2004
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

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N 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
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
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Maintenance Area

Route	Jurisdiction		Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
42	Bland County	From: Smyth County Line	9.58	**170**	**G**	92%	2%	1%	1%	4%	0%	C	0.121	F	0.565	170	G
42	Bland County	To: 10-622 West of Ceres	5.39	**440**	**G**	92%	2%	1%	1%	4%	0%	F	0.093	F	0.762	450	G
42 52	Bland County	To: US 52 West of Bland Court House	3.97	**2000**	**G**	96%	1%	1%	1%	1%	0%	F	0.086	F	0.76	2100	G
42 52	Bland County	To: I-77 West of Bland Court House	0.91	**4000**	**G**	95%	1%	2%	0%	1%	0%	F	0.088	F	0.54	4100	G
42	Bland County	To: US 52 Bland Court House	10.25	**1900**	**G**	96%	1%	1%	1%	1%	0%	C	0.1	F	0.527	1900	G
42	Bland County	To: 10-738 Mechanicsburg	3.08	**770**	**G**	96%	1%	1%	1%	1%	0%	F	0.111	F	0.815	790	G
42	Bland County	To: 10-606	2.30	**1200**	**G**	96%	1%	1%	1%	1%	0%	F	0.117	F	0.825	1200	G
		To: Giles County Line															
52	Bland County	From: Wythe County Line	4.18	**250**	**G**	96%	1%	1%	1%	1%	0%	F	0.119	F	0.552	260	G
52 42	Bland County	To: SR 42 West of Bland C.H.	3.97	**2000**	**G**	96%	1%	1%	1%	1%	0%	F	0.086	F	0.76	2100	G
52 42	Bland County	To: I-77 West of Bland C.H.	0.91	**4000**	**G**	95%	1%	2%	0%	1%	0%	F	0.088	F	0.54	4100	G
52	Bland County	To: SR 42 Bland C.H.	4.58	**940**	**G**	95%	1%	2%	0%	1%	0%	F	0.115	F	0.679	970	G
52	Bland County	To: 10-615 S	2.05	**1700**	**G**	95%	1%	2%	0%	1%	0%	C	0.112	F	0.535	1700	G
52	Bland County	To: 10-666	6.14	**480**	**G**	92%	1%	4%	1%	2%	0%	C	0.129	F	0.567	490	G
52 61	Bland County	To: SR 61	0.06	**480**	**N**	92%	1%	4%	1%	2%	0%	N	0.129	N	0.567	490	N
52 61	Bland County	To: I-77 West of Rocky Gap	0.40	**2200**	**G**	95%	2%	1%	2%	1%	0%	C	0.102	F	0.555	2300	G
52	Bland County	To: SR 61 N Rocky Gap	2.19	**1100**	**G**	96%	0%	1%	1%	1%	0%	C	0.114	F	0.797	1100	G
52 77	Bland County	To: I-77	0.70	See I-77 for directional traffic volume estimates for this segment.													
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			**28000**	**G**	77%	1%	1%	0%	19%	1%	F	NA			24000	G
		To: West Virginia State Line															

