

2004

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

where available

Jurisdiction Report

25

Dickenson County
Town of Clintwood
Town of Haysi
Town of Clinchco

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

Wve - 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
 Mobility Management Division
 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Dickenson Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
63	Dickenson County	From: Russell County Line	4.02	1500	G	95%	1%	2%	1%	2%	0%	F	0.087	F	0.578	1500	G
		To: 25-656															
63	Dickenson County	From: 25-714 N	7.83	1700	G	95%	1%	2%	1%	2%	0%	F	0.082	F	0.518	1800	G
		To: 25-714 N															
63	Dickenson County	From: SR 83 Fremont	2.05	2400	G	81%	1%	2%	3%	13%	0%	C	0.077	F	0.516	2500	G
		To: SR 83 CLINCHCO															
63 83	Dickenson County	From: SR 83 Clincho	4.94	3700	G	92%	1%	2%	2%	3%	0%	F	0.082	F	0.603	3800	G
		To: SR 83 CLINCHCO															
63	Dickenson County	From: 25-616	3.51	1000	G	97%	2%	1%	0%	0%	0%	F	0.088	F	0.548	1000	G
		To: 25-616															
63	Dickenson County	From: 25-614	2.70	560	G	97%	2%	1%	0%	0%	0%	C	0.11	F	0.508	580	G
		To: 25-614															
63	Town of Haysi (Maint: 25)	From: WCL Haysi	3.01	1600	G	97%	2%	1%	0%	0%	0%	F	0.086	F	0.571	1600	G
		To: N SR 80 & SR 83															
72	Dickenson County	From: Dickenson County Line	2.55	1700	G	93%	1%	1%	1%	4%	0%	F	0.080	F	0.55	1800	G
		To: 25-665															
72	Dickenson County	From: SR 83 Georges Fork	5.13	1100	G	93%	1%	1%	1%	4%	0%	C	0.084	F	0.542	1200	G
		To: SR 83 Georges Fork															
80	Dickenson County	From: Buchanan County Line	3.49	1400	G	91%	1%	1%	3%	4%	0%	F	0.099	F	0.599	1400	G
		To: 25-682															
80	Dickenson County	From: SCL Haysi	7.05	1700	G	91%	1%	1%	3%	4%	0%	C	0.099	F	0.563	1700	G
		To: SR 83 SOUTH															
80	Town of Haysi (Maint: 25)	From: S SR 83	0.27	3800	G	91%	1%	1%	3%	4%	0%	F	0.092	F	0.580	3900	G
		To: E SR 63															
80 83	Town of Haysi (Maint: 25)	From: CL Haysi	0.34	5000	G	92%	1%	2%	2%	3%	0%	F	0.091	F	0.564	5100	G
		To: SR 83 NORTH															
80 83	Town of Haysi (Maint: 25)	From: SR 83 N	1.08	3800	G	92%	1%	2%	2%	3%	0%	F	0.089	F	0.555	3900	G
		To: CL Haysi															
80 83	Dickenson County	From: SR 83 NORTH	0.01	3800	N	92%	1%	2%	2%	3%	0%	N	0.089	N	0.555	3900	N
		To: Buchanan County Line															
80	Dickenson County	Buchanan County Line	8.49	1100	G	81%	1%	0%	1%	17%	0%	C	0.098	F	0.523	1100	G

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							2Axle	3+Axle	1Trail	2Trail							
83	Dickenson County	From: Wise County Line	3.91	5700	G	92%	1%	2%	2%	3%	0%	F	0.084	F	0.636	5800	G
		To: SR 72 Georges Fork															
83	Dickenson County	From: SR 72 Georges Fork	0.69	8400	G	92%	1%	2%	2%	3%	0%	F	0.085	F	0.533	8600	G
		To: WCL Clintwood															
83	Town of Clintwood (Maint: 25)	From: WCL Clintwood	1.78	8400	N	92%	1%	2%	2%	3%	0%	N	0.085	N	0.533	8600	N
		To: ECL Clintwood															
83	Dickenson County	From: ECL Clintwood	5.57	5100	G	92%	1%	2%	2%	3%	0%	F	0.086	F	0.626	5300	G
		To: SR 63 Fremont															
83 63	Dickenson County	From: SR 63 Fremont	4.94	3700	G	92%	1%	2%	2%	3%	0%	F	0.082	F	0.603	3800	G
		To: SR 63 North of Clinchco															
83	Dickenson County	From: SR 63 North of Clinchco	2.44	3400	G	92%	1%	2%	2%	3%	0%	F	0.085	F	0.559	3500	G
		To: 25-607															
83	Dickenson County	From: 25-607	3.23	3100	G	92%	1%	2%	2%	3%	0%	F	0.089	F	0.593	3200	G
		To: WCL Haysi															
83	Town of Haysi (Maint: 25)	From: WCL Haysi	0.56	3100	N	92%	1%	2%	2%	3%	0%	N	0.089	N	0.593	3200	N
		To: SR 80 Haysi															
83 80	Town of Haysi (Maint: 25)	From: SR 80 Haysi	0.34	5000	G	92%	1%	2%	2%	3%	0%	F	0.091	F	0.564	5100	G
		To: E SR 63															
83 80	Town of Haysi (Maint: 25)	From: E SR 63	1.08	3800	G	92%	1%	2%	2%	3%	0%	F	0.089	F	0.555	3900	G
		To: NCL Haysi															
83 80	Dickenson County	From: NCL Haysi	0.01	3800	N	92%	1%	2%	2%	3%	0%	N	0.089	N	0.555	3900	N
		To: SR 80															
83	Dickenson County	From: SR 80	0.04	2300	G	92%	1%	2%	2%	3%	0%	C	0.088	F	0.540	2400	G
		To: WCL Haysi															
83	Town of Haysi (Maint: 25)	From: WCL Haysi	0.04	2300	N	92%	1%	2%	2%	3%	0%	N	0.088	N	0.540	2400	N
		To: ECL Haysi															
83	Dickenson County	From: ECL Haysi	3.38	2300	N	92%	1%	2%	2%	3%	0%	N	0.088	N	0.540	2400	N
		To: Buchanan County Line															

