2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Jurisdiction Report
10

Bland County

Prepared By

Virginia Department of Transportation
Mobility Management Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management's 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's Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest Hour
- N Peak Hour 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
- 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,

Route Shield Legend

Route Systems

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 - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bland County																
				From: Smyth County Line												
42	9.58	**140**	**G**	94%	0%	1%	1%	4%	0%	F	0.109	F	0.643	150	G	2002
				To: 10-622 West of Ceres												
				From:												
42	5.39	**490**	**G**	94%	0%	1%	1%	4%	0%	F	0.106	F	0.703	500	G	2002
				To: US 52 West of Bland Court House												
				From:												
42 52	3.97	**2100**	**G**	94%	1%	4%	0%	1%	0%	F	0.084	F	0.68	2200	G	2002
				To: I-77 West of Bland Court House												
				From:												
42 52	0.91	**4500**	**G**	96%	1%	1%	0%	1%	0%	F	0.089	F	0.545	4600	G	2002
				To: US 52 Bland Court House												
				From:												
42	10.25	**1900**	**G**	97%	1%	1%	0%	1%	0%	F	0.096	F	0.565	2000	G	2002
				To: 10-738 Mechanicsburg												
				From:												
42	3.08	**670**	**G**	97%	1%	1%	0%	1%	0%	F	0.130	F	0.756	680	G	2002
				To: 10-606												
				From:												
42	2.30	**1100**	**G**	97%	1%	1%	0%	1%	0%	F	0.122	F	0.778	1100	G	2002
				To: Giles County Line												
				From: Wythe County Line												
52	4.18	**200**	**G**	94%	1%	4%	0%	1%	0%	F	0.108	F	0.575	200	G	2002
				To: SR 42 West of Bland C. H.												
				From: SR 42 West of Bland C.H.												
52	3.97	**2100**	**G**	94%	1%	4%	0%	1%	0%	F	0.084	F	0.68	2200	G	2002
				To: I-77 West of Bland C.H.												
				From:												
52	0.91	**4500**	**G**	96%	1%	1%	0%	1%	0%	F	0.089	F	0.545	4600	G	2002
				To: SR 42 Bland C.H.												
				From:												
52	4.58	**940**	**G**	96%	1%	1%	0%	1%	0%	F	0.106	F	0.587	960	G	2002
				To: 10-615 S												
				From:												
52	2.05	**1600**	**G**	96%	1%	1%	0%	1%	0%	F	0.102	F	0.615	1600	G	2002
				To: 10-666												
				From:												
52	6.14	**450**	**G**	90%	1%	7%	1%	1%	0%	F	0.118	F	0.561	460	G	2002
				To: SR 61												
				From:												
52	0.06	**450**	**N**	90%	1%	7%	1%	1%	0%	N	0.118	N	0.561	460	N	2002
				To: I-77 W of Rocky Gap												
				From:												
52	0.40	**2400**	**G**	93%	0%	1%	2%	4%	0%	F	0.074	F	0.553	2500	G	2002
				To: SR 61 N Rocky Gap												
				From:												
52	2.19	**1100**	**G**	95%	1%	2%	1%	1%	0%	F	0.083	F	0.533	1100	G	2002
				To: I-77												
				From:												
52 77	0.70			See I-77 for directional traffic volume estimates for this segment.												
	Combined Traffic:	**29000**	**G**	75%	1%	2%	0%	21%	1%	F	0.071	F	0.519	26000	G	
				To: West Virginia State Line												
				From: Tazewell County Line												
61	10.53	**1000**	**G**	97%	0%	1%	1%	1%	0%	F	0.076	F	0.523	1100	G	2002
				To: US 52 W of Rocky Gap												
				From: US 52 WEST OF ROCKY GAP												
61 52	0.40	**2400**	**G**	93%	0%	1%	2%	4%	0%	F	0.074	F	0.553	2500	G	2002
				To: I-77 W OF ROCKY GAP												
				From:												
61 52	0.06	**450**	**N**	90%	1%	7%	1%	1%	0%	N	0.118	N	0.561	460	N	2002
				To: US 52 ROCKY GAP												
				From:												
61	7.42	**1100**	**G**	93%	1%	3%	3%	0%	0%	F	0.080	F	0.526	1100	G	2002
				To: Giles County Line												
North				From: Wythe County Line												
77	0.69	**14000**	**G**	74%	1%	2%	0%	21%	1%	F	0.077	F		12000	G	2002
	Combined Traffic:	**28000**	**G**	75%	1%	2%	0%	21%	1%	F	0.077	F		25000	G	
				To: 10-717												

