2017

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

where available

Jurisdiction Report 10

Bland County

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	ute

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
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.

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

						Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT Q	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	Smyth County Line											
42) West Blue Grass Hwy	Bland County	9.58 140 G	92%	3%	0%	1%	3%	0%	С	0.128	0.647	140	C
\smile	To:	10-622 Foglesong Valley Rd We	st of Ceres										
	From:	10-622 Foglesong Valley West							_				
(42) West Blue Grass Hwy	Bland County	5.39 490 G	i 92%	3%	0%	1%	3%	0%	F	0.134	0.641	510	(
\smile	To: From:	US 52 West of Bland Court	House										
42) (52) South Scenic Hwy	Bland County	3.97 1900 G	97%	0%	1%	1%	1%	0%	F	0.093	0.646	2000	(
	To- From	I-77 West of Bland Court F	Iouse										
42) (52) South Scenic Hwy	Bland County	0.91 4700 G		1%	1%	1%	1%	0%	F	0.107	0.636	4900	(
	To	US 52 Bland Court Hou	62										
42) E Bluegrass Trl	Bland County	10.25 2400 G		1%	1%	1%	2%	0%	С	0.126	0.637	2600	(
42) L Bloogrado III	Elana Scarty			1 70		1 70	_,0	070	Ū	0.120	0.007	2000	
Total Phys Course Heavy	Floring Constitution	10-738 Mechanicsburg	-	40/		00/	00/	00/	_	0.4.40	0.500	740	
42) East Blue Grass Hwy	Bland County	3.08 680 G	94%	1%	1%	2%	2%	0%	С	0.142	0.532	710	(
	To: From:	10-606 Wilderness Rd											
42) East Blue Grass Hwy	Bland County	2.30 1100 G	94%	1%	1%	2%	2%	0%	F	0.14	0.529	1200	
\smile	To:	Giles County Line											
	From:	Wythe County Line											
52 South Scenic Hwy	Bland County	4.18 210 G	97%	0%	1%	1%	1%	0%	F	0.107	0.617	230	(
\checkmark	To	SR 42 West of Bland C.	Н										
52 (42) South Scenic Hwy	Bland County	3.97 1900 G		0%	1%	1%	1%	0%	F	0.093	0.646	2000	(
52) (42) Godin Goding (1111)	Bland Godiny			0 70	1 70	1 /0	1 /0	0 70	•	0.000	0.040	2000	
~~	From:	I-77 West of Bland C.F											
52 42 South Scenic Hwy	Bland County	0.91 4700 G	97%	1%	1%	1%	1%	0%	F	0.107	0.636	4900	(
~ ~	To: From:	SR 42 Bland C.H.											
52 North Scenic Hwy	Bland County	4.58 950 G	97%	1%	1%	1%	1%	0%	F	0.115	0.511	1000	
~	To	10-615 S Angels Pass											
52 North Scenic Hwy	Bland County	2.05 1400 G	97%	1%	1%	1%	1%	0%	С	0.117	0.632	1500	(
32)						.,.			_	• • • • • • • • • • • • • • • • • • • •			
North Occasio Hear	From:	10-666 Indian Village Tr		40/		40/	40/	00/	_	0.404	0.5	400	
North Scenic Hwy	Bland County	6.14 430 G		1%	1%	1%	1%	0%	С	0.121	0.5	460	(
	From:	SR 61 Clear Fork Creek F SR 61 Wolf Creek Hw											
52) (61)	Bland County	0.06 430 N		1%	1%	1%	1%	0%	Ν	0.121	0.5	460	
52) (61)	Biana ocany			1 70	. 70	1 70	. 70	070	• • •	0.121	0.0	100	
Ole an Fault O. 111	To:	I-77 West of Rocky Ga	•	001		061	401	001		0.404	0.500	0000	
52 (61) Clear Fork Creek Hwy	Bland County	0.40 2100 G	94%	2%	2%	2%	1%	0%	С	0.134	0.563	2200	(
	To: From:	SR 61 Wolf Creek Hw	y										
52 North Scenic Hwy	Bland County	2.07 960 G	95%	1%	3%	1%	1%	0%	С	0.124	0.6	1000	(
<u> </u>	To	I-77											
~~	From	US 52 North Scenic Hw											
52 (598) Ramp	Bland County	0.10 510 G	<u> </u>							0.123		510	(
\sim \sim	To:	I-77 North											

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

			iaiiileiiai	100 7 11 0	<u> </u>											
Route	Jurisdiction	n Lenath	AADT	QA	4Tire	Bus		Trı	-		QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:		SR 598													
52 \ \(\bar{77} \) \(\bar{52} \)		•														
~ ~ ~	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	30000	G	78%	1%	1%	1%	19%	1%	F	0.070	F	0.5	26000	G
	To:	West V	Virginia Sta	te Line			— —									
52) (77) (5 ₂)	West Virginia (Ma				S	ee I-77	for dire	ctional t	raffic vo	lume es	timate	es for this	segr	ment.		
			30000	G	78%	1%	1%	1%	19%	1%	F	0.070	F	0.5	26000	G
	To:															
	From						<u> </u>									
52 Ramp	L Bland Coun											0.1			1600	G
52 Ramp	To:	•										0.1			1000	C
~~	L											0.445			000	_
52 Ramp	Bland Coun	•										0.115			920	G
~	10:		I-77 North													
~~~	From:	US 52 CI	ear Fork C	reek Hw												
₅₂ Ramp	Bland Coun	ty 0.18	670	G	96%	1%	1%	1%	1%	0%	F	0.132			690	G
~	To:		I-77 South													
	From:	US 52 CI	ear Fork C	reek Hw	v											
52 Ramp	Bland Coun	ty 0.16	450	G								0.113			450	G
	To:		I-77 North													
	From:		L-77 South													
52 (77) Ramp	Bland Coun		1-77 South		S	ee I-77	for dire	ctional t	raffic vo	lume es	timate	es for this	sear	ment.		
52 77 Ramp	To:	-7	River Mo	untain Ra				0	u				, cog.			
	From:	SR 370 I	SR 598	untum re												
52 <del>77</del> 52	Bland Coun	ty 0.79			S	ee I-77	for dire	ctional t	raffic vo	lume es	timate	es for this	segr	nent.		
		•	30000	G							F		_		26000	G
	- F	<u> </u>														_
$\neg \neg \neg \neg$	From:		√irginia Sta	te Line	0	1 77	f	-1114		l						
[5 ₂ ] (77) [52]	• ,	,											_			_
~ ~ ~	Combined Traffic Estimates for 2 Parallel F					1%	1%	1%	19%	1%	F	0.074	F	0.511	26000	G
	To:	West Virginia (Maint: 10)   0.50   See I-77 for directional traffic volume estimates for this segment.														
