2001

Virginia Department of Transportation

Daily Traffic Volumes

Including Vehicle Classification Estimates

where available

Jurisdiction Report

10

Bland County

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

One of these booklets includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

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

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

Design Hour: The estimate of the traffic volume for the 30th 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

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
Wye - Wye Route connector

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

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

Virginia Department of Transportation
Traffic Engineering Division
2001
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	Design Hour	QK	AAWDT	QW	Year
Bland County															
				From: Smyth County Line											
42	9.58	**150**	**G**	94%	0%	1%	1%	4%	0%	F	30	G	150	G	2001
				To: 10-622 West of Ceres											
				From:											
42	5.39	**500**	**G**	94%	0%	1%	1%	4%	0%	F	50	G	510	G	2001
				To: US 52 West of Bland Courthouse											
				From:											
42 52	3.97	**2100**	**G**	94%	1%	4%	0%	1%	0%	F	210	G	2200	G	2001
				To: I-77 West of Bland Courthouse											
				From:											
42 52	0.91	**4500**	**G**	96%	1%	1%	0%	1%	0%	F	460	G	4600	G	2001
				To: US 52 Bland Courthouse											
				From: US 52 Bland Court House											
42	10.25	**1900**	**G**	97%	1%	1%	0%	1%	0%	F	200	G	2000	G	2001
				To: 10-738 Mechanicsburg											
				From:											
42	3.08	**680**	**G**	97%	1%	1%	0%	1%	0%	F	80	G	690	G	2001
				To: 10-606											
				From:											
42	2.30	**1100**	**G**	97%	1%	1%	0%	1%	0%	F	130	G	1100	G	2001
				To: Giles County Line											
				From: Wythe County Line											
52	4.18	**200**	**G**	94%	1%	5%	1%	1%	0%	F	20	G	200	G	2001
				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	210	G	2200	G	2001
				To: I-77 West of Bland C.H.											
				From:											
52	0.91	**4500**	**G**	96%	1%	1%	0%	1%	0%	F	460	G	4600	G	2001
				To: SR 42 Bland C.H.											
				From:											
52	4.58	**950**	**G**	96%	1%	1%	0%	1%	0%	F	110	G	960	G	2001
				To: 10-615 S											
				From:											
52	2.05	**1600**	**G**	96%	1%	1%	0%	1%	0%	F	180	G	1600	G	2001
				To: 10-666											
				From:											
52	6.14	**460**	**G**	90%	1%	7%	1%	1%	0%	F	60	G	460	G	2001
				To: SR 61											
				From:											
52	0.06	**460**	**N**	90%	1%	7%	1%	1%	0%	N	60	N	460	N	2001
				To: I-77 W of Rocky Gap											
				From:											
52	0.40	**2400**	**G**	93%	0%	1%	2%	4%	0%	F	200	G	2500	G	2001
				To: SR 61 N Rocky Gap											
				From:											
52	2.19	**1100**	**G**	95%	1%	2%	1%	1%	0%	F	100	G	1100	G	2001
				To: I-77											
				From:											
52 77	0.70			See I-77 for directional traffic volume estimates for this segment.											
	Combined Traffic:	**28000**	**G**	74%	1%	2%	1%	22%	1%	F	1600	G	25000	G	2001
				To: West Virginia State Line											
				From: Tazewell County Line											
61	10.53	**1100**	**G**	96%	0%	2%	1%	1%	0%	F	100	G	1100	G	2001
				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	200	G	2500	G	2001
				To: I-77 W OF ROCKY GAP											
				From:											
61 52	0.06	**460**	**N**	90%	1%	7%	1%	1%	0%	N	60	N	460	N	2001
				To: US 52 ROCKY GAP											
				From:											
61	7.42	**1100**	**G**	93%	1%	3%	3%	0%	0%	F	100	G	1100	G	2001
				To: Giles County Line											
North				From: Wythe County Line											
77	0.69	**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: 10-717											

