

2001

Virginia Department of Transportation
Daily Traffic Volumes
Including Vehicle Classification Estimates
where available

Jurisdiction Report

25

Dickenson County
Town of Clintwood
Town of Haysi
Town of Clinchco

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

- North
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Secondary Route

Special Routes

- Bus
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 ALT - Alternate Route
Wye - Wye Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
63	4.02	1500	G	From: Russell County Line	91%	0%	2%	2%	4%	1%	F	140	G	1600	G	2001
63	7.83	1900	G	To: 25-656	91%	0%	2%	2%	4%	1%	F	170	G	1900	G	2001
63	2.05	2700	G	From: 25-714 N	79%	1%	4%	3%	13%	0%	F	280	G	2700	G	2001
63 83	4.94	3600	G	To: SR 83 Fremont	91%	1%	1%	2%	5%	0%	F	330	G	3600	G	2001
63	3.51	1100	G	From: SR 83 CLINCHCO	92%	2%	1%	5%	1%	0%	F	100	G	1100	G	2001
63	2.70	590	G	To: SR 83 Clincho	92%	2%	1%	5%	1%	0%	F	50	G	600	G	2001
63	3.01	1600	G	From: 25-616	92%	2%	1%	5%	1%	0%	F	140	G	1600	G	2001
				To: 25-614	92%	2%	1%	5%	1%	0%	F	140	G	1600	G	2001
				From: WCL Haysi												
Town of Haysi																
63	0.79	1600	N	From: WCL Haysi	92%	2%	1%	5%	1%	0%	N	140	N	1600	N	2001
				To: N SR 80 & SR 83												
Dickenson County																
72	2.55	1100	G	From: Dickenson County Line	94%	1%	2%	1%	3%	0%	F	100	G	1100	G	2001
72	5.13	1100	G	To: 25-665	94%	1%	2%	1%	3%	0%	C	110	G	1100	G	2001
80	3.49	1200	G	From: SR 83 Georges Fork	92%	1%	3%	2%	2%	0%	F	120	G	1300	G	2001
80	7.05	1600	G	From: Buchanan County Line	92%	1%	3%	2%	2%	0%	F	140	G	1600	G	2001
				To: 25-682	92%	1%	3%	2%	2%	0%	F	140	G	1600	G	2001
				From: SCL Haysi												
Town of Haysi																
80	0.27	3300	G	To: SCL Haysi	92%	1%	3%	2%	2%	0%	F	290	G	3400	G	2001
80 83	0.34	5200	G	From: S SR 83	91%	1%	1%	2%	5%	0%	F	420	G	5300	G	2001
80 83	1.08	4800	G	To: E SR 63	91%	1%	1%	2%	5%	0%	F	440	G	4900	G	2001
				From: CL Haysi												
Dickenson County																
80 83	0.01	4800	N	To: CL Haysi	91%	1%	1%	2%	5%	0%	N	440	N	4900	N	2001
80	8.49	600	G	From: SR 83 N	94%	2%	3%	1%	0%	0%	F	60	G	610	G	2001
83	3.91	5500	G	To: Buchanan County Line	91%	1%	1%	2%	5%	0%	F	490	G	5600	G	2001
83	0.69	7900	G	From: Wise County Line	91%	1%	1%	2%	5%	0%	F	490	G	5600	G	2001
				To: SR 72 Georges Fork	91%	1%	1%	2%	5%	0%	F	780	G	8100	G	2001
				From: WCL Clintwood												
Town of Clintwood																
83	1.78	7900	N	To: WCL Clintwood	91%	1%	1%	2%	5%	0%	N	780	N	8100	N	2001
				From: ECL Clintwood												

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Dickenson Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
83	5.57	5000	G	91%	1%	1%	2%	5%	0%	F	460	G	5100	G	2001
				From:	ECL Clintwood										
				To:	SR 63 Fremont										
83	4.94	3600	G	91%	1%	1%	2%	5%	0%	F	330	G	3600	G	2001
				From:	SR 63 North of Clinchco										
				To:	25-607										
83	2.44	2700	G	91%	1%	1%	2%	5%	0%	F	240	G	2700	G	2001
				From:	WCL Haysi										
				To:											
Town of Haysi															
83	0.56	2800	N	91%	1%	1%	2%	5%	0%	N	230	N	2800	N	2001
				From:	WCL Haysi										
				To:	SR 80 Haysi										
83	0.34	5200	G	91%	1%	1%	2%	5%	0%	F	420	G	5300	G	2001
				From:	E SR 63										
				To:	NCL Haysi										
83	1.08	4800	G	91%	1%	1%	2%	5%	0%	F	440	G	4900	G	2001
Dickenson County															
83	0.01	4800	N	91%	1%	1%	2%	5%	0%	N	440	N	4900	N	2001
				From:	NCL Haysi										
				To:	SR 80										
83	0.04	2200	G	91%	1%	1%	2%	5%	0%	F	190	G	2200	G	2001
				From:	WCL Haysi										
				To:											
Town of Haysi															
83	0.04	2200	N	91%	1%	1%	2%	5%	0%	N	190	N	2200	N	2001
				From:	WCL Haysi										
				To:	ECL Haysi										
Dickenson County															
83	3.38	2200	N	91%	1%	1%	2%	5%	0%	N	190	N	2200	N	2001
				From:	ECL Haysi										
				To:	Buchanan County Line										
600	1.10	230	G	55%	0%	3%	11%	31%	0%	C	30	G	230	G	2001
				From:	Russell County Line										
				To:	25-657; 25-618										
600	7.70	420	R								NA		NA		1997
				From:	25-687										
600	0.80	460	R								NA		NA		1997
				From:	25-625										
600	0.70	8	R								NA		NA		1997
				From:	Dead End										
601	4.06	160	G	87%	0%	3%	2%	8%	0%	C	20	G	160	G	2001
				From:	Buchanan County Line										
				To:	Russell County Line										
602	0.50	590	G	95%	0%	2%	1%	2%	0%	C	60	G	600	G	2001
				From:	SR 80										
				To:	Buchanan County Line										
603	1.30	120	R								NA		NA		1997
				From:	SR 80										
				To:	Buchanan County Line										
604	2.00	200	R								NA		NA		1997
				From:	SR 63										
				To:	25-660										
604	0.50	150	R								NA		NA		1997
				From:	0.50 MN 25-660										
				To:											