	From:	Taze	well County	y Line												
61) Clear Fork Creek Hwy	Bland Coun	ty 10.53	420	G	96%	0%	1%	1%	1%	0%	F	0.116		0.66	440	G
$\smile$	To:															
$\neg \sim$	From:															
61 / {52}	Bland Coun	ty 0.06	430	N	96%	1%	1%	1%	1%	0%	N	0.121		0.5	460	N
$\smile \smile$	To	I-77 W	est of Roc	ky Gap			$\neg$ $\vdash$									
61) (52) Clear Fork Creek	Hwy Bland Coun		2100	G	94%	2%	2%	2%	1%	0%	С	0.134		0.563	2200	G
3.7 (3.2)	To:	,	Wolf Cree		•											
	From:		ear Fork C		y											
61 Wolf Creek Hwy	Bland Coun	ty 7.42	360	G	96%	2%	1%	1%	2%	0%	С	0.105		0.513	380	G
	To:		es County I	ine												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction Le	ength <b>AAD</b> 1	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	Wythe Coun													_
(77)		0.69 <b>1500</b> 0		78%	1%	1%	1%	18%	1%	F	0.134			14000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this R	loute: <b>3000</b> 0	) A	78%	1%	1%	1%	19%	1%	F	0.126	Α	0.586	27000	Α
North	To From:	10-717 Little C	eek Hwy												
(77)	Bland County 5	5.45 <b>1500</b> 0	) G	78%	1%	1%	1%	18%	1%	F	0.077			13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 30000	) G	78%	1%	1%	1%	19%	1%	F	0.076	F	0.519	26000	G
	To:	US 52, SF	42			<b>—</b> —									
North (77)	Bland County 6	6.11 <b>1500</b> 0		78%	1%	1%	1%	18%	1%	F	0.077			13000	G
(11)	Combined Traffic Estimates for 2 Parallel Roadways on this R			78%	1%	1%	1%	19%	1%	F	0.077	F	0.531	26000	G
	<u> </u>				1 /0	1 70	1 /0	10 /0	1 /0	'	0.070	•	0.551	20000	u
North	From:	10-666 Indian V													
(77)	•	3.94 <b>1400</b> 0		78%	1%	1%	1%	18%	1%	F	0.077			13000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>2900</b> 0	) G	78%	1%	1%	1%	19%	1%	F	0.074	F	0.501	25000	G
North	To From:	10-606 Wilden	ness Rd												
(77)	Bland County	1.97 <b>1500</b> 0	) G	78%	1%	1%	1%	18%	1%	F	0.076			13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 30000	) G	78%	1%	1%	1%	19%	1%	F	0.075	F	0.501	26000	G
	To	US 52, SF	: 61												
North	Bland County 2	2.24 <b>1500</b>		78%	1%	1%	1%	18%	1%	С	0.136			13000	G
77	Combined Traffic Estimates for 2 Parallel Roadways on this R			78%	1%	1%	1%	19%	1%	С	0.130	Α	0.52	26000	G
	- Tallic Estimates for 21 araner roadways on this ri			7076	1 /0	1 /0	1 /0	13/0	1 /0	O	0.123	^	0.52	20000	u
North	From:	US 52; SR	598												
$(77)$ $\{52\}$ $\{52\}$	•	0.79 <b>1500</b> 0		78%	1%	1%	1%	18%	1%	F	0.078			13000	G
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 30000	) G	78%	1%	1%	1%	19%	1%	F	0.070	F	0.5	26000	G
North	To: Front	West Virginia S	tate Line												
(77) $(52)$ $(52)$	West Virginia (Maint: 10)	0.50 <b>1500</b>	) G	78%	1%	1%	1%	18%	1%	F	0.078			13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 30000	) G	78%	1%	1%	1%	19%	1%	F	0.070	F	0.5	26000	G
		nd of Tunnel, W		a											
North	From:	I-77 No	th												
(77) Ramp	Bland County (	0.22 <b>250</b>	G								0.249			250	G
$\overline{}$	To:	10-717 Little C	eek Hwy												
North	From:	Gap VENT BU	ILDING												
(77) Ramp	_ <del></del>	0.10 <b>NA</b>									NA			NA	
	То: І-77	-N VENT BUIL		AD											
North	From:	I-77 No									0.104			1600	0
77 Ramp		0.23 <b>1600</b> US 52 South Sc									0.104			1600	G
N. d	From														
North $(77)$ Ramp	Bland County (	I-77 North to 0.22 <b>2400</b>	Scales G								0.118			2400	G
/// ramp	To:	I-77 North from									0.110			2400	u
	· · · · · · · · · · · · · · · · · · ·	1-11 1401111 1101	ii ocaics												

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

							_		Tru	ıck			K	01/	Dir		
Route	Jurisdie	tion	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
orth	DI. 10	From:	0.00	I-77 North									0.101			070	_
77 Ramp	Bland C	ounty	0.20	870	G								0.104			870	G
				Indian Villa													
lorth 77 Rocky Gap Rest	Area Ramp Bland C	ounty	0.13	North to Res	t Area <b>G</b>	81%	1%	1%	0%	16%	1%	С	0.176			950	G
77) Hocky dap Hest	Area Hamp Bland O	To:		est Area Par		0176	1 /0	1 /8	0 /6	10 /6	1 /0	O	0.170			330	
lorth		From:		st Area Parl													
77) Rocky Gap Rest	Area Ramp Bland C	ounty	0.24	950	G	81%	1%	1%	0%	16%	1%	С	0.176			950	C
<u> </u>		То:	I-77 No	orth from Re	est Area												
lorth		From:		I-77 North													
77) Ramp	Bland C	ounty	0.21	250	G								0.375			250	G
		10:	10-60	06 Wilderne	ss Rd												
lorth Doma		From:	0.20	I-77 North	_	94%	1%	2%	10/	20/	00/	_	0.170			040	(
77 Ramp	Bland C			790 lear Fork Ci	G Hw		1 70	2%	1%	2%	0%	Г	0.172			840	
		Prom:	03 32 C	I-77 North		y											
lorth 77 Ramp	Bland C	ountv	0.14	180	G								0.569			180	
77)	5.4	To:		North Scen									0.000				
outh		From:	Wv	the County	Line												
outh 77	Bland C	ounty	0.87	15000	Α	77%	1%	1%	1%	19%	1%	F	0.137			13000	A
	Combined Traffic Estimates for 2 Paral	lel Roadways on this	Route:	30000	Α	78%	1%	1%	1%	19%	1%	F	0.128	Α	0.533	27000	/
		To	10-717	7 Little Cree	k Hwv			<u> </u>									
outh 77	Bland C	ount.	5.70	15000	G	77%	1%	1%	1%	19%	1%	_	0.078			13000	(
<i>(1)</i>	Combined Traffic Estimates for 2 Paral	•			G	78%	1%	1%	1%	19%	1%	F	0.076	F	0.519	26000	(
