
	1.10	420	G	From: 89%	6%	98-666 5%	0%	0%	0%	F	50	G	420	G	2001
625	0			To		98-667 WE			٦				120		2001
625	1.70	300	G	From: 89%	6%	5%	0%	0%	0%	F	30	G	310	G	2001
				To: From:		US 11 EAS									
625)	0.32	240	R			US 11 WE	51				NA		NA		1997
				To: From:		FR-38									
625	0.65	120	R	From:							NA		NA		11/16/2000
<u> </u>				From:		98-665									
(625)	1.80	50	R	To:		00.600.54	C.T.		7		NA		NA		11/16/2000
				From:		98-680 EA 98-680 WE									
625)	5.57	130	R	. —					_		NA		NA		1997
				To: From:		Dead En									
626	1.90	70	R			98-619			_		NA		NA		11/30/2000
				To:		98-611			<b>—</b>						
626	0.50	8	R	From:					_		NA		NA		11/30/2000
				To:		98-622									
627	0.30	400	R	From:		US 52					NA		NA		1997
627)	0.50	400	11	To:		00 600					IVA		INA		1007
627)	1.80	160	R	From:		98-698					NA		NA		11/30/2000
$\overline{}$				To:		98-629									
	0.10		_	From:		Dead En	d								441001000
628	0.49	70	R	To:		98-629			7		NA		NA		11/30/2000
				From:		US 52			<u> </u>						
629	2.90	530	R						_		NA		NA		1997
				To:		98-619									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Wythe County				From:	98-631		1						
630	1.54	220	R				_		NA		NA		1997
_	0.70			To: From:	US 52		]						11/00/000
630	0.70	310	R	To:	Dead End		7		NA		NA		11/30/2000
				From:	98-619		1						
631)	1.90	70	R	<u> </u>	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		_		NA		NA		12/04/2000
				To: From:	98-630								
631)	2.90	310	R				_		NA		NA		1997
	0.70	60	R	From:	SR 94				NA		NA		11/30/2000
631)	0.70	80	K	To:	98-634		7		INA		INA		11/30/2000
				From:	98-634								
632	1.60	510	R						NA		NA		1997
				To:	98-736								
	0.40	400	_	From:	Dead End		J		NIA		NIA		44/20/2000
633	0.40	190	R				_		NA		NA		11/30/2000
	0.10	260	R	From:	98-790				NA		NA		1997
633)	0.10	200		To:	98-634		7		147.		14/ (		1007
				From:	98-619								
634)	2.00	140	R						NA		NA		12/04/2000
				To: From:	98-606		}						
634)	4.40	2300	R	To:	FD 42		7		NA		NA		1997
				From:	FR-42		<u> </u>						
635)	0.65	40	R		Carroll County Line		_		NA		NA		12/04/2000
635)				To:	Dead End		1						
				From:	Carroll County Line								
636	1.00	610	R	To:	an co govern		_		NA		NA		1997
				From:	SR 69 SOUTH SR 69 NORTH		1						
(636)	1.07	1200	G	94%	1% 3% 1%	1%	0%	С	120	G	1200	G	2001
				To:	98-619								
	1.40	40	_	From:	Carroll County Line		]		NIA		NIA		12/04/2000
637	1.40	40	R	To:	SR 100		1		NA		NA		12/04/2000
				From:	Dead End		1						
638	0.10	130	R		Dead End		_		NA		NA		11/30/2000
				To: From:	0.10 ME Dead End		1—						
638	0.17	250	R	11011.			<u> </u>		NA		NA		11/30/2000
				To: From:	0.27 ME Dead End		]						
638	1.00	370	R				_		NA		NA		11/30/2000
				To:	SR 94								
(630)	0.34	190	R	From:	98-742				NA		NA		1997
639	0.01			To:	CD 04						101		1001
639	0.17	100	R	From:	SR 94				NA		NA		1996
				To: From:	0.17 MN SR 94		7						
639	1.22	60	R	From:	0.17 MIN DIC /T		_		NA		NA		12/11/2000
				To:	Dead End								
			_	From:	SR 94		]						
640	1.00	1300	R	To	00.642		7		NA		NA		1997
				To:	98-643								

Route	Length	AADT	QA	4Tire	Rue	Trι 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Wythe County				From:	98-64									
640	1.00	320	R					_		NA		NA		1997
640	3.90	70	R	To: From:	1.00 MN 9	98-643				NA		NA		11/30/2000
				To: From:	98-72	20		<u> </u>						
640	2.26	370	R	Ter	00.00	26		<b>-</b>		NA		NA		1997
640	0.17	1300	R	From:	98-69	16		_		NA		NA		1997
				To: From:	SCL WYTH			<u> </u>						
641)	1.00	50	R		Dead I			<b>-</b>   		NA		NA		12/04/200
				To: From:	SR 9			<u> </u>						
642)	0.70	210	R	<u> </u>	Dead I	SHC				NA		NA		12/11/2000
	1.10	400		To: From:	98-64	16		]——		NIA		NIA		12/11/2000
642)	1.10	100	R	To	98-69	90		¬		NA		NA		12/11/2000
642	0.30	300	G	93% To:	3% 3%	1%	1%	0%	С	40	G	310	G	2001
				From:	98-61 98-619 E									
642	1.00	110	R	To	00.642.11	I TOOTS		<b>-</b>		NA		NA		1997
(642)	0.70	50	R	From:	98-643 V	VEST				NA		NA		12/11/2000
642 642	0.05			To: From:	98-643 E	EAST		]		NIA		NIA		40/44/000
(642)	0.95	90	R	To	98-76					NA		NA		12/11/2000
642)	0.95	60	R	From:	76-70	10		_		NA		NA		12/04/2000
	2.30	300	R	To: From:	98-64	14		]		NA		NA		12/04/2000
642)	2.50	300	ĸ	To:	SR 9	4		1		INA		INA		12/04/2000
	1.90	50	R	From:	Dead I	End				NA		NA		12/11/2000
643	1.00			To: From:	98-642 V			1		14/3		INA		12/11/2000
643)	0.60	80	R	From:	98-642 E	AST				NA		NA		12/11/2000
				To: From:	98-619 V 98-619 E			}						
643	0.40	110	R							NA		NA		1997
(643)	0.20	90	R	From:	98-75	51				NA		NA		1997
				To: From:	98-64	15		]——						
643	3.40	780	R	То:	98-64	10		7		NA		NA		1997
				From:	98-64									
644)	2.90	120	R					_		NA		NA		12/11/2000
644)	0.70	270	R	From:	98-74	15				NA		NA		1997
				To:	98-60			1						
645)	0.70	50	R	From:	98-64	16		_		NA		NA		12/11/2000
				To:	98-64			<u> </u>						
646)	1.30	70	R	From:	98-619 V	VEST				NA		NA		12/11/2000
				To:	98-690 V	VEST								

