

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.

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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<sup>th</sup> 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  
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Wythe Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
11	4.12	2000	G	94%	1%	3%	1%	1%	0%	F	200	G	2100	G	2001
				From: Smyth County Line											
11	7.36	2400	G	94%	1%	3%	1%	1%	0%	F	230	G	2400	G	2001
				From: 98-737											
				To: WCL Wytheville											
<b>Town of Wytheville</b>															
11 W Lee Hwy	0.29	4400	G	94%	1%	3%	1%	1%	0%	C	500	G	4700	G	2001
				From: WCL Wytheville											
11 12th St	2.03	7700	G	94%	1%	3%	1%	1%	0%	F	840	G	8100	G	2001
				From: 24th St											
				To: US 21 Main St											
11 Main St	0.31	8100	G	94%	1%	3%	1%	1%	0%	F	770	G	8500	G	2001
				From: 12th St											
11 Main St	0.33	9500	G	94%	1%	3%	1%	1%	0%	F	880	G	10000	G	2001
				From: 4th St											
11 Main St	0.20	9000	G	93%	1%	2%	4%	1%	0%	F	840	G	9400	G	2001
				From: 5th St											
11 E Main St	0.50	15000	G	93%	1%	2%	4%	1%	0%	C	1400	G	16000	G	2001
				From: 11th St											
11	0.86	10000	G	93%	1%	2%	4%	1%	0%	F	940	G	11000	G	2001
				From: Liberty St											
11 81	0.96	49000	B	See I-81 for directional traffic volume estimates for this segment.							NA	46000	B	2001	
				From: I-81											
				To: NCL Wytheville											
<b>Wythe County</b>															
11 81	2.18	49000	B	See I-81 for directional traffic volume estimates for this segment.							NA	46000	B	2001	
				From: NCL Wytheville											
11 81	2.61	52000	G	69%	1%	2%	1%	26%	2%	F	3200	G	49000	G	2001
				From: F-42											
11 81	1.44	48000	G	68%	1%	2%	1%	27%	2%	F	3100	G	45000	G	2001
				From: US 52; SR 121											
11 81	2.31	33000	G	67%	1%	2%	1%	28%	2%	F	2400	G	33000	G	2001
				From: I-77 Fort Chiswell											
11 81	1.99	33000	G	67%	1%	2%	1%	28%	2%	F	2500	G	33000	G	2001
				From: 98-619											
11 81	1.44	33000	G	67%	1%	2%	1%	28%	2%	F	NA	33000	G	2001	
				From: 98-618											
				To: Pulaski County Line											
<b>Town of Wytheville</b>															
11 81	0.93	49000	B	See I-81 for directional traffic volume estimates for this segment.							NA	46000	B	2001	
				From: IS-00081-S(R)/IS-00081-S073A(L)/TO RT 11											
				To: IS-00081-S(B)/JB-139/NCL WYTHEVILLE/											
<b>Wythe County</b>															
11 81	2.37	49000	B	See I-81 for directional traffic volume estimates for this segment.							NA	46000	B	2001	
				From: IS-00081-S(B)/JB-139/NCL WYTHEVILLE/											
				To: IS-00081-S(B)/FR-00326-000B(L)/FROM FR-042											

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2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Wythe Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Wythe County</b>																
11 81	2.31					From: IS-00081-S(B)/IS-00081-S077A(R)/TO FR-042										
	Combined Traffic:	52000	G	69%	1%	2%	1%	26%	2%	F	3200	G	49000	G	2001	
See I-81 for directional traffic volume estimates for this segment.																
11 81	0.93					From: S-00081-S(B)/US-00052-036B(L)/FROM RTS 52										
	Combined Traffic:	48000	G	68%	1%	2%	1%	27%	2%	F	3100	G	45000	G	2001	
See I-81 for directional traffic volume estimates for this segment.																
11 81	3.20					From: S-00081-S(B)/IS-00081-S080A(R)/TO RTS 52 & I										
	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	2400	G	33000	G	2001	
See I-81 for directional traffic volume estimates for this segment.																
11 81	1.96					From: S-00081-S(B)/IS-00081-S081A(R)/TO RT 77 SOU										
	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	2500	G	33000	G	2001	
See I-81 for directional traffic volume estimates for this segment.																
11 81	1.21					From: IS-00081-S(B)/IS-00081-S084A(R)/TO RT 619										
	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	NA		33000	G	2001	
See I-81 for directional traffic volume estimates for this segment.																
21	5.32	1500	G	92%	0%	3%	1%	3%	0%	F	150	G	1500	G	2001	
	From: Grayson County Line															
21	3.67	2000	G	92%	0%	3%	1%	3%	0%	F	210	G	2100	G	2001	
	From: 98-684															
21	6.18	4600	G	92%	0%	3%	1%	3%	0%	F	480	G	4700	G	2001	
	From: 98-690															
To: SCL Wytheville																
<b>Town of Wytheville</b>																
21	Grayson Street	0.93	4600	G	94%	0%	3%	1%	2%	0%	C	490	G	4900	G	2001
	From: SCL Wytheville															
21	Main Sreet	0.49	6300	G	94%	0%	3%	1%	2%	0%	F	630	G	6600	G	2001
	From: Main Street															
21 11	Main St	0.31	8100	G	94%	1%	3%	1%	1%	0%	F	770	G	8500	G	2001
	From: Grayson St															
21	4th St	0.06	7000	G	92%	1%	2%	3%	2%	0%	F	760	G	7400	G	2001
	From: US 11 12Th St															
21	4th St	0.47	10000	G	92%	1%	2%	3%	2%	0%	F	1000	G	11000	G	2001
	From: MAIN ST															
21	4th St	0.40	10000	G	92%	1%	2%	3%	2%	0%	C	1100	G	11000	G	2001
	From: Main Street															
21	4th St	0.12	10000	G	92%	1%	2%	3%	2%	0%	F	1000	G	11000	G	2001
	From: Monroe Street															
21	4th St	0.40	10000	G	92%	1%	2%	3%	2%	0%	C	1100	G	11000	G	2001
	From: Ridge Rd															
21	4th St	0.12	10000	G	92%	1%	2%	3%	2%	0%	F	1000	G	11000	G	2001
	From: W Ridge Rd															
21	4th St	0.12	10000	G	92%	1%	2%	3%	2%	0%	F	1000	G	11000	G	2001
	From: Tazewell St															
To: I-81; US 52																
<b>Wythe County</b>																
52		0.31	1100	G	92%	0%	3%	4%	1%	0%	F	120	G	1100	G	2001
	From: Carroll County Line															
52		3.16	1600	G	92%	0%	3%	4%	1%	0%	F	160	G	1600	G	2001
	From: 98-607 Poplar Camp															
52		5.12	2800	G	95%	1%	2%	2%	1%	0%	F	280	G	2900	G	2001
	From: 98-619															
52		0.87	8800	G	95%	1%	2%	2%	1%	0%	F	900	G	8900	G	2001
	From: 98-736															
To: S I-81																



Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Wythe Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
52 81	2.31					From: S I-81									
	Combined Traffic:	52000	G	69%	1%	2%	1%	26%	2%	F	3200	G	49000	G	2001
See I-81 for directional traffic volume estimates for this segment.															
52 81	2.37					From: F-43									
	Combined Traffic:	49000	B								NA		46000	B	2001
See I-81 for directional traffic volume estimates for this segment.															
To: NCL Wytheville															
<b>Town of Wytheville</b>															
52 81	0.93					From: NCL Wytheville									
	Combined Traffic:	49000	B								NA		46000	B	2001
See I-81 for directional traffic volume estimates for this segment.															
52 81	1.29					From: US 11									
	Combined Traffic:	44000	G	68%	1%	2%	1%	27%	2%	F	2800	G	41000	G	2001
See I-81 for directional traffic volume estimates for this segment.															
52 81	1.99					From: I-77 Wytheville									
	Combined Traffic:	24000	G	75%	1%	2%	1%	21%	1%	F	1900	G	25000	G	2001
See I-81 for directional traffic volume estimates for this segment.															
52	1.92	2300	G			From: HOLSTON I-81 SB RAMP									
				97%	0%	1%	1%	1%	0%	C	250	G	2400	G	2001
To: WCL Wytheville															
<b>Wythe County</b>															
52	2.67	1200	G			From: WCL Wytheville									
				94%	1%	4%	0%	1%	0%	F	120	G	1200	G	2001
52	7.32	880	G			From: 98-680									
				94%	1%	4%	0%	1%	0%	F	90	G	890	G	2001
To: Bland County Line															
52 81	2.61					From: IS-00081-N(B)/IS-00081-N080A(U)/TO RTS 52									
	Combined Traffic:	52000	G	69%	1%	2%	1%	26%	2%	F	3200	G	49000	G	2001
See I-81 for directional traffic volume estimates for this segment.															
52 81	2.18					From: S-00081-N(B)/FR-00326-000A(R)/FROM FR-042									
	Combined Traffic:	49000	B			From: IS-00081-N(B)/IS-00081-N077A(U)/TO RT FR-									
See I-81 for directional traffic volume estimates for this segment.															
To: IS-00081-N(B)/JB-139/NCL WYTHEVILLE															
<b>Town of Wytheville</b>															
52 81	0.96					From: IS-00081-N(B)/JB-139/NCL WYTHEVILLE									
	Combined Traffic:	49000	B								NA		46000	B	2001
See I-81 for directional traffic volume estimates for this segment.															
52 81	0.82					From: S-00081-N(R)/US-00011-N072A(R)/FROM RT 11									
	Combined Traffic:	44000	G	68%	1%	2%	1%	27%	2%	F	2800	G	41000	G	2001
See I-81 for directional traffic volume estimates for this segment.															
To: IS-00081-N(B)/IS-00077-S(R)/															
<b>Wythe County</b>															
69	1.78	1000	G			From: 98-636 South of Austinville									
				92%	2%	2%	1%	3%	0%	F	100	G	1100	G	2001
69	0.25	1400	M			From: Carroll County Line									
				91%	0%	1%	4%	3%	1%	F	NA		NA		2001
69	1.26	1300	G			From: Carroll County Line									
				92%	2%	2%	1%	3%	0%	F	140	G	1400	G	2001
69	0.30	1800	G			From: I-77 West of Poplar Camp									
				93%	2%	2%	2%	1%	0%	F	160	G	1800	G	2001
To: US 52 Poplar Camp															















Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Wythe Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
North 77						From: Carroll County Line									
	9.17	21000	G	69%	1%	2%	1%	25%	2%	F	1200	G	19000	G	2001
	Combined Traffic:	37000	G	68%	1%	2%	1%	26%	2%	F	2500	G	34000	G	2001
						To: I-81 Ft Chiswell									
North South 77 81						From: I-81 Fort Chiswell									
	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; SR 121									
North South 77 81						From: US 52; SR 121									
	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
						To: F-43									
North South 77 81						From: F-43									
	2.37	24000	A	70%	1%	2%	1%	25%	2%	A	2800	A	22000	A	2001
	Combined Traffic:	49000	B								NA		46000	B	2001
						To: NCL Wytheville									
<b>Town of Wytheville</b>															
North South 77 81						From: NCL Wytheville									
	0.93	24000	A	70%	1%	2%	1%	25%	2%	A	2800	A	22000	A	2001
	Combined Traffic:	49000	B								NA		46000	B	2001
						To: US 11									
North South 77 81						From: US 11									
	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: I-81 Wytheville									
North 77						From: I-81 Wytheville									
	0.59	14000	G	73%	1%	2%	1%	22%	1%	F	820	G	12000	G	2001
	Combined Traffic:	27000	G	74%	1%	2%	1%	22%	1%	F	1600	G	24000	G	2001
						To: Peppers Ferry Rd									
North 77						From: Peppers Ferry Rd									
	0.23	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: NCL Wytheville									
<b>Wythe County</b>															
North 77						From: NCL Wytheville									
	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 County Line									
South 77						From: Carroll County Line									
	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
						To: SR 69									
South 77						From: SR 69									
	7.96	17000	G	67%	1%	2%	1%	27%	2%	F	1300	G	15000	G	2001
	Combined Traffic:	37000	G	68%	1%	2%	1%	26%	2%	F	2500	G	34000	G	2001
						To: I-81 Fort Chiswell									
South North 77 81						From: I-81 Fort Chiswell									
	1.44	24000	G	66%	1%	2%	1%	29%	2%	F	1500	G	23000	G	2001
	Combined Traffic:	48000	G	68%	1%	2%	1%	27%	2%	F	3100	G	45000	G	2001
						To: US 52; SR 121									
South North 77 81						From: US 52; SR 121									
	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
						To: F-42									
South North 77 81						From: F-42									
	2.18	25000	B								NA		23000	B	2001
	Combined Traffic:	49000	B								NA		46000	B	2001
						To: NCL Wytheville									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Wytheville</b>															
South 77	0.96	25000	B			From: NCL Wytheville					NA		23000	B	2001
North 81		49000	B								NA		46000	B	2001
<b>Wythe County</b>															
South 77	0.82	22000	G	66%	1%	2%	1%	29%	2%	F	1400	G	21000	G	2001
South 77		44000	G	68%	1%	2%	1%	27%	2%	F	2800	G	41000	G	2001
South 77	1.15	13000	G	74%	1%	2%	1%	21%	1%	F	750	G	12000	G	2001
South 77		27000	G	74%	1%	2%	1%	22%	1%	F	1600	G	24000	G	2001
<b>Wythe County</b>															
South 77	0.02	13000	G	74%	1%	2%	1%	21%	1%	F	750	G	12000	G	2001
South 77		27000	G	74%	1%	2%	1%	22%	1%	F	1600	G	24000	G	2001
South 77	4.55	14000	G	74%	1%	2%	1%	21%	1%	F	780	G	12000	G	2001
South 77		27000	G	74%	1%	2%	1%	22%	1%	F	1600	G	24000	G	2001
North 81	3.07	12000	G	74%	1%	2%	1%	22%	1%	F	880	G	12000	G	2001
North 81		23000	G	75%	1%	2%	1%	21%	1%	F	1700	G	23000	G	2001
North 81	7.09	12000	G	74%	1%	2%	1%	22%	1%	F	850	G	12000	G	2001
North 81		24000	G	75%	1%	2%	1%	21%	1%	F	1800	G	24000	G	2001
North 81	1.57	12000	G	74%	1%	2%	1%	22%	1%	F	860	G	12000	G	2001
North 81		24000	G	75%	1%	2%	1%	21%	1%	F	1700	G	24000	G	2001
<b>Town of Wytheville</b>															
North 81	1.69	12000	G	74%	1%	2%	1%	22%	1%	F	860	G	12000	G	2001
North 81		24000	G	75%	1%	2%	1%	21%	1%	F	1700	G	24000	G	2001
North 81	2.61	12000	G	74%	1%	2%	1%	22%	1%	F	970	G	13000	G	2001
North 81		24000	G	75%	1%	2%	1%	21%	1%	F	1900	G	25000	G	2001
North 81	0.82	22000	G	66%	1%	2%	1%	29%	2%	F	1400	G	21000	G	2001
North 81		44000	G	68%	1%	2%	1%	27%	2%	F	2800	G	41000	G	2001
North 81	0.96	25000	B								NA		23000	B	2001
North 81		49000	B									NA		46000	B
<b>Wythe County</b>															
North 81	2.18	25000	B								NA		23000	B	2001
North 81		49000	B									NA		46000	B
North 81	2.61	24000	G	66%	1%	2%	1%	29%	2%	F	1500	G	23000	G	2001
North 81		52000	G	69%	1%	2%	1%	26%	2%	F	3200	G	49000	G	2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
North 						From: US 52; SR 121									
	1.44	24000	G	66%	1%	2%	1%	29%	2%	F	1500	G	23000	G	2001
	Combined Traffic:	48000	G	68%	1%	2%	1%	27%	2%	F	3100	G	45000	G	2001
North 						From: I-77 Fort Chiswell									
	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 						From: 98-619									
	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
North 						From: 98-618									
	1.44	15000	G	66%	1%	2%	1%	28%	2%	F	NA		15000	G	2001
	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	NA		33000	G	2001
						To: Pulaski County Line									
South 						From: Smyth County Line									
	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
South 						From: SR 90									
	6.54	12000	G	76%	1%	2%	1%	19%	1%	F	910	G	12000	G	2001
	Combined Traffic:	24000	G	75%	1%	2%	1%	21%	1%	F	1800	G	24000	G	2001
South 						From: US 11									
	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 Wytheville									
<b>Town of Wytheville</b>															
South 						From: SCL Wytheville									
	2.71	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
South 						From: US 21; US 52									
	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 						From: I-77 Wytheville									
	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
South 						From: US 11									
	0.93	24000	A	70%	1%	2%	1%	25%	2%	A	2800	A	22000	A	2001
	Combined Traffic:	49000	B								NA	A	46000	B	2001
						To: NCL Wytheville									
<b>Wythe County</b>															
South 						From: NCL Wytheville									
	2.37	24000	A	70%	1%	2%	1%	25%	2%	A	2800	A	22000	A	2001
	Combined Traffic:	49000	B								NA	A	46000	B	2001
South 						From: F-43									
	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
South 						From: US 52; SR 121									
	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: I-77 Fort Chiswell									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
South 81	3.20	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	2400	G	33000	G	2001
South 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 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	G	33000	G	2001
<b>Town of Rural Retreat</b>															
90	0.60	6200	G	95%	1%	2%	0%	2%	0%	F	590	G	6300	G	2001
<b>Wythe County</b>															
90	0.66	6200	N	95%	1%	2%	0%	2%	0%	N	590	N	6300	N	2001
90	0.47	5200	G	95%	1%	2%	0%	2%	0%	F	470	G	5300	G	2001
94	0.85	1100	G	95%	0%	1%	2%	2%	0%	F	110	G	1200	G	2001
94	2.64	1900	G	95%	0%	1%	2%	2%	0%	F	180	G	1900	G	2001
94	3.50	2000	G	95%	0%	1%	2%	2%	0%	F	190	G	2000	G	2001
94	2.06	4200	G	95%	0%	1%	2%	2%	0%	F	430	G	4300	G	2001
100	6.16	2400	G	89%	1%	4%	4%	2%	0%	F	220	G	2400	G	2001
121	1.83	3700	G	94%	1%	3%	1%	1%	0%	F	320	G	3800	G	2001
15 FR	1.06	NA									NA		NA		
42 FR	6.26	NA									NA		NA		
43 FR	4.83	NA									NA		NA		
44 FR	0.90	NA									NA		NA		
612 86	0.10	320	N								NA		NA		1998
616 86	0.20	270	N	99%	0%	1%	0%	0%	0%	N	20	N	280	N	2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
678 66	0.20	40	R	From:	Wythe County Line					NA		NA		06/18/2001	
				To:	86-612 EAST										
600	2.90	110	R	From:	US 52					NA		NA		11/16/2000	
				To:	98-661 WEST										
600	0.40	90	R	From:	98-656					NA		NA		11/16/2000	
				To:	98-661 SOUTH										
600	0.60	50	R	From:	98-656					NA		NA		11/16/2000	
				To:	98-661 NORTH										
600	0.30	130	R	From:	98-661 SOUTH					NA		NA		1997	
				To:	98-661 NORTH										
600	1.40	60	R	From:	98-659 SOUTH					NA		NA		11/16/2000	
				To:	98-659 NORTH										
600	1.20	150	R	From:	98-658					NA		NA		1997	
				To:	98-603 NORTH										
600	1.30	100	R	From:	98-603 SOUTH					NA		NA		11/20/2000	
				To:	5.80 MN 98-603										
600	5.80	240	R	From:	5.80 MN 98-603					NA		NA		1997	
				To:	7.10 MN 98-603										
600	1.29	60	R	From:	7.10 MN 98-603					NA		NA		11/20/2000	
				To:	Bland County Line										
601	1.71	5	R	From:	Bland County Line					NA		NA		11/20/2000	
				To:	Carroll County Line										
601	0.70	350	R	From:	Carroll County Line					NA		NA		1997	
				To:	98-742										
602	3.66	450	R	From:	Grayson County Line					NA		NA		1997	
				To:	98-619 EAST										
602	2.15	320	R	From:	98-619 WEST					NA		NA		1997	
				To:	98-690 WEST										
602	1.10	120	R	From:	98-690 EAST					NA		NA		12/14/2000	
				To:	98-690 NORTH										
603	3.42	530	G	96%	1%	1%	1%	1%	0%	C	50	G	540	G	2001
				To:	98-600 South										
603	0.30	190	R	From:	98-600 North					NA		NA		11/20/2000	
				To:	Bland County Line										
604	0.80	100	R	From:	98-619					NA		NA		12/04/2000	
				To:	98-605										
605	0.50	280	R	From:	SR 94					NA		NA		1997	
				To:	98-604										
605	1.60	280	R	From:	98-604					NA		NA		12/04/2000	
				To:	98-606										
605	0.70	160	R	From:	98-606					NA		NA		1997	
				To:	SR 94										