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	From: Tazewell County Line															
61	Bland County	10.53	**540**	**G**	97%	0%	1%	1%	1%	0%	F	0.097	F	0.654	550	G
	To: US 52 West of Rocky Gap															
61 52	Bland County	0.40	**2200**	**G**	95%	2%	1%	2%	1%	0%	C	0.102	F	0.555	2300	G
	To: I-77 West of Rocky Gap															
61 52	Bland County	0.06	**480**	**N**	92%	1%	4%	1%	2%	0%	N	0.129	N	0.567	490	N
	To: US 52 Rocky Gap															
61	Bland County	7.42	**340**	**G**	95%	1%	1%	1%	1%	0%	C	0.1	F	0.686	350	G
	To: Giles County Line															
	From: Wythe County Line															
North 77	Bland County	0.69	**14000**	**G**	77%	1%	1%	1%	20%	1%	F	0.079	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**28000**	**G**	77%	1%	1%	0%	20%	1%	F	NA			24000	G
	To: 10-717															
North 77	Bland County	5.45	**14000**	**G**	77%	1%	1%	1%	20%	1%	F	0.079	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**27000**	**G**	77%	1%	1%	0%	19%	1%	F	NA			24000	G
	To: US 52, SR 42															
North 77	Bland County	6.11	**15000**	**G**	77%	1%	1%	1%	20%	1%	F	0.071	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**29000**	**G**	77%	1%	1%	0%	20%	1%	F	NA			25000	G
	To: 10-666															
North 77	Bland County	3.94	**13000**	**G**	77%	1%	1%	1%	20%	1%	F	0.073	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**26000**	**G**	77%	1%	1%	0%	19%	1%	F	NA			23000	G
	To: 10-606															
North 77	Bland County	1.97	**16000**	**G**	77%	1%	1%	1%	20%	1%	F	0.071	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**29000**	**G**	77%	1%	1%	0%	20%	1%	F	NA			25000	G
	To: US 52, SR 61															
North 77	Bland County	2.33	**14000**	**B**	77%	1%	1%	1%	20%	1%	C	0.141	A		12000	B
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**28000**	**B**	77%	1%	1%	0%	19%	1%	C	0.128	A	0.567	24000	B
	To: US 52															
North 77 52	Bland County	0.70	**14000**	**G**	77%	1%	1%	1%	20%	1%	F	0.070	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**28000**	**G**	77%	1%	1%	0%	19%	1%	F	NA			24000	G
	To: West Virginia State Line															
North 77	West Virginia (Maint: 10)	0.50	**14000**	**G**	77%	1%	1%	1%	20%	1%	F	0.070	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**28000**	**G**	77%	1%	1%	0%	19%	1%	F	NA			24000	G
	To: End of Tunnel, West Virginia															

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Bland Maintenance Area

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South 77	From: Wythe County Line															
	Bland County	0.87	**14000**	**G**	78%	1%	1%	0%	19%	1%	F	0.068	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**28000**	**G**	77%	1%	1%	0%	20%	1%	F	NA			24000	G
	To: 10-717															
South 77	From:															
	Bland County	5.70	**14000**	**G**	78%	1%	1%	0%	19%	1%	F	0.072	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**27000**	**G**	77%	1%	1%	0%	19%	1%	F	NA			24000	G
	To: US 52, SR 42															
South 77	From:															
	Bland County	6.05	**14000**	**G**	78%	1%	1%	0%	19%	1%	F	0.068	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**29000**	**G**	77%	1%	1%	0%	20%	1%	F	NA			25000	G
	To: 10-666															
South 77	From:															
	Bland County	3.87	**13000**	**G**	78%	1%	1%	0%	19%	1%	F	0.069	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**26000**	**G**	77%	1%	1%	0%	19%	1%	F	NA			23000	G
	To: 10-606															
South 77	From:															
	Bland County	2.12	**14000**	**G**	78%	1%	1%	0%	19%	1%	F	0.07	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**29000**	**G**	77%	1%	1%	0%	20%	1%	F	NA			25000	G
	To: SR 61															
South 77	From:															
	Bland County	1.79	**14000**	**B**	78%	1%	1%	0%	19%	1%	C	0.137	A		12000	B
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**28000**	**B**	77%	1%	1%	0%	19%	1%	C	0.128	A	0.567	24000	B
	To: US 52; SR 598															
South 77 52	From: SR 598															
	Bland County	0.79	**14000**	**G**	78%	1%	1%	0%	19%	1%	F	0.069	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**28000**	**G**	77%	1%	1%	0%	19%	1%	F	NA			24000	G
	To: West Virginia State Line															
South 77	From:															
	West Virginia (Maint: 10)	0.50	**14000**	**G**	78%	1%	1%	0%	19%	1%	F	0.069	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**28000**	**G**	77%	1%	1%	0%	19%	1%	F	NA			24000	G
	To: End of Tunnel, West Virginia															
	From: US 52 Bland CH															
98	Bland County	0.50	**240**	**G**	98%	2%	0%	0%	0%	0%	C	0.123	F	0.5	250	G
	To: 10-605 South of Bland CH															
	From: I-77 North															
598	Bland County	4.16	**170**	**G**	99%	0%	0%	0%	1%	0%	C	0.122	F	0.609	180	G
	To: West Virginia State Line															

