

**2004**

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

where available

**Jurisdiction Report**

**86**

Smyth County  
Town of Marion  
Town of Chilhowie  
Town of Saltville

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.

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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  
 Smyth Maintenance Area

| Route | Jurisdiction                  | Length                       | AADT | QA    | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW    |   |
|-------|-------------------------------|------------------------------|------|-------|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|-------|---|
|       |                               |                              |      |       |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |       |   |
| 11    | Smyth County                  | From: Washington County Line | 0.04 | 2500  | F     | 98% | 0%              | 1%     | 0%     | 1%     | 0% | F           | 0.098 | F             | 0.510 | 2600  | F |
|       |                               | To: WCL Chilhowie            |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | Town of Chilhowie (Maint: 86) | From: SR 107 Chilhowie       | 1.13 | 2500  | N     | 98% | 0%              | 1%     | 0%     | 1%     | 0% | N           | 0.098 | N             | 0.510 | 2600  | N |
|       |                               | To: ECL Chilhowie            |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | Town of Chilhowie (Maint: 86) | From: 86-645                 | 1.51 | 6000  | F     | 98% | 0%              | 1%     | 0%     | 1%     | 0% | C           | 0.098 | F             | 0.604 | 6300  | F |
|       |                               | To: FR 7                     |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | Smyth County                  | From: WCL Marion             | 2.80 | 6000  | N     | 98% | 0%              | 1%     | 0%     | 1%     | 0% | N           | 0.098 | N             | 0.604 | 6300  | N |
|       |                               | To: Greenway Ave             |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | Smyth County                  | From: Anderson St            | 4.32 | 3300  | F     | 98% | 0%              | 1%     | 0%     | 1%     | 0% | F           | 0.086 | F             | 0.545 | 3400  | F |
|       |                               | To: SR 16                    |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | Smyth County                  | From: SR 16 Commerce St      | 0.66 | 10000 | F     | 98% | 0%              | 1%     | 0%     | 1%     | 0% | F           | 0.084 | F             | 0.626 | 11000 | F |
|       |                               | To: N Main St                |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | S Main St                     | From: Pendleton St           | 0.52 | 8700  | F     | 98% | 1%              | 1%     | 0%     | 0%     | 0% | C           | 0.083 | F             | 0.611 | 9600  | F |
|       |                               | To: Staley St                |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | S Main St                     | From: Park St                | 0.40 | 8900  | F     | 98% | 1%              | 1%     | 0%     | 0%     | 0% | F           | 0.083 | F             | 0.599 | 9800  | F |
|       |                               | To: Keller St                |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | Main St                       | From: ECL Marion             | 0.41 | 9400  | F     | 98% | 1%              | 1%     | 0%     | 0%     | 0% | F           | 0.080 | F             | 0.528 | 10000 | F |
|       |                               | To: 86-622 Atkins            |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11 16 | Main St                       | From: 86-683                 | 1.19 | 17000 | F     | 98% | 1%              | 1%     | 0%     | 0%     | 0% | C           | 0.081 | F             | 0.546 | 19000 | F |
|       |                               | To: Wythe County Line        |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | E Main St                     | From: SR 16 Commerce St      | 0.20 | 13000 | F     | 98% | 1%              | 1%     | 0%     | 0%     | 0% | F           | 0.079 | F             | 0.593 | 14000 | F |
|       |                               | To: N Main St                |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | Main St                       | From: Pendleton St           | 0.04 | 19000 | F     | 97% | 1%              | 1%     | 0%     | 1%     | 0% | F           | 0.094 | F             | 0.532 | 21000 | F |
|       |                               | To: Staley St                |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | Main St                       | From: Park St                | 0.13 | 18000 | F     | 97% | 1%              | 1%     | 0%     | 1%     | 0% | F           | 0.089 | F             | 0.53  | 20000 | F |
|       |                               | To: Keller St                |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | Town of Marion                | From: ECL Marion             | 0.07 | 13000 | F     | 97% | 1%              | 1%     | 0%     | 1%     | 0% | F           | 0.092 | F             | 0.54  | 14000 | F |
|       |                               | To: 86-622 Atkins            |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | N Main St                     | From: 86-683                 | 0.41 | 11000 | F     | 97% | 1%              | 1%     | 0%     | 1%     | 0% | C           | 0.104 | F             | 0.544 | 12000 | F |
|       |                               | To: Wythe County Line        |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | Lee Highway                   | From: ECL Marion             | 3.18 | 6200  | F     | 97% | 1%              | 1%     | 0%     | 1%     | 0% | F           | 0.094 | F             | 0.539 | 6400  | F |
|       |                               | To: 86-622 Atkins            |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | Lee Highway                   | From: 86-622 Atkins          | 3.97 | 3700  | F     | 97% | 1%              | 1%     | 0%     | 1%     | 0% | F           | 0.098 | F             | 0.533 | 3800  | F |
|       |                               | To: 86-683                   |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 11    | Lee Highway                   | From: 86-683                 | 2.65 | 2900  | F     | 97% | 1%              | 1%     | 0%     | 1%     | 0% | C           | 0.092 | F             | 0.683 | 3000  | F |
|       |                               | To: Wythe County Line        |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |