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
(606)	0.60	60	R			From: 98-605 To: 98-634					NA		NA		12/04/2000
(607)	5.27	990	G	92%	2%	2%	3%	1%	0%	C	100	G	1000	G	2001
(607)	1.84	390	R			From: SR 100 To: Pulaski County Line					NA		NA		1997
(608)	0.04	60	R			From: Carroll County Line					NA		NA		12/04/2000
(608)	2.40	220	R			From: SR 69					NA		NA		12/04/2000
(608)	0.20	40	R			From: 98-624					NA		NA		12/04/2000
(608)	1.90	260	R			From: US 52					NA		NA		1997
(608)	0.65	150	R			From: 98-623					NA		NA		1997
(608)	2.75	80	R			From: 98-703					NA		NA		12/04/2000
(608)	1.16	510	R			From: 98-621					NA		NA		12/04/2000
(608)	0.18	630	R			From: 98-795					NA		NA		12/04/2000
(608)	0.06	1300	R			From: 0.19 ME 98-795					NA		NA		1997
(608)	1.87	570	R			From: SR 100 To: Pulaski County Line					NA		NA		1997
(609)	1.70	180	R			From: 98-618 To: Pulaski County Line					NA		NA		12/04/2000
(610)	1.00	970	G	96%	1%	1%	0%	2%	0%	F	100	G	990	G	2001
(610)	2.66	1000	G	96%	1%	1%	0%	2%	0%	F	100	G	1000	G	2001
(610)	1.52	540	G	96%	1%	1%	0%	2%	0%	C	60	G	550	G	2001
(610)	1.31	650	G	96%	1%	1%	0%	2%	0%	F	60	G	660	G	2001
(610)	0.87	870	R			From: 98-1006					NA		NA		1997
(610)	5.05	680	R			From: 98-712 To: Pulaski County Line					NA		NA		1997
(611)	1.55	40	R			From: 98-626 To: 98-618					NA		NA		11/30/2000
(612)	4.91	350	R			From: 86-612; 86-678 To: 98-749					NA		NA		1997
(613)	2.10	600	R			From: FR-44 To: JEFF FOREST BNDY					NA		NA		1997

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
613	0.50	270	R			From: JEFF FOREST BNDY					NA		NA		1997
613	1.50	150	R			From: 0.50 MN OF BNDY					NA		NA		11/27/2000
613	1.50	280	R			From: 98-610					NA		NA		11/27/2000
						To: Dead End									
614	0.90	120	R			From: 98-613					NA		NA		11/27/2000
614	0.50	140	R			From: 98-713					NA		NA		11/27/2000
614	0.20	240	R			From: 0.50 MN 98-713					NA		NA		1996
614	1.10	1500	R			From: 98-763					NA		NA		1997
						To: SR 121									
615	0.30	470	R			From: Smyth County Line					NA		NA		1997
615	2.18	530	R			From: 98-670 SOUTH 98-670 NORTH					NA		NA		1997
						To: SCL RURAL RETREAT									
<b>Town of Rural Retreat</b>															
615	0.58	530	N			From: SCL RURAL RETREAT					NA		NA		1997
						To: 98-749									
<b>Wythe County</b>															
616	1.64	560	G	96%	2%	2%	1%	0%	0%	F	60	G	570	G	2001
616	0.15	960	G	96%	2%	2%	1%	0%	0%	C	100	G	970	G	2001
						To: WCL Rural Retreat									
<b>Town of Rural Retreat</b>															
616	0.26	960	N	96%	2%	2%	1%	0%	0%	N	100	N	970	N	2001
616	0.22	1100	G	96%	2%	2%	1%	0%	0%	F	140	G	1100	G	2001
616	0.32	340	R			From: 98-1101					NA		NA		1997
616	0.23	960	R			From: SR 90 SR 90; 98-749					NA		NA		1997
616	0.18	350	R			From: 98-674 SOUTH 98-674 NORTH					NA		NA		1997
						To: ECL Rural Retreat									
<b>Wythe County</b>															
616	0.72	350	N			From: ECL Rural Retreat					NA		NA		1997
						To: 98-675									
617	0.90	50	R			From: Smyth County Line					NA		NA		11/16/2000
617	0.51	20	R			From: 98-683					NA		NA		11/16/2000
617	0.69	60	R			From: 98-706					NA		NA		11/16/2000
						To: 98-682									