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						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
(600)	1.10	180	G	89%	1%	From: Russell County Line To: 25-657; 25-618				C	0.150	F	0.654	180	G	2004
(600)	7.70	470	R			From: 25-657; 25-618 To: 25-687					NA			NA		08/04/2003
(600)	0.80	520	R			From: 25-687 To: 25-625					NA			NA		08/04/2003
(600)	0.70	8	R			From: 25-625 To: Dead End					NA			NA		08/04/2003
(601)	4.06	110	G	87%	0%	From: Buchanan County Line To: Russell County Line				C	0.118	F	0.846	110	G	2004
(602)	0.50	530	G	93%	1%	From: SR 80 To: Buchanan County Line				C	0.094	F	0.577	550	G	2004
(603)	1.30	140	R			From: SR 80 To: Buchanan County Line					NA			NA		08/04/2003
(604)	2.00	240	R			From: SR 63 To: 25-660					NA			NA		08/04/2003
(604)	0.50	170	R			From: 25-660 To: 0.50 MN 25-660					NA			NA		08/04/2003
(604)	2.60	150	R			From: 0.50 MN 25-660 To: 25-670					NA			NA		08/04/2003
(604)	0.10	30	R			From: 25-670 To: Dead End					NA			NA		08/04/2003
(605)	1.60	340	R			From: SR 80 To: 25-606					NA			NA		08/26/2003
(605)	0.89	130	R			From: 25-606 To: 0.89 ME 25-606					NA			NA		08/26/2003
(605)	1.91	120	R			From: 0.89 ME 25-606 To: Buchanan CL; 13-658					NA			NA		08/26/2003
(606)	1.35	430	R			From: 25-605 To: 25-797					NA			NA		08/26/2003
(606)	0.40	260	R			From: 25-797 To: Buchanan County Line					NA			NA		08/26/2003
Town of Clintwood																
(607)	0.63	4100	G	98%	1%	From: SR 83 ; 25-1015 To: 25-1010 WEST				C	0.098	F	0.545	4200	G	2004
(607) Walnut St	0.17	4100	G	98%	1%	From: 25-1010 WEST To: 25-1019 WEST				F	0.097	F	0.552	4200	G	2004
(607)	0.33	3900	G	98%	1%	From: 25-1019 WEST To: 25-733				F	0.097	F	0.576	4000	G	2004
(607)	0.56	2700	G	98%	1%	From: 25-733 To: ECL Clintwood				F	0.097	F	0.641	2800	G	2004
Dickenson County																
(607)	3.41	2700	N	98%	1%	From: ECL Clintwood To: 25-619				N	0.097	N	0.641	2800	N	2004

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 Dickenson Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
607	2.27	650	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.656	660	G	2004
607	0.49	150	R													08/14/2003
607	2.05	250	R													08/21/2003
607	0.65	90	R													08/21/2003
607	1.01	540	R													08/21/2003
607	3.35	620	R													08/21/2003
607	0.10	1900	G	95%	2%	1%	1%	1%	0%	C	0.123	F	0.517	2000	G	2004
607	3.79	820	R													08/26/2003
Buchanan County																
607	0.30	820	N													08/26/2003
Dickenson County																
608	0.90	180	R													08/19/2003
609	1.00	590	G	96%	1%	1%	1%	1%	0%	C	0.108	F	0.533	610	G	2004
610	0.62	90	R													1997
611	5.52	480	R													08/14/2003
611	3.41	120	R													08/19/2003
611	1.51	50	R													08/19/2003
611	0.06	80	R													08/19/2003
611	2.53	240	R													08/19/2003
611	2.37	150	G	96%	1%	2%	0%	0%	0%	F	0.137	F	0.571	160	G	2004
611	3.43	330	G	96%	1%	2%	0%	0%	0%	C	0.114	F	0.528	340	G	2004
612	0.50	90	R													08/19/2003
Town of Haysi																
613	0.47	400	R													08/19/2003