					Wyth	e Mainte	enance A								
Route	Length	AADT	QA	4Tire	Bus	2 2 	Tr 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Wythe County				, T				iiiaii	_ 11 all		i ioui				
646)	1.80	130	R	From:		98-690			<u></u>		NA		NA		12/11/2000
646)	1.40	110	R	To: From:		98-6	542				NA		NA		12/11/2000
646)	0.70	100	R	From:		98-6			] <del></del>		NA		NA		12/11/2000
				From:		98-619 ECL WYT									
647)	1.39	230	R	To:	Г	98-610			_ _		NA		NA		11/27/2000
647)	1.70	190	R	From:		98-610 Dead	EAST				NA		NA		11/27/2000
				From:		Dead									
648)	0.30	80	R	To:		98-6			 		NA		NA		12/11/2000
				From:	S		HEVILLE								
649	2.70	250	R	To		98-7			- 		NA		NA		11/30/2000
649	0.80	700	R	From:	F	FR-42 Gap					NA		NA		1997
649	0.22	190	R	From:		FR-43 Gap					NA		NA		1997
(649)	0.06	160	R	From:		98-7			] <del></del>		NA		NA		11/30/2000
				From:		Dead									
650	0.93	80	R			Dead			<b>-</b>   		NA		NA		1997
650	0.67	50	R	From:		98-7 98-6			_ <del> </del>		NA		NA		12/14/2000
				From:		98-6									
651)	0.60	290	R	T					<u>-</u>		NA		NA		1997
<b>651</b> )	1.30	340	R	From:		98-6					NA		NA		1997
<b>651</b> )	1.40	60	R	From:		US					NA		NA		12/14/2000
651)	1.40	60	R	From:		98-6			_ <del> </del>		NA		NA		12/14/2000
				From:		98-690;									
652	1.00	120	R			98-6			<u> </u>		NA		NA		1997
652	1.00	30	R	From:		1.00 ME					NA		NA		1997
652	1.40	70	R	From:		98-6	553				NA		NA		1997
652)	0.60	240	R	From:		98-6			_ <del>]</del>		NA		NA		1997
				To:		US			<u> </u>						
653	1.50	50	R	From:		98-6			<u> </u>		NA		NA		1997
	0.60	80	R	From:		98-652 N	NORTH		_		NA		NA		1997
653				To:		98-652 S	SOUTH		<b>_</b>						
							_								

					Wythe Maintenance AreaTruck		Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	(	QC Hour	QK AAWDT QW	Year
Wythe County				From:	98-652 SOUTH	$\overline{\mathbf{T}}$			
653	0.70	130	R			_	NA	NA	1997
$\bigcup$				To:	98-690	<u> </u>			
				From:	98-652				
654	1.00	120	R				NA	NA	1997
				To: From:	98-653				
654)	1.00	80	R				NA	NA	1997
				To: From:	1.00 MN 98-653				
654)	1.10	180	R	To:	20.667	_	NA	NA	1997
				-	98-667				
	2.10	130	R	From:	98-684		NA	NA	1997
655)	2.10	130	K	To:	98-667	٦	INA	INA	1991
				From:	NCL WYTHEVILLE				
656	1.31	240	R	<u> </u>	INCE WITHEVILLE	_	NA	NA	1997
030)				То:	98-600	<u> </u>			
				From:	98-600				
658	0.60	20	R			_	NA	NA	11/20/2000
				To:	Dead End				
				From:	98-661				
(659)	5.89	180	R			_	NA	NA	1997
				To:	98-603 NCL WYTHEVILLE				
	0.70		_	From:	98-661				4007
660	0.70	670	R	To:	98-659	7	NA	NA	1997
				From:					
664	1.10	160	R	FIOIII.	NCL WYTHEVILLE	_	NA	NA	1997
661	1.10	100	IX.			_	IN/A	TV/A	1007
	0.50	120	R	From:	98-600		NA	NA	1997
661)	0.50	120	ĸ	_		_	INA	INA	1991
	0.87	47	R	From:	98-659		NA	NA	1997
661)	0.07	41	K	To:	98-600	٦	INA	INA	1991
				From:	Dead End	1			
(662)	0.40	50	R		Dead End	_	NA	NA	1997
002				To:	98-664				
				From:	98-667	1			
(663)	1.10	300	R			_	NA	NA	1997
				To: From:	US 11 WEST				
(663)	0.42	80	R		US 11 EAST	_	NA	NA	1997
663	0.12		•••	т	FD 20	_		10.1	1001
(663)	0.56	40	R	From:	FR-39		NA	NA	1997
663	0.50	70	1	To:	Dead End	٦	INA	IVA	1001
				From:	98-666	<del>i</del>			
664	0.40	70	R		<i>y</i> 0000	_	NA	NA	11/16/2000
				To:	98-711	٦			
(664)	4.30	390	R	From:	70 /11	_	NA	NA	1997
				To:	US 52				
				From:	98-625				
665)	0.76	40	R			_	NA	NA	11/16/2000
				To: From:	0.76 MW 98-625	٦			
(665)	0.86	60	R		-	<b>_</b>	NA	NA	11/16/2000
				To:	98-625				
				From:	98-625				
666	1.00	170	R			_	NA	NA	12/14/2000
				To:	98-667 EAST				

					vvyťN	e iviainte	nance Ar Tru				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Hour	QK	AAWDT	QW	Year
Wythe County				From:		98-667 V	VEST								
666	1.60	160	R						_		NA		NA		12/14/2000
	0.15	320	R	To: From:		US 1	.1		]		NA		NA		1997
666				To: From:		98-66	65		]—						
666	0.28	170	R	110111							NA		NA		1997
(666)	0.70	170	R	From:		0.28 MN	98-665				NA		NA		11/16/2000
				To: From:		98-60	64		]——						
666	1.29	120	R						_		NA		NA		11/16/2000
666	0.15	60	R	From:		1.30 MN	98-664				NA		NA		1997
				To: From:		1.44 MN	98-664		]——						
666	0.21	60	R	To:		98-68	30		1		NA		NA		11/16/2000
				From:		US 1									
667	0.80	360	R	To:		98-625 V	VEST		_		NA		NA		1997
	4.00	200		From:	F0/	98-625 I	EAST	40/			40		070		2004
667	1.30	260	G	91%	5%	3% 98-65	0%	1%	0%	F	40	G	270	G	2001
667)	1.50	440	G	91%	5%	3%	0%	1%	0%	F	60	G	450	G	2001
	1 20	670		From: 91%	E0/	98-66		1%	0%		70		690		2001
667	1.30	670	G	To:	5%	3% 98-65	0%	1 70	7	С	70	G	680	G	2001
667	0.80	830	G	91%	5%	3%	0%	1%	0%	F	100	G	840	G	2001
	0.60	4000		From:	5%	98-65 <b>3</b> %	55 <b>0</b> %	1%		F	120	G	1000	G	2001
667	0.60	1000	G	91% To:		CL WYTI		1 70	0%	F	130	G	1000	G	2001
	1.70	470		From:	E0/	98-66		10/			20		170		2004
668	1.70	170	G	93% To:	5%	1% 98-62	0% 25	1%	0%	С	20	G	170	G	2001
	0.00	70		From:		98-67	70				NIA		NIA		40/44/2000
669	0.30	70	R	To		98-70	18				NA		NA		12/14/2000
669	0.30	100	R	From:		70-70	J6				NA		NA		12/14/2000
-	2.70	240		To: From:		98-70	)9				NΙΔ		NIA		1007
669	2.70	240	R	To		98-66	58				NA		NA		1997
669	0.30	520	G	83%	3%	0%	13%	0%	0%	С	60	G	530	G	2001
				To: From:		98-674 S0									
669	0.70	60	R	To:		98-69	00		7		NA		NA		12/14/2000
				From:		98-61									
670	1.10	100	R								NA		NA		11/13/2000
670	0.20	270	R	To: From:		98-615 N	ORTH				NA		NA		1997
670				To: From:		98-615 S0	OUTH		<u></u>						
670	2.73	400	R						_		NA		NA		1997
	0.40	180	R	To: From:		98-74	19				NA		NA		1997
670				To:		98-673 I	EAST		1						