Virginia Department of Transportation
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2001
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Bland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bland County															
North				From: 10-717											
77	5.45	**13000**	**G**	73%	1%	2%	1%	22%	1%	F	810	G	12000	G	2001
	Combined Traffic:	**27000**	**G**	74%	1%	2%	1%	22%	1%	F	1600	G	24000	G	2001
				To: US 52, SR 42											
North				From:											
77	6.11	**13000**	**G**	73%	1%	2%	0%	22%	1%	F	760	G	12000	G	2001
	Combined Traffic:	**26000**	**G**	74%	1%	2%	1%	22%	1%	F	1500	G	23000	G	2001
				To: 10-666											
North				From:											
77	3.94	**13000**	**G**	73%	1%	2%	0%	22%	1%	F	750	G	12000	G	2001
	Combined Traffic:	**26000**	**G**	74%	1%	2%	1%	22%	1%	F	1500	G	23000	G	2001
				To: 10-606											
North				From:											
77	1.97	**13000**	**G**	73%	1%	2%	1%	22%	1%	F	780	G	12000	G	2001
	Combined Traffic:	**27000**	**G**	74%	1%	2%	1%	22%	1%	F	1600	G	24000	G	2001
				To: US 52, SR 61											
North				From:											
77	2.33	**13000**	**B**	73%	1%	2%	1%	22%	1%	C	1800	B	12000	B	2001
	Combined Traffic:	**26000**	**B**	74%	1%	2%	1%	22%	1%	C	3700	B	24000	B	2001
				To: US 52											
North				From:											
77	0.70	**14000**	**G**	73%	1%	2%	1%	22%	1%	F	830	G	13000	G	2001
	Combined Traffic:	**28000**	**G**	74%	1%	2%	1%	22%	1%	F	1600	G	25000	G	2001
				To: West Virginia State Line											
West Virginia															
North				From: West Virginia State Line											
77	0.50	**14000**	**G**	73%	1%	2%	1%	22%	1%	F	830	G	13000	G	2001
	Combined Traffic:	**28000**	**G**	74%	1%	2%	1%	22%	1%	F	1600	G	25000	G	2001
				To: End of Tunnel, West Virginia											
Bland County															
South				From: Wythe County Line											
77	0.87	**14000**	**G**	74%	1%	2%	1%	21%	1%	F	780	G	12000	G	2001
	Combined Traffic:	**27000**	**G**	74%	1%	2%	1%	22%	1%	F	1600	G	24000	G	2001
				To: 10-717											
South				From:											
77	5.70	**13000**	**G**	74%	1%	2%	1%	21%	1%	F	760	G	12000	G	2001
	Combined Traffic:	**27000**	**G**	74%	1%	2%	1%	22%	1%	F	1600	G	24000	G	2001
				To: US 52, SR 42											
South				From:											
77	6.05	**13000**	**G**	74%	1%	2%	1%	21%	1%	F	740	G	12000	G	2001
	Combined Traffic:	**26000**	**G**	74%	1%	2%	1%	22%	1%	F	1500	G	23000	G	2001
				To: 10-666											
South				From:											
77	3.87	**13000**	**G**	74%	1%	2%	1%	21%	1%	F	720	G	12000	G	2001
	Combined Traffic:	**26000**	**G**	74%	1%	2%	1%	22%	1%	F	1500	G	23000	G	2001
				To: 10-606											
South				From:											
77	2.12	**14000**	**G**	74%	1%	2%	1%	21%	1%	F	810	G	12000	G	2001
	Combined Traffic:	**27000**	**G**	74%	1%	2%	1%	22%	1%	F	1600	G	24000	G	2001
				To: SR 61											
South				From:											
77	1.79	**13000**	**B**	74%	1%	2%	1%	21%	1%	A	1900	B	12000	B	2001
	Combined Traffic:	**26000**	**B**	74%	1%	2%	1%	22%	1%	C	3700	B	24000	B	2001
				To: US 52; SR 598											
South				From: SR 598											
77	0.79	**14000**	**G**	74%	1%	2%	1%	21%	1%	F	810	G	13000	G	2001
	Combined Traffic:	**28000**	**G**	74%	1%	2%	1%	22%	1%	F	1600	G	25000	G	2001
				To: West Virginia State Line											