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Bland County																
600	2.60	**20**	**R**	From: Wythe County Line							NA			NA		10/10/2003
				To: 10-601												
601	11.40	**290**	**R**	From: 10-603; 10-617							NA			NA		10/10/2003
				To: Pulaski County Line												
602	1.25	**80**	**R**	From: Dead End							NA			NA		10/10/2003
				To: 1.25 ME OF Dead End												
602	0.80	**90**	**R**	From: 10-668							NA			NA		10/10/2003
				To: 10-632												
602	0.35	**90**	**R**	From: 0.40 ME 10-632							NA			NA		10/10/2003
				To: 10-601												
602	0.80	**100**	**R**	From: Wythe County Line							NA			NA		10/10/2003
				To: 10-601; 10-717												
603	1.60	**20**	**R**	From: SR 42							NA			NA		10/07/2003
				To: 10-651												
604	3.47	**280**	**R**	From: 1.50 ME 10-651							NA			NA		10/07/2003
				To: 10-608												
604	1.50	**130**	**R**	From: 0.40 ME 10-608							NA			NA		10/07/2003
				To: Dead End												
604	2.10	**70**	**R**	From: Dead End							NA			NA		10/07/2003
				To: 0.30 MW Dead End												
604	0.40	**60**	**R**	From: 0.30 MW Dead End							NA			NA		10/07/2003
				To: 0.89 MW Dead End												
604	0.50	**60**	**R**	From: 0.89 MW Dead End							NA			NA		10/07/2003
				To: 1.10 MW Dead End												
605	0.30	**70**	**R**	From: 1.10 MW Dead End							NA			NA		10/07/2003
				To: SR 98												
605	0.59	**170**	**R**	From: US 52							NA			NA		10/07/2003
				To: I-77												
605	0.21	**190**	**R**	From: 10-608 WEST							NA			NA		10/07/2003
				To: 10-608 MID												
605	0.50	**210**	**R**	From: 10-608 MID							NA			NA		10/07/2003
				To: SR 42												
606	0.06	**380**	**G**	From: US 52	94%	1%	1%	2%	2%	0%	C	0.111	F	0.571	390	G	2004
				To: I-77												
606	5.03	**1100**	**G**	From: 10-608 WEST	89%	1%	2%	4%	3%	0%	F	0.095	F	0.651	1200	G	2004
				To: 10-608 MID												
606	4.49	**900**	**G**	From: 10-608 MID	89%	1%	2%	4%	3%	0%	F	0.098	F	0.513	930	G	2004
				To: SR 42												
606	3.94	**880**	**G**	From: 10-608	89%	1%	2%	4%	3%	0%	C	0.11	F	0.617	910	G	2004
				To: 1.89 ME 10-608												
607	1.89	**70**	**R**	From: 1.89 ME 10-608							NA			NA		10/02/2003
				To: 10-606												
607	0.71	**70**	**R**	From: 10-606							NA			NA		10/02/2003
				To: 10-605												

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Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County																
608	0.60	**200**	**R**	From: SR 42 WEST							NA			NA		10/07/2003
				To: 10-604												
608	1.10	**80**	**R**	From: 1.10 ME 10-604							NA			NA		10/07/2003
				To: Jefferson Forest Boundary												
608	1.90	**70**	**R**	From: 10-639							NA			NA		10/07/2003
				To: SR 42 EAST												
608	1.40	**70**	**R**	From: 10-606 EAST							NA			NA		10/07/2003
				To: 10-606 WEST												
608	0.60	**110**	**R**	From: 10-677							NA			NA		10/07/2003
				To: 10-609												
608	3.40	**360**	**R**	From: 10-606 NORTH							NA			NA		10/02/2003
				To: 10-608												
608	2.44	**180**	**R**	From: 10-677							NA			NA		10/02/2003
				To: 10-609												
608	0.90	**60**	**R**	From: 10-606 NORTH							NA			NA		10/02/2003
				To: 10-608												
608	2.28	**220**	**R**	From: 10-608							NA			NA		10/02/2003
				To: 10-677												
609	1.80	**110**	**R**	From: Smyth County Line							NA			NA		10/10/2003
				To: 10-742												
610	1.10	**50**	**R**	From: 10-742							NA			NA		10/10/2003
				To: SR 42												
610	0.80	**70**	**R**	From: SR 42							NA			NA		10/02/2003
				To: 0.10 MN SR 42												
611	0.10	**80**	**R**	From: 0.10 MN SR 42							NA			NA		10/02/2003
				To: 0.60 MN SR 42												
611	0.50	**80**	**R**	From: 0.60 MN SR 42							NA			NA		10/02/2003
				To: 10-612												
611	1.53	**70**	**R**	From: US 52							NA			NA		10/02/2003
				To: 0.56 ME US 52												
612	0.56	**100**	**R**	From: 0.56 ME US 52							NA			NA		10/02/2003
				To: 4.78 ME US 52												
612	4.22	**100**	**R**	From: 4.78 ME US 52							NA			NA		10/02/2003
				To: 5.67 ME US 52												
612	0.89	**90**	**R**	From: 5.67 ME US 52							NA			NA		10/02/2003
				To: 10-627												
612	0.75	**100**	**R**	From: 10-627							NA			NA		10/12/2003
				To: 10-611												
612	1.55	**90**	**R**	From: 10-611							NA			NA		10/02/2003
				To: 10-631												
612	2.90	**100**	**R**	From: 10-631							NA			NA		10/02/2003
				To: 10-606												
612	0.81	**330**	**R**	From: Dead End							NA			NA		10/02/2003
				To: 0.37 ME Dead End												
613	0.37	**40**	**R**								NA			NA		09/30/2003

