# 2016

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

where available

**Jurisdiction Report** 

45

Highland County Town of Monterey

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	

(F241)	Frontage Road (F precedes frontage route number)
	· · · · · · · · · · · · · · · · · · ·

(600) Secondary Route

# Special Routes

Bus	Bus - Business Route
[29]	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

Virginia State Route

- 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.

### Virginia Department of Transportation Traffic Engineering Division 2016

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

			antenance A				Trι	ıck			K	Dir Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	West Vir	ginia State Line											
84) Mill Gap Rd	Highland County	5.87	190 G	95%	0%	1%	2%	2%	0%	F	0.118	0.553	200	G
<u> </u>	To- From:	45-600 Upp	er Back Creek R	d		$\Box$								
84) Mill Gap Rd	Highland County	6.64	330 G	95%	0%	1%	2%	2%	0%	С	0.111	0.694	340	G
$\smile$	To- From:	45-640 N	Meadowdale Rd											
84 Mill Gap Rd	Highland County	2.43	500 G	95%	0%	1%	2%	2%	0%	F	0.104	0.696	520	G
<u> </u>	To:	US 220	) Vanderpool											
~~	From:		County Line											
Jackson River Rd	Highland County	8.62	540 G	93%	1%	1%	1%	4%	0%	F	0.108	0.504	570	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		, Big Valley Rd											
Jackson River Rd	Highland County	3.47	680 G	93%	1%	1%	1%	4%	0%	F	0.100	0.546	710	G
<u>~</u>	To: From:		Vanderpool											
220 Jackson River Rd	Highland County	3.54	1300 G	93%	0%	2%	2%	3%	0%	F	0.087	0.539	1400	G
~	To- From:	SCL	Monterey											
220	Town of Monterey (Maint: 45)	0.35	1300 N	93%	0%	2%	2%	3%	0%	Ν	0.087	0.539	1400	Ν
	To: From:	Ţ	US 250											
220 Jackson River Rd	Town of Monterey (Maint: 45)	0.19	1400 G	93%	0%	2%	2%	3%	0%	С	0.089	0.605	1500	G
<del>~</del>	To: From:	NCL	Monterey											
220	Highland County	6.30	1400 N	93%	0%	2%	2%	3%	0%	Ν	0.089	0.605	1500	Ν
	To: From:	45-642 N	Vear Blue Grass											
220 Potomac River Rd	Highland County	1.12	660 G	93%	0%	2%	2%	3%	0%	F	0.097	0.536	690	G
~	To:	West Vir	ginia State Line											
~~ <u>`</u>	From:		ginia State Line											
250 Highland Turnpike	Highland County	8.02	340 G	92%	0%	1%	2%	4%	0%	F	0.109	0.644	360	G
	To: From:	45-640 Blue Grass V	alley Rd; Meado											
250 Highland Turnpike	Highland County	5.34	430 G	92%	0%	1%	2%	4%	0%	F	0.106	0.586	450	G
		WCI	Monterey											
250	Town of Monterey (Maint: 45)	0.40	430 N	92%	0%	1%	2%	4%	0%	Ν	0.106	0.586	450	Ν
	To: From:	US 22	20 Monterey											
250	Town of Monterey (Maint: 45)	0.18	1200 N	92%	0%	1%	2%	4%	0%	Ν	0.094	0.553	1200	Ν
	To From	ECL	Monterey			$\Box$								
250 Highland Turnpike	Highland County	9.56	1200 G	92%	0%	1%	2%	4%	0%	С	0.094	0.553	1200	G
<u>~</u>	To: From:	45-678 Bul	lpasture River Re	d		$\neg$ $\vdash$								
250 Highland Turnpike	Highland County		1100 G	92%	0%	1%	2%	4%	0%	F	0.086	0.502	1200	G
	To	Augusta	a County Line											