	Combined Trainc Estimates for 2 Farai	- Hoadways off tills				7070	1 /0	1 /0	1 /0	13/0	1 /0	'	0.076	•	0.519	20000	
outh		From:	Ţ	JS 52, SR 4	2												
77)	Bland C	-	6.05	15000	G	77%	1%	1%	1%	19%	1%	F	0.074			13000	C
	Combined Traffic Estimates for 2 Paral	lel Roadways on this			G	78%	1%	1%	1%	19%	1%	F	0.073	F	0.531	26000	C
outh		To: From:	10-666	Indian Villa 10-666	ge Trail												
outh 77	Bland C	ounty	3.87	15000	G	77%	1%	1%	1%	19%	1%	F	0.078			13000	(
,,,	Combined Traffic Estimates for 2 Paral	•	Route:	29000	G	78%	1%	1%	1%	19%	1%	F	0.074	F	0.501	25000	(
		-To:		10-606													
outh	Diamet O	From:	0.10			770/	10/	40/	10/	100/	10/	_	0.070			10000	,
77	Bland C	,	2.12	15000	G	77%	1%	1%	1%	19%	1%	F	0.079	_	0.501	13000	(
	Combined Traffic Estimates for 2 Paral	iei Roadways on this	Houte:		G	78%	1%	1%	1%	19%	1%	F	0.075	F	0.501	26000	(
outh		To: From:		SR 61			-										
77)	Bland C	ounty	1.79	15000	Α	77%	1%	1%	1%	19%	1%	С	0.138			13000	A
$\smile$	Combined Traffic Estimates for 2 Paral	lel Roadways on this	Route:	30000	G	78%	1%	1%	1%	19%	1%	С	0.125	Α	0.52	26000	C
		To:	U	JS 52; SR 59	98												

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

								Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		SR 598													
77 52 52	Bland County		15000	G	77%	1%	1%	1%	19%	1%	F	0.076			13000	G
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	30000	G	78%	1%	1%	1%	19%	1%	F	0.074	F	0.511	26000	G
	To	West V	/irginia Sta	te Line												
South $(77)$ $(52)$ $(52)$	West Virginia (Maint:	: 10) 0.50	15000	G	77%	1%	1%	1%	19%	1%	F	0.076			13000	G
	Combined Traffic Estimates for 2 Parallel Roa			G	78%	1%	1%	1%	19%	1%	F	0.074	F	0.511	26000	G
	To:	•	unnel, Wes			1 /0	1 /0	1 /0	13/6	1 /0	'	0.074	'	0.511	20000	u
South	From:		I-77 South													
Ramp	Bland County	0.20	210	G								0.266			210	G
	To:	10-717	Little Cree													
South	From:	I-77	South to So	cales												
(77) Ramp	Bland County	0.22	3000	G								0.195			3000	G
	To:	I-77 S	outh from S	Scales												
South	From:		I-77 South													
(77) Ramp	Bland County	0.22	1100	G								0.097			1100	G
$\overline{}$	To:	US 52	South Scen	ic Hwy												
South	From:		I-77 South													
77 Ramp	Bland County	0.19	910	G								0.130			910	G
	10:		Indian Villa													
South	From:		to Welcon			40/	40/	40/	050/	40/	_	0.450			4400	
Rocky Gap Welcome Ce	nter Bland County	0.17 Enter Welco	1300	A Doubing	72%	1%	1%	1%	25%	1%	С	0.153			1100	Α
South	From:	Exit Welco														
77 Rocky Gap Welcome Ce	nter Bland County	0.12	1300	Α	72%	1%	1%	1%	25%	1%	С	0.153			1100	Α
	To:	I-77 South	from Welco	ome Cen	ter											
South	From		I-77 South													
(77) Ramp	Bland County	0.15	460	G								0.116			460	G
$\overline{}$	To:	10-60	6 Wilderne	ss Rd												
South	From:	I-7′	7-S TO RT													
(77) Ramp	Bland County	0.26	500	G								0.118			500	G
<u> </u>	To:	US 52 US 5			77											
South	From:		I-77 South									0.407			400	_
77 (52) Ramp	Bland County	0.17	460	G								0.127			460	G
	10.		River Mo				<u></u>									
Main St	From:		cenic Hwy			10/	20/	00/	00/	00/	0	0.146		0.514	260	C
98 Main St	Bland County	0.50	240 South of Bl	G land CH	97%	1%	2%	0%	0%	0%	С	0.146		0.514	260	G
	Francis															
(598) E River Mountain Rd	Bland County	4.27	/irginia Sta 150	te Line <b>G</b>	93%	3%	1%	1%	2%	0%	С	0.16		0.783	160	G
298 L LINEL MOUNTAIN HO	Tro		52 North Sc			J /0	1 /0	1 /0	£ /0	U /0	O	0.10		0.703	100	G
	<u> </u>	1-77, US	ال 1101ui كار	CIIIC IIW	J											

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
598 Ramp	Front Bland County ™	SR 598 E River Mountain Rd 0.22 <b>70 G</b> I-77 South	0.157	70 G
598 (52) Ramp	Front Bland County To:	US 52 North Scenic Hwy 0.10 <b>510 G</b> I-77 North	0.123	510 G

Route	Length	AADT	QA	4Tire	Bus		nance Area Truck		QC	K	QK	Dir	AAWDT	ΩW	Year
Bland County	Longin	AADI	Q,A	41110	Баз	2Axle 3+	Axle 1Trail	2Trail	QU	Factor	QIV	Factor	7010001	Q.,,	roai
	0.00	From	Ļ			Dead 1	End						NIA		40/44/004/
F1 Sugar Bottom Dr	0.96	50	R			10-617 Wadd	lletown Rd			NA T			NA		10/14/2015
		From				10-616 Sandy									
F2 Sandy Hollow Rd	0.17	30	R			Ĭ				NA			NA		11/06/2015
		To	1			Dead 1									
F3 Arrowhead Dr	0.24	30	L			Dead 1	End			NA			NA		11/06/2015
(F3) Arrowhead Dr	0.24					10 666 Indian	Villaga Tuail						1471		11/00/2010
F3 Arrowhead Dr	0.29	20 From	R			10-666 Indian	village Trail			NA			NA		11/06/2015
		To	4			Dead l	End								
0010115		From	<u> </u>			US 52 South S	Scenic Hwy			Щ.,					0= (0= (00 )
F48 Crab Orchard Dr	0.45	<b>90</b>	R			Dead 1	End			NA			NA		05/25/2012
		From				Wythe Cou									
(600)	2.60	20	R			** ythe COU	inty Ellik			NA			NA		10/14/2015
		To				10-601 Little	Creek Hwy								
<u> </u>		From				10-603; 1	10-617								40/44/55:-
601 Little Creek Hwy	11.40	320 To	R			Pulaski Cou	ınty Lina			NA			NA		10/14/2015
		From	-			Dead 1									
602) Spur Branch Rd	1.25	45	R			Dead	Elia			NA			NA		10/14/2015
		To From				1.25 ME of	Dead End			_					
(602) Spur Branch Rd	0.80	70	R							NA			NA		10/14/2015
		To From			10	0-668 Long Sp	ur School Rd								
602) Spur Branch jRd	0.35	70	R							NA			NA		10/14/2015