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						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
613	0.30	360	R			From: NCL Haysi					NA			NA		08/19/2003
						To: 0.30 MM of NCL										
613	0.80	350	R			From: 0.30 MN of NCL					NA			NA		08/19/2003
						To: Dead End										
614	2.33	500	G	98%	1%	1%	0%	1%	0%	F	0.099	F	0.531	520	G	2004
						From: 25-607 Walnut St										
614	1.50	590	G	98%	1%	1%	0%	1%	0%	F	0.095	F	0.528	600	G	2004
						From: 25-755										
614	0.70	550	G	98%	1%	1%	0%	1%	0%	F	0.109	F	0.509	570	G	2004
						From: 25-720										
614	0.50	980	G	98%	1%	1%	0%	1%	0%	C	0.116	F	0.615	1000	G	2004
						From: 25-739										
						To: SR 63										
615	1.75	110	R			From: Dead End					NA			NA		08/19/2003
						To: 25-611										
616	1.20	280	R			From: SR 63					NA			NA		08/21/2003
						To: 25-614										
617	0.88	60	R			From: 25-607 Walnut St					NA			NA		08/26/2003
						To: Dead End										
618	0.34	60	R			From: 25-600; 25-657					NA			NA		08/04/2003
						To: 0.34 ME 25-600										
618	0.36	10	R			From: Russell County Line					NA			NA		08/04/2003
						To: 25-607; 25-700										
619	2.65	400	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.5	420	G	2004
						From: 25-695										
619	0.50	190	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.667	200	G	2004
						From: 25-744										
619	1.40	190	R			From: 25-611					NA			NA		08/14/2003
						To: 25-611										
620	1.80	290	R			From: Dead End					NA			NA		08/14/2003
						To: 25-631										
621	1.30	210	R			From: SR 72					NA			NA		08/12/2003
						To: SR 83										
621	2.81	240	R			From: Dead End					NA			NA		08/14/2003
						To: Dead End										
622	1.65	90	R			From: 25-631					NA			NA		08/14/2003
						To: Dead End										
623	1.17	60	R			From: Dead End					NA			NA		08/14/2003
						To: 25-624										
624	2.70	490	G	96%	0%	1%	2%	1%	0%	C	0.087	F	0.75	500	G	2004
						From: SR 83										
624	0.20	560	G	96%	0%	1%	2%	1%	0%	F	0.119	F	0.556	570	G	2004
						From: 25-631 SOUTH										
						To: 25-631 NORTH										

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						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
(624)	1.92	110	R			From: 25-631 NORTH To: 25-630					NA			NA		08/14/2003
(625)	1.70	480	R			From: 25-600 To: SR 80					NA			NA		08/04/2003
(626)	0.70	40	R			From: Russell County Line To: 25-694					NA			NA		08/14/2000
(626)	2.20	120	R			From: 2.20 MN 25-694 To: 2.20 M 25-694					NA			NA		08/14/2000
(626)	0.30	190	R			From: Russell County Line To: SR 63					NA			NA		08/06/2003
(627)	1.00	290	R			From: Russell County Line To: 25-628					NA			NA		08/06/2003
(627)	1.61	460	R			From: 25-650 To: 3.61 MS 25-650					NA			NA		08/06/2003
(627)	3.61	110	R			From: 25-655 To: 25-651					NA			NA		08/06/2003
(627)	1.39	30	R			From: Wise County Line To: 25-627					NA			NA		08/06/2003
(627)	2.80	30	R			From: Dead End To: 25-631					NA			NA		08/14/2003
(628)	0.65	320	R			From: Wise County Line To: 25-631					NA			NA		08/06/2003
(629)	0.15	70	R			From: Wise County Line To: 25-631					NA			NA		08/14/2003
(630)	3.40	200	R			From: Wise County Line To: 25-631					NA			NA		08/14/2003
Town of Clintwood																
(631)	0.04	270	R			From: 25-1014 To: SR 83					NA			NA		08/14/2003
(631)	0.15	2000	G	97%	0%	1%	1%	1%	0%	C	0.097	F	0.589	2000	G	2004
(631)	0.37	1800	G	97%	0%	1%	1%	1%	0%	F	0.098	F	0.59	1800	G	2004
Dickenson County																
(631)	1.29	1500	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.579	1600	G	2004
(631)	1.12	1200	G	97%	0%	1%	1%	1%	0%	F	0.098	F	0.594	1300	G	2004
(631)	2.07	540	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.504	560	G	2004
(631)	3.53	120	G	97%	0%	1%	1%	1%	0%	F	0.138	F	0.718	130	G	2004
(631)	2.47	130	R			From: 25-624 NORTH To: 25-624 SOUTH To: Wise County Line					NA			NA		08/14/2003