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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
617	2.30	460	R			From: 98-682					NA		NA		1997
						To: 98-680 NORTH									
						From: 98-680 SOUTH									
617	1.50	500	R			To: Dead End					NA		NA		11/16/2000
618	1.09	190	R			From: SR 100					NA		NA		1997
						To: 98-609									
618	1.30	100	R			From: 98-611					NA		NA		1997
						To: FR-45									
618	3.29	170	R			From: FR-45					NA		NA		11/30/2000
						To: FR-44									
						From: US 21									
619	2.14	600	G	98%	1%	1%	1%	1%	0%	F	60	G	610	G	2001
						To: JEFF FOREST BNDY									
619	0.61	210	G	98%	0%	1%	1%	0%	0%	F	30	G	220	G	2001
						To: 98-707									
619	1.60	190	G	97%	1%	1%	1%	1%	0%	C	20	G	200	G	2001
						To: 98-602 WEST									
619	1.11	200	G	97%	1%	1%	1%	1%	0%	F	30	G	200	G	2001
						To: JEFF FOREST BNDY									
619	0.49	430	G	98%	0%	1%	1%	0%	0%	F	60	G	440	G	2001
						To: 98-646 WEST									
619	1.75	200	G	97%	1%	1%	1%	1%	0%	F	20	G	200	G	2001
						To: 98-642 WEST									
619	4.85	550	G	98%	1%	1%	1%	1%	0%	F	60	G	560	G	2001
						To: SR 94									
619	3.43	750	G	95%	1%	3%	0%	0%	0%	F	80	G	760	G	2001
						To: 98-631									
619	0.69	980	G	95%	1%	3%	0%	0%	0%	F	90	G	1000	G	2001
						To: 98-636									
619	2.54	1100	G	95%	1%	3%	0%	0%	0%	C	110	G	1100	G	2001
						To: US 52 NORTH									
						From: US 52 SOUTH									
619	1.87	240	G	95%	1%	3%	0%	0%	0%	F	30	G	NA		2001
						To: 98-752									
619	0.18	100	R			From: 98-752					NA		NA		1997
						To: 0.18 ME 98-752									
619	1.20	130	R			From: 98-626					NA		NA		11/30/2000
						To: 1.87 ME 98-626									
619	1.87	100	R			From: 98-629					NA		NA		11/30/2000
						To: FR-44									
619	0.10	120	R			From: FR-44					NA		NA		1997
						To: 98-622									
620	0.45	60	R			From: 98-622					NA		NA		12/04/2000
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Wythe County</b>																
621	2.01	280	R			From: 98-608 To: SR 100					NA		NA		1997	
622	0.20	NA				From: Dead End To: 98-626					NA		NA			
622	1.42	460	R			From: 98-626 To: SR 100					NA		NA		1997	
623	0.20	120	R			From: Dead End To: 98-608					NA		NA		1997	
624	0.10	140	R			From: US 52 To: 98-608					NA		NA		1997	
625	2.40	60	R			From: 98-672 To: 98-670					NA		NA		12/14/2000	
625	1.60	40	R			From: 98-670 To: 98-651					NA		NA		12/14/2000	
625	1.90	150	R			From: 98-651 To: 98-668					NA		NA		12/14/2000	
625	0.10	170	G		89%	6%	5%	0%	0%	0%	C	20	G	170	G	2001
625	1.44	490	G		89%	6%	5%	0%	0%	0%	F	47	G	500	G	2001
625	1.10	420	G		89%	6%	5%	0%	0%	0%	F	50	G	420	G	2001
625	1.70	300	G		89%	6%	5%	0%	0%	0%	F	30	G	310	G	2001
625	0.32	240	R			From: US 11 EAST To: US 11 WEST					NA		NA		1997	
625	0.65	120	R			From: FR-38 To: 98-665					NA		NA		11/16/2000	
625	1.80	50	R			From: 98-665 To: 98-680 EAST To: 98-680 WEST					NA		NA		11/16/2000	
625	5.57	130	R			From: 98-680 WEST To: Dead End					NA		NA		1997	
626	1.90	70	R			From: 98-619 To: 98-611					NA		NA		11/30/2000	
626	0.50	8	R			From: 98-611 To: 98-622					NA		NA		11/30/2000	
627	0.30	400	R			From: US 52 To: 98-698					NA		NA		1997	
627	1.80	160	R			From: 98-698 To: 98-629					NA		NA		11/30/2000	
628	0.49	70	R			From: Dead End To: 98-629					NA		NA		11/30/2000	
629	2.90	530	R			From: US 52 To: 98-619					NA		NA		1997	

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
630	1.54	220	R			From: 98-631					NA		NA		1997
630	0.70	310	R			From: US 52					NA		NA		11/30/2000
						To: Dead End									
631	1.90	70	R			From: 98-619					NA		NA		12/04/2000
631	2.90	310	R			From: 98-630					NA		NA		1997
631	0.70	60	R			From: SR 94					NA		NA		11/30/2000
						To: 98-634									
632	1.60	510	R			From: 98-634					NA		NA		1997
						To: 98-736									
633	0.40	190	R			From: Dead End					NA		NA		11/30/2000
633	0.10	260	R			From: 98-790					NA		NA		1997
						To: 98-634									
634	2.00	140	R			From: 98-619					NA		NA		12/04/2000
634	4.40	2300	R			From: 98-606					NA		NA		1997
						To: FR-42									
635	0.65	40	R			From: Carroll County Line					NA		NA		12/04/2000
						To: Dead End									
636	1.00	610	R			From: Carroll County Line					NA		NA		1997
636	1.07	1200	G	94%	1%	From: SR 69 SOUTH		SR 69 NORTH							
						3%	1%	1%	0%	C	120	G	1200	G	2001
						To: 98-619									
637	1.40	40	R			From: Carroll County Line					NA		NA		12/04/2000
						To: SR 100									
638	0.10	130	R			From: Dead End					NA		NA		11/30/2000
638	0.17	250	R			From: 0.10 ME Dead End					NA		NA		11/30/2000
638	1.00	370	R			From: 0.27 ME Dead End					NA		NA		11/30/2000
						To: SR 94									
639	0.34	190	R			From: 98-742					NA		NA		1997
639	0.17	100	R			From: SR 94					NA		NA		1996
639	1.22	60	R			From: 0.17 MN SR 94					NA		NA		12/11/2000
						To: Dead End									
640	1.00	1300	R			From: SR 94					NA		NA		1997
						To: 98-643									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
640	1.00	320	R			From: 98-643					NA		NA		1997
640	3.90	70	R			From: 1.00 MN 98-643					NA		NA		11/30/2000
640	2.26	370	R			From: 98-720					NA		NA		1997
640	0.17	1300	R			From: 98-696					NA		NA		1997
						To: SCL WYTHEVILLE									
641	1.00	50	R			From: Dead End					NA		NA		12/04/2000
						To: SR 94									
642	0.70	210	R			From: Dead End					NA		NA		12/11/2000
642	1.10	100	R			From: 98-646					NA		NA		12/11/2000
642	0.30	300	G	93%	3%	3%	1%	1%	0%	C	40	G	310	G	2001
642	1.00	110	R			From: 98-619 98-619 EAST					NA		NA		1997
642	0.70	50	R			From: 98-643 WEST					NA		NA		12/11/2000
642	0.95	90	R			From: 98-643 EAST					NA		NA		12/11/2000
642	0.95	60	R			From: 98-768					NA		NA		12/04/2000
642	2.30	300	R			From: 98-644					NA		NA		12/04/2000
						To: SR 94									
643	1.90	50	R			From: Dead End					NA		NA		12/11/2000
643	0.60	80	R			From: 98-642 WEST 98-642 EAST					NA		NA		12/11/2000
643	0.40	110	R			From: 98-619 WEST 98-619 EAST					NA		NA		1997
643	0.20	90	R			From: 98-751					NA		NA		1997
643	3.40	780	R			From: 98-645					NA		NA		1997
						To: 98-640									
644	2.90	120	R			From: 98-642					NA		NA		12/11/2000
644	0.70	270	R			From: 98-745					NA		NA		1997
						To: 98-601									
645	0.70	50	R			From: 98-646					NA		NA		12/11/2000
						To: 98-643									
646	1.30	70	R			From: 98-619 WEST					NA		NA		12/11/2000
						To: 98-690 WEST									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
(646)	1.80	130	R			From: 98-690 EAST					NA		NA		12/11/2000
(646)	1.40	110	R			To: 98-642					NA		NA		12/11/2000
(646)	0.70	100	R			From: 98-645					NA		NA		12/11/2000
(647)	1.39	230	R			To: 98-619 EAST					NA		NA		12/11/2000
(647)	1.70	190	R			From: ECL WYTHEVILLE					NA		NA		11/27/2000
(647)						To: 98-610 WEST									
(647)						From: 98-610 EAST					NA		NA		11/27/2000
(648)	0.30	80	R			To: Dead End					NA		NA		12/11/2000
(649)	2.70	250	R			From: Dead End					NA		NA		12/11/2000
(649)	0.80	700	R			To: 98-720					NA		NA		1997
(649)	0.22	190	R			From: FR-42 Gap Terminus					NA		NA		1997
(649)	0.06	160	R			To: FR-43 Gap Terminus					NA		NA		1997
(649)	0.93	80	R			From: 98-704					NA		NA		11/30/2000
(650)	0.67	50	R			To: Dead End					NA		NA		12/14/2000
(650)	0.60	290	R			From: Dead End					NA		NA		1997
(651)	1.30	340	R			To: 98-773					NA		NA		12/14/2000
(651)	1.40	60	R			From: 98-684					NA		NA		12/14/2000
(651)	1.40	60	R			To: 98-669					NA		NA		1997
(651)	1.40	60	R			From: 98-625					NA		NA		1997
(651)	1.40	60	R			To: US 21					NA		NA		12/14/2000
(651)	1.40	60	R			From: 98-684					NA		NA		12/14/2000
(652)	1.00	120	R			To: 98-690; 98-707					NA		NA		12/14/2000
(652)	1.00	30	R			From: 98-667					NA		NA		1997
(652)	1.40	70	R			To: 1.00 ME 98-667					NA		NA		1997
(652)	0.60	240	R			From: 98-653					NA		NA		1997
(653)	1.50	50	R			To: 98-654					NA		NA		1997
(653)	0.60	80	R			From: 98-654					NA		NA		1997
(653)						To: US 21									
(653)						From: 98-654					NA		NA		1997
(653)						To: 98-652 NORTH					NA		NA		1997
(653)						From: 98-652 SOUTH					NA		NA		1997