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

| Route                | Jurisdiction   | Length                              | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |  |
|----------------------|----------------|-------------------------------------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|--|
|                      |                |                                     |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |  |
| 16 Sugar Grove Hwy   | Smyth County   | From: Grayson County Line           |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 4.48                                | 1500  | F  | 89%   | 2%  | 4%              | 1%     | 3%     | 0%     | F  | 0.087       | F  | 0.669         | 1500  | F  |  |
| 16 Sugar Grove Hwy   | Smyth County   | To: 86-676                          |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 1.38                                | 1600  | F  | 89%   | 2%  | 4%              | 1%     | 3%     | 0%     | F  | 0.084       | F  | 0.540         | 1700  | F  |  |
| 16                   | Smyth County   | From: 86-601 Sugar Grove            |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 9.25                                | 2900  | F  | 89%   | 2%  | 4%              | 1%     | 3%     | 0%     | F  | 0.086       | F  | 0.616         | 3000  | F  |  |
| 16 S Commerce Street | Town of Marion | To: SCL Marion                      |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 0.25                                | 6100  | G  | 89%   | 2%  | 4%              | 1%     | 3%     | 0%     | C  | NA          |    | 6500          | G     |    |  |
| 16 S Commerce Street | Town of Marion | From: I-81                          |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 0.05                                | 8300  | F  | 89%   | 2%  | 4%              | 1%     | 3%     | 0%     | F  | 0.096       | F  | 0.589         | 9100  | F  |  |
| 16 S Commerce Street | Town of Marion | To: SR 217                          |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 0.68                                | 7900  | F  | 89%   | 2%  | 4%              | 1%     | 3%     | 0%     | F  | 0.093       | F  | 0.528         | 8700  | F  |  |
| 16 11 Main St        | Town of Marion | From: US 11 Main St                 |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 1.19                                | 17000 | F  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.081       | F  | 0.546         | 19000 | F  |  |
| 16 Park Blvd         | Town of Marion | To: US 11 Main St                   |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 1.27                                | 5700  | F  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.089       | F  | 0.619         | 6300  | F  |  |
| 16 Park Blvd         | Smyth County   | From: NCL Marion                    |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 0.59                                | 2300  | F  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | C  | 0.084       | F  | 0.545         | 2400  | F  |  |
| 16                   | Smyth County   | To: 86-617 North of Marion          |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 1.93                                | 1400  | F  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.086       | F  | 0.589         | 1400  | F  |  |
| 16 Buchanan Rd       | Smyth County   | From: SR 348 Hungry Mother State Pk |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 9.43                                | 540   | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.102       | F  | 0.621         | 550   | F  |  |
| 16 42                | Smyth County   | To: S SR 42                         |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 0.32                                | 500   | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.092       | F  | 0.734         | 510   | F  |  |
| 16 Buchanan Hwy      | Smyth County   | From: N SR 42                       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 2.96                                | 170   | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.117       | F  | 0.727         | 180   | F  |  |
| 42 Bluegrass Trail   | Smyth County   | To: Tazewell County Line            |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 2.91                                | 560   | F  | 94%   | 0%  | 1%              | 1%     | 3%     | 0%     | F  | 0.087       | F  | 0.505         | 580   | F  |  |
| 42 Bluegrass Trail   | Smyth County   | From: 86-630                        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 6.68                                | 300   | F  | 94%   | 0%  | 1%              | 1%     | 3%     | 0%     | C  | 0.089       | F  | 0.5           | 310   | F  |  |
| 42 16                | Smyth County   | To: SR 16 West Intersection         |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 0.32                                | 500   | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.092       | F  | 0.734         | 510   | F  |  |
| 42 Old Wilderness Rd | Smyth County   | From: SR 16 East Intersection       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |
|                      |                | 8.29                                | 180   | F  | 92%   | 2%  | 1%              | 1%     | 4%     | 0%     | F  | 0.121       | F  | 0.571         | 190   | F  |  |
|                      |                | To: Bland County Line               |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |  |