Virginia Department of Transportation
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2001
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	Design Hour	QK	AAWDT	QW	Year
West Virginia															
South 77				From: West Virginia State Line											
	0.50	**14000**	**G**	74%	1%	2%	1%	21%	1%	F	810	G	13000	G	2001
	Combined Traffic:	**28000**	**G**	74%	1%	2%	1%	22%	1%	F	1600	G	25000	G	2001
				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	30	G	270	G	2001
				To: 10-605 South of Bland CH											
				From: I-77 North											
598	4.16	**180**	**G**	99%	1%	1%	1%	0%	0%	F	20	G	190	G	2001
				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**								NA		NA		1997
				To: 10-668											
602	0.35	**80**	**R**								NA		NA		1997
				To: 10-632											
602	0.40	**80**	**R**								NA		NA		1997
				To: 0.40 MS 10-632											
602	0.80	**80**	**R**								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**								NA		NA		1997
				To: 1.50 ME 10-651											
604	2.10	**100**	**R**								NA		NA		1997
				To: 10-608											
604	0.40	**50**	**R**								NA		NA		1997
				To: 0.40 ME 10-608											
604	0.50	**60**	**R**								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**								NA		NA		1997
				To: 0.89 MN Dead End											
605	0.21	**170**	**R**								NA		NA		12/27/2000
				To: 1.10 MN Dead End											
605	0.50	**180**	**R**								NA		NA		1997
				To: SR 98											
				From: US 52											
606	0.06	**410**	**G**	82%	0%	14%	2%	1%	0%	C	49	G	410	G	2001
				To: I-77											

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bland County															
606	5.03	**1300**	**G**	From: I-77											
				86%	1%	3%	2%	8%	0%	F	140	G	1300	G	2001
				To: 10-608											
606	4.49	**890**	**G**	From:											
				86%	1%	3%	2%	8%	0%	F	100	G	910	G	2001
				To: 10-608 MID											
606	3.94	**790**	**G**	From: MID 10-608											
				86%	1%	3%	2%	8%	0%	C	90	G	810	G	2001
				To: SR 42											
607	1.89	**60**	**R**	From: 10-608							NA		NA		12/27/2000
				To: 1.89 ME 10-608											
607	0.71	**60**	**R**	From:							NA		NA		1997
				To: 10-606											
608	0.60	**210**	**R**	From: SR 42							NA		NA		1997
				To: 10-604											
608	1.10	**90**	**R**	From:							NA		NA		1997
				To: 1.10 MS 10-604											
608	1.90	**70**	**R**	From:							NA		NA		12/27/2000
				To: Jefferson Forest Boundary											
608	1.40	**70**	**R**	From:							NA		NA		12/27/2000
				To: 10-639											
608	0.60	**120**	**R**	From:							NA		NA		1997
				To: SR 42 EAST											
608	3.40	**340**	**R**	From:							NA		NA		1997
				To: 10-606 EAST											
608	2.44	**150**	**R**	From: 10-606 WEST							NA		NA		1997
				To: 10-677											
608	0.90	**80**	**R**	From:							NA		NA		12/27/2000
				To: 10-609											
608	2.28	**190**	**R**	From:							NA		NA		1997
				To: 10-606											
609	1.80	**80**	**R**	From: 10-608							NA		NA		12/27/2000
				To: 10-677											
610	1.10	**60**	**R**	From: Smyth County Line							NA		NA		1997
				To: 10-742											
610	0.80	**80**	**R**	From:							NA		NA		1997
				To: SR 42											
611	0.10	**100**	**R**	From: SR 42							NA		NA		1997
				To: 0.10 MN SR 42											
611	0.50	**90**	**R**	From:							NA		NA		1997
				To: 0.60 MN SR 42											
611	1.53	**60**	**R**	From:							NA		NA		12/27/2000
				To: 10-612											
612	0.56	**60**	**R**	From: US 52							NA		NA		1997
				To: 0.56 ME US 52											
612	4.22	**160**	**R**	From:							NA		NA		12/27/2000
				To: 4.78 ME US 52											
612	0.89	**70**	**R**	From:							NA		NA		1997
				To: 5.67 ME US 52											