0		From				10-632 Pa	rcell Dr								
602 Spur Branch Rd	0.40	90	R							NA			NA		10/14/2015
Cruss Dramah Dd	0.00	From	_			0.40 ME	10-632						NIA		10/14/0015
602 Spur Branch Rd	0.80	<b>90</b>	R			10-601 Little	Creek Hwv			NA T			NA		10/14/2015
		From				Wythe Cou									
603) Smith Hollow Rd	1.60	46	R							NA			NA		10/14/2015
		To				10-601; 1	10-717								
604) Walkers Creek Rd	2.45	From	<u> </u>			SR 42, E Blue	egrass Trail						NA		10/22/2015
(604) Walkers Creek Rd	3.45	270	R							NA			INA		10/22/2015
(604) Walkers Creek Rd	1.52	50 From	R			10-651 Rocl	k Wall Dr			NA			NA		10/22/2015
(604)		To	Ü			1.52 ME	10-651								.0,22,20.0
(604) Walkers Creek Rd	2.10	From	<u> </u>			1.50 ME	10-651			 NA			NA		10/22/2015
(604) Walkers Creek Rd	2.10	110	R			10 (00 81				INA			INA		10/22/2013
(604) Point Pleasant Rd	0.40	130 From	R			10-608 Sky	ausky Rd			NA			NA		10/22/2015
000		To				0.40 ME	10-608						•		
604) Point Pleasant Rd	0.50	46 From	R			0.40 MIL	10-008			NA			NA		10/22/2015
		To	1			Dead l	End								
O		From				Dead 1	End								
605 Main St	0.30	40	R							NA			NA		10/23/2015
Main St	0.50	From				0.30 MW E	Dead End			NIA			NI A		11/02/2015
605 Main St	0.59	130	R							NA			NA		11/02/2015
(605) Main St	0.21	180	R			0.89 MW E	Dead End			 NA			NA		11/02/2015
000)	0.21	To				1 10 1000	and End						11/7		, 52, 2010
(605) Main St	0.50	200 From	R			1.10 MW E	cau End			NA			NA		11/02/2015
		To				SR 98 M	Iain St								

					ום	iaiiu ivia	untenand	e Alea								
Route	Length	AADT	QA	4Tire	Bus		Tr : 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County																
606) Wilderness Rd	0.06	430	N	96%	1%	1%	orth Scenie 1%	1%	0%	N	0.121		0.5	460	N	2017
606) Wilderness Rd	5.03	1100 From	G	94%	1%	2% 10-608 W	I-77 1% , Wesende	2% enck Rd	0%	F	0.116		0.607	1100	G	2017
606) Wilderness Rd	4.49	770	G	94%	1%	10-608 W 2%	1%	nck Rd 2%	0%	F	0.115		0.529	810	G	2017
606) Wilderness Rd	3.94	670 From	G	94%	1%	2%	ID Price R 1% E Bluegrass	2%	0%	С	0.139		0.51	700	G	2017
		From	d		10-606		2A FROM		PT							
606 Ramp	0.20	170	G		10-000		FROM RT		, KI		0.14			170	G	2017
O -		From			1	0-606 TC	) AND FR	OM RT			<u> </u>					
606) Ramp	0.14	500	G			I-77-N	FROM RT	` 606			0.121			500	G	2017
		From	d				Price Ridg									
607 Burtons Pond Rd	1.89	<b>45</b>	R				ME 10-60				NA			NA		06/05/201
607) Burtons Pond Rd	0.71	40 From	R			1.09	WIE 10-00	76			NA			NA		06/05/201
$\bigcup$		To	00			10-606	Wildernes	s Rd								
608 Skydusky Rd	0.60	210	R		;	SR 42 W,	E Bluegra	ss Trail			NA			NA		10/22/201
608) Skydusky Rd	1.10	80 From	R	1	0-604 P	oint Pleas	ant Rd; W	alkers Cre	eek Rd		NA			NA		10/22/201
608) Skydusky Rd	1.90	50 From	R			1.10	ME 10-60	)4			NA			NA		10/22/201
608) Skydusky Rd	1.40	30 From	R			Jeffers	on Forest I	Bndy			NA			NA		10/22/201
608) Skydusky Rd	0.60	120 From	R			10-639	Grandaddy	ys Dr			NA			NA		10/22/201
608) Price Ridge Rd	3.40	340 From	R				E Bluegras				NA NA			NA		10/27/201
(608) Wesendonick Rd	2.44	From	R				E, Wilderne V, Wildern				NA			NA		10/27/201
		To From			10	)-677 No	Business C	Creek Rd			<u> </u>					
608 Wesendonick Rd	0.90	130	R			10,600	Dinky Trac	dr D.d			NA —			NA		11/05/201
608) Wesendonick Rd	2.28	190 From	R				J. Wilderne				NA			NA		10/29/201
		From					Wesendoni									
609 Dinky Track Rd	1.80	40	R								NA			NA		10/27/201
		To	J		10		Business C									
610 Nebo Rd	1.10	70	R				n County L				NA			NA		10/16/201
(610) Nebo Rd	0.80	100 From	R				Shady Gro				NA			NA		10/16/201
			l .				Blue Gra									
611) Slide Mountain Rd	0.10	80	R			SR 42, I	E Bluegrass	s Trail			NA			NA		10/22/201
(611) Slide Mountain Rd	0.50	60	R				MN SR 4				NA			NA		10/22/201
		To	1			0.60	MN SR 4	2								

					В			nce Area							
Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		Fron	1			0.60	MNICD	2 42							
(611) Slide Mountain Rd	1.53	30	R			0.00	MN SR	. 42		NA			NA		10/22/201
		Te	r			10-612									
(612) Kimberling Rd	0.56	140	E			US 52 No	orth Sce	nic Hwy		NA			NA		10/22/2015
(612) Kimberling Rd	0.00	1- <b>T</b> O				0.56	ME US	5.52					1471		10/22/2010
(612) Kimberling Rd	4.22	110 Fron	R			0.50	WILL CO	. 32		NA			NA		10/22/2015
		To Fron	) 1			4.78	ME US	5 52							
612 Kimberling Rd	0.89	100	R							NA			NA		10/22/201
(612) Kimberling Rd	0.75	110 Fron	R			5.67	ME US	52		 NA			NA	-	10/22/201
(612) Kimberling Rd	0.75	110				10-627 Da	ualtan He	allow P.d					IVA		10/22/2013
(612) Kimberling Rd	1.55	120 From	R			10-027 D	аноп по	ollow Ku		NA			NA		10/22/201
		To Fron				10-611 Sli	ide Mou	ıntain Rd							
(612) Kimberling Rd	2.90	140	R							NA			NA		10/29/2015
<u> </u>		Fron				10-631 F	Pinch Cr	reek Rd		<u> </u>					
612 Kimberling Rd	0.81	390 _{To}	R			10-606	Wildern	ness Rd		NA			NA		10/29/2015
		Fron	1:				Dead End								
(613) Dry Fork Rd	0.37	30	R				read Enc	<u> </u>		NA			NA		10/23/2015
		T. Fron	Y.			0.37 N	ME Deac	d End							
613) Dry Fork Rd	0.60	90	R							NA			NA		10/29/2015
<u> </u>	0.00	Fron				0.97 N	ME Dead	1 End		╗					10/00/004
613) Dry Fork Rd	0.20	120	R							NA			NA		10/29/2015
(613) Dry Fork Rd	4.71	430 From	R			1.17 N	ME Deac	1 End		NA			NA		10/29/2015