					Wyth		nance Ar								
Route	Length	AADT	QA	4Tire	Bus		Tru		OT==:I	QC	Design	QK	AAWDT	QW	Year
Wythe County						ZAXIE	3+Axle	Tirali	2 i raii		Hour				
			_	From:		98-673 I	EAST								
670	0.90	110	R						_		NA		NA		1997
	2.20	80	R	To: From:		98-6	71				NA		NA		12/14/2000
670	2.20	80	K	т		20.6			_		INA		INA		12/14/2000
670	0.30	80	R	From:		98-60	59				NA		NA		12/14/2000
670	0.00			To:		98-6	72								12/11/2000
670	2.10	60	R	From:		96-0	12				NA		NA		12/14/2000
				To		98-62	25		<b>—</b>						
(670)	0.90	70	R	From:							NA		NA		12/14/2000
				To:		US 2	21								
			_	From:		98-6	12								1011110000
671	1.10	180	R								NA		NA		12/14/2000
$\overline{}$	4.50			From:		98-74	49				NIA		NIA		40/44/0000
671)	1.50	60	R	To:		98-6	70		7		NA		NA		12/14/2000
				From:		98-74									
672)	0.70	80	R			70-7-	17				NA		NA		12/14/2000
				To		98-62	25		<b>—</b>						
672	1.80	60	R	From:							NA		NA		12/14/2000
				To:		98-6	70								
$\bigcirc$	4.00		_	From:		98-74	19								1011110000
673	1.30	30	R	To:		98-670 I	EAST		7		NA		NA		12/14/2000
				From:		98-670 V									
673	2.30	90	R								NA		NA		12/14/2000
				To: From:		98-70	08		_						
673	1.60	310	R						_		NA		NA		1994
				To: From:		98-674 V 98-674 I									
(673)	1.90	220	R						_		NA		NA		11/13/2000
				To:		98-6	75								
$\bigcirc$			_	From:		98-625; 9	98-690								
674	1.70	160	R								NA		NA		1994
	1.20	500		From:	20/	98-669 St		10/	00/		70		600		2001
674)	1.20	590	G	95%	2%	2%	0%	1%	0%	F	70	G	600	G	2001
	2.18	1000	G	From: 95%	2%	98-70 <b>2</b> %	0%	1%	0%	С	100	G	1000	G	2001
(674)	2.10	1000	0	То:			RETREAT	1 /0	٦	O	100	J	1000	O	2001
Town of Rural Retreat															
			_	From:		L RURAL		10/		_					2224
674)	0.42	390	G	95%	2%	2%	0%	1%	0%	F	70	G	400	G	2001
	0.21	600		From:	20/	98-616 S		10/	00/		120		600	G	2001
674	0.21	680	G	95%	2%	2%	0%	1%	0%	F	130	G	690	G	2001
674)	0.16	350	R	From:		98-6	75				NA		NA		1994
674)	0.10	550	11	To:		00 11	10		_		INA		14/7		1334
(674)	0.11	360	R	From:		98-11	10				NA		NA		1997
				To:		NCL Rural	Retreat				· ··· •		· · · ·		
Wythe County															
	0.40	200		From:		NCL Rural	Retreat				N.A		N14		4007
674	0.10	360	N	To:		Dead l	End		1		NA		NA		1997
						Dead	LIM								

					vvytr	ie Mainter									
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Wythe County								TITAII	ZIIali		Houi				
675)	0.30	30	R	From:		Dead I	End		<b>」</b> _		NA		NA		11/13/2000
675)	0.49	700	G	95% To:	3%	US 1 1%	0%	0%	0%	F	80	G	710	G	2001
Town of Rural Retreat						WCL Rural	Ketreat		ı						
675)	0.15	700	N	95%	3%	WCL Rural	Retreat 0%	0%	0%	N	80	N	710	N	2001
675)	0.49	1300	G	From:		98-11			] <del></del>		140	G	1300	G	2001
675 Buck St	0.07	230	G	From:		98-111 98-1111 Ch					40	G	230	G	2001
<u>(675)</u>	0.23	1600	G	From: 95%	3%	SR 90 Ma	oin St 0%	0%	0%	С	340	G	1600	G	2001
(675)	0.23	1200	R	To: From:		98-67			]—— -		NA		NA		1994
W. d. C. d				To:	EC	L RURAL I	RETREAT								
Wythe County  (675)	2.47	310	R	From:	EC	L RURAL I					NA		NA		1994
				To: From:		98-69 98-61									
676	0.60	60	R	To		0.60 MN 9			_ 		NA		NA		11/13/200
(676)	0.50	30	R	From:					_		NA		NA		11/13/200
				To: From:		US 1									
677)	0.50	300	R	To.		98-67			_  		NA		NA		1994
(677)	1.60	300	R	From:		98-77	8				NA		NA		1994
<u>(677)</u>	1.10	90	R	To: From:		98-749 SO 98-749 NO					NA		NA		11/13/200
011)			• • • • • • • • • • • • • • • • • • • •	To:		98-67	4								
678)	0.53	130	R	From:		SR 9			] -		NA		NA		1994
	1.44	230	R	From:		SR 9-					NA		NA		1994
679	11-1	200		To:		FR-38; 98	3-729				14/ (		10.0		1004
(680)	0.04	2000	G	From: 89%	1%	I-81 WEST 4%	RAMP 1%	5%	0%	F	210	G	2000	G	2001
680	0.09	1400	G	From: 89%	1%	98-67 <b>4</b> %	9 1%	5%	0%	С	150	G	1400	G	2001
(680) (680)	0.43	1000	G	From: 89%	1%	98-617 SC 4%	1%	5%	0%	F	100	G	1000	G	2001
680	1.80	430	G	From: 89%	1%	98-617 W 4%	1%	5%	0%	F	45	G	440	G	2001
680	2.75	300	G	From: 89%	1%	98-625 W 4%	1%	5%	0%	F	30	G	300	G	2001
680	2.27	370	G	To: From: 89%	1%	98-66 4%	1%	5%	0%	F	40	G	370	G	2001
						US 5	4								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1T			QC	Design Hour	QK	AAWDT	QW	Year
Wythe County				From:	Dead End	1							
681)	0.80	70	R	<u> </u>	Dout Like				NA		NA		11/16/2000
				To: From:	0.80 MS Dead End	}							
681)	0.02	60	R	To:	00.600				NA		NA		1994
				From:	98-680								
692)	1.00	230	R	Tioni.	US 11				NA		NA		1994
682				To:	98-617								
				From:	98-682								
683	1.20	48	R	To:	00.615				NA		NA		11/16/2000
				From:	98-617								
(684)	0.79	120	R	rion.	US 21 SW				NA		NA		1994
004)				To:	Dead End; Gap Terminus								
	2.00	00	_	From:	US 21 S; Gap Terminus				NIA		NIA		40/44/000/
684)	2.00	80	R						NA		NA		12/14/2000
604	1.60	60	R	From:	98-651				NA		NA		12/14/2000
684)	1.00	00	IX	T	00.500				INA		INA		12/14/2000
684)	3.50	180	R	From:	98-690				NA		NA		1994
004)	0.00			To:	US 21 S MID								
$\bigcirc$	1.00	400	_	From:	US 21 N MID				NIA		NIA		4004
684)	1.00	180	R	To:	US 21 N				NA		NA		1994
				From:	US 21 NE								
684)	1.16	160	R						NA		NA		11/30/2000
				To: From:	1.16 MN US 21	}							
684)	0.33	20	R	To:	Dead End				NA		NA		11/30/2000
				From:	Dead End								
(685)	0.80	180	R		Dead Elid				NA		NA		11/30/2000
				To:	98-634								
				From:	Dead End								
686	1.30	220	R	To:	VIG 52				NA		NA		11/16/2000
				From:	US 52								
687	0.32	60	R		SR 94				NA		NA		12/11/2000
(687)				To:	SR 94								
				From:	SR 100								
688	2.50	110	R	_					NA		NA		12/04/2000
				To:	Pulaski County Line								
600	0.50	220	R	From:	98-615				NA		NA		11/13/2000
689	0.50	220	IX	To:	98-616				IVA		INA		11/10/2000
				From:	98-625-N; 98-674								
690	0.57	70	R						NA		NA		1994
				To: From:	98-625 MID 98-625 SOUTH								
690)	1.94	570	G	96%		%	0%	F	60	G	580	G	2001
				To	US 21								
690	1.68	1000	G	96%		%	0%	С	110	G	1100	G	2001
				To: From:	98-684	<u> </u>							
690	0.56	950	G	96%		%	0%	F	100	G	970	G	2001
				To: From:	98-602 WEST								
690	1.42	780	G	96%	1% 1% 1% 1	%	0%	F	80	G	800	G	2001
				To:	98-602 EAST								