4/19/2017 7

Route	Length	AADT	QA	4Tire	Bus		Tri • 3+Axle	ıck		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Highland County		From	J						ZIIdii		racioi		racioi			
694 Little Valley	0.10	40	N				nd County l	Line			NA			NA		08/30/2012
00		Te					45-607									
(600) Lower Back Creek Rd	2.89	110	G	97%	0%	Bath 0%	County Lin 3%	ne 0%	0%	С	0.128		0.533	120	G	2016
600) Lower Back Greek Hd	2.03	To		31 /6	0 76		S, Mill Gap		0 76	-	0.120		0.555	120	u	2010
	0.50	From	_			SR	84 NORTH	I						NIA		OE /1.1 /00.1 F
600	2.50	80	R								NA			NA		05/11/2015
600	4.69	70 From	: <u> </u> R			2.50	MN SR 84	N			NA			NA		05/11/2015
600		. · ·				7 10	MN SR 84	N								00/11/2010
600	1.75	9 From	R			7.19	WIN SK 64	11			NA			NA		09/14/2012
		T <sub>C</sub>	-			8.94	MN SR 84	N								
600	3.35	<b>20</b> From	R								NA			NA		05/11/2015
$\bigcirc$		To	c			US 250	Highland 7	Грке								
	1.00	From				1	Dead End							NIA		00/14/0010
601)	1.60	<b>9</b>	R			US 250	Highland 7	Грке			NA			NA		09/14/2012
		From					Dead End	pite								
(602)	0.20	10	R				ocua Ena				NA			NA		09/13/2012
		To	c				SR 84									
$\bigcirc$		From			4:	5-600 Lov	ver Back C	reek Rd			Ц.,					
603	0.60	<b>30</b>	R				45-604				NA			NA		09/14/2012
		From	.l				Dead End									
604)	1.20	10	R				Dead Ellu				NA			NA		09/14/2012
004)		Te					45-603									
(604)	3.40	<b>70</b>	R				10 000				NA			NA		09/14/2012
$\bigcup$		To	c				SR 84									
$\bigcirc$		From					US 220									
605)	1.00	80 To	R			Г	Dead End				NA			NA		09/14/2012
		From	d				US 220									
(606)	1.25	20	R				03 220				NA			NA		09/14/2012
		To From	-			1.25	MN US 22	20								
(606)	1.35	20	R								NA			NA		09/14/2012
$\bigcirc$		To	00				45-607									
	1.60	From				US 2	220 SOUTI	H						NIA		0E/11/0015
607)	1.60	140	R								NA			NA		05/11/2015
(007)	7.47	70 From	R			08-69	4 Little Val	ley			NA			NA		05/11/2015
(607)	7.47	70				15	COC EAST							IVA		03/11/2010
(607)	0.30	100 From	R			43-	606 EAST				NA			NA		05/11/2015
007)		Te				45.	606 WEST									
607)	1.80	100 From	R			43-	000 WEST				NA			NA		05/11/2015
		Te				US 2	220 NORT	Н								
$\bigcirc$		From					US 220									
608	0.70	10	R			т	and End				NA			NA		09/14/2012
		From	1				Dead End	20								
(609) Burnsville Rd	3.24	80	G	92%	3%	1%	County Lin	1e 2%	0%	С	0.149		0.539	80	G	2016
000)	,. <u>.</u> .	To					llpasture R		•							
		From				45-609	Burnsville	Rd								
(610)	0.07	5	R								NA			NA		09/14/2012
		To	1			0.07	MN 45-60	9								