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
653	0.70	130	R			From: 98-652 SOUTH To: 98-690					NA		NA		1997
654	1.00	120	R			From: 98-652 To: 98-653					NA		NA		1997
654	1.00	80	R			From: 98-653 To: 1.00 MN 98-653					NA		NA		1997
654	1.10	180	R			From: 98-667 To: 98-667					NA		NA		1997
655	2.10	130	R			From: 98-684 To: 98-667					NA		NA		1997
656	1.31	240	R			From: NCL WYTHEVILLE To: 98-600					NA		NA		1997
658	0.60	20	R			From: 98-600 To: Dead End					NA		NA		11/20/2000
659	5.89	180	R			From: 98-661 To: 98-603 NCL WYTHEVILLE					NA		NA		1997
660	0.70	670	R			From: 98-661 To: 98-659					NA		NA		1997
661	1.10	160	R			From: NCL WYTHEVILLE To: 98-600					NA		NA		1997
661	0.50	120	R			From: 98-659 To: 98-659					NA		NA		1997
661	0.87	47	R			From: 98-600 To: 98-600					NA		NA		1997
662	0.40	50	R			From: Dead End To: 98-664					NA		NA		1997
663	1.10	300	R			From: 98-667 To: US 11 WEST					NA		NA		1997
663	0.42	80	R			From: US 11 EAST To: FR-39					NA		NA		1997
663	0.56	40	R			From: Dead End To: Dead End					NA		NA		1997
664	0.40	70	R			From: 98-666 To: 98-711					NA		NA		11/16/2000
664	4.30	390	R			From: 98-711 To: US 52					NA		NA		1997
665	0.76	40	R			From: 98-625 To: 0.76 MW 98-625					NA		NA		11/16/2000
665	0.86	60	R			From: 98-625 To: 98-625					NA		NA		11/16/2000
666	1.00	170	R			From: 98-625 To: 98-667 EAST					NA		NA		12/14/2000

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
(666)	1.60	160	R			From: 98-667 WEST					NA		NA		12/14/2000
(666)	0.15	320	R			To: US 11					NA		NA		1997
(666)	0.28	170	R			From: 98-665					NA		NA		1997
(666)	0.70	170	R			To: 0.28 MN 98-665					NA		NA		11/16/2000
(666)	1.29	120	R			From: 98-664					NA		NA		11/16/2000
(666)	0.15	60	R			To: 1.30 MN 98-664					NA		NA		1997
(666)	0.21	60	R			From: 1.44 MN 98-664					NA		NA		11/16/2000
(667)	0.80	360	R			To: 98-680									
(667)	0.80	360	R			From: US 11					NA		NA		1997
(667)	1.30	260	G	91%	5%	To: 98-625 WEST									
(667)	1.30	260	G	91%	5%	From: 98-625 EAST				F	40	G	270	G	2001
(667)	1.50	440	G	91%	5%	To: 98-652				F	60	G	450	G	2001
(667)	1.30	670	G	91%	5%	From: 98-663				C	70	G	680	G	2001
(667)	0.80	830	G	91%	5%	To: 98-654				F	100	G	840	G	2001
(667)	0.60	1000	G	91%	5%	From: 98-655				F	130	G	1000	G	2001
(668)	1.70	170	G	93%	5%	To: WCL WYTHEVILLE									
(668)	1.70	170	G	93%	5%	From: 98-669				C	20	G	170	G	2001
(669)	0.30	70	R			To: 98-625									
(669)	0.30	70	R			From: 98-670					NA		NA		12/14/2000
(669)	0.30	100	R			To: 98-708					NA		NA		12/14/2000
(669)	2.70	240	R			From: 98-709					NA		NA		1997
(669)	0.30	520	G	83%	3%	To: 98-668				C	60	G	530	G	2001
(669)	0.70	60	R			From: 98-674 SOUTH									
(669)	0.70	60	R			To: 98-674 NORTH					NA		NA		12/14/2000
(670)	1.10	100	R			From: 98-699									
(670)	1.10	100	R			To: 98-616					NA		NA		11/13/2000
(670)	0.20	270	R			From: 98-615 NORTH					NA		NA		1997
(670)	2.73	400	R			To: 98-615 SOUTH					NA		NA		1997
(670)	0.40	180	R			From: 98-749					NA		NA		1997
(670)	0.40	180	R			To: 98-673 EAST					NA		NA		1997

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
(670)	0.90	110	R			From: 98-673 EAST					NA		NA		1997
(670)	2.20	80	R			From: 98-671					NA		NA		12/14/2000
(670)	0.30	80	R			From: 98-669					NA		NA		12/14/2000
(670)	2.10	60	R			From: 98-672					NA		NA		12/14/2000
(670)	0.90	70	R			From: 98-625					NA		NA		12/14/2000
(671)	1.10	180	R			From: US 21									
(671)	1.50	60	R			From: 98-612					NA		NA		12/14/2000
(672)	0.70	80	R			From: 98-749					NA		NA		12/14/2000
(672)	1.80	60	R			From: 98-625					NA		NA		12/14/2000
(673)	1.30	30	R			From: 98-749					NA		NA		12/14/2000
(673)	2.30	90	R			From: 98-670 EAST 98-670 WEST					NA		NA		12/14/2000
(673)	1.60	310	R			From: 98-708					NA		NA		1994
(673)	1.90	220	R			From: 98-674 WEST 98-674 EAST					NA		NA		11/13/2000
(674)	1.70	160	R			From: 98-625; 98-690					NA		NA		1994
(674)	1.20	590	G	95%	2%	2%	0%	1%	0%	F	70	G	600	G	2001
(674)	2.18	1000	G	95%	2%	2%	0%	1%	0%	C	100	G	1000	G	2001
<b>Town of Rural Retreat</b>															
(674)	0.42	390	G	95%	2%	2%	0%	1%	0%	F	70	G	400	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: 98-675					NA		NA		1994
(674)	0.11	360	R			From: 98-1110					NA		NA		1997
<b>Wythe County</b>															
(674)	0.10	360	N			From: NCL Rural Retreat					NA		NA		1997
						To: Dead End									