_						Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Wythe County													
600	3.32	490	G	96%	1%	98-602 EAST 1% 1% 1%	0%	F	60	G	500	G	2001
(690)	0.02	400	•	To:	170	98-642			- 00	0	000		2001
				From:		98-670							
691)	1.20	46	R						NA		NA		12/14/200
				To: From:		1.20 ME 98-670							
691)	0.20	60	R	т		00.510	_		NA		NA		12/14/200
				To: From:		98-749							
602	0.90	50	R	110m.		Dead End			NA		NA		12/14/200
692				To:		98-749							
				From:		US 11							
693	0.23	40	R				_		NA		NA		1994
				To:		98-666							
604)	1.00	450	R	From:		SR 94			NA		NA		12/11/200
694)	1.00	400		To:		Dead End					101		12/1/1/200
				From:		Dead End							
695	0.36	60	R						NA		NA		11/13/200
				To:		98-616							
	2.83	180	R	From:		US 21			NA		NA		11/30/200
696)	2.03	100	ĸ				_		INA		INA		11/30/200
606	0.08	30	R	From:		98-640			NA		NA		11/30/200
696)	0.00	30		To:		Dead End	$\neg$		147.		14/1		11/00/200
				From:		FR-44							
697	0.55	30	R				_		NA		NA		11/27/200
				To:		FR-44							
	0.50	160	R	From:		98-627			NA		NA		11/20/200
698)	0.50	100	K				_		INA		INA		11/30/200
698)	0.50	50	R	From:		98-731			NA		NA		11/30/200
(090)	0.00			To:		Dead End					101		11/00/200
				From:		98-674							
(699)	1.20	90	R						NA		NA		12/14/200
				To: From:		98-669	$\exists$ —						
699	1.00	120	R						NA		NA		12/14/200
0				From:		98-675	_						
699)	1.90	280	R	To:		00.667	_		NA		NA		12/14/200
				From:		98-667							
700	1.30	150	R			US 52			NA		NA		12/04/200
700				To:		Dead End							
				From:		Dead End							
(701)	1.20	80	R				_		NA		NA		1994
				To:	Pı	ulaski County Line							
702)	0.90	240	R	From:		FR-44			NA		NA		11/27/200
(102)				To:		Dead End	<b>1</b>		17/3				
				From:		98-608							
703)	0.53	80	R				_		NA		NA		12/04/200
				To:		Dead End	<u></u>						
			_	From:	_	98-649			N. A.		N. A		44/00/000
704	0.60	20	R	To:		Dead End	_		NA		NA		11/30/200
						Deau Eilu							

					Wythe Maintenance Area			Design				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK	AAWDT	QW	Year
Wythe County				From:	98-617							
(706)	0.10	10	R		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	_		NA		NA		11/16/2000
				To:	Dead End							
$\bigcirc$	0.00			From:	98-619							40/44/0000
707	3.30	60	R	To:	98-651; 98-690	7		NA		NA		12/14/2000
				From:	98-669	1						
(708)	1.20	70	R	<u> </u>	98-009	_		NA		NA		12/14/2000
(700)				To:	98-673							
				From:	98-669							
(709)	2.60	100	R	. —		7		NA		NA		12/14/2000
				To:	98-674							
$\bigcirc$	0.70	20	R	From:	98-664			NA		NA		11/16/2000
711	0.70	20	K	To:	Dead End	7		INA		INA		11/10/2000
				From:	98-610							
(712)	7.40	240	R	<u> </u>	70 010	_		NA		NA		11/27/2000
$\bigcirc$				To:	Pulaski County Line							
Pulaski County												
	0.05	40	R	From:	Pulaski County Line			NA		NA		11/27/2000
(712)	0.03	40	K	To:	Dead End	7		INA		INA		11/2//2000
Wythe County				<u> </u>	2000 2000							
				From:	Dead End							
(713)	0.75	130	R			7		NA		NA		11/27/2000
				To:	98-614							
	0.58	40	R	From:	Dead End			NA		NA		12/11/2000
714	0.56	40	K			7		INA		INA		12/11/2000
<i>(</i> 1)	0.17	70	R	From:	98-739			NA		NA		12/11/2000
714)	0.17	70	K	To:	98-643	1		INA		INA		12/11/2000
				From:	98-680							
(715)	0.90	60	R	-	70 000	_		NA		NA		11/16/2000
				To:	Dead End							
$\sim$				From:	98-610							
716)	0.50	60	R	т		7		NA		NA		11/27/2000
				To:	Dead End							
	4.33	230	G	91%	US 52 1% 2% 3% 3%	<b>」</b> ○%	С	30	G	230	G	2001
717)	4.33	230	G	70:	Wythe County Line	7	C	30	G	230	G	2001
				From:	SR 100							
718)	0.37	30	R		SK 100	_		NA		NA		12/04/2000
				To:	98-607							
				From:	SR 69							
719	0.45	250	R			_		NA		NA		12/04/2000
				To:	US 52							
	0.40	400	_	From:	98-640			NIA		NIA		44/20/2000
720	0.40	100	R			_		NA		NA		11/30/2000
	4.45	200		From:	0.40 MN 98-640			NIA		NIA		44/00/0000
720	1.45	320	R	To:	98-649	7		NA		NA		11/30/2000
				From:		1						
721)	0.67	30	R		Dead End	_		NA		NA		12/14/2000
(21)				To:	98-779	1						
				From:	Dead End	1	•					
722	0.67	40	R		*****	_		NA		NA		1994
				To:	98-615							