Route	Length	AADT	QA	4Tire	Bus		Truck xle 1Trail 2Trai	$\circ$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Highland County		From	1			0.07 MN 45			1					
(610)	0.76	9	R						NA			NA		09/14/2012
		Te From	1		4:	5-678 Bullpasture								
<b>611</b> )	0.60	40	R			US 220			NA			NA		09/14/2012
		To	oc			Dead En	d							
	5.20	From			4:	5-678 Bullpasture	e River Rd		NA			NA		00/14/2012
612	5.20	<b>8</b>	R			45-614						INA		09/14/2012
		From				45-614								
613)	1.10	<b>20</b>	R			D 15			NA			NA		05/11/2015
		From	1			Dead En								
614)	3.86	70	R			Bath County	Line		NA			NA		09/21/2012
		To From				GW Natl For	Bndy		<u> </u>					
614)	0.12	40	R				-		NA			NA		09/21/2012
		From				0.12 ME of I	Bndy							
614)	0.34	40	R						NA			NA		09/21/2012
	0.82	40 From	R			0.46 ME of 1	Bndy		NA			NA		09/21/2012
614)	0.02	<b>40</b>	, —			45 (12						INA		09/21/2012
614)	2.60	40 From	R			45-613			NA			NA		09/21/2012
014)						45-612			<u> </u>					
614)	1.34	70	R						NA			NA		09/14/2012
		To From				45-616								
614)	3.06	46	R						NA			NA		09/14/2012
	6.14	From				US 250						NIA		00/26/2012
614)	6.14	170	R			15.00			NA			NA		09/26/2012
<u>(614)</u>	2.44	110 From	R			45-619			NA			NA		05/07/2015
014)		To	_			West Virginia S	tate Line							
		Fron				US 250	ı							
(615)	4.60	40 To	R		4	5-678 Bullpasture	e River Rd		NA			NA		09/21/2012
		Fron				45-614								
(616)	4.22	170	R						NA			NA		05/11/2015
		From				S 250 S, Highlan S 250 N, Highlan								
616)	2.60	20	R		0.	5 250 11, 111gillari	и типрікс		NA			NA		09/14/2012
$\overline{}$		To	•			Dead En	d							
	2.19	30	R			45-624			NA			NA		09/26/2012
617	2.19	30				45.610			INA			INA		09/20/2012
617)	5.48	130 From	R			45-618			NA			NA		09/26/2012
<u>•••</u>		Tr				45-654 N, John								
(617)	2.20	30 From	L			45-654 S, John	ston Rd		NA			NA		09/21/2012
<u>(617)</u>		Te				Dead En	d							00/21/2012
		From				45-614								
618	0.80	10	R						NA —			NA		09/25/2012
	0.70	70 From	R			Dead End;	Gap					NA		00/21/2010
618	2.70	/U	r T			45-654 N, John	ston Rd		NA			NA		09/21/2012
$\bigcirc$		From				45-654 S, John								<b></b>
618	0.80	140	R			45-617			NA			NA		05/07/2015

Route	Length	AADT	<b>QA</b> 4Tire	Bus	2Axle 3+Axle 1		QC F	K actor	NK Dir Factor	AAWDT	QW	Year
Highland County		Fron	r		45-654 Johnston Rd							
619)	0.69	80	R					NA		NA		09/21/2012
	1.21	50	R		0.69 ME 45-654			] NA		NA		09/21/2012
<b>6</b> 19	1.21	т.			45-648			<u> </u>		INA		03/21/2012
619	2.01	80 From	R					NA		NA		09/21/2012
		Fron	r <u> </u>		45-614			<u> </u>				
620	1.70	40	'L R		45-654 Johnston Rd			J NA		NA		09/21/2012
		T. Fron	×		West Virginia State Lin	e		]				
620	1.80	30	R					NA		NA		09/21/2012
		Fron	l.		45-614 NORTH 45-614 SOUTH							
620	2.77	20	R					NA		NA		09/21/2012
		To	<u>I</u>		West Virginia State Lin	e		1				
(621)	1.18	340	`L		Dead End			J NA		NA		09/28/2012
		T	1		45-636			]				
	0.60	Fron			45-654 Johnston Rd					NIA		00/01/0010
622	0.60	80	R		45.600			NA 1		NA		09/21/2012
622	1.50	30 From	R		45-623			NA		NA		09/21/2012
022)		Te	x		West Virginia State Lin	e						
$\bigcirc$	0.00	Fron			Dead End							00/04/0040
623	0.90	<b>30</b>	R		45-622			NA 1		NA		09/21/2012
		Fron	r		45-629							
624)	0.10	40	R					NA		NA		09/21/2012
		Fron			45-628			]				
624)	6.00	40	R					NA -		NA		09/21/2012
	1.60	From	R		45-617			NA		NA		05/07/2015
624	1.00	T			45-654 Johnston Rd			]		IVA		03/07/2010
		Fron			Dead End							
625	0.10	30	R					NA		NA		09/12/2012
	1.90	From			US 220			]——— NA		NA		09/12/2012
625)	1.90	<b>70</b>	R	,	West Virginia State Lin	e		]		INA		09/12/2012
		Fron	ı		Dead End							
626	1.60	30 T	R		VVC 220			NA 1		NA		09/12/2012
		Fron	<u> </u>		US 220 Dead End			1				
(627)	0.30	20	R		Dead End			NA		NA		09/11/2012
		Te	00		US 220			<u> </u>				
$\bigcirc$	0.00	Fron			Dead End					NIA		00/04/0040
628)	0.80	<b>8</b>	R		45-624			NA <b>1</b>		NA		09/21/2012
		Fron	11		US 250							
629	4.18	280	R					NA		NA		09/12/2012
		Fron			US 220							
630	0.52	20	`L		Dead End			J NA		NA		09/12/2012
		Te	x		45-629			]				
$\bigcirc$	2.25	Fron			US 250					h		00/40/00:5
631)	2.00	80 T	R		45-629			NA		NA		09/12/2012