(613) 21) 1 SIN 1 IS		т.				10-663 1	Dangerf	field Dr							. 0, 20, 20
(613) Laurel Fork Rd	0.50	450 From	R			10-0031	Dangerr	icid Di		NA			NA		10/29/2015
		T/ Fron	×			US 52 No	orth Sce	nic Hwy		_					
613) Dry Fork Rd	6.16	860	R							NA			NA		10/29/2015
		Fron	× .				Dead End								
(614) Grapefield Rd	12.70	1800	R			Tazewe	ell Count	ly Line		NA			NA		11/05/2015
		To	00			US 52 No	orth Sce	nic Hwy							
0 % 81	4.00	Fron			Į	JS 52 S, S	South Sc	enic Hwy		<u>ا</u>					10/11/001
615) Suiter Rd	1.20	380	R							NA			NA		10/14/2015
(615) Suiter Rd	2.95	70 From	R R			10-620	White P	ine Dr		NA			NA		10/14/2015
(813) Garrer 11a		Te				2.05	MN 10-	-620							
(615) Suiter Rd	0.25	100 Fron	R			2.73	14114 10-	020		NA			NA		10/14/2015
$\bigcirc$		T _e Fron	2			10-61	18 Lodg	e Dr							
(615) Railroad Trail	4.37	590	R							NA			NA		10/20/2015
<u> </u>		From				10-6	649 Pep	St		<u> </u>					
(615) Railroad Trail	0.32	890	R							NA —			NA		10/20/2015
(615) Bears Trail	0.59	240 From	R		U	JS 52 N, N	North Sc	cenic Hwy		NA			NA		11/05/2015
615 Bears Trail	3.00	<b>—</b>	· ·			D	Dead End	i							,55,2516
_		Fron				10-617 V	Waddlete	own Rd							
616 Sandy Hollow Rd	0.30	<b>80</b>	R			ED 2 C	dv. TT. 1	Ilon, D.1		NA			NA		11/05/2015
_		Fron	r		T	FR-2 Sa									
(617) Waddletown Rd	3.80	110	R			JO JE 3, S	south SC	enic Hwy		NA			NA		10/14/2015
$\bigcirc$		To	):			10-619	Green I	Hill Rd							

						Jiana	iviani	ποπαπ	oc mea									
Route	Length	AADT	QA	4Tire	Bus	3			ruck e 1Trail		QC	K Factor	QK	Dir Factor	AAV	VDT	QW	Year
Bland County		Fron				10	0.610.6	Jacon III	II D.4									
(617) Waddletown Rd	1.97	200	R			10	J-019 C	Green Hi	III Ku			NA			Ν	IA		10/14/2015
		T. From	×			10-6	616 Sar	ndy Holl	low Rd									
(617) Waddletown Rd	1.00	460	R									NA			N	IA		10/14/2015
		T	2						nic Hwy									
(618) Lodge Dr	1.20	130	<u> </u>   R				10-615	Suiter	Rd			NA			N	Δ		10/20/2019
(618) Lodge Di	1.20	т.	× 11				De	ad End							11	^		10/20/201
		Fron	1:			10-	-617 W	addleto	wn Rd									
(619) Green Hill Rd	0.40	45	R									NA			N	Α		10/23/201
$\overline{}$		T	):				De	ad End										
○ 14/1: B: B	4.00	Fron					De	ad End										10/11/001
(620) White Pine Dr	1.80	170	R				10 615	Cuitar	Da			NA			N	А		10/14/201
		Fron	,					Suiter										
(621) Old Mountain Rd	3.00	180	`L			SR 4	12, W E	slue Gra	iss Hwy			NA			N	Α		10/20/2019
021)		Te	00			US	52 Sou	th Sceni	ic Hwy									
		Fron	12			SR 42	2 S, W	Blue Gr	ass Hwy									
622) Birch Grove Rd	1.00	47	R									NA			N	Α		10/16/2015
$\overline{}$		T. Fron	×				1.00 N	ME SR 4	42			_						
622) Birch Grove Rd	0.30	30	R									NA			N	Α		10/16/2015
		From	x:			10-62	26 W,	Stowers	Hill Rd			ⅎ						
622) Birch Grove Rd	1.40	30	R									NA			N	IA		10/16/2015
<u> </u>		From	2		10-62	26 E, I	Bethan	y Rd; St	owers Hill	Rd								
(622) Birch Grove Rd	0.30	40	R									NA			N	IA		10/16/2015
<u> </u>		From					0.30 N	ИЕ 10-6	26			⇉┈						
(622) Birch Grove Rd	0.40	30	R									NA			N	Α		10/16/2015
		Fron				Je	fferson	Forest	Bndy			<u> </u>						
622) Birch Grove Rd	0.40	30	R									NA			N	А		10/16/2015
Directo Corecce Del	0.50	From				10-625	5 W, N	1ountain	Glen Dr						N.			10/10/001
622 Birch Grove Rd	0.53	60	R									NA —			N	А		10/16/2015
622) Birch Grove Rd	0.70	From				10-62	25 E, C	Ceres Sc	hool Rd			NA			NI	IA		10/20/2015
622) Birch Grove Rd	0.70	60	R									INA			IN	А		10/20/2013
622) Foglesong Valley Rd	2.30	From	R			10-	-624 Ra	avens Cl	liff Rd			NA			N			10/20/2015
622 Foglesong Valley Rd	2.30	<b>8</b> 0										11/4			IN	^		10/20/2013
622 Foglesong Valley Rd	2.70	30 From	R R			1(	0-623 I	Red Oal	k Rd			NA			N	IA		10/20/2015
622 Foglesong Valley Rd	2.70	JU				an 10		~ ~							1 1	^		10/20/2013
(622) Whackertown Rd	2.30	60 From	R			SR 42	. W, W	Blue G	rass Hwy			NA			N	IA		10/20/2015
(622) Whackertown Rd	2.00	т.				CD 40	) F W	DI C	**							, ,		10/20/2010
622) Shewey Valley Rd	1.40	60 From	R			SK 42	2 E, W	Blue Gi	rass Hwy			NA			N	ΙA		10/20/2015
022) 6.161.6) 1.10		T	4				De	ad End				T.						. 0, 20, 20
		From	1.			10-62	22 Fogl	esong V	alley Rd									
(623) Red Oak Rd	0.81	100	R									NA			N	ΙA		10/20/2015
$\overline{}$		From	) ·						Grass Hwy									
(623) Sharon Springs Rd	7.40	40	R			JK 42	LL, W	Diue GI	rass Hwy			NA			Ν	ΙA		10/20/2015
, , ,		т	3.			Ta	azewell	County	Line									
		Fron	1:				De	ad End										
624) Ravens Cliff Rd	1.00	110	R									NA			N	IA		10/20/2015
		Te	):	1	10-622 I	Fogles			; Birch Gro	ve Rd								
Mauratain Olara Da	0.50	From					De	ad End					_		. ·	۱۸	_	10/10/001
625 Mountain Glen Dr	0.50	40 T	R			10.0	22 117	Direct C	rovo D.1			NA			N	IA		10/16/2015
			I			10-62	∠∠ W, I	DITCH G	rove Rd									

R R To	2Axle 3+Axle 11rail 21rail  10-622 E, Birch Grove Rd  SR 42, W Blue Grass Hwy  10-647 Willow Springs Rd  0.30 MN 10-647  Dead End  10-622 W, Birch Grove Rd  2.20 ME 10-622	QC Factor  NA  NA  NA  NA  NA  NA  NA  NA  NA  N	QK Factor	NA  NA  NA  NA	10/16/2015 10/16/2015 10/16/2015
