

2005

**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
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

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

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



The VDOT 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
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: Smyth County Line															
42	Bland County	9.58	160	G	92%	2%	1%	1%	4%	0%	C	0.121	F	0.565	170	G
	To: 10-622 West of Ceres															
42	Bland County	5.39	430	G	92%	2%	1%	1%	4%	0%	F	0.093	F	0.762	440	G
	To: US 52 West of Bland Court House															
42 52	Bland County	3.97	1900	G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.76	2000	G
	To: I-77 West of Bland Court House															
42 52	Bland County	0.91	3900	G	95%	1%	2%	0%	1%	0%	F	0.088	F	0.54	4000	G
	To: US 52 Bland Court House															
42	E Bluegrass Trl Bland County	10.25	1800	G	96%	1%	1%	1%	1%	0%	C	0.1	F	0.527	1900	G
	To: 10-738 Mechanicsburg															
42	Bland County	3.08	750	G	96%	1%	1%	1%	1%	0%	F	0.111	F	0.815	770	G
	To: 10-606															
42	Bland County	2.30	1200	G	96%	1%	1%	1%	1%	0%	F	0.117	F	0.825	1200	G
	To: Giles County Line															
	From: Wythe County Line															
52	Bland County	4.18	240	G	96%	1%	1%	1%	1%	0%	F	0.119	F	0.552	250	G
	To: SR 42 West of Bland C.H.															
52 42	Bland County	3.97	1900	G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.76	2000	G
	To: I-77 West of Bland C.H.															
52 42	Bland County	0.91	3900	G	95%	1%	2%	0%	1%	0%	F	0.088	F	0.54	4000	G
	To: SR 42 Bland C.H.															
52	Bland County	4.58	930	G	95%	1%	2%	0%	1%	0%	F	0.115	F	0.679	960	G
	To: 10-615 S															
52	Bland County	2.05	1700	G	95%	1%	2%	0%	1%	0%	C	0.112	F	0.535	1700	G
	To: 10-666															
52	Bland County	6.14	470	G	92%	1%	4%	1%	2%	0%	C	0.129	F	0.567	490	G
	To: SR 61															
52 61	Bland County	0.06	470	N	92%	1%	4%	1%	2%	0%	N	0.129	N	0.567	490	N
	To: I-77 West of Rocky Gap															
52 61	Bland County	0.40	2200	G	95%	2%	1%	2%	1%	0%	C	0.102	F	0.555	2300	G
	To: SR 61 N Rocky Gap															
52	Bland County	2.19	1100	G	96%	0%	1%	1%	1%	0%	C	0.114	F	0.797	1100	G
	To: I-77															
	From: US 11															
52 77	Bland County	0.70														
See I-77 for directional traffic volume estimates for this segment.																
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 27000 G 76% 1% 1% 0% 20% 1% F NA 23000 G																
	To: I-77															

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: Tazewell County Line															
61	Bland County	10.53	530	G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.654	540	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	470	N	92%	1%	4%	1%	2%	0%	N	0.129	N	0.567	490	N
	To: US 52 Rocky Gap															
61 Wolf Creek Hwy	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	76%	1%	1%	1%	21%	1%	F	0.079	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	76%	1%	1%	0%	20%	1%	F	NA			24000	G
	To: 10-717															
North 77	Bland County	5.45	13000	G	76%	1%	1%	1%	21%	1%	F	0.079	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	76%	1%	1%	0%	20%	1%	F	NA			23000	G
	To: US 52, SR 42															
North 77	Bland County	6.11	15000	G	76%	1%	1%	1%	21%	1%	F	0.071	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	76%	1%	1%	0%	20%	1%	F	NA			24000	G
	To: 10-666															
North 77	Bland County	3.94	13000	G	76%	1%	1%	1%	21%	1%	F	0.073	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		25000	G	76%	1%	1%	0%	20%	1%	F	NA			22000	G
	To: 10-606															
North 77	Bland County	1.97	15000	G	76%	1%	1%	1%	21%	1%	F	0.071	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	76%	1%	1%	0%	20%	1%	F	NA			25000	G
	To: US 52, SR 61															
North 77	Bland County	2.33	14000	A	76%	1%	1%	1%	21%	1%	C	0.148	A		12000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	A	76%	1%	1%	0%	20%	1%	C	0.13	A	0.613	24000	A
	To: US 52															
North 77 52	Bland County	0.70	13000	G	76%	1%	1%	1%	21%	1%	F	0.070	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	76%	1%	1%	0%	20%	1%	F	NA			23000	G
	To: West Virginia State Line															
North 77	West Virginia (Maint: 10)	0.50	13000	G	76%	1%	1%	1%	21%	1%	F	0.070	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	76%	1%	1%	0%	20%	1%	F	NA			23000	G
	To: End of Tunnel, West Virginia															
	From: I-77 North to Rest Area															
North 77 Rocky Gap Rest Area Ramp	Bland County	0.13	NA									NA			NA	
	To: Enter Rest Area Parking Lot															