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Bland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bland County																
North 77				From: 10-717												
	5.45	**14000**	**G**	74%	1%	2%	0%	21%	1%	F	0.073	F		12000	G	2002
	Combined Traffic:	**28000**	**G**	75%	1%	2%	0%	21%	1%	F	0.073	F		25000	G	
				To: US 52, SR 42												
North 77				From:												
	6.11	**13000**	**G**	74%	1%	2%	0%	21%	1%	F	0.072	F		12000	G	2002
	Combined Traffic:	**27000**	**G**	75%	1%	2%	0%	21%	1%	F	0.072	F		24000	G	
				To: 10-666												
North 77				From:												
	3.94	**13000**	**G**	74%	1%	2%	0%	21%	1%	F	0.072	F		12000	G	2002
	Combined Traffic:	**27000**	**G**	75%	1%	2%	0%	21%	1%	F	0.072	F		24000	G	
				To: 10-606												
North 77				From:												
	1.97	**14000**	**G**	74%	1%	2%	0%	21%	1%	F	0.075	F		12000	G	2002
	Combined Traffic:	**28000**	**G**	75%	1%	2%	0%	21%	1%	F	0.075	F		25000	G	
				To: US 52, SR 61												
North 77				From:												
	2.33	**13000**	**A**	74%	1%	2%	0%	21%	1%	A	0.144	A		12000	A	2002
	Combined Traffic:	**27000**	**A**	75%	1%	2%	0%	21%	1%	A	0.132	A	0.602	24000	A	
				To: US 52												
North 77				From:												
	0.70	**15000**	**G**	74%	1%	2%	0%	21%	1%	F	0.071	F		13000	G	2002
	Combined Traffic:	**29000**	**G**	75%	1%	2%	0%	21%	1%	F	0.071	F	0.519	26000	G	
				To: West Virginia State Line												
West Virginia																
North 77				From: West Virginia State Line												
	0.50	**15000**	**G**	74%	1%	2%	0%	21%	1%	F	0.071	F		13000	G	2002
	Combined Traffic:	**29000**	**G**	75%	1%	2%	0%	21%	1%	F	0.071	F	0.519	26000	G	
				To: End of Tunnel, West Virginia												
Bland County																
South 77				From: Wythe County Line												
	0.87	**14000**	**G**	75%	1%	2%	0%	20%	1%	F	0.071	F		13000	G	2002
	Combined Traffic:	**28000**	**G**	75%	1%	2%	0%	21%	1%	F	0.077	F		25000	G	
				To: 10-717												
South 77				From:												
	5.70	**14000**	**G**	75%	1%	2%	0%	20%	1%	F	0.07	F		13000	G	2002
	Combined Traffic:	**28000**	**G**	75%	1%	2%	0%	21%	1%	F	NA			25000	G	
				To: US 52, SR 42												
South 77				From:												
	6.05	**13000**	**G**	75%	1%	2%	0%	20%	1%	F	0.069	F		12000	G	2002
	Combined Traffic:	**27000**	**G**	75%	1%	2%	0%	21%	1%	F	NA			24000	G	
				To: 10-666												
South 77				From:												
	3.87	**13000**	**G**	75%	1%	2%	0%	20%	1%	F	0.069	F		12000	G	2002
	Combined Traffic:	**27000**	**G**	75%	1%	2%	0%	21%	1%	F	NA			24000	G	
				To: 10-606												
South 77				From:												
	2.12	**14000**	**G**	75%	1%	2%	0%	20%	1%	F	0.072	F		13000	G	2002
	Combined Traffic:	**28000**	**G**	75%	1%	2%	0%	21%	1%	F	NA			25000	G	
				To: SR 61												
South 77				From:												
	1.79	**14000**	**A**	75%	1%	2%	0%	20%	1%	A	0.153	A		12000	A	2002
	Combined Traffic:	**27000**	**A**	75%	1%	2%	0%	21%	1%	A	NA			24000	A	
				To: US 52; SR 598												
South 77				From: SR 598												
	0.79	**14000**	**G**	75%	1%	2%	0%	20%	1%	F	0.073	F		13000	G	2002
	Combined Traffic:	**29000**	**G**	75%	1%	2%	0%	21%	1%	F	NA			26000	G	
				To: West Virginia State Line												