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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
(675)	0.30	30	R			From: Dead End					NA		NA		11/13/2000
(675)	0.49	700	G	95%	3%	1%	0%	0%	0%	F	80	G	710	G	2001
						To: US 11									
						To: WCL Rural Retreat									
<b>Town of Rural Retreat</b>															
(675)	0.15	700	N	95%	3%	1%	0%	0%	0%	N	80	N	710	N	2001
(675)	0.49	1300	G			From: 98-1114					140	G	1300	G	2001
(675)	0.07	230	G			To: 98-1111					40	G	230	G	2001
						From: 98-1111 Church St									
(675)	0.23	1600	G	95%	3%	1%	0%	0%	0%	C	340	G	1600	G	2001
(675)	0.23	1200	R			From: 98-674					NA		NA		1994
						To: ECL RURAL RETREAT									
<b>Wythe County</b>															
(675)	2.47	310	R			From: ECL RURAL RETREAT					NA		NA		1994
						To: 98-699									
(676)	0.60	60	R			From: 98-616					NA		NA		11/13/2000
(676)	0.50	30	R			To: 0.60 MN 98-616					NA		NA		11/13/2000
						To: US 11									
(677)	0.50	300	R			From: 98-670					NA		NA		1994
(677)	1.60	300	R			From: 98-778					NA		NA		1994
(677)	1.10	90	R			To: 98-749 SOUTH					NA		NA		11/13/2000
						From: 98-749 NORTH									
						To: 98-674									
(678)	0.53	130	R			From: SR 94					NA		NA		1994
						To: SR 94									
(679)	1.44	230	R			From: 98-680					NA		NA		1994
						To: FR-38; 98-729									
(680)	0.04	2000	G	89%	1%	4%	1%	5%	0%	F	210	G	2000	G	2001
(680)	0.09	1400	G	89%	1%	4%	1%	5%	0%	C	150	G	1400	G	2001
(680)	0.43	1000	G	89%	1%	4%	1%	5%	0%	F	100	G	1000	G	2001
(680)	1.80	430	G	89%	1%	4%	1%	5%	0%	F	45	G	440	G	2001
(680)	2.75	300	G	89%	1%	4%	1%	5%	0%	F	30	G	300	G	2001
(680)	2.27	370	G	89%	1%	4%	1%	5%	0%	F	40	G	370	G	2001
						To: 98-666									
						To: US 52									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
(681)	0.80	70	R								NA		NA		11/16/2000
						From: Dead End									
(681)	0.02	60	R								NA		NA		1994
						From: 0.80 MS Dead End									
						To: 98-680									
(682)	1.00	230	R								NA		NA		1994
						From: US 11									
						To: 98-617									
(683)	1.20	48	R								NA		NA		11/16/2000
						From: 98-682									
						To: 98-617									
(684)	0.79	120	R								NA		NA		1994
						From: US 21 SW									
						To: Dead End; Gap Terminus									
						From: US 21 S; Gap Terminus									
(684)	2.00	80	R								NA		NA		12/14/2000
						To: 98-651									
(684)	1.60	60	R								NA		NA		12/14/2000
						From: 98-690									
(684)	3.50	180	R								NA		NA		1994
						To: US 21 S MID									
						From: US 21 N MID									
(684)	1.00	180	R								NA		NA		1994
						To: US 21 N									
						From: US 21 NE									
(684)	1.16	160	R								NA		NA		11/30/2000
						To: 1.16 MN US 21									
(684)	0.33	20	R								NA		NA		11/30/2000
						From: Dead End									
						To: Dead End									
(685)	0.80	180	R								NA		NA		11/30/2000
						From: Dead End									
						To: 98-634									
(686)	1.30	220	R								NA		NA		11/16/2000
						From: Dead End									
						To: US 52									
(687)	0.32	60	R								NA		NA		12/11/2000
						From: SR 94									
						To: SR 94									
(688)	2.50	110	R								NA		NA		12/04/2000
						From: SR 100									
						To: Pulaski County Line									
(689)	0.50	220	R								NA		NA		11/13/2000
						From: 98-615									
						To: 98-616									
(690)	0.57	70	R								NA		NA		1994
						From: 98-625-N; 98-674									
						To: 98-625 MID									
						From: 98-625 SOUTH									
(690)	1.94	570	G	96%	1%	1%	1%	1%	0%	F	60	G	580	G	2001
						To: US 21									
(690)	1.68	1000	G	96%	1%	1%	1%	1%	0%	C	110	G	1100	G	2001
						To: 98-684									
(690)	0.56	950	G	96%	1%	1%	1%	1%	0%	F	100	G	970	G	2001
						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									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Wythe County</b>																
690	3.32	490	G	96%	1%	1%	1%	1%	0%	F	60	G	500	G	2001	
				From:	98-602 EAST											
				To:	98-642											
691	1.20	46	R								NA		NA		12/14/2000	
				From:	98-670											
691	0.20	60	R								NA		NA		12/14/2000	
				From:	1.20 ME 98-670											
				To:	98-749											
692	0.90	50	R								NA		NA		12/14/2000	
				From:	Dead End											
				To:	98-749											
693	0.23	40	R								NA		NA		1994	
				From:	US 11											
				To:	98-666											
694	1.00	450	R								NA		NA		12/11/2000	
				From:	SR 94											
				To:	Dead End											
695	0.36	60	R								NA		NA		11/13/2000	
				From:	Dead End											
				To:	98-616											
696	2.83	180	R								NA		NA		11/30/2000	
				From:	US 21											
				To:	98-640											
696	0.08	30	R								NA		NA		11/30/2000	
				From:	Dead End											
				To:	Dead End											
697	0.55	30	R								NA		NA		11/27/2000	
				From:	FR-44											
				To:	FR-44											
698	0.50	160	R								NA		NA		11/30/2000	
				From:	98-627											
				To:	98-731											
698	0.50	50	R								NA		NA		11/30/2000	
				From:	Dead End											
				To:	Dead End											
699	1.20	90	R								NA		NA		12/14/2000	
				From:	98-674											
				To:	98-669											
699	1.00	120	R								NA		NA		12/14/2000	
				From:	Dead End											
				To:	98-675											
699	1.90	280	R								NA		NA		12/14/2000	
				From:	98-667											
				To:	98-667											
700	1.30	150	R								NA		NA		12/04/2000	
				From:	US 52											
				To:	Dead End											
701	1.20	80	R								NA		NA		1994	
				From:	Dead End											
				To:	Pulaski County Line											
702	0.90	240	R								NA		NA		11/27/2000	
				From:	FR-44											
				To:	Dead End											
703	0.53	80	R								NA		NA		12/04/2000	
				From:	98-608											
				To:	Dead End											
704	0.60	20	R								NA		NA		11/30/2000	
				From:	98-649											
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Wythe County</b>																
(706)	0.10	10	R	From: 98-617							NA	NA			11/16/2000	
				To: Dead End												
(707)	3.30	60	R	From: 98-619							NA	NA			12/14/2000	
				To: 98-651; 98-690												
(708)	1.20	70	R	From: 98-669							NA	NA			12/14/2000	
				To: 98-673												
(709)	2.60	100	R	From: 98-669							NA	NA			12/14/2000	
				To: 98-674												
(711)	0.70	20	R	From: 98-664							NA	NA			11/16/2000	
				To: Dead End												
(712)	7.40	240	R	From: 98-610							NA	NA			11/27/2000	
				To: Pulaski County Line												
<b>Pulaski County</b>																
(712)	0.05	40	R	From: Pulaski County Line							NA	NA			11/27/2000	
				To: Dead End												
<b>Wythe County</b>																
(713)	0.75	130	R	From: Dead End							NA	NA			11/27/2000	
				To: 98-614												
(714)	0.58	40	R	From: Dead End							NA	NA			12/11/2000	
(714)	0.17	70	R	To: 98-739							NA	NA			12/11/2000	
				From: 98-643												
(715)	0.90	60	R	From: 98-680							NA	NA			11/16/2000	
				To: Dead End												
(716)	0.50	60	R	From: 98-610							NA	NA			11/27/2000	
				To: Dead End												
(717)	4.33	230	G	From: US 52	91%	1%	2%	3%	3%	0%	C	30	G	230	G	2001
				To: Wythe County Line												
(718)	0.37	30	R	From: SR 100							NA	NA			12/04/2000	
				To: 98-607												
(719)	0.45	250	R	From: SR 69							NA	NA			12/04/2000	
				To: US 52												
(720)	0.40	100	R	From: 98-640							NA	NA			11/30/2000	
(720)	1.45	320	R	To: 0.40 MN 98-640							NA	NA			11/30/2000	
				From: 98-649												
(721)	0.67	30	R	From: Dead End							NA	NA			12/14/2000	
				To: 98-779												
(722)	0.67	40	R	From: Dead End							NA	NA			1994	
				To: 98-615												

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Rural Retreat</b>															
(723)	0.38	470	R			From: 98-749 To: 98-674					NA	NA		1994	
<b>Wythe County</b>															
(724)	0.18	NA				From: Dead End To: 0.18 MW Dead End					NA	NA			
(724)	0.12	30	R			From: 98-614 To: 98-614					NA	NA		11/27/2000	
<b>Town of Rural Retreat</b>															
(725)	0.23	460	R			From: SR 90 To: 98-674					NA	NA		11/13/2000	
<b>Wythe County</b>															
(726)	1.33	100	R			From: Dead End To: 1.33 ME Dead End					NA	NA		11/27/2000	
(726)	2.10	210	R			From: FR-44 To: FR-44					NA	NA		11/27/2000	
<b>Town of Rural Retreat</b>															
(727)	0.13	190	R			From: Dead End To: 98-675					NA	NA		11/13/2000	
<b>Wythe County</b>															
(728)	0.60	60	R			From: 98-749 To: Dead End					NA	NA		12/14/2000	
(729)	0.95	90	R			From: FR-38; 98-679 To: Dead End					NA	NA		11/16/2000	
(730)	0.25	140	R			From: SR 94 To: Dead End					NA	NA		12/11/2000	
(731)	0.45	60	R			From: Dead End To: 98-698					NA	NA		11/30/2000	
(732)	0.12	50	R			From: 0.12 MS 98-742 To: 98-742					NA	NA		12/11/2000	
(732)	0.15	48	R			From: 98-742 To: Dead End					NA	NA		12/11/2000	
(733)	0.07	20	R			From: 98-742 To: 0.08 ME 98-742					NA	NA		12/11/2000	
(733)	0.03	50	R			From: 98-732 To: 98-744					NA	NA		12/11/2000	
(733)	0.08	40	R			From: 98-742 To: 98-744					NA	NA		12/11/2000	
(734)	0.11	20	R			From: Dead End To: 98-749					NA	NA		12/14/2000	
(735)	1.30	390	R			From: 98-617 To: Dead End					NA	NA		11/16/2000	
(736)	0.57	420	R			From: US 52 SOUTH To: US 52 NORTH					NA	NA		11/30/2000	