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Dickenson Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
604	2.60	140	R			From: 0.50 MN 25-660					NA		NA		1997
604	0.10	20	R			From: 25-670					NA		NA		1997
						To: Dead End									
605	1.60	470	R			From: SR 80					NA		NA		1997
605	0.89	160	R			From: 25-606					NA		NA		1997
605	1.91	110	R			From: 0.89 ME 25-606					NA		NA		1997
						To: BUCHANAN CL; 13-658									
606	1.35	360	R			From: 25-605					NA		NA		1997
606	0.40	320	R			From: 25-797					NA		NA		1997
						To: Buchanan County Line									
Town of Clintwood															
607	0.63	4600	G	96%	1%	2%	1%	1%	0%	C	470	G	4700	G	2001
607	0.17	4500	G	96%	1%	2%	1%	1%	0%	F	470	G	4600	G	2001
607	0.33	4300	G	96%	1%	2%	1%	1%	0%	F	470	G	4400	G	2001
607	0.56	1800	G	96%	1%	2%	1%	1%	0%	F	190	G	1800	G	2001
						To: ECL Clintwood									
Dickenson County															
607	3.41	1800	N	96%	1%	2%	1%	1%	0%	N	190	N	1800	N	2001
607	2.27	660	G	96%	1%	2%	1%	1%	0%	F	80	G	670	G	2001
607	0.49	100	R			From: 25-614					NA		NA		1997
607	2.05	330	R			To: Dead End; Gap Terminus					NA		NA		1997
607	0.65	180	R			From: SR 63					NA		NA		1997
607	1.01	740	R			To: Dead End ; Gap Terminus									
607	1.01	740	R			From: SR 83; Gap Terminus					NA		NA		1997
607	3.35	470	R			From: 25-667					NA		NA		1997
607	0.10	2000	G	95%	2%	1%	1%	1%	0%	C	250	G	2000	G	2001
607	3.79	770	R			From: SR 80 NORTH									
						To: SR 80 SOUTH					NA		NA		1997
						To: Buchanan County Line									
Buchanan County															
607	0.30	770	N			From: Dickenson County Line					NA		NA		1997
						To: Buchanan CL; 13-606									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
(608)	0.90	220	R			From: SR 83 To: Dead End					NA		NA		1997
(609)	1.00	570	G	95%	1%	2%	1%	1%	0%	C	50	G	580	G	2001
						From: Dead End To: 13-609									
(610)	0.62	90	R			From: Dead End To: 25-644					NA		NA		1997
(611)	5.52	580	R			From: 25-631 To: 25-619					NA		NA		1997
(611)	3.41	130	R			From: 25-686 To: 1.51 ME 25-686					NA		NA		09/18/2000
(611)	1.51	80	R			From: 25-683 To: 25-739					NA		NA		1997
(611)	0.06	120	R			From: 25-683 To: 25-612					NA		NA		1997
(611)	2.53	210	R			From: 25-612 To: SR 80					NA		NA		1997
(611)	2.37	160	G	94%	1%	5%	0%	1%	0%	F	20	G	160	G	2001
(611)	3.43	260	G	94%	2%	4%	0%	1%	0%	C	30	G	270	G	2001
						From: Dead End To: 25-611									
(612)	0.50	80	R								NA		NA		1997
Town of Haysi															
(613)	0.47	440	R			From: SR 63 To: NCL HAYSI					NA		NA		1997
Dickenson County															
(613)	0.30	340	R			From: NCL HAYSI To: 0.30 MM OF NCL					NA		NA		1997
(613)	0.80	330	R			From: 0.30 MN OF NCL To: Dead End					NA		NA		1997
(614)	2.33	420	G	94%	1%	1%	0%	3%	0%	F	40	G	420	G	2001
						From: 25-607 To: 25-755									
(614)	1.50	490	G	94%	1%	1%	0%	3%	0%	F	50	G	500	G	2001
						From: 25-720 To: 25-739									
(614)	0.70	500	G	95%	1%	1%	0%	3%	0%	F	50	G	510	G	2001
(614)	0.50	800	G	95%	1%	2%	0%	3%	0%	C	70	G	810	G	2001
						From: SR 63 To: Dead End									
(615)	1.75	140	R								NA		NA		1997
						From: SR 63 To: 25-614									
(616)	1.20	240	R								NA		NA		1997
						From: 25-607 To: Dead End									
(617)	0.88	90	R								NA		NA		1997

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 Dickenson Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
618	0.34	90	R			From: 25-600; 25-657					NA		NA		1997
618	0.36	20	R			From: 0.34 ME 25-600					NA		NA		1997
618						To: Russell County Line									
619	2.65	450	G	98%	0%	1%	0%	0%	0%	C	60	G	460	G	2001
619	0.50	240	G	98%	0%	1%	0%	0%	0%	F	30	G	240	G	2001
619	1.40	130	R			From: 25-744					NA		NA		1997
619						To: 25-611									
620	1.80	260	R			From: Dead End					NA		NA		1997
620						To: 25-631									
621	1.30	150	R			From: SR 72					NA		NA		1997
621	2.81	400	R			From: SR 83					NA		NA		1997
621						To: Dead End									
622	1.65	220	R			From: 25-631					NA		NA		1997
622						To: Dead End									
623	1.17	60	R			From: Dead End					NA		NA		1997
623						To: 25-624									
624	2.70	460	G	96%	1%	1%	2%	1%	0%	C	50	G	470	G	2001
624	0.20	300	G	96%	1%	1%	2%	1%	0%	F	30	G	310	G	2001
624	1.92	120	R			From: 25-631 NORTH					NA		NA		1997
624						To: 25-630									
625	1.70	540	R			From: 25-600					NA		NA		1997
625						To: SR 80									
626	0.70	40	R			From: Russell County Line					NA		NA		08/14/2000
626	2.20	120	R			From: 25-694					NA		NA		08/14/2000
626	0.30	230	R			From: 2.20 MN 25-694									
626						From: 2.20 M 25-694									
626						To: SR 63					NA		NA		1997
627	1.00	310	R			From: Russell County Line					NA		NA		1997
627	1.61	420	R			From: 25-628					NA		NA		1997
627	3.61	80	R			From: 25-650					NA		NA		1997
627	1.39	20	R			From: 3.61 MS 25-650					NA		NA		1997
627	2.80	20	R			From: 25-655					NA		NA		08/14/2000
627						To: 25-651									