					wythe Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW	Year
Town of Rural Retreat				From:		-					
(723)	0.38	470	R	rion.	98-749			NA	NA		1994
(720)				To:	98-674						
Wythe County				From:	Dead End						
(724)	0.18	NA			Dead End	_		NA	NA		
				To: From:	0.18 MW Dead End	<b>_</b>					
(724)	0.12	30	R			<u> </u>		NA	NA		11/27/200
				To:	98-614						
Town of Rural Retreat				From:	SR 90	<u> </u>					
(725)	0.23	460	R		*****	_		NA	NA		11/13/200
				To:	98-674						
Wythe County				From:	Dead End						
726	1.33	100	R		Dead End	_		NA	NA		11/27/2000
				To: From:	1.33 ME Dead End	7—					
(726)	2.10	210	R			_		NA	NA		11/27/2000
				To:	FR-44						
Town of Rural Retreat				From:	Dead End	<u> </u>					
(727)	0.13	190	R		D tuu Diiu	_		NA	NA		11/13/2000
				To:	98-675						
Wythe County				From:	98-749	1					
(728)	0.60	60	R		70-747			NA	NA		12/14/200
				To:	Dead End						
$\bigcirc$			_	From:	FR-38; 98-679						
729	0.95	90	R	To:	Dead End	_		NA	NA		11/16/2000
				From:	SR 94	+					
(730)	0.25	140	R	<u> </u>	SR 94	_		NA	NA		12/11/200
				To:	Dead End						
$\bigcirc$	0.45			From:	Dead End						4.4/0.0/0.00
731)	0.45	60	R	To:	98-698	_		NA	NA		11/30/2000
				From:	0.12 MS 98-742	1					
(732)	0.12	50	R	-		_		NA	NA		12/11/2000
				To: From:	98-742	]					
732	0.15	48	R			_		NA	NA		12/11/2000
				To: From:	Dead End	<u> </u>					
733	0.07	20	R	Piolii.	98-742			NA	NA		12/11/2000
(733)				To	0.08 ME 98-742						
733)	0.03	50	R	From:	0.00 IVIE 70 7 12	_		NA	NA		12/11/2000
				To: From:	98-732	<b>—</b>					
733)	0.08	40	R			_		NA	NA		12/11/2000
				To	98-744	1					
734)	0.11	20	R	From:	Dead End	_		NA	NA		12/14/2000
(1.34)	Ų. I I		.,	To:	98-749	1					2000
				From:	98-617						
735	1.30	390	R	т		_		NA	NA		11/16/2000
				To:	Dead End						
736)	0.57	420	R	From:	US 52 SOUTH	_		NA	NA		11/30/2000
736				To:	US 52 NORTH						
									· · · · · · · · · · · · · · · · · · ·		

					vvytrie	Mainten	ance Ar	rck			Dociar				
Route	Length	AADT	QA	4Tire	Bus	 2Axle	1 rt 3+Axle	лск 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Wythe County															
	0.40			From:		US 11									4.4.4.0.10.00.00
(737)	0.13	20	R	To:		Dead E	ad		_		NA		NA		11/13/2000
				From:											
(720)	0.30	80	R			Dead E	na				NA		NA		12/14/2000
738	0.00	00		To:		98-619	)		7		147 (		1471		12/14/2000
				From:		Dead E									
739	0.60	60	R			Deua El	ici				NA		NA		12/11/2000
				To:		98-714	ļ								
				From:		Dead E	nd								
(740)	0.34	40	R								NA		NA		12/14/2000
				To: From:		34 MN De									
	0.21	60	В	From:	0.	.35 MN De	ad End				NA		NA		12/14/2000
740	0.21	60	R	To:		98-602	)		1		INA		INA		12/14/2000
				From:					1						
(741)	0.26	40	R			SR 94					NA		NA		12/04/2000
741)	0.20	40	11	To:		SR 94			7		147 (		10/1		12/04/2000
				From:		SR 94 SOI			1						
742	1.98	530	R			3K 94 3O	J111				NA		NA		12/11/2000
142				To:		SR 94 NO	RTH		1						
				From:		SR 94			1						
743	0.10	70	R	<u> </u>							NA		NA		12/11/2000
				To:		98-764	1								
				From:		98-742	2								
744)	0.07	440	R								NA		NA		12/11/2000
				To:		SR 94									
				From:		Dead E	nd								
745	0.16	60	R						_		NA		NA		12/11/2000
				To:		98-644	1								
				From:		US 11									
746	0.13	20	R	To:					_		NA		NA		11/13/2000
						Dead E									
	0.55	440	_	From:		Dead E	nd				NIA		NIA		40/44/0000
748)	0.55	140	R						_		NA		NA		12/11/2000
$\overline{}$				From:		98-765	5		_						
(748)	0.05	360	R	To:		00.643			_		NA		NA		12/11/2000
						98-643	<u> </u>		ı						
Town of Rural Retreat				From:		SR 90			1						
749	0.06	5600	G	97%	0%	2%	0%	1%	0%	F	550	G	5700	G	2001
(149)				To:		98-110			_						
740	0.21	4700	G	From: 97%	0%	2%	0%	1%	0%	С	430	G	4800	G	2001
(749)	0.21			T				. 70	7	Ū	100	Ū	1000	Ü	2001
<u></u>	0.17	3300	G	From: 97%	0%	98-615 <b>2</b> %	0%	1%	0%	F	320	G	3400	G	2001
749	0.17	3300	G	91 /0	0 76			1 /0	- 0 /6 -		320	G	3400	G	2001
	0.03	2200		From: 97%	0%	98-111 2%	2 0%	1%	0%	F	230	G	2400	G	2001
749	0.03	2300	G	97 % To:		CL Rural F		1 70	7 0%	Г	230	G	2400	G	2001
W. 4. C :						CL Kuiai F	cuedi								
Wythe County				From:	S	CL Rural F	Retreat		1						
749	1.09	2300	N	97%	0%	2%	0%	1%	0%	N	230	Ν	2400	Ν	2001
				To: From:		98-677 SO			¬						
749	3.15	1400	G	97%	0%	2%	0%	1%	0%	F	140	G	1400	G	2001
(749)			_	To:		myth Coun			1		-	-		-	
				-											

Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Smyth County							3+Axle	TTrail	ZTrali		Hour				
(749)	0.15	1400	N	97%	0%	Wythe Cour	nty Line 0%	1%	<b>」</b> ○%	N	140	N	1400	N	2001
(749)				To:		-614 Smyth C									
Wythe County				From:											
(749)	5.13	690	G	95%	2%	Smyth Coun 2%	1%	1%	0%	F	70	G	700	G	2001
(149)				To:		98-67			٦						
749	0.77	580	G	95%	2%	2%	1%	1%	0%	F	60	G	590	G	2001
				From:		98-61		10/					1100		
749	1.39	1100	G	94% To:	2%	2% US 21	1%	1%	0% □	С	110	G	1100	G	2001
				From:		Dead E									
750	0.65	400	R						<b>_</b>		NA		NA		11/27/200
				To:		SR 12	1								
$\bigcirc$	0.30	40	R	From:		Dead E	nd				NA		NA		12/04/200
(751)	0.30	40	K	To:		98-643 (	Gap		7		INA		INA		12/04/2000
$\bigcirc$	0.05	400	_	From:		SR 94 C									40/04/000
751)	0.95	160	R	To:		Dead E	nd		7		NA		NA		12/04/2000
				From:		98-61									
752)	0.80	40	R						_		NA		NA		11/30/2000
				To:		Dead E	nd								
Town of Rural Retreat				From:		98-61	6								
(753)	0.20	80	R				<u> </u>		<b>-</b>		NA		NA		11/13/200
				To:	N	CL RURAL I	RETREAT								
Wythe County				From:		98-607 W	/EST								
(754)	0.45	40	R	<u> </u>		70 007 11	LUI		_		NA		NA		12/04/200
				To:		98-607 E.	AST								
$\bigcirc$	0.40	420	_	From:		98-69	4				NIA		NIA		12/11/200
(755)	0.40	130	R	To:		Dead E	nd		7		NA		NA		12/11/200
				From:		Dead E									
(757)	0.10	50	R						_		NA		NA		12/11/200
				To:		98-74									
750	0.38	NA		From:		Cul-de-S	Sac				NA		NA		
758	0.00	IVA		To		98-77	6								
758	0.30	520	R	From:		90-77	<u> </u>				NA		NA		11/30/200
				To:		FR-42	2								
$\bigcirc$	0.05		_	From:		SR 69	)				NIA		NIA		10/04/000
759	0.25	60	R	To:		Dead E	nd		7		NA		NA		12/04/2000
				From:		Dead E									
760	0.02	30	R						_		NA		NA		12/04/2000
				To:		98-61									
761	0.30	100	R	From:		Dead E	nd				NA		NA		1994
761)		100		To:		US 11	1				17/3		177		
				From:		Dead E	nd								
762	0.20	40	R						_		NA		NA		11/27/2000
				To:		FR-4			<u> </u>						
763)	0.15	190	R	From:		Dead E	nd		_		NA		NA		12/11/200
(100)	J.10			To:		98-61-	4		1						