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West Virginia																
South				From: West Virginia State Line												
77	0.50	**14000**	**G**	75%	1%	2%	0%	20%	1%	F	0.073	F		13000	G	2002
	Combined Traffic:	**29000**	**G**	75%	1%	2%	0%	21%	1%	F	0.071	F	0.519	26000	G	
				To: End of Tunnel, West Virginia												
Bland County																
				From: US 52 Bland CH												
98	0.50	**270**	**G**	95%	2%	3%	0%	0%	0%	F	0.107	F	0.643	270	G	2002
				To: 10-605 South of Bland CH												
				From: I-77 North												
598	4.16	**180**	**G**	99%	0%	1%	0%	0%	0%	F	0.103	F	0.625	190	G	2002
				To: West Virginia State Line												
				From: Wythe County Line												
600	2.60	**20**	**R**								NA			NA		12/27/2000
				To: 10-601												
				From: 10-603; 10-617												
601	11.40	**180**	**R**								NA			NA		1997
				To: Pulaski County Line												
				From: Dead End												
602	1.25	**70**	**R**								NA			NA		12/27/2000
				To: 1.25 ME OF Dead End												
602	0.80	**80**	**R**	From:							NA			NA		1997
				To: 10-668												
602	0.35	**80**	**R**	From:							NA			NA		1997
				To: 10-632												
602	0.40	**80**	**R**	From:							NA			NA		1997
				To: 0.40 MS 10-632												
602	0.80	**80**	**R**	From:							NA			NA		1997
				To: 10-601												
				From: Wythe County Line												
603	1.60	**40**	**R**								NA			NA		12/27/2000
				To: 10-601												
				From: SR 42												
604	3.47	**300**	**R**								NA			NA		1997
				To: 10-651												
604	1.50	**60**	**R**	From:							NA			NA		1997
				To: 1.50 ME 10-651												
604	2.10	**100**	**R**	From:							NA			NA		1997
				To: 10-608												
604	0.40	**50**	**R**	From:							NA			NA		1997
				To: 0.40 ME 10-608												
604	0.50	**60**	**R**	From:							NA			NA		12/27/2000
				To: Dead End												
				From: Dead End												
605	0.30	**60**	**R**								NA			NA		12/27/2000
				To: 0.30 MN Dead End												
605	0.59	**140**	**R**	From:							NA			NA		1997
				To: 0.89 MN Dead End												
605	0.21	**170**	**R**	From:							NA			NA		12/27/2000
				To: 1.10 MN Dead End												
605	0.50	**180**	**R**	From:							NA			NA		1997
				To: SR 98												
				From: US 52												
606	0.06	**400**	**G**	82%	1%	14%	2%	1%	0%	C	0.098	F	0.531	410	G	2002
				To: I-77												