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 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Dickenson Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
628	0.65	450	R								NA	NA			1997
629	0.15	60	R								NA	NA			1997
630	3.40	170	R								NA	NA			1997
Town of Clintwood															
631	0.04	410	R								NA	NA			1996
631	0.15	2500	G	98%	0%	1%	0%	1%	0%	C	240	G	2500	G	2001
631	0.37	1900	G	98%	0%	1%	0%	1%	0%	F	210	G	1900	G	2001
Dickenson County															
631	1.29	1600	G	98%	0%	1%	0%	1%	0%	F	180	G	1700	G	2001
631	1.04	1400	G	98%	0%	1%	0%	1%	0%	F	160	G	1400	G	2001
631	0.08	1200	G	98%	0%	1%	0%	1%	0%	F	130	G	1200	G	2001
631	2.07	490	G	98%	0%	1%	0%	1%	0%	F	60	G	500	G	2001
631	3.53	130	G	98%	1%	1%	0%	1%	0%	F	20	G	140	G	2001
631	2.47	100	R								NA	NA			1997
632	0.38	200	R								NA	NA			1997
632	0.62	380	R								NA	NA			1997
633	1.40	480	R								NA	NA			1997
633	1.30	300	R								NA	NA			1997
633	1.10	220	R								NA	NA			1997
633	0.53	30	R								NA	NA			08/29/2000
634	0.50	110	R								NA	NA			1997
635	0.95	190	R								NA	NA			1997
636	2.60	170	R								NA	NA			1997

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
637	0.06	880	R								NA		NA		1997	
				From:	SR 72											
				To:	25-636											
637	3.33	740	R								NA		NA		1997	
				From:	25-649 WEST											
637	4.19	610	G	97%	0%	1%	0%	1%	0%	F	70	G	620	G	2001	
				To:	25-731											
637	1.10	1500	G	97%	0%	1%	1%	1%	0%	C	140	G	1500	G	2001	
				From:	SR 83											
637	0.69	1100	R								NA		NA		1997	
				To:	25-638											
637	4.96	500	R								NA		NA		1997	
				To:	SR 63											
638	1.40	300	R								NA		NA		1997	
				From:	Dead End											
				To:	25-637											
639	1.80	230	R								NA		NA		1997	
				From:	Dead End											
				To:	25-637											
Wise County																
640	0.20	200	R								NA		NA		1997	
				From:	SR 72											
				To:	Wise County Line											
Dickenson County																
640	0.30	150	R								NA		NA		1997	
				From:	Wise County Line											
640	1.10	90	R								NA		NA		1997	
				To:	0.30 ME OF CL											
				To:	Dead End											
641	0.40	80	R								NA		NA		1997	
				From:	Dead End											
				To:	25-648											
642	1.30	320	R								NA		NA		1997	
				From:	25-652											
				To:	Dead End											
643	1.50	240	R								NA		NA		1997	
				From:	25-652											
				To:	1.50 MN 25-652											
643	1.50	170	R								NA		NA		1997	
				From:	25-652											
				To:	25-654 SOUTH											
643	2.00	90	R								NA		NA		1997	
				From:	25-654 SOUTH											
				To:	25-698											
643	1.97	60	R								NA		NA		09/05/2000	
				From:	25-698											
				To:	1.97 MN 25-698											
643	0.03	110	R								NA		NA		1997	
				From:	25-698											
				To:	25-654 NORTH											
643	0.08	380	R								NA		NA		1997	
				From:	25-654 NORTH											
				To:	SR 63											
644	0.50	150	R								NA		NA		1997	
				From:	25-649											
				To:	0.50 ME 25-649											
644	4.82	60	R								NA		NA		08/17/2000	
				From:	0.50 ME 25-649											
				To:	25-719											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
(644)	1.12	200	R			From: 25-719 To: 25-652					NA		NA		1997
(645)	0.39	46	R			From: 25-649 To: Dead End; Gap Terminus					NA		NA		08/17/2000
(645)	3.00	100	R			From: Dead End To: 25-652					NA		NA		08/17/2000
(646)	0.42	110	R			From: Dead End To: 25-659					NA		NA		1997
(646)	0.58	220	R			From: 25-659 To: 25-649					NA		NA		1997
(647)	0.34	60	R			From: Dead End To: 25-695					NA		NA		1997
(648)	0.90	70	R			From: 25-649 SOUTH To: 25-641					NA		NA		1997
(648)	1.00	420	R			From: 25-641 To: 25-649 NORTH					NA		NA		1997
(649)	7.20	260	G	93%	2%	2%	3%	0%	0%	C	20	G	260	G	2001
(649)	4.05	70	R			From: Wise County Line To: 25-637 WEST 25-637 EAST					NA		NA		1997
(649)	1.00	160	R			From: 4.05 MN 25-637 E To: SR 83					NA		NA		1997
(650)	2.97	820	R			From: Wise County Line; 97-651 To: 97-654; Wise County Line					NA		NA		1997
(650)	4.90	280	R			From: 97-654; Wise County Line To: 25-627					NA		NA		1997
(651)	2.70	360	R			From: 25-650 To: 25-697					NA		NA		1997
(651)	0.48	270	R			From: 25-697 To: 25-855					NA		NA		1997
(651)	4.37	250	R			From: 25-855 To: 25-652					NA		NA		1997
(652)	1.03	1300	G	73%	3%	3%	2%	17%	2%	F	120	G	1400	G	2001
(652)	3.18	940	G	73%	3%	3%	2%	17%	2%	F	90	G	960	G	2001
(652)	0.71	490	G	73%	3%	3%	2%	17%	2%	F	47	G	500	G	2001
(652)	4.41	1200	G	73%	3%	3%	2%	17%	2%	C	110	G	1200	G	2001
(652)	1.46	320	R			From: 25-643 To: SR 63 SOUTH SR 63 NORTH					NA		NA		1997
(652)	1.00	130	R			From: 25-662 To: 1.00 MS 25-662					NA		NA		09/05/2000