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North  Rocky Gap Rest Area Ramp	From: Exit Rest Area Parking Lot															
	Bland County	0.24	NA								NA			NA		
	To: I-77 North from Rest Area															
South  Combined Traffic Estimates for 2 Parallel Roadways on this Route:	From: Wythe County Line															
	Bland County	0.87	14000	G	77%	1%	1%	0%	20%	1%	F	0.068	F	12000	G	
	To: 10-717		27000	G	76%	1%	1%	0%	20%	1%	F	NA	24000	G		
South  Combined Traffic Estimates for 2 Parallel Roadways on this Route:	From: 10-717															
	Bland County	5.70	13000	G	77%	1%	1%	0%	20%	1%	F	0.072	F	11000	G	
	To: US 52, SR 42		27000	G	76%	1%	1%	0%	20%	1%	F	NA	23000	G		
South  Combined Traffic Estimates for 2 Parallel Roadways on this Route:	From: US 52, SR 42															
	Bland County	6.05	13000	G	77%	1%	1%	0%	20%	1%	F	0.068	F	11000	G	
	To: 10-666		28000	G	76%	1%	1%	0%	20%	1%	F	NA	24000	G		
South  Combined Traffic Estimates for 2 Parallel Roadways on this Route:	From: 10-666															
	Bland County	3.87	13000	G	77%	1%	1%	0%	20%	1%	F	0.069	F	11000	G	
	To: 10-606		25000	G	76%	1%	1%	0%	20%	1%	F	NA	22000	G		
South  Combined Traffic Estimates for 2 Parallel Roadways on this Route:	From: 10-606															
	Bland County	2.12	13000	G	77%	1%	1%	0%	20%	1%	F	0.07	F	11000	G	
	To: SR 61		28000	G	76%	1%	1%	0%	20%	1%	F	NA	25000	G		
South  Combined Traffic Estimates for 2 Parallel Roadways on this Route:	From: SR 61															
	Bland County	1.79	14000	A	77%	1%	1%	0%	20%	1%	C	0.137	A	12000	A	
	To: US 52, SR 598		27000	A	76%	1%	1%	0%	20%	1%	C	0.13	A	0.613	24000	A
South   Combined Traffic Estimates for 2 Parallel Roadways on this Route:	From: SR 598															
	Bland County	0.79	13000	G	77%	1%	1%	0%	20%	1%	F	0.069	F	12000	G	
	To: West Virginia State Line		27000	G	76%	1%	1%	0%	20%	1%	F	NA	23000	G		
South  Combined Traffic Estimates for 2 Parallel Roadways on this Route:	From: West Virginia State Line															
	West Virginia (Maint: 10)	0.50	13000	G	77%	1%	1%	0%	20%	1%	F	0.069	F	12000	G	
	To: End of Tunnel, West Virginia		27000	G	76%	1%	1%	0%	20%	1%	F	NA	23000	G		
South  Rocky Gap Welcome Center	From: I-77 South to Rest Area															
	Bland County	0.17	NA									NA		NA		
South  Rocky Gap Welcome Center	To: Enter Rest Area Parking Lot															
	From: Exit Rest Area Parking Lot															
	To: I-77 South from Rest Area															
 Combined Traffic Estimates for 2 Parallel Roadways on this Route:	From: US 52 Bland CH															
	Bland County	0.50	240	G	98%	2%	0%	0%	0%	0%	C	0.123	F	0.5	240	G
	To: 10-605 South of Bland CH															

Virginia Department of Transportation
 Traffic Engineering Division
 2005
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Bland Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
598	From:	I-77 North															
	Bland County	4.16	170	G	99%	0%	0%	0%	1%	0%	C	0.122	F	0.609	170	G	
	To:	West Virginia State Line															