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Bland County																
606	5.03	**1200**	**G**	86%	1%	3%	2%	8%	0%	F	0.102	F	0.546	1300	G	2002
From: I-77																
To: 10-608																
606	4.49	**880**	**G**	86%	1%	3%	2%	8%	0%	F	0.108	F	0.594	900	G	2002
From: 10-608																
To: 10-608 MID																
606	3.94	**790**	**G**	86%	1%	3%	2%	8%	0%	C	0.101	F	0.759	800	G	2002
From: SR 42																
To:																
607	1.89	**60**	**R**								NA			NA		12/27/2000
From: 10-608																
To: 1.89 ME 10-608																
607	0.71	**60**	**R**								NA			NA		1997
From: 10-606																
To:																
608	0.60	**210**	**R**								NA			NA		1997
From: SR 42																
To: 10-604																
608	1.10	**90**	**R**								NA			NA		1997
From: 1.10 MS 10-604																
To:																
608	1.90	**70**	**R**								NA			NA		12/27/2000
From: Jefferson Forest Boundary																
To:																
608	1.40	**70**	**R**								NA			NA		12/27/2000
From: 10-639																
To:																
608	0.60	**120**	**R**								NA			NA		1997
From: SR 42 EAST																
To:																
608	3.40	**340**	**R**								NA			NA		1997
From: 10-606 EAST																
To: 10-606 WEST																
608	2.44	**150**	**R**								NA			NA		1997
From: 10-677																
To:																
608	0.90	**80**	**R**								NA			NA		12/27/2000
From: 10-609																
To:																
608	2.28	**190**	**R**								NA			NA		1997
From: 10-606																
To:																
609	1.80	**80**	**R**								NA			NA		12/27/2000
From: 10-608																
To: 10-677																
610	1.10	**60**	**R**								NA			NA		1997
From: Smyth County Line																
To: 10-742																
610	0.80	**80**	**R**								NA			NA		1997
From: SR 42																
To:																
611	0.10	**100**	**R**								NA			NA		1997
From: 0.10 MN SR 42																
To:																
611	0.50	**90**	**R**								NA			NA		1997
From: 0.60 MN SR 42																
To: 10-612																
611	1.53	**60**	**R**								NA			NA		12/27/2000
From: US 52																
To:																
612	0.56	**60**	**R**								NA			NA		1997
From: 0.56 ME US 52																
To:																
612	4.22	**160**	**R**								NA			NA		12/27/2000
From: 4.78 ME US 52																
To:																
612	0.89	**70**	**R**								NA			NA		1997
From: 5.67 ME US 52																
To:																

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bland County																
(612)	0.75	**70**	**R**	From: 5.67 ME US 52 To: 10-627							NA			NA		1997
(612)	1.55	**80**	**R**	From: 10-627 To: 10-611							NA			NA		1997
(612)	2.90	**100**	**R**	From: 10-611 To: 10-631							NA			NA		1997
(612)	0.81	**280**	**R**	From: 10-631 To: 10-606							NA			NA		1997
(613)	0.37	**40**	**R**	From: Dead End To: 0.37 ME Dead End							NA			NA		12/18/2000
(613)	0.60	**60**	**R**	From: 0.37 ME Dead End To: 0.97 ME Dead End							NA			NA		1997
(613)	0.20	**70**	**R**	From: 0.97 ME Dead End To: 1.17 ME Dead End							NA			NA		1997
(613)	4.71	**630**	**R**	From: 1.17 ME Dead End To: 10-663							NA			NA		1997
(613)	0.50	**680**	**R**	From: 10-663 To: US 52							NA			NA		1997
(613)	6.16	**500**	**R**	From: US 52 To: Dead End							NA			NA		1997
(614)	12.70	**1200**	**R**	From: Tazewell County Line To: US 52							NA			NA		1997
(615)	1.20	**360**	**R**	From: US 52 SOUTH To: 10-620							NA			NA		1997
(615)	2.95	**60**	**R**	From: 10-620 To: 2.95 MW 10-620							NA			NA		12/18/2000
(615)	0.25	**60**	**R**	From: 2.95 MW 10-620 To: 10-618							NA			NA		1997
(615)	4.37	**920**	**R**	From: 10-618 To: 10-649							NA			NA		1997
(615)	0.32	**1300**	**R**	From: 10-649 To: US 52 EAST							NA			NA		1997
(615)	0.59	**320**	**R**	From: US 52 WEST To: Dead End							NA			NA		1997
(616)	0.30	**40**	**R**	From: 10-617 To: FR-2							NA			NA		12/27/2000
(617)	3.80	**45**	**R**	From: US 52 SOUTH To: 10-619							NA			NA		1997
(617)	1.97	**190**	**R**	From: 10-619 To: 10-616							NA			NA		1997
(617)	1.00	**440**	**R**	From: 10-616 To: US 52 NORTH							NA			NA		1997
(618)	1.20	**110**	**R**	From: 10-615 To: Dead End							NA			NA		1997