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County																
613	0.60	**80**	**R**	From: 0.37 ME Dead End To:							NA			NA		09/30/2003
613	0.20	**100**	**R**	From: 0.97 ME Dead End To:							NA			NA		09/30/2003
613	4.71	**780**	**R**	From: 1.17 ME Dead End To:							NA			NA		09/30/2003
613	0.50	**800**	**R**	From: 10-663 To:							NA			NA		09/30/2003
613	6.16	**680**	**R**	From: US 52 To: Dead End							NA			NA		09/30/2003
614	12.70	**1400**	**R**	From: Tazewell County Line To: US 52							NA			NA		09/30/2003
615	1.20	**420**	**R**	From: US 52 SOUTH To:							NA			NA		09/30/2003
615	2.95	**70**	**R**	From: 10-620 To:							NA			NA		09/30/2003
615	0.25	**100**	**R**	From: 2.95 MN 10-620 To:							NA			NA		09/30/2003
615	4.37	**1100**	**R**	From: 10-618 To:							NA			NA		09/30/2003
615	0.32	**1300**	**R**	From: 10-649 To:							NA			NA		09/30/2003
615	0.59	**440**	**R**	From: US 52 NORTH To: Dead End							NA			NA		09/30/2003
616	0.30	**60**	**R**	From: 10-617 To: FR-2							NA			NA		10/10/2003
617	3.80	**60**	**R**	From: US 52 SOUTH To:							NA			NA		10/10/2003
617	1.97	**180**	**R**	From: 10-619 To:							NA			NA		10/10/2003
617	1.00	**400**	**R**	From: 10-616 To: US 52 NORTH							NA			NA		10/10/2003
618	1.20	**120**	**R**	From: 10-615 To: Dead End							NA			NA		09/30/2003
619	0.40	**30**	**R**	From: 10-617 To: Dead End							NA			NA		10/10/2003
620	1.80	**200**	**R**	From: Dead End To: 10-615							NA			NA		09/30/2003
621	3.00	**230**	**R**	From: SR 42 To: US 52							NA			NA		10/10/2003
622	1.00	**60**	**R**	From: SR 42 SOUTH To:							NA			NA		10/10/2003
622	0.30	**60**	**R**	From: 1.00 ME SR 42 To: 10-626 WEST							NA			NA		10/10/2003

Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County																
622	1.40	**70**	**R**	From: 10-626 WEST							NA			NA		10/10/2003
622	0.30	**60**	**R**	To: 10-626 EAST From:							NA			NA		10/10/2003
622	0.40	**60**	**R**	To: 0.30 ME 10-626 From:							NA			NA		10/10/2003
622	0.40	**60**	**R**	To: Jefferson Forest Boundary From:							NA			NA		10/10/2003
622	0.53	**60**	**R**	To: 10-625 WEST From:							NA			NA		10/10/2003
622	0.70	**70**	**R**	To: 10-625 EAST From:							NA			NA		10/10/2003
622	2.30	**60**	**R**	To: 10-624 From:							NA			NA		10/10/2003
622	2.70	**70**	**R**	To: 10-623 From:							NA			NA		10/10/2003
622	2.30	**70**	**R**	To: SR 42 WEST From:							NA			NA		10/10/2003
622	1.40	**150**	**R**	To: SR 42 EAST From: To: Dead End							NA			NA		10/10/2003
623	0.81	**130**	**R**	From: 10-622 To: SR 42 WEST							NA			NA		10/10/2003
623	7.40	**30**	**R**	From: SR 42 EAST To: Tazewell County Line							NA			NA		10/10/2003
624	1.00	**70**	**R**	From: Dead End To: 10-622							NA			NA		10/10/2003
625	0.50	**10**	**R**	From: Dead End To: 10-622 WEST							NA			NA		10/10/2003
625	0.60	**160**	**R**	From: 10-622 EAST To: SR 42							NA			NA		10/10/2003
625	0.40	**50**	**R**	From: To: 10-647							NA			NA		10/10/2003
625	0.30	**30**	**R**	From: To: 0.30 MN 10-647							NA			NA		10/10/2003
625	6.40	**20**	**R**	From: To: Dead End							NA			NA		10/10/2003
626	2.20	**40**	**R**	From: 10-622 WEST To: 2.20 ME 10-622							NA			NA		10/10/2003
626	0.60	**60**	**R**	From: To: 10-622 EAST							NA			NA		10/10/2003
626	0.85	**150**	**R**	From: To: SR 42							NA			NA		10/10/2003
627	0.80	**30**	**R**	From: Dead End To: 10-612							NA			NA		10/02/2003
628	0.47	**510**	**R**	From: US 52 SOUTH To: US 52 NORTH							NA			NA		09/30/2003

Virginia Department of Transportation
Mobility Management Division
2004
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	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County																
629	1.30	**250**	**R**	From: 10-606 To: Dead End							NA			NA		10/02/2003
630	0.19	**0**	**R**	From: Dead End To: 10-665							NA			NA		09/30/2003
631	1.75	**200**	**R**	From: 10-612 To: Dead End							NA			NA		12/27/2000
632	0.24	**10**	**R**	From: 10-602 To: Dead End							NA			NA		10/10/2003
633	0.65	**70**	**R**	From: Dead End To: 10-631							NA			NA		10/02/2003
634	0.57	**160**	**R**	From: 10-738 To: SR 42							NA			NA		12/27/2000
635	0.07	**46**	**R**	From: 10-637 To: Cul-de-Sac							NA			NA		09/30/2003
636	0.10	**220**	**R**	From: Dead End To: 10-615							NA			NA		12/18/2000
636	0.06	**30**	**R**	From: 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	**110**	**R**	From: 10-629 To: Dead End							NA			NA		10/02/2003
639	0.20	**20**	**R**	From: 10-608 To: Dead End							NA			NA		10/07/2003
640	1.00	**20**	**R**	From: Dead End To: 10-738							NA			NA		10/07/2003
640	3.00	**80**	**R**	From: To: 3.00 ME 10-738							NA			NA		10/07/2003
640	0.70	**30**	**R**	From: To: Dead End							NA			NA		10/07/2003
641	0.03	**20**	**R**	From: 10-606 To: 0.03 MN 10-606							NA			NA		12/27/2000
641	0.12	**20**	**R**	From: To: Dead End							NA			NA		12/27/2000
642	0.70	**30**	**R**	From: US 52 SOUTH To: US 52 NORTH							NA			NA		09/30/2003
643	0.40	**20**	**R**	From: Dead End To: US 52							NA			NA		09/30/2003
644	0.40	**40**	**R**	From: Dead End To: SR 61							NA			NA		09/30/2003