Virginia Department of Transportation  
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 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Smyth Maintenance Area

| Route       | Jurisdiction  | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|-------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|             |   |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| North<br>81 | From: Washington County Line                                      |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Smyth County  | 0.94   | 15000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.074       | F  | 15000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 30000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 31000         | F     |    |
| North<br>81 | To: SCL Chilhowie   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Town of Chilhowie (Maint: 86)                                     | 0.11   | 15000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.074       | F  | 15000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 30000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 31000         | F     |    |
| North<br>81 | To: SR 107  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Town of Chilhowie (Maint: 86)                                     | 0.45   | 17000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.071       | F  | 18000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 32000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.072       | F  | 0.522         | 33000 | F  |
| North<br>81 | From: NCL Chilhowie   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Smyth County  | 3.44   | 17000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.071       | F  | 18000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 32000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 33000         | F     |    |
| North<br>81 | To: US 11; 86-645   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Smyth County  | 4.07   | 18000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.070       | F  | 18000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 33000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.077       | F  | 0.54          | 34000 | F  |
| North<br>81 | From: US 11   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Smyth County  | 1.03   | 17000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.064       | F  | 18000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 34000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.074       | F  | 0.575         | 34000 | F  |
| North<br>81 | To: 86-730  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Smyth County  | 0.69   | 18000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.064       | F  | 18000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 34000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.074       | F  | 0.548         | 35000 | F  |
| North<br>81 | From: WCL Marion  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Town of Marion (Maint: 86)  | 0.22   | 18000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.064       | F  | 18000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 34000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 35000         | F     |    |
| North<br>81 | To: ECL Marion  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Smyth County  | 0.28   | 18000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.064       | F  | 18000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 34000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 35000         | F     |    |
| North<br>81 | From: SCL Marion  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Town of Marion (Maint: 86)  | 0.27   | 18000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.064       | F  | 18000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 34000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 35000         | F     |    |
| North<br>81 | To: SR 16   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Town of Marion (Maint: 86)  | 0.68   | 14000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.072       | F  | 14000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 31000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.079       | F  | 0.593         | 31000 | F  |
|             | To: NCL Marion  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |

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| Route   | Jurisdiction                  | Length                | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|---|-------------------------------|-----------------------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|   |                               |                       |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| North<br>81   | From: NCL Marion              |                       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Smyth County                  | 1.41                  | 14000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.072       | F  | 14000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                               |                       | 31000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 31000         | F     |    |
| North<br>81   | To: FR-10                     |                       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Smyth County                  | 2.99                  | 13000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.104       | F  | 13000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                               |                       | 26000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.078       | F  | 0.53          | 27000 | F  |
| North<br>81   | To: 86-622                    |                       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Smyth County                  | 3.98                  | 12000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.078       | F  | 12000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                               |                       | 25000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.077       | F  | 0.506         | 25000 | F  |
| North<br>81   | To: 86-683                    |                       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Smyth County                  | 2.80                  | 13000 | G  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.077       | F  | 13000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                               |                       | 26000 | G  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 27000         | G     |    |
|   |                               | To: Wythe County Line |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>81   | From: Washington County Line  |                       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Smyth County                  | 0.92                  | 15000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.074       | F  | 15000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                               |                       | 30000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 31000         | F     |    |
| South<br>81   | To: SCL Chilhowie             |                       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Town of Chilhowie (Maint: 86) | 0.37                  | 15000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.074       | F  | 15000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                               |                       | 30000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 31000         | F     |    |
| South<br>81   | To: SR 107                    |                       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Town of Chilhowie (Maint: 86) | 0.15                  | 15000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.083       | F  | 15000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                               |                       | 32000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.072       | F  | 0.522         | 33000 | F  |
| South<br>81   | To: NCL Chilhowie             |                       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Smyth County                  | 3.72                  | 15000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.083       | F  | 15000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                               |                       | 32000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 33000         | F     |    |
| South<br>81   | To: US 11 S                   |                       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Smyth County                  | 3.80                  | 15000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.089       | F  | 16000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                               |                       | 33000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.077       | F  | 0.54          | 34000 | F  |
| South<br>81   | To: US 11 N                   |                       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Smyth County                  | 1.01                  | 16000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.084       | F  | 17000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                               |                       | 34000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.074       | F  | 0.575         | 34000 | F  |
| South<br>81   | To: 86-730                    |                       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Smyth County                  | 0.66                  | 17000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.086       | F  | 17000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                               |                       | 34000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.074       | F  | 0.548         | 35000 | F  |
|   |                               | To: WCL Marion        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |

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| Route       | Jurisdiction  | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|-------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|             |   |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| South<br>81 | From: WCL Marion<br>Town of Marion (Maint: 86)                    | 0.22   | 17000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.086       | F  | 17000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 34000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 35000         | F     |    |
| South<br>81 | From: ECL Marion<br>Smyth County                                  | 0.05   | 17000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.086       | F  | 17000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 34000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 35000         | F     |    |
| South<br>81 | From: SCL Marion<br>Town of Marion (Maint: 86)                    | 0.90   | 17000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.086       | F  | 17000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 34000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 35000         | F     |    |
| South<br>81 | From: SR 16<br>Town of Marion (Maint: 86)                         | 0.37   | 17000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.083       | F  | 17000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 31000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.079       | F  | 0.593         | 31000 | F  |
| South<br>81 | From: NCL Marion<br>Smyth County                                  | 1.90   | 17000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.083       | F  | 17000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 31000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 31000         | F     |    |
| South<br>81 | From: US 11<br>Smyth County                                       | 2.64   | 14000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.084       | F  | 14000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 26000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.078       | F  | 0.53          | 27000 | F  |
| South<br>81 | From: 86-622<br>Smyth County                                      | 4.22   | 13000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.076       | F  | 13000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 25000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.077       | F  | 0.506         | 25000 | F  |
| South<br>81 | From: 86-683<br>Smyth County                                      | 2.30   | 13000 | G  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.070       | F  | 14000         | G     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 26000 | G  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 27000         | G     |    |
| 91          | From: WCL Saltville<br>Town of Saltville (Maint: 95)              | 0.52   | 3000  | F  | 95%   | 1%  | 1%              | 3%     | 1%     | 0%     | C  | 0.097       | F  | 0.592         | 3100  | F  |
| 91          | From: Smyth County Line<br>Town of Saltville (Maint: 86)          | 1.15   | 2100  | F  | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | C  | 0.09        | F  | 0.702         | 2200  | F  |
| 91          | From: Washington County Line<br>Town of Saltville (Maint: 86)     | 0.26   | 6800  | F  | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.084       | F  | 0.513         | 7000  | F  |
| 91          | From: Palmer Ave<br>Town of Saltville (Maint: 86)                 | 1.96   | 2700  | F  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | C  | 0.08        | F  | 0.602         | 2800  | F  |
| 91          | From: SR 107<br>Town of Saltville (Maint: 86)                     | 0.17   | 2700  | N  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | N  | 0.08        | N  | 0.602         | 2800  | N  |
| 91          | From: NCL Saltville<br>Smyth County                               | 0.17   | 2700  | N  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | N  | 0.08        | N  | 0.602         | 2800  | N  |
|             | To: 86-633  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |