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Bland County																
619	0.40	**40**	**R**	From: 10-617							NA			NA		12/27/2000
				To: Dead End												
620	1.80	**150**	**R**	From: Dead End							NA			NA		12/18/2000
				To: 10-615												
621	3.00	**190**	**R**	From: SR 42							NA			NA		1997
				To: US 52												
622	1.00	**40**	**R**	From: SR 42							NA			NA		1997
				To: 1.00 ME SR 42												
622	0.30	**49**	**R**	From:							NA			NA		12/27/2000
				To: 10-626 WEST												
622	1.40	**50**	**R**	From:							NA			NA		1997
				To: 10-626 EAST												
622	0.30	**60**	**R**	From:							NA			NA		1997
				To: 0.30 MS 10-626												
622	0.40	**60**	**R**	From:							NA			NA		12/27/2000
				To: Jefferson Forest Boundary												
622	0.40	**60**	**R**	From:							NA			NA		1997
				To: 10-625 WEST												
622	0.53	**60**	**R**	From:							NA			NA		1997
				To: 10-625 EAST												
622	0.70	**50**	**R**	From:							NA			NA		1997
				To: 10-624												
622	2.30	**60**	**R**	From:							NA			NA		1997
				To: 10-623												
622	2.70	**60**	**R**	From:							NA			NA		1997
				To: SR 42 WEST												
622	2.30	**80**	**R**	From:							NA			NA		1997
				To: SR 42 EAST												
622	1.40	**130**	**R**	From:							NA			NA		12/27/2000
				To: Dead End												
623	0.81	**110**	**R**	From: 10-622							NA			NA		1997
				To: SR 42 WEST												
623	7.40	**40**	**R**	From: SR 42 EAST							NA			NA		12/27/2000
				To: Tazewell County Line												
624	1.00	**60**	**R**	From: Dead End							NA			NA		12/27/2000
				To: 10-622												
625	0.50	**8**	**R**	From: Dead End							NA			NA		12/27/2000
				To: 10-622 WEST												
625	0.60	**130**	**R**	From: 10-622 EAST							NA			NA		1997
				To: SR 42												
625	0.40	**80**	**R**	From:							NA			NA		1997
				To: 10-647												
625	0.30	**46**	**R**	From:							NA			NA		12/27/2000
				To: 0.30 MS 10-647												
625	6.40	**30**	**R**	From:							NA			NA		12/27/2000
				To: Dead End												

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Bland County																
(626)	2.20	**49**	**R**	From: 10-622 WEST To: 2.20 ME 10-622							NA			NA		1997
(626)	0.60	**40**	**R**	From: 2.20 ME 10-622 To: 10-622 EAST							NA			NA		1997
(626)	0.85	**130**	**R**	From: 10-622 EAST To: SR 42							NA			NA		1997
(627)	0.80	**40**	**R**	From: Dead End To: 10-612							NA			NA		12/27/2000
(628)	0.47	**420**	**R**	From: US 52 SOUTH To: US 52 NORTH							NA			NA		1997
(629)	1.30	**180**	**R**	From: 10-606 To: Dead End							NA			NA		1997
(630)	0.19	**NA**		From: Dead End To: 10-665							NA			NA		
(631)	1.75	**200**	**R**	From: 10-612 To: Dead End							NA			NA		12/27/2000
(632)	0.24	**20**	**R**	From: 10-602 To: Dead End							NA			NA		12/27/2000
(633)	0.65	**90**	**R**	From: Dead End To: 10-631							NA			NA		12/27/2000
(634)	0.57	**160**	**R**	From: 10-738 To: SR 42							NA			NA		12/27/2000
(635)	0.07	**40**	**R**	From: 10-637 To: Cul-de-Sac							NA			NA		12/18/2000
(636)	0.10	**220**	**R**	From: Dead End To: 10-615							NA			NA		12/18/2000
(636)	0.06	**30**	**R**	From: 10-615 To: 10-648							NA			NA		12/18/2000
(637)	0.10	**70**	**R**	From: 10-615 To: 10-636							NA			NA		12/18/2000
(638)	0.47	**60**	**R**	From: 10-629 To: Dead End							NA			NA		1992
(639)	0.20	**20**	**R**	From: 10-608 To: Dead End							NA			NA		12/27/2000
(640)	1.00	**10**	**R**	From: Dead End To: 10-738							NA			NA		12/27/2000
(640)	3.00	**70**	**R**	From: 3.00 ME 10-738 To: Dead End							NA			NA		12/27/2000
(640)	0.70	**40**	**R**	From: Dead End To: 10-738							NA			NA		12/27/2000