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
(F1)	0.96	NA														
(F2)	0.17	NA														
(F3)	0.24	NA														
(F3)	0.29	NA														
(F48)	0.45	NA														
(600)	2.60	20	R													10/10/2003
(601)	11.40	290	R													10/10/2003
(602)	1.25	80	R													10/10/2003
(602)	0.80	90	R													10/10/2003
(602)	0.35	90	R													10/10/2003
(602)	0.40	100	R													10/10/2003
(602)	0.80	100	R													10/10/2003
(603)	1.60	20	R													10/10/2003
(604)	3.47	280	R													10/07/2003
(604)	1.50	130	R													10/07/2003
(604)	2.10	70	R													10/07/2003
(604)	0.40	60	R													10/07/2003
(604)	0.50	60	R													10/07/2003
(605)	0.30	70	R													10/07/2003
(605)	0.59	170	R													10/07/2003
(605)	0.21	190	R													10/07/2003
(605)	0.50	210	R													10/07/2003

Virginia Department of Transportation
 Traffic Engineering Division
 2005
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Bland County																	
(606)	0.06	370	G	94%	1%	1%	2%	2%	0%	C	0.111	F	0.571	380	G	2005	
						From: US 52											
(606)	Wilderness Rd	5.03	1200	G	89%	1%	2%	4%	3%	0%	F	0.095	F	0.651	1200	G	2005
						From: I-77											
(606)		4.49	930	G	89%	1%	2%	4%	3%	0%	F	0.098	F	0.513	950	G	2005
						From: 10-608 WEST											
(606)		3.94	870	G	89%	1%	2%	4%	3%	0%	C	0.11	F	0.617	890	G	2005
						From: 10-608 MID											
						To: SR 42											
(607)		1.89	70	R							NA			NA		10/02/2003	
						From: 10-608											
(607)		0.71	70	R							NA			NA		10/02/2003	
						From: 1.89 ME 10-608											
						To: 10-606											
(608)		0.60	200	R							NA			NA		10/07/2003	
						From: SR 42 WEST											
(608)		1.10	80	R							NA			NA		10/07/2003	
						From: 10-604											
(608)		1.90	70	R							NA			NA		10/07/2003	
						From: 1.10 ME 10-604											
(608)		1.40	70	R							NA			NA		10/07/2003	
						From: Jefferson Forest Boundary											
(608)		0.60	110	R							NA			NA		10/07/2003	
						From: 10-639											
(608)		3.40	360	R							NA			NA		10/02/2003	
						From: SR 42 EAST											
						To: 10-606 EAST											
						From: 10-606 WEST											
(608)		2.44	180	R							NA			NA		10/02/2003	
						From: 10-677											
(608)		0.90	60	R							NA			NA		10/02/2003	
						From: 10-609											
(608)		2.28	220	R							NA			NA		10/02/2003	
						From: 10-606 NORTH											
(609)		1.80	110	R							NA			NA		10/02/2003	
						From: 10-608											
						To: 10-677											
(610)		1.10	50	R							NA			NA		10/10/2003	
						From: Smyth County Line											
(610)		0.80	70	R							NA			NA		10/10/2003	
						From: 10-742											
						To: SR 42											
(611)		0.10	80	R							NA			NA		10/02/2003	
						From: SR 42											
(611)		0.50	80	R							NA			NA		10/02/2003	
						From: 0.10 MN SR 42											
(611)		1.53	70	R							NA			NA		10/02/2003	
						From: 0.60 MN SR 42											
						To: 10-612											
(612)		0.56	100	R							NA			NA		10/02/2003	
						From: US 52											
(612)		4.22	100	R							NA			NA		10/02/2003	
						From: 0.56 ME US 52											
						To: 4.78 ME US 52											