					Higl	hland Ma	aintenan	ce Area	l							
Route  Highland County	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
632	1.97	110 To	R				20 SOUTH				NA			NA		05/07/2015
(633)	0.80	70	R				ead End	1			NA			NA		09/12/2012
	1.00	From					JS 220							NA		00/10/0010
634)	1.20	90 To	R				ead End JS 220				NA			NA		09/12/2012
635)	1.00	<b>210</b>	R				ead End				NA			NA		09/12/2012
636)	0.46	120	R				JS 220				NA			NA		09/28/2012
636)	0.63	500 From	R				5-1010 Monterey				NA			NA		09/28/2012
Town of Monterey																
636) Spruce St	0.31	500	N				Monterey				NA			NA		09/28/2012
636 Spruce St; Maple St	0.04	<b>760</b> From	R				JS 250 ead End				NA			NA		09/28/2012
Highland County																
637)	1.80	50 To	R				Mill Gap F	Rd			NA			NA		09/14/2012
637)	3.00	40 From	R				JS 250				NA			NA		09/14/2012
637)	5.30	140	R		4:		Grass Va	lley Rd			NA			NA		09/12/2012
638)	1.00	20 To	R				leadowdal	e Rd			NA			NA		09/14/2012
639	0.50	20 To	R		4:		Grass Va	lley Rd			NA			NA		09/12/2012
(640) Meadowdale Rd	1.10	110	G	94%	0%		Mill Gap F 0%	Rd 5%	0%	С	0.148		0.579	120	G	2016
640 Meadowdale Rd	3.22	90 From	G	94%	0%	0%	38 Mill Ln 0%	5%	0%	F	0.14		0.571	90	G	2016
640 Blue Grass Valley Rd	5.20	100 From	G	97%	0%	1%	Highland T 2% Iaple Suga	0%	0%	F	0.129		0.714	100	G	2016
640 Blue Grass Valley Rd	1.30	250 From	G	97%	0%	1%	2% Laurel Fo	0%	0%	F	0.108		0.533	260	G	2016
640 Bluegrass Valley Rd	0.70	350 From	G	97%	0%	1% -642 E, W	2% imer Mour	0%	0%	С	0.115		0.691	370	G	2016
640	0.40	280	R				542 EAST 15-650				NA			NA		05/07/2015
640)	0.80	220 From	R				15-644				NA			NA		09/12/2012
640	2.40	200 From	R				ginia State	Line			NA			NA		05/07/2015