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Bland County																
641	0.03	**20**	**R**	From: 10-606							NA			NA		12/27/2000
				To: 0.03 MS 10-606												
641	0.12	**20**	**R**	From:							NA			NA		12/27/2000
				To: Dead End												
642	0.70	**20**	**R**	From: US 52 SOUTH							NA			NA		12/18/2000
				To: US 52 NORTH												
643	0.40	**20**	**R**	From: Dead End							NA			NA		12/27/2000
				To: US 52												
644	0.40	**40**	**R**	From: Dead End							NA			NA		12/18/2000
				To: SR 61												
645	1.10	**60**	**R**	From: Dead End							NA			NA		12/27/2000
				To: SR 42												
646	0.37	**40**	**R**	From: 10-615 WEST							NA			NA		12/18/2000
				To: 0.37 MS 10-615												
646	2.31	**190**	**R**	From:							NA			NA		12/18/2000
				To: 10-615 EAST												
647	0.32	**30**	**R**	From: Dead End							NA			NA		12/27/2000
				To: 10-625												
648	0.49	**30**	**R**	From: US 52 NORTH							NA			NA		12/18/2000
				To: Dead End												
649	0.03	**30**	**R**	From: Dead End							NA			NA		12/18/2000
				To: 10-654												
649	0.14	**120**	**R**	From:							NA			NA		12/18/2000
				To: 10-615												
650	0.90	**50**	**R**	From: Dead End							NA			NA		12/18/2000
				To: SR 61												
651	0.23	**20**	**R**	From: Dead End							NA			NA		12/27/2000
				To: 10-604												
652	0.05	**60**	**R**	From: Dead End							NA			NA		12/18/2000
				To: 10-628												
653	0.20	**60**	**R**	From: 10-738							NA			NA		12/27/2000
				To: Dead End												
654	0.08	**100**	**R**	From: 10-649							NA			NA		12/18/2000
				To: 10-615												
655	0.16	**60**	**R**	From: US 52							NA			NA		12/18/2000
				To: Dead End												
656	0.86	**30**	**R**	From: Dead End							NA			NA		12/27/2000
				To: 10-658												
656	1.40	**150**	**R**	From:							NA			NA		12/27/2000
				To: 10-1001												

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bland County																
(656)	0.07	**130**	**R**	From: 10-1001 To: SR 98							NA			NA		12/27/2000
(657)	0.25	**110**	**R**	From: 10-614 To: Dead End							NA			NA		12/18/2000
(658)	1.21	**30**	**R**	From: Dead End To: 10-656							NA			NA		12/27/2000
(659)	0.45	**90**	**R**	From: US 52 To: Dead End							NA			NA		12/27/2000
(660)	0.10	**180**	**R**	From: Dead End To: SR 61							NA			NA		12/18/2000
(661)	0.03	**NA**		From: 10-653 To: Dead End							NA			NA		
(662)	0.30	**50**	**R**	From: 10-606 To: Dead End							NA			NA		12/27/2000
(663)	0.08	**20**	**R**	From: 10-613 To: Dead End							NA			NA		12/18/2000
(664)	0.20	**NA**		From: Dead End To: 10-608							NA			NA		
(665)	0.55	**110**	**R**	From: Dead End To: US 52							NA			NA		12/18/2000
(666)	0.15	**2400**	**R**	From: US 52 To: I-77 WEST RAMP							NA			NA		12/18/2000
(666)	0.17	**1700**	**R**	From: I-77 WEST RAMP To: I-77 EAST RAMP							NA			NA		12/18/2000
(666)	0.01	**880**	**R**	From: I-77 EAST RAMP To: FR-3							NA			NA		12/18/2000
(667)	0.49	**490**	**R**	From: Dead End To: SR 42							NA			NA		12/27/2000
(668)	0.05	**NA**		From: Dead End To: 10-602							NA			NA		
(670)	1.75	**70**	**R**	From: 10-738 To: 1.75 ME 10-738							NA			NA		12/27/2000
(670)	1.55	**60**	**R**	From: 1.75 ME 10-738 To: Giles County Line							NA			NA		12/27/2000
(671)	0.42	**110**	**R**	From: 10-606 To: Dead End							NA			NA		12/27/2000
(674)	0.15	**NA**		From: US-00052(B)/ To: Dead End/							NA			NA		