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						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
(652)	0.24	90	R			From: 1.00 MS 25-662					NA		NA		1997
(652)	0.07	150	R			From: 1.24 MS 25-662					NA		NA		09/05/2000
(652)	0.41	620	G	70%	1%	From: 25-661 WEST				C	60	G	620	G	2001
(652)	1.12	80	G	70%	1%	From: 25-661 EAST				F	10	G	80	G	2001
(652)	1.84	100	G	70%	1%	From: 25-663				F	20	G	100	G	2001
(652)	2.04	110	G	70%	1%	From: 25-778				F	20	G	110	G	2001
(652)	0.23	260	G	70%	1%	From: 25-664 WEST				F	40	G	260	G	2001
(652)	0.53	210	R			From: 25-664 EAST					NA		NA		1997
(652)	3.19	160	R			From: 25-669					NA		NA		1997
(652)	0.53	400	R			From: 25-722					NA		NA		1997
						To: WCL Haysi									
Town of Haysi															
(652)	0.48	400	N			From: WCL Haysi					NA		NA		1997
						To: SR 83									
Dickenson County															
(653)	0.41	100	R			From: 25-611					NA		NA		1997
						To: Dead End									
(654)	1.47	100	R			From: 25-643 SOUTH					NA		NA		1997
(654)	1.82	130	R			From: 1.47 MN 25-643					NA		NA		1997
(654)	0.28	190	R			From: 3.30 MN 25-643					NA		NA		1997
						To: 25-643 NORTH									
(655)	0.69	20	R			From: 25-627					NA		NA		1997
(655)	1.01	20	R			From: 0.69 ME 25-627					NA		NA		1997
(655)	1.00	70	R			From: 1.70 ME 25-627					NA		NA		1997
						To: SR 63									
(656)	0.60	520	R			From: SR 63					NA		NA		1997
(656)	2.60	470	R			From: 0.60 ME SR 63					NA		NA		1997
(656)	2.20	60	R			From: 3.20 ME SR 63					NA		NA		08/14/2000
						To: 25-657									
(657)	4.64	340	G	90%	1%	From: SR 63				C	30	G	350	G	2001
						To: 25-656									

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						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
(657)	1.02	300	G	From: 25-656 90%	2%	5%	2%	1%	0%	F	40	G	300	G	2001
				To: 25-600											
(658)	2.20	220	R	From: 25-657							NA		NA		1997
				To: Dead End											
(659)	0.28	40	R	From: Dead End							NA		NA		1997
				To: 25-646											
(660)	6.40	70	R	From: 25-604							NA		NA		08/14/2000
				To: 25-699											
(661)	3.14	640	G	From: SR 63 64%	0%	3%	8%	23%	0%	C	60	G	640	G	2001
				To: 25-652 WEST											
(661)	1.70	390	R	From: 25-652 EAST							NA		NA		1997
				To: 25-798											
(661)	1.00	360	R	From: 25-670 NORTH							NA		NA		1997
				To: 25-670 SOUTH											
(661)	2.00	50	R	From: Dead End							NA		NA		1997
				To: Dead End											
(662)	1.65	100	R	From: Dead End							NA		NA		09/05/2000
				To: 25-652											
(663)	3.48	120	R	From: SR 63							NA		NA		1997
				To: 25-652											
(664)	1.10	140	G	From: 25-670 96%	1%	2%	0%	1%	0%	F	10	G	140	G	2001
				To: 25-652 EAST											
(664)	1.15	330	G	From: 25-652 WEST 96%	1%	2%	0%	1%	0%	F	40	G	330	G	2001
				To: ECL Clinchco											
Town of Clinchco															
(664)	0.31	330	N	From: ECL Clinchco 96%	1%	2%	0%	1%	0%	N	40	N	330	N	2001
				To: 25-786											
(664)	1.67	420	G	From: 25-675 96%	1%	2%	0%	1%	0%	F	48	G	420	G	2001
				To: SR 83											
(664)	0.06	NA		From: 25-781							NA		NA		
				To: Dead End											
(664)	0.14	140	R	From: Dead End							NA		NA		1997
				To: Dead End											
Dickenson County															
(665)	0.70	150	R	From: Wise County Line							NA		NA		1997
				To: 25-703											
(665)	0.80	690	R	From: SR 72							NA		NA		1997
				To: SR 72											
Town of Clinchco															
(666)	0.24	60	R	From: SR 83							NA		NA		1997
				To: Dead End											

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						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
(667)	0.60	390	R								NA	NA			1997
(667)	0.20	50	R								NA	NA			09/05/2000
(668)	2.17	250	R								NA	NA			1997
(668)	0.90	180	R								NA	NA			1997
(669)	2.60	350	R								NA	NA			1997
(670)	3.60	350	R								NA	NA			1997
(670)	2.00	500	R								NA	NA			1997
(670)	4.62	520	G	93%	2%	2%	2%	1%	0%	C	60	G	520	G	2001
(671)	0.40	160	R								NA	NA			1997
(671)	2.30	120	R								NA	NA			1997
(671)	0.80	240	R								NA	NA			1997
Town of Clintwood															
(672)	0.13	3200	R								NA	NA			1997
(672)	0.33	2000	R								NA	NA			1997
(672)	0.32	710	R								NA	NA			1997
Dickenson County															
(672)	0.70	710	N								NA	NA			1997
(672)	0.55	230	R								NA	NA			1997
(673)	0.10	50	R								NA	NA			1997
(673)	0.60	220	R								NA	NA			1997
(674)	0.15	20	R								NA	NA			1997
Town of Clinchco															
(675)	0.76	350	R								NA	NA			1997
(675)	0.20	100	R								NA	NA			1997