R R To R R To R To R To R To To R R To To To R R To To To To R To	SR 42, W Blue Grass Hwy  10-647 Willow Springs Rd  0.30 MN 10-647  Dead End  10-622 W, Birch Grove Rd  2.20 ME 10-622	NA NA NA NA NA NA NA NA		NA NA	
R R To R R To R To R To R To To R R To To To R R To To To To R To	SR 42, W Blue Grass Hwy  10-647 Willow Springs Rd  0.30 MN 10-647  Dead End  10-622 W, Birch Grove Rd  2.20 ME 10-622	NA NA NA NA NA NA NA NA		NA NA	10/16/2015
R To	10-647 Willow Springs Rd  0.30 MN 10-647  Dead End  10-622 W, Birch Grove Rd  2.20 ME 10-622	NA NA NA NA		NA	10/16/2015
R To	0.30 MN 10-647  Dead End  10-622 W, Birch Grove Rd  2.20 ME 10-622	NA NA NA NA		NA	10/16/2015
R To R R To	0.30 MN 10-647  Dead End  10-622 W, Birch Grove Rd  2.20 ME 10-622	NA D NA NA			10/16/2015
R To R R To	Dead End  10-622 W, Birch Grove Rd  2.20 ME 10-622	NA D NA NA			
R To To R To R To	Dead End  10-622 W, Birch Grove Rd  2.20 ME 10-622	NA		NA	10/16/2015
To R	10-622 W, Birch Grove Rd 2.20 ME 10-622	NA			10/10/2010
R R R To R	2.20 ME 10-622				
R R					
R To:		NA NA		NA	10/16/2015
R To:	10.000 00 00	NA			
R	10 (00 F P: 1 =			NA	10/16/2015
To:	10-622 E, Birch Grove Rd			NIA.	10/10/0015
	SR 42, W Blue Grass Hwy	NA T		NA	10/16/2015
rom:	Dead End				
R		NA		NA	10/22/2015
To:	10-612 Kimberling Rd				
rom:	US 52 North Scenic Hwy				10/00/0045
R	10-652 Fernwood Dr	NA T		NA	10/29/2015
rom:	10-606 Wilderness Rd				
R	10-000 Whatehess Ru	NA		NA	10/27/2015
To:	Dead End				
rom:	Dead End				10/00/00/
R	10-665 Quarry Dr	NA T		NA	10/29/2015
rom:	10-612 Kimberling Rd				
R	10-012 Kinnocrinig Ku	NA		NA	10/29/2015
To:	Dead End				
	10-602 Spur Branch Rd				10/00/0045
To:	Dood End	NA T		NA	10/23/2015
rom:					
R	Dead End	NA		NA	10/29/2015
To:	10-631 Pinch Creek Rd				
	10-738 Byrnes Chapel Rd				
R	SD 42 E Diva Grace Hyuy	NA T		NA	10/27/2015
rom:		<u>_</u>			
R	10-037 Starks St	NA		NA	11/06/2015
To:	Cul-de-Sac				
	Dead End				
R		NA		NA	11/06/2015
Tor	10-615 Railroad Trail	NIA		NA	10/20/2015
D	10-648 Angles Pass Dr	INA		INA	10/20/2015
R To:	10-615 Railroad Trail	<u> </u>			
To:	10-013 Kambau Hall				
To:	10-013 Kamoau Han	NA		NA	11/05/2015
To:	10-636 Walnut Dr	NA		NA	11/05/2015
rom R		NA NA NA		NA NA	11/05/2015
F	To R To From R To From R To From R To From R R R R To From R R R R To From R R R R R R R R R R R R R R R R R R R	To   Dead End	To	To   Dead End   NA	To   Dead End   NA

				BI	and Maintenance Area							
Length	AADT	QA	4Tire	Bus		$\cap$	K Factor	QK	Dir Factor	AAWDT	QW	Year
0.20		<u> </u>			10-608 Skydusky Rd		 NA			NΑ		10/23/201
0.20	To	,			Dead End					IVA		10/20/201
	From	1:			Dead End							
1.00	40	R					NA			NA		10/27/201
	To From	Y.			10-738 Byrnes Chapel Rd		<u> </u>					
3.00	110	R					NA			NA		10/27/2015
	To Fron	1			3.00 ME 10-738							
0.70	20	R					NA			NA		10/27/201
	То	);			Dead End							
0.00		<u></u>			10-606 Wilderness Rd					NIA		11/05/001
0.03	20						INA			NA		11/05/201
0.10	From				0.03 MN 10-606					NIA		11/03/201
0.12	Tc Tc	× K			Dead End		INA			NA		11/03/2013
	Fron	12		Ť			1					
0.70		R			33 32 3, North Scenic Hwy		NA			NA		11/05/201
	То	):		ι	JS 52 N, North Scenic Hwy							
	From	12			Dead End							
0.40	30	R					NA			NA		10/14/201
	То	x			US 52 South Scenic Hwy							
	From				Dead End							
0.40	70	R_			CD CLW ICC LLW		NA NA			NA		10/23/201
		<u>'</u>			•		1					
1 10		Ь			Dead End		NΙΔ			ΝΔ		10/22/2015
1.10	To	× 11			SR 42, E Bluegrass Trail					INA		10/22/2013
	From	1-					1					
0.37	70	R			10-015 W, Kamoad Han		NA			NA		10/20/2015
	Tc	Y.			0.37 ME 10.615							
2.31					0.57 NIL 10-015		NA			NA		10/20/201
	To	00			10-615 E, Railroad Trail							
	From	1:			Dead End							
0.32	30	R					NA			NA		10/23/201
	То	)C			10-625 Poor Valley Rd							
	From	<u> </u>			US 52 North Scenic Hwy							
0.49	60 Tc	_R			Dood End		NA			NA		10/20/2015
	F	1										
0.03		Ь			Dead End		NA			NA		10/20/2015
0.00	. T.	···			10.654.61					1471		10/20/2010
0 14	120 From	R			10-654 Chase St	NA			NΑ		10/20/2015	
0.14	To				10-615 Railroad Trail		— <u>`</u> ``			1471		10/20/2010
	From	1.			Dead End							
0.90	20	R					NA			NA		10/29/2015
	To	Y			SR 61 Wolf Creek Hwy							
	From				Dead End							
0.22	30	R					NA			NA		10/30/2015
		1										
0.05	From	<u> </u>			Dead End					NIA		10/20/201
0.05					10 (20 E1 D4		NA T			NΑ		10/30/201
	To	-										
		12			10-628 Eagles Rd							
0.20	From <b>40</b>	R			10-738 Byrnes Chapel Rd		NA			NA		10/30/201
	0.20 1.00 3.00 0.70 0.03 0.12 0.70 0.40 1.10 0.37 2.31 0.32 0.49 0.03 0.14	1.00 40  3.00 110  3.00 110  7. The second of the second o	0.20	0.20	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus     2Axide 3+Axide 1Trail   2Trail   QC   K   Factor   QK	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie 1   1711   2Trail   QC   Factor   QK   Factor   AADT   QA   4Tire   Bus   2Axie 3+Axie 1   1711   2Trail   QC   Factor   QK   Factor   ART   QC   Factor   QC   Fa	Length   AADT   QA   4Tire   Bus   2Axle 3+Axler   1Trail   2Trail   QC   Factor   CK   CK   CK   CK   CK   CK   CK   C	Length   AADT   AADT   AADT   Bus   AADT   CA   ATTICK   Bus   AADT   TUCK   AADT   CA   CA   AADT   CA   CA   CA   CA   CA   CA   CA   C

							ianu	iviaii	пен	anc	CAIC	,a												