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bland County																
677	1.20	**170**	**R**	From: 10-608							NA			NA		12/27/2000
677	0.10	**100**	**R**	To: 10-609 From:							NA			NA		12/27/2000
				To: Giles County Line												
Giles County																
677	1.90	**100**	**R**	From: Giles County Line To: Dead End							NA			NA		12/27/2000
Bland County																
678	0.01	**120**	**R**	From: SR 61							NA			NA		12/18/2000
678	0.08	**110**	**R**	To: 0.01 ME SR 61 From:							NA			NA		12/18/2000
678	1.55	**80**	**R**	To: 0.09 ME SR 61 From:							NA			NA		12/18/2000
678	0.81	**70**	**R**	To: 1.64 ME SR 61 From:							NA			NA		12/18/2000
678	1.12	**70**	**R**	To: 2.45 ME SR 61 From:							NA			NA		12/18/2000
				To: SR 61												
679	0.10	**60**	**R**	From: Dead End To: US 52							NA			NA		12/18/2000
680	0.89	**150**	**R**	From: 10-615; 10-620 To: Cul-de-Sac							NA			NA		12/18/2000
690	0.30	**180**	**R**	From: 10-660 To: Dead End							NA			NA		12/18/2000
717	0.05	**310**	**G**	From: Wythe County Line	91%	1%	4%	2%	3%	0%	C 0.110	F	0.546	310	G	2002
717	0.30	**380**	**R**	To: I-77 WEST RAMP From:							NA			NA		12/27/2000
717	1.83	**310**	**R**	To: I-77 EAST RAMP From:							NA			NA		12/27/2000
				To: 10-601												
738	2.31	**80**	**R**	From: Pulaski County Line							NA			NA		12/27/2000
738	2.85	**320**	**R**	To: 10-670 From:							NA			NA		12/27/2000
738	0.53	**340**	**R**	To: 10-640 SOUTH From:							NA			NA		12/27/2000
738	0.37	**360**	**R**	To: 10-634 From:							NA			NA		12/27/2000
				To: SR 42												
742	0.30	**20**	**R**	From: Smyth County Line To: 10-610							NA			NA		12/27/2000
1001	0.13	**280**	**R**	From: 10-656							NA			NA		12/27/2000
1001	0.18	**1300**	**R**	To: 10-1002 From:							NA			NA		12/27/2000
				To: US 52												

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Bland County																
1001	0.09	**160**	**R**	From: US 52 To: 10-1005							NA			NA		12/27/2000
1002	0.05	**520**	**R**	From: 10-1001 To: SR 98							NA			NA		12/27/2000
1002	0.08	**NA**		From: To: Dead End							NA			NA		
1003	0.05	**690**	**R**	From: 10-1001 To: SR 98							NA			NA		12/27/2000
1004	0.16	**50**	**R**	From: Dead End To: SR 42							NA			NA		12/27/2000
1005	0.35	**320**	**R**	From: US 52 WEST To: 10-1001							NA			NA		12/27/2000
1005	0.12	**100**	**R**	From: To: US 52 EAST							NA			NA		12/27/2000
1005	0.08	**60**	**R**	From: To: 10-1006							NA			NA		12/27/2000
1005	0.02	**150**	**R**	From: To: SR 42							NA			NA		12/27/2000
1006	0.10	**80**	**R**	From: 10-1005 To: Dead End							NA			NA		12/27/2000
1007	0.05	**70**	**R**	From: US 52 To: 10-1004							NA			NA		12/27/2000
1008	0.11	**210**	**R**	From: US 42 To: Dead End							NA			NA		12/27/2000
1009	0.07	**30**	**R**	From: 10-1008 To: Dead End							NA			NA		12/27/2000
1010	0.15	**9**	**R**	From: Dead End To: US 52							NA			NA		12/27/2000
1011	0.22	**1100**	**R**	From: SR 42 To: Dead End							NA			NA		12/27/2000
9049	0.03	**45**	**R**	From: 10-606 To: Holly Brook School							NA			NA		1992
9050	0.08	**390**	**R**	From: SR 42 To: Bland Elementry School							NA			NA		1992
9051	0.10	**46**	**R**	From: Ceres Elementry School To: 10-625							NA			NA		1992
9628	0.08	**47**	**R**	From: 10-615 To: Bastian Elementry School							NA			NA		1992