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
(676)	1.80	130	R			From: Dead End					NA	NA			1997
						To: 25-652; 25-661									
(677)	0.40	640	R			From: 25-607					NA	NA			1997
						To: Dead End									
(678)	1.02	140	R			From: Dead End					NA	NA			1997
(678)	0.06	150	R			From: 1.02 MN Dead End					NA	NA			1997
						To: 25-607									
(679)	3.55	120	R			From: 25-671					NA	NA			1997
						To: Dead End									
(680)	1.10	200	R			From: SR 83					NA	NA			1997
						To: Dead End									
(681)	1.21	160	R			From: SR 63					NA	NA			1997
(681)	0.41	30	R			From: 25-788					NA	NA			1997
						To: Dead End									
(682)	0.25	20	R			From: Dead End					NA	NA			1997
(682)	1.70	140	R			From: SR 80					NA	NA			1997
						To: Dead End									
(683)	1.00	80	R			From: Dead End					NA	NA			1997
						To: 25-611									
(684)	0.05	60	R			From: Dead End					NA	NA			1997
						To: SR 63									
Town of Haysi															
(685)	0.02	230	R			From: 25-693					NA	NA			1997
						To: SR 63									
Dickenson County															
(686)	0.60	9	R			From: 25-611					NA	NA			09/18/2000
						To: Dead End									
(687)	0.05	20	R			From: 25-600					NA	NA			1997
(687)	0.05	20	R			From: 0.05 ME 25-600					NA	NA			1997
						To: Dead End									
(688)	1.25	230	R			From: Dead End					NA	NA			1997
						To: Buchanan County Line									
(689)	3.15	240	R			From: 25-607 WEST					NA	NA			1997
						To: 25-607 E; 25-704									
(690)	1.00	180	R			From: 25-631					NA	NA			1997
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
691	0.90	120	R			From: 25-607 To: Dead End					NA		NA		1997
692	0.60	120	R			From: Dead End To: 25-637					NA		NA		1997
Town of Haysi															
693	0.07	70	R			From: Dead End To: 25-717					NA		NA		1997
693	0.28	300	R			From: 25-685 To: 25-685					NA		NA		1997
693	0.27	370	R			From: SR 83 To: SR 83					NA		NA		1997
Dickenson County															
694	1.10	100	R			From: 25-626 To: Russell County Line					NA		NA		1997
695	0.04	40	R			From: Dead End To: 25-701					NA		NA		1997
695	0.41	130	R			From: 25-647 To: 25-647					NA		NA		1997
695	0.15	240	R			From: 25-619 To: 25-619					NA		NA		1997
Town of Clintwood															
696	0.50	350	R			From: SR 83 To: Dead End					NA		NA		1997
Dickenson County															
697	0.80	160	R			From: Dead End To: 25-651					NA		NA		1997
698	1.00	60	R			From: 25-643 To: Dead End					NA		NA		1997
699	3.10	30	G	97%	0%	3%	3%	0%	0%	C	7	G	30	G	2001
699	1.00	40	R			From: 25-660 To: Dead End					NA		NA		08/14/2000
700	0.80	380	R			From: 25-607, 25-619 To: 0.80 MN 25-607					NA		NA		09/18/2000
700	0.10	30	R			From: 0.90 MN 25-607 To: 0.97 MN 25-607					NA		NA		09/18/2000
701	0.25	30	R			From: 25-695 To: Dead End					NA		NA		09/18/2000
702	0.40	380	G	95%	1%	2%	0%	2%	0%	C	40	G	380	G	2001
702	1.20	60	G	95%	2%	2%	0%	2%	0%	F	20	G	70	G	2001
						From: 25-734 To: 25-787									

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						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
702	0.18	80	G	95%	1%	3%	0%	3%	0%	F	20	G	80	G	2001
				From:	25-787										
				To:	Dead End										
703	1.00	190	R								NA		NA		08/29/2000
				From:	Dead End										
				To:	25-665										
704	0.55	90	R								NA		NA		09/18/2000
				From:	Dead End										
				To:	25-785										
704	0.95	290	R								NA		NA		09/18/2000
				From:	Dead End										
				To:	25-607; 25-689										
705	0.52	140	R								NA		NA		09/18/2000
				From:	Dead End										
				To:	SR 83										
706	0.85	110	R								NA		NA		09/18/2000
				From:	Dead End										
				To:	25-631										
Town of Clintwood															
707	0.55	870	R								NA		NA		08/29/2000
				From:	25-672										
				To:	ECL Clintwood										
Dickenson County															
707	0.61	870	R								NA		NA		08/29/2000
				From:	ECL Clintwood										
				To:	25-727										
707	0.25	120	R								NA		NA		08/29/2000
				From:	Dead End										
				To:	25-649										
708	0.90	220	R								NA		NA		08/17/2000
				From:	Dead End										
				To:	Dead End										
709	0.70	70	R								NA		NA		09/11/2000
				From:	Dead End										
				To:	SR 63										
710	0.78	370	R								NA		NA		09/13/2000
				From:	SR 63										
				To:	Dead End										
711	1.22	150	R								NA		NA		08/17/2000
				From:	Dead End										
				To:	25-648										
712	1.10	30	R								NA		NA		1994
				From:	Dead End										
				To:	25-671										
713	0.39	60	R								NA		NA		1994
				From:	25-624; 25-631										
				To:	Dead End										
714	0.07	170	R								NA		NA		1994
				From:	SR 63										
				To:	SR 63										
715	0.02	20	R								NA		NA		08/14/2000
				From:	Dead End										
				To:	25-757										
715	0.36	80	R								NA		NA		08/14/2000
				From:	0.36 MN 25-757										
				To:	0.36 MN 25-757										
715	0.42	370	R								NA		NA		08/14/2000
				From:	Dead End										
				To:	SR 63										