					Wythe Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Wythe County				From:	SR 94					
(764)	0.75	60	R		*****			NA	NA	12/11/2000
				To:	Dead End					
$\bigcirc$	2.25		_	From:	98-748					1000
765	0.35	60	R	To:	Dead End	_		NA	NA	1989
				From:	Dead End					
766	0.56	100	R		Dead End	_		NA	NA	12/04/2000
				To:	SR 94					
				From:	Dead End					
(767)	0.08	50	R	т	00.644	_		NA	NA	11/27/2000
				To:	98-614					
700	0.40	30	R	From:	Dead End			NA	NA	12/11/2000
768)	0.40	30	K	To:	98-642	1		INA	IVA	12/11/2000
				From:	98-694					
769	0.08	60	R	<u> </u>	70 071	<b></b> !		NA	NA	12/11/2000
				To:	Dead End					
				From:	Dead End					
770	0.09	30	R			_		NA	NA	11/30/2000
				To: From:	98-630					
<del></del>	0.25	140	R	From:	US 11			NA	NA	1994
771)	0.23	140	IX.	To:	Dead End	7		INA	IVA	1994
				From:	Carroll County Line					
772	1.70	140	R					NA	NA	12/04/2000
				To	98-607					
772	1.00	110	R	From:	30 00.			NA	NA	12/04/2000
				To:	Dead End					
				From:	US 21					
773	0.75	250	R	To:	00.650	_		NA	NA	12/14/2000
				From:	98-650					
(774)	0.17	60	R	110111	Dead End			NA	NA	12/11/2000
(114)	•	•	•••	To:	98-643					
				From:	Dead End					
(776)	0.17	200	R			_		NA	NA	11/30/2000
$\bigcup$				To:	98-758					
$\bigcirc$			_	From:	US 21					10/11/0000
777	0.15	70	R	To:	Dead End	_		NA	NA	12/14/2000
				From:						
778	0.74	NA			Dead End			NA	NA	
(110)				To:	98-677					
				From:	98-602 SOUTH					
779	0.55	230	R			_		NA	NA	12/14/2000
				To	98-602 NORTH					
<u>—</u>	1.01	242	_	From:	US 52 SOUTH			N/A	NIA	44/20/2022
780	1.01	210	R	To:	US 52 NORTH	<b>-</b>		NA	NA	11/30/2000
				From:	Dead End	1				
781)	0.20	NA		<u> </u>	DOM DIM			NA	NA	
				To:	98-694					
				From:	FR-44					
782	0.54	270	R			<u>-</u>		NA	NA	11/27/2000
				To:	Dead End					

					Wythe Maintenance Area			Desim		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Wythe County				From:	FR-44					
(783)	0.25	90	R			_		NA	NA	11/27/2000
				To:	Dead End					
	0.22	NA		From:	Dead End/			NA	NA	
789	0.22	INA		To:	SR-00094(B)/	<b>-</b>		INA	INA	
				From:	Cul-de-Sac					
790	0.04	30	R					NA	NA	11/30/2000
				To: From:	98-791					
790	0.09	120	R	. —		_		NA	NA	11/30/200
				To:	98-633					
701	0.13	40	R	From:	98-790	_		NA	NA	11/30/200
791)	0.13	40	IX	To:	Cul-de-Sac	7		IVA	INA	11/30/200
				From:	98-621					
795)	1.13	130	R			_		NA	NA	12/04/200
				To:	98-608					
$\bigcirc$	0.22			From:	US-00052(B)/			NIA	NIA	
796)	0.23	NA		To:	Cul-de-Sac/	<b>-</b>		NA	NA	
				From:	98-619					
797)	0.74	NA		<u> </u>	70-017			NA	NA	
				To:	Dead End					
				From:	US 21					
800	0.10	NA		To:		_		NA	NA	
				From:	Cul-de-Sac	1				
805	0.18	30	R	rioni.	SR 94	_		NA	NA	12/04/2000
(803)	00			To:	Dead End					. = . 0 = 00
				From:	98-696					
806	0.08	NA				_		NA	NA	
				To:	98-807					
	0.60	NA		From:	Dead End			NA	NA	
807)	0.60	NA		To:	98-806	_		INA	NA.	
				From:	98-603 SOUTH					
810)	0.15	50	R		30 003 50 CIII			NA	NA	11/20/2000
				To:	98-603 NORTH					
$\bigcirc$				From:	98-680					
830	0.03	20	R	To:	Dead End	_		NA	NA	11/16/2000
				From:		1				
840	0.60	90	R	110111	98-670	_		NA	NA	1997
040				To:	98-749					
				From:	98-610; 98-1007					
(1001)	0.32	570	R			_		NA	NA	11/27/2000
				To:	98-1005					
_	0.24	200	В	From:	98-1006			NA	NIA	11/07/000
1002	0.31	380	R	To:	Dead End	7		NA	NA	11/27/2000
				From:	98-1005					
1003	0.25	140	R		70-1000	_		NA	NA	11/27/2000
				To:	0.25 MN 98-1005					
(1003)	0.20	NA		From:	0.22 3.41 / 0 1000			NA	NA	
				To:	98-610					

Route	Length	AADT	QA	4Tire	Bus	 2∆yl≏	Trι 3+ΔνΙο	uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Wythe County								TITAL	ZIIGII		rioui				
(1004)	0.22	1400	R	From:	S	SR 121; 98	-1007				NA		NA		11/27/2000
1004				To:		98-610	0								
				From:		98-610	0								
1005	0.65	200	R	To:		D 15	•		_		NA		NA		11/27/2000
				From:		Dead E									
1006	0.06	1900	G	93%	2%	3%	2%	1%	0% 	С	270	G	2000	G	2001
(1006)	0.08	340	R	To: From:		98-610	0		_ <del></del>		NA		NA		11/27/2000
				To:		98-100									
	0.50	220	R	From:		Dead E	nd				NA		NA		11/27/2000
1007	0.50	220	K	To:	9	98-610; 98	-1001		1		INA		INA		11/21/2000
				From:		Dead E									
(1008)	0.03	30	R								NA		NA		11/27/2000
				To:	9	8-1002; 98	3-1005		1						
$\bigcirc$	0.44	40	_	From:		Dead E	nd				NIA		NIA		44/07/0000
1009	0.14	40	R	To:		SR 12	1		1		NA		NA		11/27/2000
				From:		Dead E									
1010	0.25	70	R			Death D					NA		NA		11/27/2000
				To:		98-610	0								
$\bigcirc$	0.40			From:		Dead E	nd								4.4.07.10000
(1011)	0.13	70	R	To:		98-100	10		7		NA		NA		11/27/2000
				From:		98-610									
1012	0.57	450	R	<u> </u>		70 <b>-</b> 010	0		_		NA		NA		11/27/2000
				To:		Dead E	nd								
$\bigcirc$				From:		SR 94	1								
(1015)	0.21	NA		To:		98-101	6		_		NA		NA		
				From:		98-101			1						
1016	0.13	NA				96-101	. 3		_		NA		NA		
				To:		Dead E	nd								
				From:		Cul-de-S	Sac/								
(1041)	0.41	NA		To:		ED 00046	(D)/		_		NA		NA		
				From:		FR-00045									
(1044)	0.36	NA				Cui-de-s	Sac				NA		NA		
				To:		FR-45	5								
Town of Rural Retreat															
(1101)	0.27	1100	G	97%	1%	98-610 1%	6 0%	0%	<b>」</b> 0%	С	110	G	1100	G	2001
(1101)	0.21	1100	J	To:	170	98-749		0 70	7 ~~	Ü	110	Ü	1100	Ü	2001
				From:		98-72									
(1102)	0.04	60	R						_		NA		NA		11/13/2000
				To:		98-61									
	0.07	130	R	From:		98-111	.8				NA		NA		11/13/2000
(1103)	0.07	130	rt	To:	98-1	1117 Gap 7	Terminus		1		INA		INA		11/13/2000
$\widehat{}$				From:		1101 Gap									
(1103)	0.05	50	R	Te		00.5			_		NA		NA		11/13/2000
				To:		98-61	6								