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
632	0.38	160	R			From: Dead End					NA			NA		08/14/2003
632	0.62	230	R			From: 25-751					NA			NA		08/14/2003
						To: SR 83										
633	1.40	290	R			From: Dead End					NA			NA		08/12/2003
						To: SR 72 SOUTH										
633	1.30	330	R			From: SR 72 NORTH					NA			NA		08/12/2003
633	1.10	300	R			From: 25-636					NA			NA		08/12/2003
633	0.53	40	R			From: 25-784					NA			NA		08/12/2003
						To: Dead End										
634	0.50	70	R			From: Dead End					NA			NA		08/12/2003
						To: SR 72										
635	0.95	120	R			From: Dead End					NA			NA		08/12/2003
						To: SR 72										
636	2.60	220	R			From: 25-637					NA			NA		08/12/2003
						To: 25-633										
637	0.06	1100	R			From: SR 72					NA			NA		08/12/2003
						To: 25-636										
637	3.33	910	R			From: 25-649 WEST					NA			NA		08/12/2003
637	4.19	460	G	99%	0%	0%	0%	1%	0%	F	0.106	F	0.539	470	G	2004
637	1.10	1400	G	99%	0%	0%	0%	1%	0%	C	0.082	F	0.623	1400	G	2004
637	0.69	870	R			From: SR 83					NA			NA		08/29/2003
637	4.96	620	R			From: 25-638					NA			NA		08/29/2003
						To: SR 63										
638	1.40	180	R			From: Dead End					NA			NA		08/29/2003
						To: 25-637										
639	1.80	210	R			From: Dead End					NA			NA		08/29/2003
						To: 25-637										
Wise County																
640	0.20	230	R			From: SR 72					NA			NA		08/12/2003
						To: Wise County Line										
Dickenson County																
640	0.30	190	R			From: Wise County Line					NA			NA		08/12/2003
640	1.10	120	R			From: 0.30 ME of CL					NA			NA		08/12/2003
						To: Dead End										
641	0.40	100	R			From: Dead End					NA			NA		08/12/2003
						To: 25-648										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
642	1.30	180	R			From: 25-652					NA			NA		08/06/2003
						To: Dead End										
643	1.50	210	R			From: 25-652					NA			NA		08/06/2003
643	1.50	170	R			From: 1.50 MN 25-652					NA			NA		08/06/2003
643	2.00	60	R			From: 25-654 SOUTH					NA			NA		08/06/2003
643	1.97	50	R			From: 25-698					NA			NA		08/06/2003
643	0.03	100	R			From: 1.97 MN 25-698					NA			NA		08/06/2003
643	0.08	400	R			From: 25-654 NORTH					NA			NA		08/06/2003
						To: SR 63										
644	0.50	120	R			From: 25-649					NA			NA		08/06/2003
644	4.82	70	R			From: 0.50 ME 25-649					NA			NA		08/06/2003
644	1.12	230	R			From: 25-719					NA			NA		08/06/2003
						To: 25-652										
645	0.39	60	R			From: 25-649					NA			NA		08/12/2003
645	3.00	90	R			From: Dead End; Gap Terminus					NA			NA		08/06/2003
						To: 25-652										
646	0.42	70	R			From: Dead End					NA			NA		08/12/2003
646	0.58	170	R			From: 25-659					NA			NA		08/12/2003
						To: 25-649										
647	0.34	70	R			From: Dead End					NA			NA		1997
						To: 25-695										
648	0.90	100	R			From: 25-649 SOUTH					NA			NA		08/12/2003
648	1.00	270	R			From: 25-641					NA			NA		08/12/2003
						To: 25-649 NORTH										
649	7.20	270	G	96%	1%	2%	1%	0%	0%	C	0.09	F	0.556	270	G	2004
						To: 25-637 WEST										
649	4.05	60	R			From: 25-637 EAST					NA			NA		08/12/2003
649	1.00	160	R			From: 4.05 MN 25-637 E					NA			NA		1997
						To: SR 83										
650	2.97	510	R			From: Wise County Line; 97-651					NA			NA		08/06/2003
650	4.90	300	R			From: 97-654; Wise County Line					NA			NA		08/06/2003
						To: 25-627										