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
(737)	0.13	20	R			From: US 11 To: Dead End					NA		NA		11/13/2000
(738)	0.30	80	R			From: Dead End To: 98-619					NA		NA		12/14/2000
(739)	0.60	60	R			From: Dead End To: 98-714					NA		NA		12/11/2000
(740)	0.34	40	R			From: Dead End To: 0.34 MN Dead End					NA		NA		12/14/2000
(740)	0.21	60	R			From: 0.35 MN Dead End To: 98-602					NA		NA		12/14/2000
(741)	0.26	40	R			From: SR 94 To: SR 94					NA		NA		12/04/2000
(742)	1.98	530	R			From: SR 94 SOUTH To: SR 94 NORTH					NA		NA		12/11/2000
(743)	0.10	70	R			From: SR 94 To: 98-764					NA		NA		12/11/2000
(744)	0.07	440	R			From: 98-742 To: SR 94					NA		NA		12/11/2000
(745)	0.16	60	R			From: Dead End To: 98-644					NA		NA		12/11/2000
(746)	0.13	20	R			From: US 11 To: Dead End					NA		NA		11/13/2000
(748)	0.55	140	R			From: Dead End To: 98-765					NA		NA		12/11/2000
(748)	0.05	360	R			From: 98-765 To: 98-643					NA		NA		12/11/2000
<b>Town of Rural Retreat</b>															
(749)	0.06	5600	G	97%	0%	2%	0%	1%	0%	F	550	G	5700	G	2001
(749)	0.21	4700	G	97%	0%	2%	0%	1%	0%	C	430	G	4800	G	2001
(749)	0.17	3300	G	97%	0%	2%	0%	1%	0%	F	320	G	3400	G	2001
(749)	0.03	2300	G	97%	0%	2%	0%	1%	0%	F	230	G	2400	G	2001
<b>Wythe County</b>															
(749)	1.09	2300	N	97%	0%	2%	0%	1%	0%	N	230	N	2400	N	2001
(749)	3.15	1400	G	97%	0%	2%	0%	1%	0%	F	140	G	1400	G	2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Smyth County</b>															
(749)	0.15	1400	N			From: Wythe County Line To: 86-614 Smyth County Line				N	140	N	1400	N	2001
<b>Wythe County</b>															
(749)	5.13	690	G			From: Smyth County Line To: 98-672				F	70	G	700	G	2001
(749)	0.77	580	G			From: 98-612 To: 98-612				F	60	G	590	G	2001
(749)	1.39	1100	G			From: 94% To: US 21				C	110	G	1100	G	2001
(750)	0.65	400	R			From: Dead End To: SR 121					NA		NA		11/27/2000
(751)	0.30	40	R			From: Dead End To: 98-643 Gap					NA		NA		12/04/2000
(751)	0.95	160	R			From: SR 94 Gap To: Dead End					NA		NA		12/04/2000
(752)	0.80	40	R			From: 98-619 To: Dead End					NA		NA		11/30/2000
<b>Town of Rural Retreat</b>															
(753)	0.20	80	R			From: 98-616 To: NCL RURAL RETREAT					NA		NA		11/13/2000
<b>Wythe County</b>															
(754)	0.45	40	R			From: 98-607 WEST To: 98-607 EAST					NA		NA		12/04/2000
(755)	0.40	130	R			From: 98-694 To: Dead End					NA		NA		12/11/2000
(757)	0.10	50	R			From: Dead End To: 98-742					NA		NA		12/11/2000
(758)	0.38	NA				From: Cul-de-Sac To: 98-776					NA		NA		
(758)	0.30	520	R			From: 98-776 To: FR-42					NA		NA		11/30/2000
(759)	0.25	60	R			From: SR 69 To: Dead End					NA		NA		12/04/2000
(760)	0.02	30	R			From: Dead End To: 98-619					NA		NA		12/04/2000
(761)	0.30	100	R			From: Dead End To: US 11					NA		NA		1994
(762)	0.20	40	R			From: Dead End To: FR-44					NA		NA		11/27/2000
(763)	0.15	190	R			From: Dead End To: 98-614					NA		NA		12/11/2000

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
(764)	0.75	60	R			From: SR 94					NA		NA		12/11/2000
						To: Dead End									
(765)	0.35	60	R			From: 98-748					NA		NA		1989
						To: Dead End									
(766)	0.56	100	R			From: Dead End					NA		NA		12/04/2000
						To: SR 94									
(767)	0.08	50	R			From: Dead End					NA		NA		11/27/2000
						To: 98-614									
(768)	0.40	30	R			From: Dead End					NA		NA		12/11/2000
						To: 98-642									
(769)	0.08	60	R			From: 98-694					NA		NA		12/11/2000
						To: Dead End									
(770)	0.09	30	R			From: Dead End					NA		NA		11/30/2000
						To: 98-630									
(771)	0.25	140	R			From: US 11					NA		NA		1994
						To: Dead End									
(772)	1.70	140	R			From: Carroll County Line					NA		NA		12/04/2000
						To: 98-607									
(772)	1.00	110	R			From: 98-607					NA		NA		12/04/2000
						To: Dead End									
(773)	0.75	250	R			From: US 21					NA		NA		12/14/2000
						To: 98-650									
(774)	0.17	60	R			From: Dead End					NA		NA		12/11/2000
						To: 98-643									
(776)	0.17	200	R			From: Dead End					NA		NA		11/30/2000
						To: 98-758									
(777)	0.15	70	R			From: US 21					NA		NA		12/14/2000
						To: Dead End									
(778)	0.74	NA				From: Dead End					NA		NA		
						To: 98-677									
(779)	0.55	230	R			From: 98-602 SOUTH					NA		NA		12/14/2000
						To: 98-602 NORTH									
(780)	1.01	210	R			From: US 52 SOUTH					NA		NA		11/30/2000
						To: US 52 NORTH									
(781)	0.20	NA				From: Dead End					NA		NA		
						To: 98-694									
(782)	0.54	270	R			From: FR-44					NA		NA		11/27/2000
						To: Dead End									



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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
(783)	0.25	90	R			From: FR-44					NA		NA		11/27/2000
						To: Dead End									
(789)	0.22	NA				From: Dead End/					NA		NA		
						To: SR-00094(B)/									
(790)	0.04	30	R			From: Cul-de-Sac					NA		NA		11/30/2000
						To: 98-791									
(790)	0.09	120	R			From: 98-633					NA		NA		11/30/2000
						To: 98-790									
(791)	0.13	40	R			From: 98-790					NA		NA		11/30/2000
						To: Cul-de-Sac									
(795)	1.13	130	R			From: 98-621					NA		NA		12/04/2000
						To: 98-608									
(796)	0.23	NA				From: US-00052(B)/					NA		NA		
						To: Cul-de-Sac/									
(797)	0.74	NA				From: 98-619					NA		NA		
						To: Dead End									
(800)	0.10	NA				From: US 21					NA		NA		
						To: Cul-de-Sac									
(805)	0.18	30	R			From: SR 94					NA		NA		12/04/2000
						To: Dead End									
(806)	0.08	NA				From: 98-696					NA		NA		
						To: 98-807									
(807)	0.60	NA				From: Dead End					NA		NA		
						To: 98-806									
(810)	0.15	50	R			From: 98-603 SOUTH					NA		NA		11/20/2000
						To: 98-603 NORTH									
(830)	0.03	20	R			From: 98-680					NA		NA		11/16/2000
						To: Dead End									
(840)	0.60	90	R			From: 98-670					NA		NA		1997
						To: 98-749									
(1001)	0.32	570	R			From: 98-610; 98-1007					NA		NA		11/27/2000
						To: 98-1005									
(1002)	0.31	380	R			From: 98-1006					NA		NA		11/27/2000
						To: Dead End									
(1003)	0.25	140	R			From: 98-1005					NA		NA		11/27/2000
						To: 0.25 MN 98-1005									
(1003)	0.20	NA				From: 98-610					NA		NA		
						To: 98-610									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
(1004)	0.22	1400	R			From: SR 121; 98-1007 To: 98-610					NA		NA		11/27/2000
(1005)	0.65	200	R			From: 98-610 To: Dead End					NA		NA		11/27/2000
(1006)	0.06	1900	G	93%	2%	3%	2%	1%	0%	C	270	G	2000	G	2001
(1006)	0.08	340	R			From: 98-610 To: 98-1002					NA		NA		11/27/2000
(1007)	0.50	220	R			From: Dead End To: 98-610; 98-1001					NA		NA		11/27/2000
(1008)	0.03	30	R			From: Dead End To: 98-1002; 98-1005					NA		NA		11/27/2000
(1009)	0.14	40	R			From: Dead End To: SR 121					NA		NA		11/27/2000
(1010)	0.25	70	R			From: Dead End To: 98-610					NA		NA		11/27/2000
(1011)	0.13	70	R			From: Dead End To: 98-1009					NA		NA		11/27/2000
(1012)	0.57	450	R			From: 98-610 To: Dead End					NA		NA		11/27/2000
(1015)	0.21	NA				From: SR 94 To: 98-1016					NA		NA		
(1016)	0.13	NA				From: 98-1015 To: Dead End					NA		NA		
(1041)	0.41	NA				From: Cul-de-Sac/ To: FR-00045(B)/					NA		NA		
(1044)	0.36	NA				From: Cul-de-Sac To: FR-45					NA		NA		
<b>Town of Rural Retreat</b>															
(1101)	0.27	1100	G	97%	1%	1%	0%	0%	0%	C	110	G	1100	G	2001
(1102)	0.04	60	R			From: 98-723 To: 98-616					NA		NA		11/13/2000
(1103)	0.07	130	R			From: 98-1118 To: 98-1117 Gap Terminus					NA		NA		11/13/2000
(1103)	0.05	50	R			From: 98-1101 Gap Terminus To: 98-616					NA		NA		11/13/2000

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						2Axle	3+Axle	1Trail	2Trail						
<b>Wythe County</b>															
(1104)	0.08	48	R			From: 98-1119 To: WCL RURAL RETREAT					NA		NA		11/13/2000
<b>Town of Rural Retreat</b>															
(1104)	0.11	130	R			From: WCL RURAL RETREAT To: 98-727					NA		NA		11/13/2000
(1105)	0.05	30	R			From: Dead End To: 98-615					NA		NA		11/13/2000
(1106)	0.03	480	R			From: 98-674 To: 98-9424					NA		NA		11/13/2000
(1107)	0.05	80	R			From: Dead End To: 98-616					NA		NA		11/13/2000
(1108)	0.10	60	R			From: 98-675 To: 98-1109					NA		NA		11/13/2000
(1109)	0.02	60	R			From: Dead End To: 98-1108					NA		NA		11/13/2000
(1109)	0.02	10	R			From: 98-1108 To: Dead End					NA		NA		11/13/2000
(1110)	0.05	20	R			From: 0.05 MW 98-674 To: 98-674					NA		NA		11/13/2000
(1110)	0.10	80	R			From: 98-674 To: Dead End					NA		NA		11/13/2000
(1111)	0.16	500	R			From: SR 90 To: 98-675					NA		NA		11/13/2000
(1112)	0.10	940	G	95%	0%	2%	2%	1%	0%	C	90	G	960	G	2001
(1113)	0.12	70	R			From: 98-727 To: WCL RURAL RETREAT					NA		NA		11/13/2000
<b>Wythe County</b>															
(1113)	0.11	80	R			From: WCL RURAL RETREAT To: 98-1114					NA		NA		11/13/2000
(1114)	0.09	220	R			From: 98-1119 To: WCL Rural Retreat					NA		NA		11/13/2000
<b>Town of Rural Retreat</b>															
(1114)	0.07	220	R			From: WCL Rural Retreat To: 98-675					NA		NA		11/13/2000
(1115)	0.15	150	R			From: 98-725 To: 98-675					NA		NA		11/13/2000
(1116)	0.15	80	R			From: Dead End To: 98-674					NA		NA		11/13/2000