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
(612)	0.89	90	R				4.78 ME US 52					NA		NA		10/02/2003
(612)	0.75	100	R				5.67 ME US 52					NA		NA		10/12/2003
(612)	1.55	90	R				10-627					NA		NA		10/02/2003
(612)	2.90	100	R				10-611					NA		NA		10/02/2003
(612)	0.81	330	R				10-631					NA		NA		10/02/2003
(613)	0.37	40	R				Dead End					NA		NA		09/30/2003
(613)	0.60	80	R				0.37 ME Dead End					NA		NA		09/30/2003
(613)	0.20	100	R				0.97 ME Dead End					NA		NA		09/30/2003
(613)	4.71	780	R				1.17 ME Dead End					NA		NA		09/30/2003
(613)	0.50	800	R				10-663					NA		NA		09/30/2003
(613)	6.16	680	R				US 52					NA		NA		09/30/2003
(614)	12.70	1400	R				Tazewell County Line					NA		NA		09/30/2003
(615)	1.20	420	R				US 52 SOUTH					NA		NA		09/30/2003
(615)	2.95	70	R				10-620					NA		NA		09/30/2003
(615)	0.25	100	R				2.95 MN 10-620					NA		NA		09/30/2003
(615)	4.37	1100	R				10-618					NA		NA		09/30/2003
(615)	0.32	1300	R				10-649					NA		NA		09/30/2003
(615)	0.59	440	R				US 52 NORTH					NA		NA		09/30/2003
(616)	0.30	60	R				Dead End					NA		NA		10/10/2003
(617)	3.80	60	R				10-617					NA		NA		10/10/2003
(617)	1.97	180	R				FR-2					NA		NA		10/10/2003
(617)	1.00	400	R				US 52 SOUTH					NA		NA		10/10/2003
(617)	1.00	400	R				10-619					NA		NA		10/10/2003
(617)	1.00	400	R				10-616					NA		NA		10/10/2003
(618)	1.20	120	R				US 52 NORTH					NA		NA		09/30/2003
(618)	1.20	120	R				10-615					NA		NA		09/30/2003
(618)	1.20	120	R				Dead End					NA		NA		09/30/2003

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
619	0.40	30	R				10-617				NA			NA		10/10/2003
							Dead End									
620	1.80	200	R				Dead End				NA			NA		09/30/2003
							10-615									
621	3.00	230	R				SR 42				NA			NA		10/10/2003
							US 52									
622	1.00	60	R				SR 42 SOUTH				NA			NA		10/10/2003
							1.00 ME SR 42									
622	0.30	60	R				10-626 WEST				NA			NA		10/10/2003
							10-626 EAST									
622	0.30	60	R				0.30 ME 10-626				NA			NA		10/10/2003
							Jefferson Forest Boundary									
622	0.40	60	R				10-625 WEST				NA			NA		10/10/2003
							10-625 EAST									
622	0.70	70	R				10-624				NA			NA		10/10/2003
							10-623									
622	2.30	60	R				SR 42 WEST				NA			NA		10/10/2003
							SR 42 EAST									
622	1.40	150	R				Dead End				NA			NA		10/10/2003
							10-622									
623	0.81	130	R				SR 42 WEST				NA			NA		10/10/2003
							SR 42 EAST									
623	7.40	30	R				Tazewell County Line				NA			NA		10/10/2003
							Dead End									
624	1.00	70	R				10-622				NA			NA		10/10/2003
							Dead End									
625	0.50	10	R				10-622 WEST				NA			NA		10/10/2003
							10-622 EAST									
625	0.60	160	R				SR 42				NA			NA		10/10/2003
							10-647									
625	0.30	30	R				0.30 MN 10-647				NA			NA		10/10/2003
							Dead End									

Virginia Department of Transportation
 Traffic Engineering Division
 2005
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
(626)	2.20	40	R			From: 10-622 WEST					NA			NA		10/10/2003
(626)	0.60	60	R			To: 2.20 ME 10-622					NA			NA		10/10/2003
(626)	0.85	150	R			From: 10-622 EAST					NA			NA		10/10/2003
(626)						To: SR 42										
(627)	0.80	30	R			From: Dead End					NA			NA		10/02/2003
(627)						To: 10-612										
(628)	0.47	510	R			From: US 52 SOUTH					NA			NA		09/30/2003
(628)						To: US 52 NORTH										
(629)	1.30	250	R			From: 10-606					NA			NA		10/02/2003
(629)						To: Dead End										
(630)	0.19	0	R			From: Dead End					NA			NA		09/30/2003
(630)						To: 10-665										
(631)	1.75	200	R			From: 10-612					NA			NA		12/27/2000
(631)						To: Dead End										
(632)	0.24	10	R			From: 10-602					NA			NA		10/10/2003
(632)						To: Dead End										
(633)	0.65	70	R			From: Dead End					NA			NA		10/02/2003
(633)						To: 10-631										
(634)	0.57	160	R			From: 10-738					NA			NA		12/27/2000
(634)						To: SR 42										
(635)	0.07	46	R			From: 10-637					NA			NA		09/30/2003
(635)						To: Cul-de-Sac										
(636)	0.10	220	R			From: Dead End					NA			NA		12/18/2000
(636)						To: 10-615										
(636)	0.06	30	R			From: 10-615					NA			NA		12/18/2000
(636)						To: 10-648										
(637)	0.10	70	R			From: 10-615					NA			NA		12/18/2000
(637)						To: 10-636										
(638)	0.47	110	R			From: 10-629					NA			NA		10/02/2003
(638)						To: Dead End										
(639)	0.20	20	R			From: 10-608					NA			NA		10/07/2003
(639)						To: Dead End										
(640)	1.00	20	R			From: Dead End					NA			NA		10/07/2003
(640)						To: 10-738										
(640)	3.00	80	R			From: 10-738					NA			NA		10/07/2003
(640)						To: 3.00 ME 10-738										
(640)	0.70	30	R			From: 3.00 ME 10-738					NA			NA		10/07/2003
(640)						To: Dead End										