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						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
(716)	0.21	100	R			From: SR 63					NA		NA		1994
						To: Dead End									
Town of Haysi															
(717)	0.12	60	R			From: Dead End					NA		NA		09/11/2000
						To: 25-693									
(717)	0.16	90	R			From: 25-693					NA		NA		09/11/2000
						To: SR 63									
Dickenson County															
(718)	0.49	40	R			From: 25-669					NA		NA		09/11/2000
						To: Dead End									
(719)	0.57	20	R			From: 25-644					NA		NA		08/17/2000
						To: Dead End									
(720)	0.31	50	R			From: 25-614					NA		NA		09/13/2000
						To: Dead End									
(721)	0.47	70	R			From: Dead End					NA		NA		08/29/2000
						To: SR 83									
(722)	1.33	140	R			From: SR 80					NA		NA		09/11/2000
						To: 25-652									
(723)	0.30	20	R			From: 25-710					NA		NA		09/13/2000
						To: Dead End									
(724)	0.34	30	R			From: 25-649					NA		NA		08/17/2000
						To: Dead End									
(725)	0.32	60	R			From: WISE CL; 97-650					NA		NA		08/17/2000
						To: Dead End									
Town of Clintwood															
(726)	0.21	70	R			From: Dead End					NA		NA		08/29/2000
						To: 25-707									
Dickenson County															
(727)	0.27	280	R			From: 25-707					NA		NA		08/29/2000
						To: 25-672									
(728)	0.62	110	R			From: 25-638					NA		NA		1994
						To: Dead End									
(729)	1.10	100	R			From: Dead End					NA		NA		09/18/2000
						To: 25-631									
(730)	0.54	60	R			From: 25-652					NA		NA		09/05/2000
						To: Dead End									
(731)	1.08	140	R			From: Dead End					NA		NA		1994
						To: 25-637									
(732)	0.38	120	R			From: SR 83					NA		NA		09/11/2000
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Clintwood															
(733)	0.32	880	R			From: 25-607 To: NCL Clintwood					NA		NA		08/29/2000
Dickenson County															
(733)	0.33	880	R			From: NCL Clintwood To: Dead End					NA		NA		08/29/2000
(734)	0.80	190	G	96%	1%	2%	1%	1%	0%	C	30	G	190	G	2001
(734)	0.45	120	R			From: 25-702 To: 25-787					NA		NA		09/25/2000
(734)						From: 25-787 To: 25-791									
(735)	0.40	70	R			From: Dead End To: 25-616					NA		NA		09/13/2000
(736)	0.40	190	R			From: 25-607 To: Dead End					NA		NA		09/18/2000
(737)	0.31	90	R			From: 25-633 To: Dead End					NA		NA		08/29/2000
(738)	0.20	50	R			From: Dead End To: SR 83					NA		NA		09/05/2000
(739)	2.04	610	R			From: 25-614 To: JEFFERSON FOREST BNDY					NA		NA		09/13/2000
(739)	1.21	460	R			From: JEFFERSON FOREST BNDY To: 25-611					NA		NA		09/13/2000
(740)	0.50	10	R			From: Dead End To: 25-648					NA		NA		08/17/2000
(741)	0.65	160	R			From: Dead End To: 25-651					NA		NA		08/14/2000
(742)	0.95	110	R			From: 25-611 To: 25-754					NA		NA		09/18/2000
(743)	0.25	60	R			From: Dead End To: 25-734					NA		NA		09/25/2000
(744)	0.30	20	R			From: Dead End To: 25-619					NA		NA		09/18/2000
(744)	0.69	80	R			From: 25-619 To: Dead End					NA		NA		09/18/2000
(745)	1.00	60	R			From: 25-670 To: Dead End					NA		NA		08/17/2000
(746)	0.38	45	R			From: 25-650 To: Dead End					NA		NA		08/17/2000
(747)	0.32	60	R			From: Dead End To: SR 63					NA		NA		09/13/2000

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
(748)	0.20	50	R			From: Dead End					NA	NA			1994
						To: 25-637									
(749)	0.05	50	R			From: SR 63					NA	NA			1994
						To: Dead End									
(750)	0.83	130	R			From: 25-611					NA	NA			09/13/2000
						To: Dead End									
(751)	0.49	120	R			From: Dead End					NA	NA			08/29/2000
						To: 25-632									
(752)	0.54	500	R			From: Dead End					NA	NA			09/11/2000
						To: 25-818									
(752)	0.37	540	R			From: SR 63					NA	NA			09/11/2000
						To: Dead End									
(753)	0.26	190	R			From: Dead End					NA	NA			08/29/2000
						To: 25-621									
(754)	1.50	140	R			From: 25-631					NA	NA			09/18/2000
						To: 25-742									
(754)	1.91	120	R			From: Dead End					NA	NA			09/18/2000
						To: 25-614									
(755)	0.47	150	R			From: SR 63					NA	NA			09/13/2000
						To: Dead End									
(756)	0.41	140	R			From: SR 63					NA	NA			09/13/2000
						To: Dead End									
(757)	0.25	50	R			From: Dead End					NA	NA			08/14/2000
						To: 25-715									
(758)	0.21	NA				From: 25-00635(B)/					NA	NA			
						To: Dead End/									
(759)	0.18	40	R			From: 25-615					NA	NA			09/13/2000
						To: Dead End									
(760)	0.10	10	R			From: Dead End					NA	NA			08/17/2000
						To: 25-649									
(761)	0.05	10	R			From: SR 80					NA	NA			1994
						To: Dead End									
(762)	0.20	60	R			From: Dead End					NA	NA			1994
						To: 25-637									
(763)	0.50	80	R			From: SR 63					NA	NA			1994
						To: Dead End									
(764)	0.80	70	R			From: Dead End					NA	NA			09/11/2000
						To: 25-797									