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						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
(651)	2.70	350	R			From: 25-650					NA			NA		08/06/2003
(651)	0.48	270	R			From: 25-697					NA			NA		08/06/2003
(651)	4.37	270	R			From: 25-855					NA			NA		08/06/2003
						To: 25-652										
(652)	1.03	1300	G	92%	1%	From: Wise County Line				F	0.084	F	0.503	1300	G	2004
						To: 25-642										
(652)	3.18	760	G	92%	1%	From: 25-645				F	0.098	F	0.586	780	G	2004
						To: 25-643										
(652)	0.71	670	G	92%	1%	From: SR 63 SOUTH				F	0.103	F	0.685	690	G	2004
						To: SR 63 NORTH										
(652)	1.46	270	R								NA			NA		08/06/2003
(652)	1.00	150	R			From: 25-662					NA			NA		08/06/2003
						To: 1.00 MS 25-662										
(652)	0.24	120	R			From: 1.24 MS 25-662					NA			NA		08/06/2003
						To: 25-661 WEST										
(652)	0.41	450	G	88%	0%	From: 25-661 EAST				C	0.108	F	0.66	460	G	2004
						To: 25-663										
(652)	1.12	70	G	88%	0%	From: 25-778				F	0.124	F	0.72	70	G	2004
						To: 25-663										
(652)	1.84	100	G	88%	0%	From: 25-664 WEST				F	0.112	F	0.656	110	G	2004
						To: 25-664 EAST										
(652)	2.04	100	G	88%	0%	From: 25-664 EAST				F	0.136	F	0.643	110	G	2004
						To: 25-669										
(652)	0.23	260	G	88%	0%	From: 25-722				F	0.103	F	0.72	260	G	2004
						To: WCL Haysi										
(652)	0.53	250	R								NA			NA		08/21/2003
(652)	3.19	120	R								NA			NA		08/21/2003
(652)	0.53	360	R								NA			NA		08/21/2003
Town of Haysi																
(652)	0.48	360	N			From: WCL Haysi					NA			NA		08/21/2003
						To: SR 83										
Dickenson County																
(653)	0.41	70	R			From: 25-611					NA			NA		08/14/2003
						To: Dead End										
(654)	1.47	90	R			From: 25-643 SOUTH					NA			NA		08/06/2003
						To: 1.47 MN 25-643										
(654)	1.82	120	R			From: 3.29 MN 25-643					NA			NA		08/06/2003
						To: 3.29 MN 25-643										