					vv ythe mante	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Ju							
Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle	ck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Wythe County				From:				1						
(1104)	0.08	48	R	Tioni.	98-11	119				NA		NA		11/13/2000
				То:	WCL RURAL	RETREAT								
Town of Rural Retreat				From:	WCL RURAL	RETREAT								
(1104)	0.11	130	R					<b>-</b>		NA		NA		11/13/2000
				To: From:	98-7									
(1105)	0.05	30	R	From:	Dead	End				NA		NA		11/13/2000
				To:	98-6	15								
$\bigcirc$	0.03	400	_	From:	98-6	74				NΙΔ		NΙΔ		11/12/2000
(1106)	0.03	480	R	To:	98-94	424				NA		NA		11/13/2000
				From:	Dead									
(1107)	0.05	80	R							NA		NA		11/13/2000
				To: From:	98-6									
(1108)	0.10	60	R	rioni.	98-6	75				NA		NA		11/13/2000
				To:	98-11	109								
	0.00		_	From:	Dead	End								4.4.4.0.10.00.0
(1109)	0.02	60	R	_				_		NA		NA		11/13/2000
(1100)	0.02	10	R	From:	98-11	108				NA		NA		11/13/2000
(1109)	0.02			To:	Dead	End								
				From:	0.05 MW	98-674								
1110	0.05	20	R							NA		NA		11/13/2000
	0.10	80	R	From:	98-6	74				NA		NA		11/13/2000
1110	0.10	00		To:	Dead	End				IVA		IVA		11/10/2000
				From:	SR 9	90								
(1111)	0.16	500	R	To:	00.6	7.5		7		NA		NA		11/13/2000
				From:	98-6 98-7-									
(1112)	0.10	940	G	95%	0% 2%	2%	1%	0%	С	90	G	960	G	2001
				To:	98-6	74								
	0.12	70	R	From:	98-7	27				NA		NA		11/13/2000
(1113)	0.12	70	K	To:	WCL RURAL	RETREAT				INA		INA		11/13/2000
Wythe County														
(4)	0.11	80	R	From:	WCL RURAL	RETREAT				NA		NA		11/13/2000
(1113)	0.11			To:	98-11	114				14/ (		107.		11/10/2000
				From:	98-11	119								
(1114)	0.09	220	R	To:	WCL D	1D 4 4		7		NA		NA		11/13/2000
T CD LD 4				10.	WCL Rura	ı Ketreat								
Town of Rural Retreat				From:	WCL Rura	ıl Retreat								
(1114)	0.07	220	R	To:	98-6	75				NA		NA		11/13/2000
				From:	98-6									
(1115)	0.15	150	R		20 <del>-</del> 7.					NA		NA		11/13/2000
				То:	98-6	75								
	0.15	80	R	From:	Dead	End				NA		NA		11/13/2000
1116	0.10	ου	ĸ	To:	98-6	74				INA		INA		1111312000
		_							_					

					Tarrel			D:				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK /	AAWDT	QW	Year
Town of Rural Retreat				From:	98-1103	T						
(1117)	0.13	210	R		78-1103			NA		NA		11/13/2000
				To:	98-749							
$\bigcirc$				From:	Dead End							
(1118)	0.21	100	R	To:	98-1103	_		NA		NA		11/13/2000
W. d. C. d					70-1103							
Wythe County				From:	Dead End							
(1119)	0.32	80	R	. —		_		NA		NA		11/13/2000
				To: From:	98-1114						<del></del>	
(1120)	0.23	130	R	riom.	US 11			NA		NA		11/13/2000
1120	0.20		•••	To:	Dead End	1						
				From:	98-675							
(1121)	0.27	330	R	_		_		NA		NA		11/13/2000
				To:	US 11	<u> </u>						
	0.26	130	R	From:	98-675			NA		NA		11/13/2000
(1122)	0.20	100		To:	98-1121	$\neg$		14/1		147 (		11/10/2000
				From:	98-1114							
1123	0.10	30	R			_		NA		NA		11/13/2000
				To:	Cul-de-Sac							
	0.23	NA		From:	Dead End/	_		NA		NA		
(1124)	0.23	NA.		To:	Dead End/	7		INA		INA		
				From:	98-634 SOUTH							
(1130)	0.48	90	R			_		NA		NA		11/30/2000
				To:	98-634 NORTH							
	0.08	49	R	From:	SPEEDWELL ELEM SCH			NA		NA		1994
9421)	0.00	43	K	To:	98-749	7		INA		INA		1994
				From:	IVANHOE ELEM SCH							
9422)	0.09	100	R			_		NA		NA		1994
				To:	98-742							
	0.05	400	_	From:	JACKSON MEMORIAL			NIA		NIA		1004
9423	0.05	180	R	To:	ELEM SCH; US 52	$\neg$		NA		NA		1994
Town of Rural Retreat					ELEMINATI, OS DE	•						
				From:	RETREAT ELEM HIGH							
9424	0.12	160	R	To:	CCH. 00 (75	_		NA		NA		1994
					SCH; 98-675							
Wythe County				From:	AUSTINVILLE ELEM							
9507)	0.07	170	R	_		_		NA		NA		1994
				To:	SCH; 98-636	<u> </u>						
0500	0.04	180	R	From:	ROBERT S SHEFFEY			NA		NA		1994
9508)	0.04	100	1	To:	ELEM SCH; SR 94	$\neg$		14/1		147 (		1004
				From:	US 52; FORT							
9774)	0.21	430	R			_		NA		NA		1994
				To:	CHISWELL HIGH SCH							
Town of Wytheville				From:	US 52	1						
1 Fairview Rd	1.19	1600	G	98%	0% 2% 1% 0%	0%	F	160	G	1700	G	2001
139/				To:	NCL Wytheville							
O Helete D I	4.04	4500	_	From:	US 52 4Th St	001	_	400	-	4500		0001
2 Holston Rd	1.24	1500	G	98% To:	0% 2% 0% 0% Cove Rd	0% □	F	160	G	1500	G	2001
					COVE KU							