Virginia Department of Transportation
Mobility Management Division
2004
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	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County																
645	1.10	**60**	**R**	From: Dead End To: SR 42							NA			NA		10/07/2003
646	0.37	**60**	**R**	From: 10-615 WEST To: 0.37 ME 10-615							NA			NA		09/30/2003
646	2.31	**160**	**R**	From: 0.37 ME 10-615 To: 10-615 EAST							NA			NA		09/30/2003
647	0.32	**20**	**R**	From: Dead End To: 10-625							NA			NA		10/10/2003
648	0.49	**30**	**R**	From: US 52 To: Dead End							NA			NA		12/18/2000
649	0.03	**30**	**R**	From: Dead End To: 10-654							NA			NA		12/18/2000
649	0.14	**120**	**R**	From: 10-654 To: 10-615							NA			NA		12/18/2000
650	0.90	**30**	**R**	From: Dead End To: SR 61							NA			NA		09/30/2003
651	0.23	**20**	**R**	From: Dead End To: 10-604							NA			NA		10/07/2003
652	0.05	**30**	**R**	From: Dead End To: 10-628							NA			NA		09/30/2003
653	0.20	**50**	**R**	From: 10-738 To: Dead End							NA			NA		10/07/2003
654	0.08	**100**	**R**	From: 10-649 To: 10-615							NA			NA		12/18/2000
655	0.16	**60**	**R**	From: US 52 To: Dead End							NA			NA		09/30/2003
656	0.86	**40**	**R**	From: Dead End To: 10-658							NA			NA		10/07/2003
656	1.40	**150**	**R**	From: 10-658 To: 10-1001							NA			NA		12/27/2000
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		10/07/2003
659	0.45	**90**	**R**	From: US 52 To: Dead End							NA			NA		12/27/2000
660	0.10	**190**	**R**	From: Dead End To: SR 61							NA			NA		12/18/2000

Virginia Department of Transportation
Mobility Management Division
2004
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	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County																
661	0.03	**0**	**R**	From: 10-653 To: Dead End							NA			NA		10/07/2003
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	**0**	**R**	From: Dead End To: 10-608							NA			NA		12/27/2000
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	**0**	**R**	From: Dead End To: 10-602							NA			NA		10/10/2003
670	1.75	**70**	**R**	From: 10-738 To: 1.75 ME 10-738							NA			NA		12/27/2000
670	1.55	**90**	**R**	From: 1.75 ME 10-738 To: Giles County Line							NA			NA		10/07/2003
671	0.42	**110**	**R**	From: 10-606 To: Dead End							NA			NA		12/27/2000
674	0.15	**NA**		From: US 52 To: Dead End							NA			NA		
677	1.20	**170**	**R**	From: 10-608 To: 10-609							NA			NA		12/27/2000
677	0.10	**120**	**R**	From: 10-609 To: Giles County Line							NA			NA		10/02/2003
Giles County																
677	1.90	**120**	**R**	From: Giles County Line To: Dead End							NA			NA		10/02/2003
Bland County																
678	1.65	**120**	**R**	From: SR 61 WEST To: 1.65 ME SR 61							NA			NA		12/18/2000
678	0.80	**70**	**R**	From: 1.65 ME SR 61 To: 2.45 ME SR 61							NA			NA		12/18/2000
678	1.12	**70**	**R**	From: 2.45 ME SR 61 To: SR 61 EAST							NA			NA		12/18/2000

Virginia Department of Transportation
Mobility Management Division
2004
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	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County																
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	**330**	**G**	From: Wythe County Line To: I-77 WEST RAMP	91%	1%	4%	2%	3%	0%	C 0.098	F	0.697	340	G	2004
717	0.30	**380**	**R**	From: I-77 WEST RAMP To: I-77 EAST RAMP							NA			NA		12/27/2000
717	1.83	**310**	**R**	From: I-77 EAST RAMP To: 10-601							NA			NA		12/27/2000
738	2.31	**80**	**R**	From: Pulaski County Line To: 10-670							NA			NA		12/27/2000
738	2.85	**320**	**R**	From: 10-670 To: 10-640 SOUTH							NA			NA		12/27/2000
738	0.53	**340**	**R**	From: 10-640 SOUTH To: 10-634							NA			NA		12/27/2000
738	0.37	**360**	**R**	From: 10-634 To: SR 42							NA			NA		12/27/2000
742	0.30	**10**	**R**	From: Smyth County Line To: 10-610							NA			NA		10/10/2003
1001	0.13	**280**	**R**	From: 10-656 To: 10-1002							NA			NA		12/27/2000
1001	0.18	**1300**	**R**	From: 10-1002 To: US 52							NA			NA		12/27/2000
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

Virginia Department of Transportation
Mobility Management Division
2004
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	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County																
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 Elementary School							NA			NA		1992
9051	0.10	**46**	**R**	From: Ceres Elementary School To: 10-625							NA			NA		1992
9628	0.08	**47**	**R**	From: 10-615 To: Bastian Elementary School							NA			NA		1992