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						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
(654)	0.28	150	R			From: 3.29 MN 25-643					NA			NA		08/06/2003
						To: 25-643 NORTH										
(655)	0.69	30	R			From: 25-627					NA			NA		08/06/2003
						To: 0.69 ME 25-627										
(655)	1.01	30	R			From: 1.70 ME 25-627					NA			NA		08/06/2003
						To: SR 63										
(656)	0.60	370	R			From: SR 63					NA			NA		08/04/2003
						To: 0.60 ME SR 63										
(656)	2.60	330	R			From: 3.20 ME SR 63					NA			NA		08/04/2003
						To: 25-657										
(656)	2.20	80	R			From: SR 63					NA			NA		08/04/2003
						To: 25-656										
(657)	4.64	260	G	91%	2%	2%	3%	3%	0%	C	0.097	F	0.607	270	G	2004
						From: 25-656										
(657)	1.02	230	G	91%	2%	2%	3%	3%	0%	F	0.133	F	0.6	240	G	2004
						From: 25-600										
						To: 25-657										
(658)	2.20	180	R			From: Dead End					NA			NA		08/04/2003
						To: Dead End										
(659)	0.28	48	R			From: 25-646					NA			NA		08/12/2003
						To: 25-604										
(660)	6.40	80	R			From: 25-699					NA			NA		08/04/2003
						To: SR 63										
(661)	3.14	380	G	86%	0%	0%	2%	11%	0%	C	0.1	F	0.615	390	G	2004
						From: 25-652 WEST										
						To: 25-652 EAST										
(661)	1.70	430	R			From: 25-798					NA			NA		08/04/2003
						To: 25-670 NORTH										
(661)	1.00	410	R			From: 25-670 SOUTH					NA			NA		08/04/2003
						To: Dead End										
(661)	2.00	70	R			From: Dead End					NA			NA		08/04/2003
						To: 25-652										
(662)	1.65	70	R			From: SR 63					NA			NA		08/06/2003
						To: 25-652										
(663)	3.48	90	R			From: 25-652					NA			NA		08/29/2003
						To: 25-670										
(664)	1.10	180	G	97%	1%	1%	0%	0%	0%	F	0.104	F	0.65	180	G	2004
						From: 25-652 EAST										
						To: 25-652 WEST										
(664)	1.15	350	G	97%	1%	1%	0%	0%	0%	F	0.102	F	0.645	360	G	2004
						From: ECL Clinchco										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Clinchco																
(664)	0.31	350	N	97%	1%	From: ECL Clinchco To: 25-786				N	0.102	N	0.645	360	N	2004
(664)	1.67	500	G	97%	1%	From: 25-786 To: 25-675				F	0.097	F	0.673	520	G	2004
(664)	0.22	1000	G	97%	1%	From: 25-675 To: SR 83				C	0.084	F	0.681	1100	G	2004
(664)	0.06	NA				From: SR 83 To: 25-781				NA				NA		
(664)	0.14	110	R			From: 25-781 To: Dead End				NA				NA		08/29/2003
Dickenson County																
(665)	0.70	190	R			From: Wise County Line To: 25-703				NA				NA		08/12/2003
(665)	0.80	860	R			From: 25-703 To: SR 72				NA				NA		08/12/2003
Town of Clinchco																
(666)	0.24	40	R			From: SR 83 To: Dead End				NA				NA		08/29/2003
Dickenson County																
(667)	0.60	420	R			From: 25-607 To: 25-668				NA				NA		08/21/2003
(667)	0.20	40	R			From: 25-668 To: Dead End				NA				NA		08/21/2003
(668)	2.17	230	R			From: Dead End To: 25-667				NA				NA		08/21/2003
(668)	0.90	200	R			From: 25-667 To: 25-652				NA				NA		08/21/2003
(669)	2.60	310	R			From: 25-652 To: 25-670				NA				NA		08/21/2003
(670)	3.60	270	R			From: 25-604 To: 25-661 SOUTH				NA				NA		08/04/2003
(670)	2.00	440	R			From: 25-661 SOUTH To: 25-664				NA				NA		08/04/2003
(670)	4.62	420	G	94%	1%	0%	3%	2%	0%	C	0.108	F	0.510	440	G	2004
(671)	0.40	140	R			From: 25-664 To: 25-607 Walnut St										
(671)	0.40	140	R			From: 25-607 Walnut St To: 25-670				NA				NA		08/04/2003
(671)	2.30	80	R			From: 25-670 To: 25-679				NA				NA		08/04/2003
(671)	0.80	270	R			From: 25-679 To: 25-712				NA				NA		08/04/2003
(671)	0.80	270	R			From: 25-712 To: SR 80				NA				NA		08/04/2003
Town of Clintwood																
(672)	0.13	2900	R			From: SR 80 To: 25-607				NA				NA		08/14/2003
(672)	0.33	1800	R			From: 25-607 To: 25-1005				NA				NA		08/14/2003
(672)	0.33	1800	R			From: 25-1005 To: 25-707				NA				NA		08/14/2003

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						2Axle	3+Axle	1Trail	2Trail							
Town of Clintwood																
(672)	0.32	640	R			From: 25-707						NA		NA		08/14/2003
						To: ECL Clintwood										
Dickenson County																
(672)	0.70	510	R			From: ECL Clintwood						NA		NA		08/14/2003
						To: 25-727										
(672)	0.55	180	R			From: 25-727						NA		NA		08/14/2003
						To: Dead End										
(673)	0.10	60	R			From: Dead End						NA		NA		08/06/2003
						To: 0.10 MN Dead End										
(673)	0.60	190	R			From: 0.10 MN Dead End						NA		NA		08/06/2003
						To: 25-627										
(674)	0.15	10	R			From: Dead End						NA		NA		08/06/2003
						To: 25-652										
Town of Clinchco																
(675)	0.76	250	R			From: Dead End						NA		NA		08/29/2003
						To: 25-664										
(675)	0.20	70	R			From: 25-664						NA		NA		08/29/2003
						To: 25-782										
Dickenson County																
(676)	1.80	160	R			From: Dead End						NA		NA		08/04/2003
						To: 25-652; 25-661										
(677)	0.40	120	R			From: 25-607						NA		NA		08/14/2003
						To: Dead End										
(678)	1.02	170	R			From: Dead End						NA		NA		08/26/2003
						To: 1.02 MN Dead End										
(678)	0.06	170	R			From: 1.02 MN Dead End						NA		NA		08/26/2003
						To: 25-607										
(679)	3.55	120	R			From: 25-671						NA		NA		08/04/2003
						To: Dead End										
(680)	1.10	240	R			From: SR 83						NA		NA		08/19/2003
						To: Dead End										
(681)	1.21	130	R			From: SR 63						NA		NA		08/06/2003
						To: 25-788										
(681)	0.41	40	R			From: 25-788						NA		NA		08/06/2003
						To: Dead End										
(682)	0.25	30	R			From: Dead End						NA		NA		08/04/2003
						To: SR 80										
(682)	1.70	130	R			From: SR 80						NA		NA		08/04/2003
						To: Dead End										
(683)	1.00	90	R			From: Dead End						NA		NA		08/19/2003
						To: 25-611										