Route	Length	AADT	QA	4Tire	Bus		Tr • 3+Axle	uck		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Highland County		From									1 40101		1 40101			
(641)	0.45	70	R			45-640 BR	ue Grass V	alley Kd			NA			NA		05/07/2015
$\frac{\bigcirc}{\bigcirc}$		T. From					45-657				_					
(641)	0.25	40	R				N 4 F 4				NA			NA		09/12/2012
		From	n:				Dead End	. T t			_					
(642)	11.50	20	R			west vi	irginia State	e Line			NA			NA		09/12/2012
(642)	1.20	100 From	R				45-643				NA			NA		09/12/2012
042		T	0:				640 WEST									
642 Blue Grass Valley Rd	2.60	510	G	97%	0%	1%	3luegrass V 2% Potomac Ri	0%	0%	С	0.107		0.586	540	G	2016
		Fron	n:				45-642	ver Ru								
(643)	1.10	60	R								NA			NA		09/12/2012
		T	0:				45-644									
	1.60	90	" <u></u> R				45-640				NA			NA		05/07/2015
(644)	1.00	90					15.610				- NA			INA		03/07/2013
(644)	3.90	60 From	R				45-643				NA			NA		09/12/2012
044)		т	0:			West Vi	irginia State	e Line								
		Fror				US	250 WES	Γ								
(645)	0.20	170	R								NA			NA		05/07/2015
		Fror				45-65	4 Johnston	Rd			$\Box$					
645)	0.09	30	R			TIO	250 E 4 65	n			NA			NA		05/07/2015
		Fror					250 EAST									
(646)	0.15	30	R			1	Dead End				NA			NA		09/11/2012
(040)		т	0:				45-637									
		From	n:				45-632									
(647)	1.01	90	R								NA			NA		09/12/2012
		T	1				Dead End									
	0.80	20	* <u></u>				45-619				NA			NA		09/12/2012
(648)	0.00	<b>20</b>	o: N			I	Dead End							INA		03/12/2012
		Fron	n:				Dead End									
(649)	0.50	710	R								NA			NA		05/11/2015
$\overline{}$		Т	00				US 250									
$\bigcirc$	0.15	From				I	Dead End							NIA		05/07/001/
(650)	0.15	<b>20</b>	R				45-640				NA			NA		05/07/2015
		From	n:			45-65	4 Johnston	Rd								
(651)	0.07	10	R			15 05	1 Johnston	rtu			NA			NA		05/07/2015
		т	o.			I	Dead End									
$\bigcirc$		From					US 250				]					
(652)	0.09	<b>90</b>	R			WC	L Montere	y			NA			NA		09/28/2012
Town of Monterey																
	0.05	From				WC	L Montere	y						NIA		00/00/0040
652 Academy Hill Rd	0.05	<b>90</b>	N ∞			EC	L Montere	y			NA T			NA		09/28/2012
Highland County			1			LC		,								
		From				EC	L Montere	y								
(652)	0.06	90	N								NA			NA		09/28/2012
		Т	03			I	Dead End									

					THÇ	ilialia i	lantona	1100 7110	ч							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Highland County		From	n-			I	Dead End									
(653)	0.60	40	R								NA			NA		09/26/201
<u> </u>		To	a.				45-617									
654) Doe Hill Rd	0.91	580	G G	92%	1%		lighland To 2%	urnpike 3%	0%	С	0.086		0.509	610	G	2016
654) Doe Hill Rd	0.91	560		92%		2%			0%	C	0.000		0.509	610	G	2010
(654) Johnston Rd	3.67	380 Fron	G	92%	1%	45-617 N 2%	, Seldom S 2%	3%	0%	F	0.098		0.568	400	G	2016
634) 56516 110	0.07	To		0270			Keister Ho		0,0	-			0.000		<u> </u>	20.0
654) Johnston Rd	2.95	190 From	G	92%	1%	2%	2%	3%	0%	F	0.117		0.549	200	G	2016
		Te Fron				45-624 J	ack Mount	ain Rd								
654) Johnston Rd	1.54	140	G	92%	1%	2%	2%	3%	0%	F	0.154		0.660	150	G	2016
$\bigcup$		To	00			West Vi	rginia Stat	e Line								
$\bigcirc$		Fron					45-632				Щ.,					
655	0.15	10	R			1	Dead End				NA			NA		09/11/201
		Fron	n													
656	0.04	30	R				Dead End				NA			NA		05/07/201
000		To					US 250									
		Fron	n:			I	Dead End									
657)	0.37	30	R								NA			NA		09/12/2013
<u> </u>		To	0:				45-641									
	0.12	20 From	 R			45-0	517 SOUT	H			NA			NA		09/25/201
660	0.12	<b>20</b>	n n			45-0	17 NORT	Н						INA		09/23/2017
		Fron	n:				County Li									
678)	3.83	90	R								NA			NA		09/14/201
		T/ Fron				45-609	Burnsville	e Rd								
678) Bullpasture River Rd	0.49	130	G	88%	1%	1%	2%	8%	0%	F	0.136		0.565	140	G	2016
<u> </u>		T <sub>e</sub> Fron	0.			45-61	) Job's Hill	l Rd			$\neg$ —					
678) Bullpasture River Rd	3.12	160	G	88%	1%	1%	2%	8%	0%	F	0.132		0.5	170	G	2016
<u> </u>		To Fron				45-61	2 McClung				$\Box$					
678) Bullpasture River Rd	3.32	220	G	88%	1%	1%	2%	8%	0%	F	0.104		0.618	230	G	2016
<u> </u>		Fron	n:				Davis Ru									
678 Bullpasture River Rd	2.82	300 <sub>To</sub>	G	88%	1%	1%	2%	8%	0%	С	0.098		0.613	310	G	2016
						US 250 F	lighland T	итпріке								
Town of Monterey		Fron	n:			45-1002	2 Courthou	se Ln								
(1001) Walnut St	0.04	110	R								NA			NA		05/11/201
$\bigcup$		To	00				US 250									
O W L . 21. 2 . 11		Fron				45-10	01 Sieg Al	lley								05/44/004
1002 Walnut St; Courthouse	e Ln0.05	60	R								NA			NA		05/11/201
O complete and the	0.00	Fron				45-6	36 Spruce	St						NIA		05/11/001/
1002 Courthouse Ln	0.20	250	R				US 220				NA			NA		05/11/201
		Fron	n:				2 Courthou	se I n								
1003) Water St	0.04	340	R			43-1002	Courtiou	SC LII			NA			NA		05/11/201
		т.	20				US 250									
1003) Water St	0.04	290 From	R								NA			NA		05/11/201
$\bigcup$		Tr	n.			I	Dead End									
O = 1.1.1		Fron					US 220									
1004 Fleisher Ave	0.16	400	R			45.10	)	A			NA			NA		09/28/2012
							05 Wilson	Ave								
1005) Wilson Ave	0.09	510	" <u>L</u> R				US 250				NA			NA		09/28/2013
(1005) Wilson Ave	0.03	310 To				45-100	4 Fleisher	Ave						13/7		30,20,20 T
•			•			,										