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

Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bland County															
619	0.40	**40**	**R**	From: 10-617 To: Dead End							NA		NA		12/27/2000
620	1.80	**150**	**R**	From: Dead End To: 10-615							NA		NA		12/18/2000
621	3.00	**190**	**R**	From: SR 42 To: US 52							NA		NA		1997
622	1.00	**40**	**R**	From: SR 42 To: 1.00 ME SR 42							NA		NA		1997
622	0.30	**49**	**R**	From: 10-626 WEST To:							NA		NA		12/27/2000
622	1.40	**50**	**R**	From: 10-626 EAST To:							NA		NA		1997
622	0.30	**60**	**R**	From: 0.30 MS 10-626 To:							NA		NA		1997
622	0.40	**60**	**R**	From: Jefferson Forest Boundary To:							NA		NA		12/27/2000
622	0.40	**60**	**R**	From: 10-625 WEST To:							NA		NA		1997
622	0.53	**60**	**R**	From: 10-625 EAST To:							NA		NA		1997
622	0.70	**50**	**R**	From: 10-624 To:							NA		NA		1997
622	2.30	**60**	**R**	From: 10-623 To:							NA		NA		1997
622	2.70	**60**	**R**	From: SR 42 WEST To:							NA		NA		1997
622	2.30	**80**	**R**	From: SR 42 EAST To:							NA		NA		1997
622	1.40	**130**	**R**	From: Dead End To:							NA		NA		12/27/2000
623	0.81	**110**	**R**	From: 10-622 To: SR 42 WEST							NA		NA		1997
623	7.40	**40**	**R**	From: SR 42 EAST To: Tazewell County Line							NA		NA		12/27/2000
624	1.00	**60**	**R**	From: Dead End To: 10-622							NA		NA		12/27/2000
625	0.50	**8**	**R**	From: Dead End To: 10-622 WEST							NA		NA		12/27/2000
625	0.60	**130**	**R**	From: 10-622 EAST To: SR 42							NA		NA		1997
625	0.40	**80**	**R**	From: 10-647 To:							NA		NA		1997
625	0.30	**46**	**R**	From: 0.30 MS 10-647 To:							NA		NA		12/27/2000
625	6.40	**30**	**R**	From: Dead End To:							NA		NA		12/27/2000

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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: 10-738 To: 3.00 ME 10-738							NA		NA		12/27/2000
640	0.70	**40**	**R**	From: 3.00 ME 10-738 To: Dead End							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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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	Design Hour	QK	AAWDT	QW	Year
Bland County															
677	1.20	**170**	**R**	From: 10-608							NA		NA		12/27/2000
				To: 10-609											
677	0.10	**100**	**R**	From:							NA		NA		12/27/2000
				To: Giles County Line											
Giles County															
677	1.90	**100**	**R**	From: Giles County Line							NA		NA		12/27/2000
				To: Dead End											
Bland County															
678	0.01	**120**	**R**	From: SR 61							NA		NA		12/18/2000
				To: 0.01 ME SR 61											
678	0.08	**110**	**R**	From:							NA		NA		12/18/2000
				To: 0.09 ME SR 61											
678	1.55	**80**	**R**	From:							NA		NA		12/18/2000
				To: 1.64 ME SR 61											
678	0.81	**70**	**R**	From:							NA		NA		12/18/2000
				To: 2.45 ME SR 61											
678	1.12	**70**	**R**	From:							NA		NA		12/18/2000
				To: SR 61											
679	0.10	**60**	**R**	From: Dead End							NA		NA		12/18/2000
				To: US 52											
680	0.89	**150**	**R**	From: 10-615; 10-620							NA		NA		12/18/2000
				To: Cul-de-Sac											
690	0.30	**180**	**R**	From: 10-660							NA		NA		12/18/2000
				To: Dead End											
717	0.05	**310**	**G**	From: Wythe County Line	91%	1%	4%	2%	3%	0%	C 30	G	320	G	2001
				To: I-77 WEST RAMP											
717	0.30	**380**	**R**	From:							NA		NA		12/27/2000
				To: I-77 EAST RAMP											
717	1.83	**310**	**R**	From:							NA		NA		12/27/2000
				To: 10-601											
738	2.31	**80**	**R**	From: Pulaski County Line							NA		NA		12/27/2000
				To: 10-670											
738	2.85	**320**	**R**	From:							NA		NA		12/27/2000
				To: 10-640 SOUTH											
738	0.53	**340**	**R**	From:							NA		NA		12/27/2000
				To: 10-634											
738	0.37	**360**	**R**	From:							NA		NA		12/27/2000
				To: SR 42											
742	0.30	**20**	**R**	From: Smyth County Line							NA		NA		12/27/2000
				To: 10-610											
1001	0.13	**280**	**R**	From: 10-656							NA		NA		12/27/2000
				To: 10-1002											
1001	0.18	**1300**	**R**	From:							NA		NA		12/27/2000
				To: US 52											

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
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: SR 98 / 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: 10-1001 / To: US 52 EAST							NA		NA		12/27/2000
1005	0.08	**60**	**R**	From: US 52 EAST / To: 10-1006							NA		NA		12/27/2000
1005	0.02	**150**	**R**	From: 10-1006 / 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