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						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
(684)	0.05	40	R			From: Dead End					NA		NA			08/06/2003
						To: SR 63										
Town of Haysi																
(685)	0.02	310	R			From: 25-693					NA		NA			08/19/2003
						To: SR 63										
Dickenson County																
(686)	0.60	8	R			From: 25-611					NA		NA			08/19/2003
						To: Dead End										
(687)	0.05	10	R			From: 25-600					NA		NA			08/04/2003
						To: 0.05 ME 25-600										
(687)	0.05	8	R			From: Dead End					NA		NA			08/04/2003
						To: Dead End										
(688)	1.25	0	R			From: Dead End					NA		NA			08/04/2003
						To: Buchanan County Line										
(689)	3.15	270	R			From: 25-607 WEST					NA		NA			08/14/2003
						To: 25-607 E; 25-704										
(690)	1.00	140	R			From: 25-631					NA		NA			08/14/2003
						To: Dead End										
(691)	0.90	120	R			From: 25-607					NA		NA			1997
						To: Dead End										
(692)	0.60	80	R			From: Dead End					NA		NA			08/12/2003
						To: 25-637										
Town of Haysi																
(693)	0.07	90	R			From: Dead End					NA		NA			08/19/2003
						To: 25-717										
(693)	0.28	270	R			From: 25-685					NA		NA			08/19/2003
						To: SR 83										
Dickenson County																
(694)	1.10	120	R			From: 25-626					NA		NA			08/06/2003
						To: Russell County Line										
(695)	0.04	46	R			From: Dead End					NA		NA			08/14/2003
						To: 25-701										
(695)	0.41	160	R			From: 25-647					NA		NA			08/14/2003
						To: 25-619										
Town of Clintwood																
(696)	0.50	210	R			From: SR 83					NA		NA			08/14/2003
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
(697)	0.80	70	R			From: Dead End To: 25-651					NA			NA		08/06/2003
(698)	1.00	60	R			From: 25-643 To: Dead End					NA			NA		1997
(699)	3.10	30	G	97%	0%	2%	0%	2%	0%	C	0.212	F	0.571	30	G	2004
(699)	1.00	40	R			From: 25-660 To: Dead End					NA			NA		08/04/2003
(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
(700)	0.07	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) Park Road	0.40	300	G	97%	1%	1%	0%	0%	0%	C	0.139	F	0.511	310	G	2004
(702)	1.20	80	G	97%	1%	1%	0%	0%	0%	F	0.125	F		90	G	2004
(702)	0.18	60	G	97%	1%	1%	0%	0%	0%	F	0.174	F	0.536	60	G	2004
(703)	1.00	190	R			From: Dead End To: 25-665					NA			NA		08/29/2000
(704)	0.55	90	R			From: Dead End To: 25-785					NA			NA		09/18/2000
(704)	0.95	290	R			From: 25-785 To: 25-607; 25-689					NA			NA		09/18/2000
(705)	0.52	140	R			From: Dead End To: SR 83					NA			NA		09/18/2000
(706)	0.85	110	R			From: Dead End To: 25-631					NA			NA		09/18/2000
Town of Clintwood																
(707)	0.55	870	R			From: 25-672 To: ECL Clintwood					NA			NA		08/29/2000
Dickenson County																
(707)	0.61	870	R			From: ECL Clintwood To: 25-727					NA			NA		08/29/2000
(707)	0.25	120	R			From: 25-727 To: Dead End					NA			NA		08/29/2000
(708)	0.90	220	R			From: 25-649 To: Dead End					NA			NA		08/17/2000