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						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
(764)	0.80	120	R			From: 25-797					NA		NA		09/11/2000
						To: 25-607									
Town of Clintwood															
(765)	0.03	160	R			From: SR 83					NA		NA		08/29/2000
						To: WCL Clintwood									
Dickenson County															
(765)	0.84	160	R			From: WCL Clintwood					NA		NA		08/29/2000
						To: SR 72									
(765)	0.13	30	R			From: Dead End					NA		NA		08/29/2000
						To: Dead End									
(766)	0.28	40	R			From: SR 83 WEST					NA		NA		09/18/2000
						To: SR 83 EAST									
Town of Haysi															
(767)	0.05	210	R			From: SR 83					NA		NA		09/11/2000
						To: Dead End									
Dickenson County															
(768)	0.33	650	R			From: SR 80 NORTH					NA		NA		09/25/2000
						To: 25-609									
(768)	0.25	200	R			From: SR 80 SOUTH					NA		NA		09/25/2000
						To: Dead End									
(769)	0.37	30	R			From: Dead End					NA		NA		09/05/2000
						To: 0.37 MN Dead End									
(769)	0.15	47	R			From: 25-607					NA		NA		09/05/2000
						To: 25-619									
(770)	0.06	40	R			From: Dead End					NA		NA		09/18/2000
						To: Dead End									
(771)	0.57	48	R			From: 25-646					NA		NA		08/17/2000
						To: Dead End									
(772)	0.10	20	R			From: Dead End					NA		NA		09/18/2000
						To: 25-619									
(773)	1.04	580	R			From: Dead End					NA		NA		1994
						To: SR 63									
(774)	0.10	10	R			From: Dead End					NA		NA		09/18/2000
						To: SR 83									
(775)	0.36	60	R			From: 25-652					NA		NA		09/05/2000
						To: Dead End									
(776)	1.41	140	R			From: 25-611					NA		NA		1994
						To: Dead End									
(777)	0.42	40	R			From: SR 72					NA		NA		08/29/2000
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
(778)	0.20	40	R			From: Dead End					NA		NA		09/05/2000
						To: 25-652									
Town of Clinchco															
(779)	0.09	80	R			From: Dead End					NA		NA		09/05/2000
						To: SR 83									
(780)	0.12	120	R			From: 25-783					NA		NA		09/05/2000
						To: SR 83									
(781)	0.12	110	R			From: 25-664					NA		NA		09/05/2000
						To: SR 83									
(782)	0.02	230	R			From: 25-664					NA		NA		1994
						To: 25-675									
(782)	0.05	70	R			From: Dead End					NA		NA		1994
						To: Dead End									
(783)	0.05	70	R			From: Dead End					NA		NA		09/05/2000
						To: 25-780									
(783)	0.03	30	R			From: 25-780					NA		NA		09/05/2000
						To: Dead End									
Dickenson County															
(784)	0.25	30	R			From: 25-633					NA		NA		08/29/2000
						To: Dead End									
(785)	0.55	60	R			From: Dead End					NA		NA		1994
						To: 25-704									
Town of Clinchco															
(786)	0.05	40	R			From: 25-664					NA		NA		1994
						To: NCL Clinchco									
Dickenson County															
(786)	0.15	40	N			From: NCL Clinchco					NA		NA		1994
						To: Dead End									
(787)	0.70	20	R			From: 25-702					NA		NA		09/25/2000
						To: 25-734									
(788)	0.15	20	R			From: 25-681					NA		NA		09/05/2000
						To: Dead End									
(789)	0.40	100	R			From: SR 72					NA		NA		08/29/2000
						To: Dead End									
(790)	0.20	60	R			From: 25-734					NA		NA		09/25/2000
						To: Dead End									
(791)	0.40	50	R			From: 25-734					NA		NA		09/25/2000
						To: Dead End									
(792)	0.57	60	R			From: 25-607					NA		NA		09/11/2000
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
793	0.13	46	R			From: Dead End					NA	NA			09/18/2000
						To: 25-619									
794	0.30	30	R			From: Dead End					NA	NA			08/14/2000
						To: 25-604									
795	0.38	70	R			From: Dead End					NA	NA			09/13/2000
						To: SR 63									
796	0.20	40	R			From: 25-611					NA	NA			09/18/2000
						To: Dead End									
797	1.23	120	R			From: 25-764					NA	NA			09/11/2000
						To: 25-606									
798	0.10	10	R			From: 25-661					NA	NA			09/05/2000
						To: Dead End									
799	0.20	80	R			From: SR 63					NA	NA			1996
						To: Dead End									
800	1.40	30	R			From: Dead End					NA	NA			08/14/2000
						To: 25-658									
803	0.06	30	R			From: Dead End					NA	NA			09/11/2000
						To: SCL Haysi									
Town of Haysi															
803	0.12	30	R			From: SCL Haysi					NA	NA			09/11/2000
						To: 25-652									
Dickenson County															
805	0.10	40	R			From: 25-700					NA	NA			09/18/2000
						To: Dead End									
Town of Haysi															
806	0.08	30	R			From: Dead End					NA	NA			09/11/2000
						To: 25-717									
Dickenson County															
810	0.34	10	R			From: 25-605					NA	NA			1988
						To: Dead End									
812	1.07	100	R			From: 25-613					NA	NA			1994
						To: Dead End									
815	0.12	60	R			From: SR 63					NA	NA			09/11/2000
						To: Dead End									
816	0.20	70	R			From: SR 63					NA	NA			09/13/2000
						To: Dead End									
817	0.14	NA				From: Dead End					NA	NA			
						To: 25-710									
818	0.24	50	R			From: 25-752					NA	NA			09/11/2000
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
(820)	0.37	70	R			From: 25-669					NA		NA		09/11/2000
						To: Dead End									
(822)	0.40	NA				From: 25-607					NA		NA		
						To: Dead End									
(824)	0.30	20	R			From: 25-676					NA		NA		09/18/2000
						To: Dead End									
(825)	0.09	20	R			From: 25-607					NA		NA		09/18/2000
						To: Dead End									
(827)	0.50	50	R			From: SR 80					NA		NA		09/11/2000
						To: Dead End									
(830)	0.20	60	R			From: 25-648 Gap Terminus					NA		NA		08/17/2000
						To: 65-648 Gap Terminus									
(835)	0.47	49	R			From: 25-603					NA		NA		1994
						To: Dead End									
(840)	0.20	60	R			From: 25-754					NA		NA		09/18/2000
						To: Dead End									
(843)	0.04	40	R			From: Dead End					NA		NA		1994
						To: 25-619									
(846)	0.18	40	R			From: 25-673					NA		NA		08/14/2000
						To: Dead End									