Virginia Department of Transportation
 Traffic Engineering Division
 2005
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
(641)	0.03	20	R				From: 10-606									12/27/2000
(641)	0.12	20	R				To: 0.03 MN 10-606									12/27/2000
							To: Dead End									
(642)	0.70	30	R				From: US 52 SOUTH									09/30/2003
							To: US 52 NORTH									
							To: Dead End									
(643)	0.40	20	R				From: Dead End									09/30/2003
							To: US 52									
							To: Dead End									
(644)	0.40	40	R				From: Dead End									09/30/2003
							To: SR 61									
							To: Dead End									
(645)	1.10	60	R				From: Dead End									10/07/2003
							To: SR 42									
							To: Dead End									
(646)	0.37	60	R				From: 10-615 WEST									09/30/2003
							To: 0.37 ME 10-615									
(646)	2.31	160	R				From: 10-615 EAST									09/30/2003
							To: Dead End									
(647)	0.32	20	R				From: Dead End									10/10/2003
							To: 10-625									
							To: US 52									
(648)	0.49	30	R				From: Dead End									12/18/2000
							To: Dead End									
(649)	0.03	30	R				From: Dead End									12/18/2000
							To: 10-654									
(649)	0.14	120	R				From: 10-615									12/18/2000
							To: Dead End									
(650)	0.90	30	R				From: Dead End									09/30/2003
							To: SR 61									
							To: Dead End									
(651)	0.23	20	R				From: Dead End									10/07/2003
							To: 10-604									
							To: Dead End									
(652)	0.05	30	R				From: Dead End									09/30/2003
							To: 10-628									
							To: 10-738									
(653)	0.20	50	R				From: Dead End									10/07/2003
							To: Dead End									
							To: 10-649									
(654)	0.08	100	R				From: 10-615									12/18/2000
							To: Dead End									
							To: US 52									
(655)	0.16	60	R				From: Dead End									09/30/2003
							To: Dead End									
							To: Dead End									
(656)	0.86	40	R				From: Dead End									10/07/2003
							To: 10-658									
(656)	1.40	150	R				From: 10-1001									12/27/2000
							To: Dead End									

Virginia Department of Transportation
 Traffic Engineering Division
 2005
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
(656)	0.07	130	R				From: 10-1001				NA			NA		12/27/2000
							To: SR 98									
(657)	0.25	110	R				From: 10-614				NA			NA		12/18/2000
							To: Dead End									
(658)	1.21	30	R				From: Dead End				NA			NA		10/07/2003
							To: 10-656									
(659)	0.45	90	R				From: US 52				NA			NA		12/27/2000
							To: Dead End									
(660)	0.10	190	R				From: Dead End				NA			NA		12/18/2000
							To: SR 61									
(661)	0.03	0	R				From: 10-653				NA			NA		10/07/2003
							To: Dead End									
(662)	0.30	50	R				From: 10-606				NA			NA		12/27/2000
							To: Dead End									
(663)	0.08	20	R				From: 10-613				NA			NA		12/18/2000
							To: Dead End									
(664)	0.20	0	R				From: Dead End				NA			NA		12/27/2000
							To: 10-608									
(665)	0.55	110	R				From: Dead End				NA			NA		12/18/2000
							To: US 52									
(666)	0.15	2400	R				From: US 52				NA			NA		12/18/2000
							To: I-77 WEST RAMP									
(666)	0.17	1700	R				From: I-77 WEST RAMP				NA			NA		12/18/2000
							To: I-77 EAST RAMP									
(666)	0.01	880	R				From: I-77 EAST RAMP				NA			NA		12/18/2000
							To: FR-3									
(667)	0.49	490	R				From: Dead End				NA			NA		12/27/2000
							To: SR 42									
(668)	0.05	0	R				From: Dead End				NA			NA		10/10/2003
							To: 10-602									
(670)	1.75	70	R				From: 10-738				NA			NA		12/27/2000
							To: 1.75 ME 10-738									
(670)	1.55	90	R				From: 1.75 ME 10-738				NA			NA		10/07/2003
							To: Giles County Line									
(671)	0.42	110	R				From: 10-606				NA			NA		12/27/2000
							To: Dead End									
(674)	0.15	NA					From: US 52				NA			NA		
							To: Dead End									