Route	Length	AADT	QA	4Tire	В	Bus					uck 1Tra			QC	K Fact	or C	QΚ	Dir Facto	or	AAW	DT	QW	'	Year
Bland County		From				1/																		
(654) Chase St	0.08	170	R			10	J-049	Pep S	st; w	est C	Camp D	Л			NA					N/	4		1(	0/20/201
		To				_	10-	-615 R	Railro	oad T	`rail													
C Flor Do	0.40	From	_				US 5	52 Nor	rth Sc	cenic	Hwy									NI.				0/00/004
655 Elm Dr	0.16	<b>40</b>	R					De	ead Ei	end					NA					N/	1		1(	0/30/201
		From	! 						ead E															
(656) Raleigh Grayson Tpke	0.86	40	R												NA					NA	4		1	1/02/201
		To From				_	10	)-658	Old l	Mill	Rd													
(656) Raleigh Grayson Tpke	1.40	180	R												NA					N/	4		1	1/02/201
<u> </u>		From					10	0-1001	1 Jacl	kson	St				$\Box$							—		
656 Raleigh Grayson Tpke	0.07	110	R					CD O	0 1/1-	- : C					NA					N/	4		1	1/02/201
		From	<u> </u>			_		SR 98							_									
(657) Villa Heights Dr	0.25	60	L				10-	-614 C	эгаре	тена	Ra				NA					N/	4		11/0	1/05/201
001)		То						De	ead Ei	nd														
		From						De	ead Eı	nd														
(658) Old Mill Rd	1.21	30	R												NA					N/	4		1	1/02/201
		To			_	10					on Tpk	te												
(659) GB Keglely Dr	0.45	From	R		—	—	US 5	52 Sou	ıth Sc	cenic	Hwy				 NA					N/	Δ		1(	0/30/201
659 GB Region Bi	0.40	То	r:					De	ead Eı	nd										147	•		.,	3/00/201
		From						De	ead Eı	nd														
(660) ML Thompson Dr	0.10	170	R												NA					NA	4		1(	0/29/2015
		To					SR 6	61 W	olf Cr	reek	Hwy													
O Davidina Lat	0.00	From					10	0-653	Osbo	orne	Dr									N.				
Parking Lot 0.03	NA To						De	ead Ei	end					NA					N/	`				
		From	I				10-0	606 W			s Rd													
(662) Hungry Hollow Dr	0.30	60	R				-10	000 1	· nac	111000	, 114				NA					N/	4		1(	0/30/201
		То			_	_		De	ead Ei	nd														
O		From			_	_	10	)-613 l	Dry F	Fork	Rd													
663 Dangerfield Dr	0.08	40	R												NA					N/	4		1(	0/29/201
		From	l						ead E						_									
664	0.20	30	L					De	ead E	na					NA					N/	4		1	1/06/201
(664)		То					10-6	08 W	esenc	donic	k Rd												-	.,
		From						De	ead Ei	nd														
(665) Quarry Dr	0.55	210	R												NA					NA	4		1	1/05/2015
<u> </u>		То									ek Hw	У												
(666) Indian Village Trail	0.15	2600	R			—	US 5	52 Nor	rth Sc	cenic	Hwy				 NA					N/	۸		1.	1/05/2015
(666) Indian Village Trail	0.13	2000							TECE											INA	`		'	1/03/2013
666 Indian Village Trail	0.17	1800	R				I-	-77 W	EST	Ran	ıр				NA					N/			1	1/05/2015
1000 maian villago rrail	0.17	To					T	-77 E	ACT	Dom											·			1,00,2010
(666) Indian Village Trail	0.01	910 From	R					-// E	ASI	Kan	ф				NA					N/	١		1	1/05/2015
000)		To					FR	R-3 A1	rrowł	head	Dr													
		From					10-66	6 Indi	ian V	/illag	e Trail													
(666) Ramp	0.19	850	G												0.11	9				85	0	G		2017
		То	<u> </u>		<u> </u>	<u> </u>	<u> </u>		7 Sou		<u> </u>				<u> </u>						<u> </u>	<u> </u>		
666) Ramp 0.1	0.10	From <b>820</b>	G		—		10-66	6 Indi	ian V	'illag	e Trail				0.10	1				ρn	Λ	C		2017
(666) Ramp	0.19	<b>620</b>	<u> </u>		—	—		I-7	7 No	orth					0.10	4				82	J	G		2017
		From			_	_	_		ead E		_				Ť					_	=	_		
(667) Bland Farm Rd	0.49	560	R												NA					N/	4		1(	0/27/2015
$\overline{}$		To				_	SR 42	2, E E	3lue C	Grass	s Hwy													

					В	land Maintenance Area	1							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From				5 15 1								
(668) Long Spur School Rd	0.05	10	R			Dead End			NA			NA		10/30/201
000)9		To				10-602 Spur Branch Rd								
$\sim$		From				10-738 Byrnes Chapel Rd								
(670) Mount Zion Rd	1.75	80	R						NA			NA		10/27/201
Mount Zion Dd	1 55	From				1.75 ME 10-738						NIA		10/07/001
670 Mount Zion Rd	1.55	60 To	R			Giles County Line			NA T			NA		10/27/201
		From				10-606 Wilderness Rd								
(671) Dismal Creek Rd	0.42	120	R						NA			NA		10/27/201
$\bigcirc$		То	d			Dead End								
Mandanian Dd	0.45	From				US 52 South Scenic Hwy						NIA		10/00/001
674) Meadowview Rd	0.15	80 To	R			Dead End			NA			NA		10/30/201
		From	d			Dead End								
(676) Eagles Rd	0.25	710	R			Dead Ellu			NA			NA		05/25/201
		То	c		Ţ	JS 52 Clear Fork Creek Hwy								
		From				10-608 Wesendonick Rd								
(677) No Business Creek Rd	1.20	130	R						NA			NA		10/27/201
O N D : 0 1 D1	0.10	From				10-609 Dinky Track Rd			⊒			<b></b>		10/07/001
677 No Business Creek Rd	0.10	<b>70</b>	R			Giles County Line			NA			NA		10/27/201
Cil Ct						Glies County Line								
Giles County		From	1.			Giles County Line								
(677) No Business Creek Rd	1.90	60	R						NA			NA		10/27/201
		10	1			Dead End								
Bland County		From				SR 61 W, Wolf Creek Hwy								
678) Shady Branch Circle	1.65	110	R						NA			NA		10/29/201
$\bigcirc$		To From				1.65 ME SR 61			_					
678) Shady Branch Circle	0.80	50	R						NA			NA		10/29/201
<u> </u>		To From				2.45 ME SR 61								
(678) Shady Branch Circle	1.12	49	R						NA			NA		10/29/201
		10	9			SR 61 E, Wolf Creek Hwy			_					
(679) Depot Dr	0.10	From	 R			Dead End			NA			NA		11/06/201
(679) Dopot 21	0.10	То	÷			US 52 North Scenic Hwy			TÌ.					11/00/201
		From	i			10-615; 10-620								