(850)	0.40	60	R			From: Dead End					NA		NA		09/18/2000
						To: 25-695									
(853)	0.52	40	R			From: 25-652					NA		NA		08/17/2000
						To: Dead End									
(855)	0.38	20	R			From: Dead End					NA		NA		08/14/2000
						To: 25-651									
(860)	0.04	30	R			From: Dead End					NA		NA		08/14/2000
						To: 25-627									
(870)	0.05	30	R			From: 25-615					NA		NA		09/13/2000
						To: Dead End									
(880)	0.38	60	R			From: 25-606					NA		NA		1994
						To: Dead End									
(885)	0.60	840	R			From: SR 83					NA		NA		08/29/2000
						To: 25-707									
(890)	0.30	80	R			From: Dead End					NA		NA		09/13/2000
						To: 25-710									
(892)	0.25	140	R			From: SR 80					NA		NA		1994
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dickenson County															
(893)	0.44	30	R			From: 25-892					NA		NA		1996
						To: Dead End									
Town of Clintwood															
(1001)	0.10	70	R			From: Dead End					NA		NA		10/03/2000
						To: 25-1007									
(1001)	0.07	90	R			From: 25-1007					NA		NA		10/03/2000
						To: SR 83									
(1001)	0.25	1300	R			From: SR 83					NA		NA		10/03/2000
						To: 25-607									
Dickenson County															
(1002)	0.38	90	R			From: SCL Clintwood					NA		NA		10/03/2000
						To: SCL Clintwood									
Town of Clintwood															
(1002)	0.11	90	R			From: SCL Clintwood					NA		NA		10/03/2000
						To: SR 83									
(1003)	0.10	690	R			From: 25-607					NA		NA		10/03/2000
						To: 0.10 MN 25-607									
(1003)	0.05	130	R			From: 0.10 MN 25-607					NA		NA		10/03/2000
						To: Dead End									
(1004)	0.30	390	R			From: Dead End					NA		NA		10/03/2000
						To: SR 83									
(1005)	0.12	90	R			From: Dead End					NA		NA		10/03/2000
						To: 25-672									
(1006)	0.13	210	R			From: 25-1007					NA		NA		10/03/2000
						To: SR 83; 25-1008									
(1007)	0.02	40	R			From: 25-1006					NA		NA		10/03/2000
						To: 25-1008									
(1007)	0.03	80	R			From: 25-1008					NA		NA		10/03/2000
						To: 25-1001									
(1008)	0.27	260	R			From: Dead End					NA		NA		10/03/2000
						To: 25-1016									
(1008)	0.03	310	R			From: 25-1016					NA		NA		10/03/2000
						To: SR 83									
(1009)	0.03	3700	R			From: SR 83					NA		NA		10/03/2000
						To: 25-1015									
(1009)	0.13	4000	R			From: 25-1015					NA		NA		10/03/2000
						To: 25-1001									
(1009)	0.09	4000	R			From: 25-1001					NA		NA		10/03/2000
						To: Dead End									
(1010)	0.13	140	R			From: 25-607 WEST					NA		NA		10/03/2000
						To: 25-607 EAST									
(1011)	0.02	160	R			From: 0.02 MW 25-1001					NA		NA		1994
						To: 25-1001									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Clintwood															
1011	0.04	160	R			From: 25-1001					NA	NA			1994
						To: Dead End									
1012	0.13	50	R			From: SR 83					NA	NA			10/03/2000
						To: Dead End									
1013	0.13	140	R			From: ECL Clintwood					NA	NA			10/03/2000
						To: 25-672									
1014	0.17	80	R			From: SR 83					NA	NA			10/03/2000
						To: 25-631									
1015	0.08	780	R			From: SR 83; 25-607					NA	NA			10/03/2000
1015	0.04	150	R			From: 25-1009					NA	NA			10/03/2000
						To: Dead End									
1016	0.03	90	R			From: 25-1006					NA	NA			10/03/2000
1016	0.05	50	R			From: 25-1008					NA	NA			10/03/2000
						To: 25-1001									
Dickenson County															
1017	0.37	60	R			From: Dead End					NA	NA			10/03/2000
						To: SR 83									
Town of Clintwood															
1018	0.42	110	R			From: 25-672					NA	NA			10/03/2000
						To: ECL Clintwood									
Dickenson County															
1018	0.09	60	R			From: ECL Clintwood					NA	NA			10/03/2000
						To: Dead End									
Town of Clintwood															
1019	0.29	110	R			From: 25-607 WEST					NA	NA			10/03/2000
						To: 25-607 EAST									
1020	0.24	130	R			From: Dead End					NA	NA			10/03/2000
						To: SR 83									
1021	0.19	70	R			From: Dead End					NA	NA			10/03/2000
						To: 25-1020									
1022	0.19	30	R			From: 25-1020					NA	NA			10/03/2000
						To: Dead End									
1023	0.07	20	R			From: Dead End					NA	NA			10/03/2000
						To: 25-1004									
1024	0.15	30	R			From: 25-696					NA	NA			10/03/2000
						To: Dead End									
Dickenson County															
1025	0.50	80	R			From: Dead End					NA	NA			10/03/2000
						To: SR 83									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
(1026)	0.08	NA				From: SR 83					NA		NA			
						To: Dead End										
(1030)	0.25	47	R			From: Dead End					NA		NA		10/03/2000	
						To: SR 72										
(1031)	0.08	40	R			From: Dead End					NA		NA		10/03/2000	
						To: SR 72										
(9650)	0.21	180	R			From: Dead End					NA		NA		1986	
						To: SANDLICK ELEM SCH										
Town of Clinchco																
(9693)	0.18	260	R			From: Dickenson Voc Sch					NA		NA		1994	
						To: SR 83										
Dickenson County																
(9696)	0.22	390	R			From: 25-625					NA		NA		1994	
						To: ERVINTON HIGH SCH										
Town of Haysi																
(9697)	0.27	500	R			From: HAYSI HIGH SCH					NA		NA		1994	
						To: SR 80										
Dickenson County																
(9698)	0.16	200	R			From: ERVINTON ELEM SCH					NA		NA		1994	
						To: SR 63										
Town of Clintwood																
(9699)	0.10	540	R			From: SR 83					NA		NA		1986	
						To: CLINTWOOD HIGH SCH										
(9702)	0.18	600	R			From: 25-607 SOUTH					NA		NA		1996	
						To: 25-9703										
(9702)	0.01	600	R			From: 25-9703					NA		NA		1996	
						To: 25-607 NORTH										
(9703)	0.11	NA				From: Cul-de-Sac					NA		NA			
						To: 25-9702 PKG LOT										
Dickenson County																
(9704)	0.13	380	R			From: SR 72 LONGFORK					NA		NA		1994	
						To: 25-621 ELEM SCH										
(634/97)	0.30	540	N	68%	1%	From: Wise County Line	1%	2%	27%	0%	N	50	N	550	N	2001
						To: SR 72										