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
(677)	1.20	170	R				From: 10-608					NA		NA		12/27/2000
(677)	0.10	120	R				From: 10-609					NA		NA		10/02/2003
							To: Giles County Line									
Giles County																
(677)	1.90	120	R				From: Giles County Line					NA		NA		10/02/2003
							To: Dead End									
Bland County																
(678)	1.65	120	R				From: SR 61 WEST					NA		NA		12/18/2000
(678)	0.80	70	R				From: 1.65 ME SR 61					NA		NA		12/18/2000
(678)	1.12	70	R				From: 2.45 ME SR 61					NA		NA		12/18/2000
							To: SR 61 EAST									
(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									
(684)	0.32	NA					From: 10-617					NA		NA		
							To: Dead End									
(690)	0.30	180	R				From: 10-660					NA		NA		12/18/2000
							To: Dead End									
(717)	0.05	330	G	95%	0%	2%	0%	2%	0%	F	0.098	F	0.697	340	G	2005
(717)	0.30	380	R				From: I-77 WEST RAMP					NA		NA		12/27/2000
(717)	1.83	310	R				From: I-77 EAST RAMP					NA		NA		12/27/2000
							To: 10-601									
(738)	2.31	80	R				From: Pulaski County Line					NA		NA		12/27/2000
(738)	2.85	320	R				From: 10-670					NA		NA		12/27/2000
(738)	0.53	340	R				From: 10-640 SOUTH					NA		NA		12/27/2000
(738)	0.37	360	R				From: 10-634					NA		NA		12/27/2000
							To: SR 42									
(742)	0.30	10	R				From: Smyth County Line					NA		NA		10/10/2003
							To: 10-610									
(1001)	0.13	280	R				From: 10-656					NA		NA		12/27/2000
(1001)	0.18	1300	R				From: 10-1002					NA		NA		12/27/2000
(1001)	0.09	160	R				From: US 52					NA		NA		12/27/2000
							To: 10-1005									

Virginia Department of Transportation
 Traffic Engineering Division
 2005
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Bland Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bland County																
(1002)	0.05	520	R				From: 10-1001					NA		NA		12/27/2000
(1002)	0.08	NA					From: SR 98					NA		NA		
							To: Dead End									
(1003)	0.05	690	R				From: 10-1001					NA		NA		12/27/2000
							To: SR 98									
							To: Dead End									
(1004)	0.16	50	R				From: 10-1001					NA		NA		12/27/2000
							To: SR 42									
(1005)	0.35	320	R				From: US 52 WEST					NA		NA		12/27/2000
(1005)	0.12	100	R				From: 10-1001					NA		NA		12/27/2000
(1005)	0.08	60	R				From: US 52 EAST					NA		NA		12/27/2000
(1005)	0.02	150	R				From: 10-1006					NA		NA		12/27/2000
							To: SR 42									
(1006)	0.10	80	R				From: 10-1005					NA		NA		12/27/2000
							To: Dead End									
(1007)	0.05	70	R				From: US 52					NA		NA		12/27/2000
							To: 10-1004									
(1008)	0.11	210	R				From: US 42					NA		NA		12/27/2000
							To: Dead End									
(1009)	0.07	30	R				From: 10-1008					NA		NA		12/27/2000
							To: Dead End									
(1010)	0.15	9	R				From: Dead End					NA		NA		12/27/2000
							To: US 52									
(1011)	0.22	1100	R				From: SR 42					NA		NA		12/27/2000
							To: Dead End									
(9049)	0.03	45	R				From: 10-606					NA		NA		1992
							To: Holly Brook School									
(9050)	0.08	390	R				From: SR 42					NA		NA		1992
							To: Bland Elementary School									
(9051)	0.10	46	R				From: Ceres Elementary School					NA		NA		1992
							To: 10-625									
(9628)	0.08	47	R				From: 10-615					NA		NA		1992
							To: Bastian Elementary School									