(680) Brushy Mountain Rd	0.89	150	R						NA			NA		10/14/201
		То	c			Cul-de-Sac								
(684) Ridgeway Dr	0.22	From				10-617 Waddletown Rd			NA			NA		10/14/201
(684) Ridgeway Dr	0.32	<b>220</b>	R			Dead End						INA		10/14/2013
		From	4			10-660 ML Thompson Dr								
(690) ML Thompson Dr	0.30	160	R						NA			NA		10/29/201
$\bigcirc$		То				Dead End								
( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )	0.05	From	_	000/	601	Wythe County Line	401		0.004		0.044	010		0017
717 Little Creek Hwy	0.05	300 To	G	88%	0%	2% 1% 8% I-77	1%	С	0.231		0.844	310	G	2017
-	From	i			Wythe County Line; I-77			_						
(717) Little Creek Hwy	2.18	350	G	98%	0%	1% 0% 0%	0%	С	0.118		0.842	370	G	2017
		То	1			10-601 Little Creek Hwy			<u> </u>					
(717) Ramp	0.32	250	G			10-717			0.1			250	G	2017
(11)	0.02	<b>230</b>				I-77 Southbound			٦̈̈́			_00	<b>J</b>	_517
						. , , Southoothiu								

<del>.</del>						ыа	liid ivid	unten	ance	Alea										
Route	Length	AADT	QA	4Tire	Е	Bus					2Trai	ററ	K Facto	Qł	< F	Dir actor	AAWD	ГС	W	Year
Bland County		From	J				ED.	O) ( D)	F 717											
(717) Ramp	0.15	180	G				FRO	OM RT	1717				0.13	4			180		G	2017
/1/) Hamp	0.10	To	Ť				I-77-N	FROM	1 RT 71	17							100			2017
		From	ı				Pulask	ki Cour	nty Line	2										
(738) Byrnes Chapel Rd	2.31	30	R										NA				NA			10/27/201
		To From					10-670	Mount	t Zion R	Rd										
(738) Byrnes Chapel Rd	2.85	240	R										NA				NA			10/27/201
<u> </u>		To From				10-	-640 S,	Crystal	1 Spring	gs Dr			$\Box$ $\vdash$							
738 Byrnes Chapel Rd	0.53	330	R										NA				NA			10/27/201
<u> </u>		From				10	0-634 N	1echan	icsburg	Rd			$\Box$ $\vdash$							
738 Byrnes Chapel Rd	0.37	290	R				~~						NA				NA			10/27/201
			1				SR 42, E													
742) Shady Grove Rd	0.30	20 From	`L				Smytl	h Coun	ty Line	;			NA				NA			10/16/201
742) Shady Grove Ha	0.00	To	<u> </u>				10-6	10 Nel	bo Rd				T)							10/10/20
		From				10-	656 Ral	leigh G	rayson	Tpke										
Jackson St	0.13	230	R										NA				NA			11/02/201
<u> </u>		To From					10-100	2 Fairg	ground S	St			$\neg$ $\vdash$							
Jackson St	0.18	170	R										NA				NA			11/02/201
$\bigcirc$		To From	-			τ	JS 52 S	outh So	cenic H	[wy			$\neg$ $\vdash$							
Jackson St	0.09	130	R										NA				NA			11/02/201
$\bigcirc$		To	r			10	)-1005 S	Seddon	St; Firs	st St										
O		From	L				10-10	01 Jac	kson St	i										
1002 Fairground St	0.05	390	R										NA				NA			11/02/201
		From					SR	98 Ma	in St				$\rightrightarrows$							
1002 Fairground St	0.08	300 _{To}	R				т	Dead E	'nd				NA				NA			11/02/201
		From	<u>.                                    </u>										+							
1003) Courthouse St	0.05	410	R				10-10	OI Jac	kson St				NA				NA			11/02/20
1003)		To					SR	98 Ma	in St											
		From	ic .				Ι	Dead E	ind											
1004) Lee St	0.16	60	R										NA				NA			11/02/201
$\bigcirc$		To	c .			5	SR 42, I	E Blueg	grass Tr	rail										
On data a Ot	0.05	From				US	S 52 W,	South	Scenic	Hwy			$\Box$				NIA			44/00/004
1005 Seddon St	0.35	360	R										NA ——				NA			11/02/201
Caddan Ct	0.10	From	<u> </u>				10-10	01 Jac	kson St	İ							NIA			11/00/004
1005 Seddon St	0.12	100	R										NA —				NA			11/02/201
C:th Ct	0.00	From				US	S 52 E,	North S	Scenic 1	Hwy							NIA			11/00/001
1005 Fifth St	0.08	90	R										NA —				NA			11/02/201
1005) Fifth St	0.02	230 From	 R				10-1	1006 Fi	irst St				NA				NA			11/02/201
1005) FIIII St	0.02	<b>230</b>					SR 42, E	E Blues	orace Tr	rail							INA			11/02/20
		From	ri e					1005 Fi					Ť							
1006 First St	0.10	90	R				10 1	1005 11	ittii St				NA				NA			11/06/201
		To	·				Ι	Dead E	ind											
		From	·			τ	JS 52 S	outh Sc	cenic H	lwy										
1007 Jefferson St	0.05	30	R										NA				NA			11/02/201
<u> </u>		To	1				10-	1004 L												
1008) Fairview St	Λ 11	910	<u> </u>					US 42	2				NA				NA			11/06/20
(1008) Fairview St	0.11	210 To	R				Т	Dead E	ind								INA			11/00/20
		From	-						rview St	t			$\dashv$							
(1009) JEB Stuart St	0.07	30	R				10-10	oo rail	TICW 3				NA				NA			06/01/201
\ · · · )		To					т	Dead E	1											

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	-	O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Year	
Bland County		From	1			Dead End									
(1010) Short Run Dr	0.15	20	R						NA			NA		11/06/2015	
$\bigcup$		To				US 52 South Scenic	Hwy								
		From				SR 42, E Bluegrass	Trail								
(1011) Industry Dr	0.22	1900	R						NA			NA		06/01/2012	
$\bigcirc$		To				Dead End									
		From				10-606 Wilderness	Rd								
(9049) Community Center 0.03	0.03	20	R						NA			NA		10/29/2015	
		То				Holly Brook Scho	ol								
		From				SR 42, E Bluegrass	Trail								
(9050) Rocket Dr	0.08	630	R						NA			NA		11/02/2015	
<u> </u>		To				Bland Elementary So	chool								
		From				Ceres Elementary So	chool								
(9051) Ruritan Rd	0.10	9	R						NA			NA		10/16/2015	
<u> </u>		To				10-625 Ceres School	l Rd								
		From				10-615 Bears Tra	il								
(9628) Bland Co School Boa	rd R <b>đ</b> .08	30	R						NA			NA		11/05/2015	
$\bigcirc$		To	Bastian Elementary School												