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
709	0.70	70	R			From: Dead End						NA		NA		09/11/2000
						To: SR 63										
710	0.78	370	R			From: SR 63						NA		NA		09/13/2000
						To: Dead End										
711	1.22	150	R			From: Dead End						NA		NA		08/17/2000
						To: 25-648										
712	1.10	30	R			From: Dead End						NA		NA		1994
						To: 25-671										
713	0.39	60	R			From: 25-624; 25-631						NA		NA		1994
						To: Dead End										
714	0.07	170	R			From: SR 63						NA		NA		1994
						To: SR 63										
715	0.02	30	R			From: Dead End						NA		NA		08/06/2003
						To: 25-757										
715	0.36	90	R			From: 0.36 MN 25-757						NA		NA		08/06/2003
						To: SR 63										
715	0.42	370	R			From: SR 63						NA		NA		08/14/2000
						To: SR 63										
716	0.21	100	R			From: SR 63						NA		NA		1994
						To: Dead End										
Town of Haysi																
717	0.12	70	R			From: Dead End						NA		NA		09/11/2000
						To: 25-693										
717	0.16	110	R			From: SR 63						NA		NA		08/19/2003
						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										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
(725)	0.32	60	R			From: Wise CL: 97-650 To: Dead End					NA			NA		08/17/2000
Town of Clintwood																
(726)	0.21	70	R			From: Dead End To: 25-707					NA			NA		08/29/2000
Dickenson County																
(727)	0.27	280	R			From: 25-707 To: 25-672					NA			NA		08/29/2000
(728)	0.62	110	R			From: 25-638 To: Dead End					NA			NA		1994
(729)	1.10	100	R			From: Dead End To: 25-631					NA			NA		09/18/2000
(730)	0.54	70	R			From: 25-652 To: Dead End					NA			NA		09/05/2000
(731)	1.08	140	R			From: Dead End To: 25-637					NA			NA		1994
(732)	0.38	120	R			From: SR 83 To: Dead End					NA			NA		09/11/2000
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	150	G	97%	1%	2%	1%	0%	0%	C	0.102	F	0.529	160	G	2004
(734)	0.45	120	R			From: 25-787 To: 25-791					NA			NA		09/25/2000
(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	450	G	98%	1%	0%	0%	0%	0%	C	0.126	F	0.536	460	G	2004
(739)	1.21	350	G	98%	1%	0%	0%	0%	0%	F	0.102	F	0.553	360	G	2004
						From: Jefferson Forest Bndy To: 25-611										

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 Dickenson Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year				
						2Axle	3+Axle	1Trail	2Trail											
Dickenson County																				
(740)	0.50	10	R			From: Dead End											NA	NA	08/17/2000	
						To: 25-648														
(741)	0.65	160	R			From: Dead End												NA	NA	08/14/2000
						To: 25-651														
(742)	0.95	110	R			From: 25-611												NA	NA	09/18/2000
						To: 25-754														
(743)	0.25	60	R			From: Dead End												NA	NA	09/25/2000
						To: 25-734														
(744)	0.30	20	R			From: Dead End												NA	NA	09/18/2000
(744)	0.69	80	R			To: 25-619												NA	NA	09/18/2000
						From: Dead End														
(745)	1.00	60	R			From: 25-670												NA	NA	08/17/2000
						To: Dead End														
(746)	0.38	45	R			From: 25-650												NA	NA	08/17/2000
						To: Dead End														
(747)	0.32	60	R			From: Dead End												NA	NA	09/13/2000
						To: SR 63														
(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
(752)	0.37	540	R			To: 25-818												NA	NA	09/11/2000
						From: SR 63														
(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
(754)	1.91	120	R			To: 25-742												NA	NA	09/18/2000
						From: Dead End														
(755)	0.47	150	R			From: 25-614												NA	NA	09/13/2000
						To: Dead End														

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
(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: 25-635						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										
(764)	0.80	120	R			From: 25-797						NA		NA		09/11/2000
						To: 25-607										
Town of Clintwood																
(765)	0.03	170	R			From: SR 83						NA		NA		08/29/2000
						To: WCL Clintwood										
Dickenson County																
(765)	0.84	170	R			From: WCL Clintwood						NA		NA		08/29/2000
						To: SR 72										
(765)	0.13	30	R			From: SR 72						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	330	G	96%	1%	1%	0%	3%	0%	C	0.09	F	0.588	340	G	2004
						To: SR 80 SOUTH										
(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: 0.37 MN Dead End						NA		NA		09/05/2000
						To: 25-607										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
770	0.06	40	R			From: 25-619						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										
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										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
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 Park Road						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										
(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										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
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										
(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					NA		NA			08/17/2000
						To: 25-648										
(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										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dickenson County																
(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										
(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: SR 83						NA		NA		10/03/2000
						To: 25-607										
(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: Dead End						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										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Clintwood																
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										
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
						To: 25-1009										
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
						To: 25-1008										
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										

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 Dickenson Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
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										
(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 School					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										

Virginia Department of Transportation
 Mobility Management Division
 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Dickenson Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Clintwood																
(9702)	0.18	610	R			From: 25-607 SOUTH					NA			NA		1996
(9702)	0.01	610	R			From: 25-9703					NA			NA		1996
						To: 25-607 NORTH										
(9703)	0.11	NA				From: Cul-de-Sac					NA			NA		
						To: 25-9702 Parking Lot										
Dickenson County																
(9704)	0.13	380	R			From: SR 72 Longfork					NA			NA		1994
						To: 25-621 Elem School										
(634) 97	0.30	320	N	97%	1%	From: Wise County Line				N	0.090	N	0.523	330	N	2004
						To: SR 72										