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Rural Retreat</b>															
1117	0.13	210	R			From: 98-1103 To: 98-749					NA		NA		11/13/2000
1118	0.21	100	R			From: Dead End To: 98-1103					NA		NA		11/13/2000
<b>Wythe County</b>															
1119	0.32	80	R			From: Dead End To: 98-1114					NA		NA		11/13/2000
1120	0.23	130	R			From: US 11 To: Dead End					NA		NA		11/13/2000
1121	0.27	330	R			From: 98-675 To: US 11					NA		NA		11/13/2000
1122	0.26	130	R			From: 98-675 To: 98-1121					NA		NA		11/13/2000
1123	0.10	30	R			From: 98-1114 To: Cul-de-Sac					NA		NA		11/13/2000
1124	0.23	NA				From: Dead End/ To: Dead End/					NA		NA		
1130	0.48	90	R			From: 98-634 SOUTH To: 98-634 NORTH					NA		NA		11/30/2000
9421	0.08	49	R			From: SPEEDWELL ELEM SCH To: 98-749					NA		NA		1994
9422	0.09	100	R			From: IVANHOE ELEM SCH To: 98-742					NA		NA		1994
9423	0.05	180	R			From: JACKSON MEMORIAL To: ELEM SCH; US 52					NA		NA		1994
<b>Town of Rural Retreat</b>															
9424	0.12	160	R			From: RETREAT ELEM HIGH To: SCH; 98-675					NA		NA		1994
<b>Wythe County</b>															
9507	0.07	170	R			From: AUSTINVILLE ELEM To: SCH; 98-636					NA		NA		1994
9508	0.04	180	R			From: ROBERT S SHEFFEY To: ELEM SCH; SR 94					NA		NA		1994
9774	0.21	430	R			From: US 52; FORT To: CHISWELL HIGH SCH					NA		NA		1994
<b>Town of Wytheville</b>															
1 <sub>139</sub> Fairview Rd	1.19	1600	G	98%	0%	2%	1%	0%	0%	F	160	G	1700	G	2001
						From: US 52 To: NCL Wytheville									
2 <sub>139</sub> Holston Rd	1.24	1500	G	98%	0%	2%	0%	0%	0%	F	160	G	1500	G	2001
						From: US 52 4Th St To: Cove Rd									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Wytheville</b>																
3 139 Lithia Rd	0.48	1400	G	From: US 11 Main St To: Nye Rd	98%	0%	2%	1%	0%	0%	F	160	G	1400	G	2001
4 139 Nye Rd	1.25	1000	G	From: .25 Mi. S Peppers Ferry Rd To: Peppers Ferry Rd	98%	0%	2%	1%	0%	0%	F	120	G	1000	G	2001
5250 139 Old Stage Rd	1.63	1300	G	From: WCL Wytheville To: US 21 Grayson St	98%	0%	2%	1%	0%	0%	F	130	G	1400	G	2001
5252 139 W Ridge Rd	0.14	620	G	From: Petunia Rd To: Old WCL Wytheville	98%	0%	1%	0%	0%	0%	F	70	G	660	G	2001
5252 139 W Ridge St	1.55	1300	G	From: 18Th St To: US 21 4Th St	98%	0%	2%	0%	0%	0%	C	140	G	1300	G	2001
5252 139 W Ridge Rd	0.49	1500	G	From: US 11 Main St To: 11th St	97%	1%	1%	1%	1%	0%	F	400	G	3800	G	2001
5253 139 Withers Rd	0.25	3600	G	From: Withers St To: US 11 Main St	97%	1%	1%	1%	1%	0%	C	370	G	2700	G	2001
5253 139 11th St	0.31	2600	G	From: US 11 Main St To: Monroe St	97%	1%	1%	1%	1%	0%	F	790	G	8000	G	2001
5253 139 11th St	0.06	7600	G	From: Monroe St To: Fisher Rd	97%	1%	1%	1%	1%	0%	F	230	G	2100	G	2001
5253 139 11Th-North St	0.13	2000	G	From: Fisher Rd To: North St	97%	1%	1%	1%	1%	0%	F	150	G	1400	G	2001
5253 139 Fisher Rd	0.14	1300	G	From: North St To: Pine St	97%	1%	1%	1%	1%	0%	F	150	G	1400	G	2001
5255 139 Cove Rd	0.52	2500	G	From: Peppers Ferry Rd To: Holston Rd	98%	0%	1%	1%	0%	0%	C	270	G	2700	G	2001
5255 139 Cove Rd	0.32	1200	G	From: Holston Rd To: .30 Mi. N Holston Rd	98%	0%	1%	1%	0%	0%	F	120	G	1200	G	2001
5255 139 Cove Rd	0.29	970	G	From: .30 Mi. N Holston Rd To: NCL Wytheville	98%	0%	1%	1%	0%	0%	F	110	G	1000	G	2001
5256 139 Spring St	0.30	1700	G	From: 12Th St To: 4Th St	98%	0%	1%	1%	0%	0%	F	220	G	1800	G	2001
5256 139 Spring St	0.54	2200	G	From: 4Th St To: 11Th St	98%	0%	1%	1%	0%	0%	F	300	G	2300	G	2001
5257 139 Tazewell St	0.06	1400	G	From: Main St To: Monroe St	98%	0%	1%	1%	0%	0%	F	170	G	1500	G	2001
5258 139 Monroe St	0.31	3400	G	From: 12Th St US 11 To: 4Th St US 21	93%	0%	1%	5%	1%	0%	F	370	G	3600	G	2001
5258 139 Monroe St	0.19	6400	G	From: US 21 4Th St To: 1St Street	93%	0%	1%	5%	1%	0%	F	700	G	6700	G	2001
5258 139 Monroe St	0.15	5900	G	From: N 1St Street To: N 5Th St	93%	0%	1%	5%	1%	0%	F	660	G	6200	G	2001
5258 139 Monroe St	0.19	5700	G	From: 5Th St To: 11Th St	93%	0%	1%	5%	1%	0%	F	610	G	6000	G	2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Wytheville</b>																
(5258/139) Peppers Ferry Rd	0.46	7000	G	From: 11Th St	93%	0%	1%	5%	1%	0%	C	800	G	7300	G	2001
(5258/139) Peppers Ferry Rd	0.67	6100	F	To: Cove Rd	93%	0%	1%	5%	1%	0%	F	600	F	6300	F	2001
(5258/139) Peppers Ferry Rd	0.19	1400	G	From: Ramp to I-77	93%	0%	1%	5%	1%	0%	F	140	G	1500	G	2001
				To: ECL Wytheville												
(5260/139) 12th St	0.29	2700	G	From: Main St US 11	95%	1%	2%	1%	1%	0%	F	320	G	2900	G	2001
				To: Union St												
(5260/139) Union St	0.30	2700	G	From: 12Th St	95%	1%	2%	1%	1%	0%	F	330	G	2800	G	2001
				To: 4Th St												
(5260/139) Withers St	0.56	3500	G	From: 4Th St	95%	1%	2%	1%	1%	0%	C	400	G	3700	G	2001
				To: 11Th St												
(5261/139) 4th St	0.31	2400	G	From: Marshall St	95%	0%	1%	2%	2%	0%	F	290	G	2500	G	2001
				To: Withers St												
(5261/139) 4th St	0.30	2800	G	From: Withers St	95%	0%	1%	2%	2%	0%	F	300	G	3000	G	2001
				To: US 11 Main St												
(5262/139) Marshall St	0.91	1900	G	From: 4Th St	95%	0%	1%	2%	2%	0%	C	200	G	2000	G	2001
				To: Main St US 11												
(5264/139) Pine St	0.38	1800	G	From: US 11 Lee Hwy	99%	0%	1%	0%	0%	0%	C	210	G	1900	G	2001
				To: US 21 4Th St												
(5264/139) Pine St	0.44	340	G	From: US 21 4Th St	99%	0%	1%	0%	0%	0%	F	45	G	360	G	2001
				To: Fisher Rd												
16th St	0.00	150	G	From: Spring St								20	G	160	G	2001
				To: Franklin St												
Church St	19.03	980	G	From: Washington St								120	G	1000	G	2001
				To: Withers St												
Mountain View Dr	19.03	690	G	From: 11Th St								70	G	720	G	2001
				To: 13Th St												
Spiller St	19.03	150	G	From: 5Th St								20	G	160	G	2001
				To: 3Rd St												