				Піўі	IIIaliu i	vaintena	ince Are	a							
Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
		T						2114		1 40101		1 40101			
0.10		L			45-100	04 Fleisher	Ave			NA			NA		09/28/2012
0.10	т.	1			NC	L Montere	ey								00/20/2012
0.16		L			NC	L Montere	ey			NΔ			ΝΔ		09/28/2012
0.10					I	Dead End							IVA		03/20/2012
0.25					I	Dead End				NΔ			ΝΔ		05/11/2015
0.23		· · ·			45-6	36 Spruce	St						IVA		03/11/2013
0.14					I	Dead End				NA.			NIA		05/11/2015
0.14	T.	<u> </u>			SC	L Montere	ev						IVA		03/11/2013
0.00		L			SC	L Montere	ey						NIA		05/44/0045
0.08	60 Tr	· N			45-10	006 Sieg A	llev			NA			NA		05/11/2015
					15 10	oo bleg n	incy								
						45-1011									
0.12						45-636				NA			NA		09/28/2012
	From														
0.07	70	R				10 1010				NA			NA		09/28/2012
	Т	·			C	Cul-de-Sac									
	Fron	d			15.6	26 Corus	C+								
0.13	0	R			45-0	30 Spruce	SI.			NA			NA		05/11/2015
	T	c			45-6	36 Spruce	St								
	Eron	J			5 (50 P		o: 10.1			-					
0.15				4	5-6/8 Bt	ilipasture i	River Ra			NA			NA		09/26/2012
		d			McDo	well Elem	Sch								
					C	Cul-de-Sac									
0.17	470	R				15 610				NA			NA		05/11/2015
						43-049									
					98-1	125 Indian	Cr								
0.29					-	1 CY				NA			NA		07/12/2012
		1								<u> </u>					
0.04		L			(	ui-ae-Sac				NA			NA		07/10/2012
-					98-1	126 Indian	Cr								
	0.10 0.16 0.25 0.14 0.08 0.12	0.16 70  10.25 110  10.25 110  10.14 60  10.12 100  10.13 0  10.15 140  10.17 470  10.29 60  10.29 60  10.17 From  10.04 70	0.10 70 R To    From	0.10 70 R  To	Company   Comp	Length   AADT   QA   4Tire   Bus   2Axic	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail	Color	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie 1Trail 2Trail   QC	Length   AADT   QA   4Tire   Bus     Carrier   Bus   Carrier   C	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Company   Comp