					Wyth	e Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	J					2Axle	3+Axle	1Trail	2Trail		Hour				
Town of Wytheville				From:		US 11 M	ain St								
3 Lithia Rd	0.48	1400	G	98%	0%	2%	1%	0%	0%	F	160	G	1400	G	2001
				To:		Nye F									
Nuo Dd	1.05	4000	_	From:		Mi. S Peppe 2%	ers Ferry Ro			F	120	0	1000	0	2001
A Nye Rd	1.25	1000	G	98% To:	0%	Peppers Fe		0%	0%	Г	120	G	1000	G	2001
				From:		WCL Wyt									
(5250) Old Stage Rd	1.63	1300	G	98%	0%	2%	1%	0%	0%	F	130	G	1400	G	2001
(5250) Old Stage Rd				To:		US 21 Gray	yson St								
				From:		Petunia	Rd								
5252 W Ridge Rd	0.14	620	G	98%	0%	1%	0%	0%	0%	F	70	G	660	G	2001
				To: From:		Old WCL W	ytheville		]						
5252 W Ridge St	1.55	1300	G	98%	0%	1%	0%	0%	0%	С	140	G	1300	G	2001
<u> </u>				To: From:		18Th			]						
(5252) W Ridge Rd	0.49	1500	G	98%	0%	2%	0%	0%	0%	F	160	G	1600	G	2001
				To:		US 21 47	Γh St								
Withors Dd	0.05	2022	_	From:	10/	US 11 M:		40/		_	400	_	2000	_	2004
5253 Withers Rd	0.25	3600	G	97% To:	1%	1% 11th S	1%	1%	0%	F	400	G	3800	G	2001
				From:		Withers									
5253 139 11th St	0.31	2600	G	97%	1%	1%	1%	1%	0%	С	370	G	2700	G	2001
139				To: From:		US 11 Ma	ain St		]						
5253 139 11th St	0.06	7600	G	97%	1%	1%	1%	1%	0%	F	790	G	8000	G	2001
(139)				To: From:		Monroe	e St								
5253 139 11Th-North St	0.13	2000	G	97%	1%	1%	1%	1%	0%	F	230	G	2100	G	2001
1.59				To: From:		Fisher									
(5253) Fisher Rd	0.14	1300	G	97%	1%	North 1%	1%	1%	0%	F	150	G	1400	G	2001
(5253) Fisher Rd				To:	.,,	Pine S			<b>1</b>	-					
				From:		Peppers Fe	erry Rd								
5255 Cove Rd	0.52	2500	G	98%	0%	1%	1%	0%	0%	С	270	G	2700	G	2001
139				To: From:		Holston	Rd								
5255 Cove Rd	0.32	1200	G	98%	0%	1%	1%	0%	0%	F	120	G	1200	G	2001
				To		30 Mi. N Ho	olston Rd								
(5255) Cove Rd	0.29	970	G	98%	0%	1%	1%	0%	0%	F	110	G	1000	G	2001
139/				To:		NCL Wytl	heville								
				From:		12Th									
5256 Spring St	0.30	1700	G	98%	0%	1%	1%	0%	0%	F	220	G	1800	G	2001
				From:		4Th S									
5256 Spring St	0.54	2200	G	98%	0%	1%	1%	0%	0%	F	300	G	2300	G	2001
				To:		11Th			1						
(5257) Tazewell St	0.06	1400	G	98%	0%	Main 1%	1%	0%	<b>」</b> ○%	F	170	G	1500	G	2001
5257 Tazewell St	0.00	1400	G	90 70 To:	U /0	Monroe		J /0	7 70	'	170	3	1500	J	200 I
				From:		12Th St U			1						
(5258) Monroe St	0.31	3400	G	93%	0%	1%	5%	1%	0%	F	370	G	3600	G	2001
139				To	- **	4Th St U	IS 21								
Manus Ot	0.40	0400		From:	00/	US 21 47		40/	00/	_	700		0700		0001
5258 Monroe St	0.19	6400	G	93% To:	0%	1%	5%	1%	□ 0%	F	700	G	6700	G	2001
				From:		1St Str N 1St St									
(5258) Monroe St	0.15	5900	G	93%	0%	1%	5%	1%	0%	F	660	G	6200	G	2001
139/				To:		N 5Th									
Monroe Ct	0.40	E700	_	From:	00/	5Th S		10/	00/	г	610	0	6000	C	2004
5258 Monroe St	0.19	5700	G	93% To:	0%	1%	5%	1%	0%	F	610	G	6000	G	2001
				4.00.		11Th	ગ								

D 1				4.77			Tru	ıck			Design	014	A A14/DT	0147	.,
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	Qvv	Year
own of Wytheville									T						
Dannara Farry Dd	0.46	7000	•	93%	00/	11Th		1%	00/	_	900	_	7200	0	2004
Peppers Ferry Rd	0.46	7000	G	93%	0%	1%	5%	1 70	0%	С	800	G	7300	G	2001
<u> </u>				From:		Cove			J						
Peppers Ferry Rd	0.67	6100	F	93%	0%	1%	5%	1%	0%	F	600	F	6300	F	2001
_				To: From:		Ramp to	I-77		]						
Peppers Ferry Rd	0.19	1400	G	93%	0%	1%	5%	1%	0%	F	140	G	1500	G	200
139/				To:		ECL Wyt	heville								
_				From:		Main St 1	US 11								
5260 12th St	0.29	2700	G	95%	1%	2%	1%	1%	0%	F	320	G	2900	G	2001
139/				To:		Union									
O Union Ot	0.00	0700	_	From:	40/	12Th		40/		_	220	_	2000	_	200
5260 Union St	0.30	2700	G	95%	1%	2%	1%	1%	0%	F	330	G	2800	G	200
				From:		4Th									
5260 Withers St	0.56	3500	G	95%	1%	2%	1%	1%	0%	С	400	G	3700	G	200
138)				To:		11Th	St								
_				From:		Marsha									
5261 4th St	0.31	2400	G	95%	0%	1%	2%	2%	0%	F	290	G	2500	G	200
139)				To:		Wither	s St								
5261) 4th St	0.30	2800	G	95%	0%	1%	2%	2%	0%	F	300	G	3000	G	2001
5261) 4th St				To:		US 11 M									
				From:		4Th	St								
5262 Marshall St	0.91	1900	G	95%	0%	1%	2%	2%	0%	С	200	G	2000	G	2001
139				To:		Main St 1			7						
				From:		US 11 Le	e Hwv		Ī						
Pine St	0.38	1800	G	99%	0%	1%	0%	0%	0%	С	210	G	1900	G	2001
5264 Pine St				To:					_						
5264) Pine St	0.44	340	G	From: 99%	0%	US 21 4	0%	0%	0%	F	45	G	360	G	2001
5264) Pine St	0.44	340	G	To:	0 70	Fisher		0 70	7 0 70	'	40	O	300	O	2001
				From:											
6th St	0.00	450	G	rioiii.		Spring	St				20	_	160	_	2001
011 31	0.00	150	G	To:		Frankli	n Ct		_		20	G	100	G	200
				From:		Washing									
Church St	19.03	980	G	<u> </u>		8					120	G	1000	G	2001
				To:		Wither	s St								
				From:		11Th	St								
Iountain View Dr	19.03	690	G						_		70	G	720	G	2001
				To:		13Th									
chillor Ct	10.02	450	_	From:		5Th	St				20	0	160	C	2004
Spiller St	19.03	150	G	To:		2D 1	O.		_		20	G	160	G	2001
				.0.		3Rd	Sī								