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| Route            | Jurisdiction                  | Length                     | AADT  | QA   | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW   |   |
|------------------|-------------------------------|----------------------------|-------|------|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|------|---|
|                  |                               |                            |       |      |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |      |   |
| 91 Saltville Hwy | Smyth County                  | From: 86-633               | 4.66  | 1500 | F     | 98% | 0%              | 0%     | 0%     | 1%     | 0% | F           | 0.087 | F             | 0.553 | 1500 | F |
|                  |                               | To: SR 42 Broadford        |       |      |       |     |                 |        |        |        |    |             |       |               |       |      |   |
| 91               | Smyth County                  | From: Tazewell County Line | 0.54  | 600  | F     | 98% | 0%              | 0%     | 0%     | 1%     | 0% | F           | 0.101 | F             | 0.597 | 620  | F |
|                  |                               | To: 86-762                 |       |      |       |     |                 |        |        |        |    |             |       |               |       |      |   |
| 107              | Town of Chilhowie (Maint: 86) | 0.32                       | 10000 | F    | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | C  | 0.087       | F     | 0.541         | 10000 | F    |   |
| 107              | Town of Chilhowie (Maint: 86) | From: US 11                | 0.79  | 5400 | F     | 96% | 0%              | 1%     | 1%     | 1%     | 0% | C           | 0.079 | F             | 0.698 | 5600 | F |
|                  |                               | To: NCL Chilhowie          |       |      |       |     |                 |        |        |        |    |             |       |               |       |      |   |
| 107              | Smyth County                  | 4.62                       | 5400  | N    | 96%   | 0%  | 1%              | 1%     | 1%     | 0%     | N  | 0.079       | N     | 0.698         | 5600  | N    |   |
| 107 Worthy Blvd  | Town of Saltville (Maint: 86) | From: SCL Saltville        | 2.66  | 3800 | F     | 96% | 0%              | 2%     | 0%     | 1%     | 0% | C           | 0.103 | F             | 0.717 | 4000 | F |
|                  |                               | To: SR 91                  |       |      |       |     |                 |        |        |        |    |             |       |               |       |      |   |
| 217              | Town of Marion (Maint: 86)    | From: Dead End             | 2.20  | 1100 | F     | 99% | 0%              | 0%     | 0%     | 1%     | 0% | C           | 0.128 | F             | 0.881 | 1200 | F |
|                  |                               | To: SR 16                  |       |      |       |     |                 |        |        |        |    |             |       |               |       |      |   |

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| Route               | Length | AADT | QA | 4Tire | Bus | -----Truck-----              |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle                        | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b> |        |      |    |       |     |                              |        |        |        |    |             |    |               |       |    |            |
| 600 White Top Rd    | 5.17   | 170  | F  | 98%   | 0%  | From: Grayson County Line    |        |        |        | F  | 0.163       | F  | 0.787         | 170   | F  | 2004       |
| 600                 | 0.08   | 820  | F  | 98%   | 0%  | To: 86-603 SOUTH             |        |        |        | F  | 0.089       | F  | 0.5           | 850   | F  | 2004       |
| 600                 | 6.09   | 560  | F  | 97%   | 1%  | From: 86-603 NORTH           |        |        |        | C  | 0.108       | F  | 0.75          | 580   | F  | 2004       |
| 600                 | 0.34   | 1200 | R  |       |     | To: 86-604 SOUTH             |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 600                 | 1.17   | 1600 | R  |       |     | From: 86-604 NORTH           |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 600                 | 0.27   | 2300 | R  |       |     | To: 86-605 WEST              |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 600 White Top Rd    | 0.88   | 2100 | F  | 98%   | 0%  | From: 0.27 M FRM 86-605 W    |        |        |        | C  | 0.085       | F  | 0.5           | 2100  | F  | 2004       |
| 600 Riverside Rd    | 0.41   | 910  | F  | 98%   | 0%  | To: 86-762 SOUTH             |        |        |        | F  | 0.091       | F  | 0.613         | 940   | F  | 2004       |
| 600                 | 1.26   | 330  | R  |       |     | From: 86-660                 |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 601                 | 2.70   | 290  | F  | 96%   | 2%  | To: 86-762 NORTH             |        |        |        |    |             |    |               |       |    |            |
| 601                 | 0.81   | 1400 | F  | 96%   | 2%  | From: Grayson County Line    |        |        |        | C  | 0.137       | F  | 0.561         | 300   | F  | 2004       |
| 601 Flat Ridge Rd   | 0.81   | 1400 | F  | 96%   | 2%  | To: 86-676 EAST              |        |        |        | F  | 0.092       | F  | 0.547         | 1400  | F  | 2004       |
| 601                 | 0.72   | 620  | F  | 96%   | 2%  | From: SR 16 EAST             |        |        |        | F  | 0.083       | F  | 0.523         | 640   | F  | 2004       |
| 601                 | 1.80   | 510  | F  | 96%   | 2%  | To: 86-674                   |        |        |        | F  | 0.114       | F  | 0.578         | 530   | F  | 2004       |
| 601                 | 0.30   | 110  | R  |       |     | From: 86-670                 |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 601                 | 0.50   | 60   | R  |       |     | To: 86-719                   |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
| 601                 | 3.40   | 20   | R  |       |     | From: 0.50 MN 86-719         |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
| 601                 | 1.20   | 300  | R  |       |     | To: 3.90 MN 86-719           |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 601                 | 0.20   | 780  | R  |       |     | From: 86-671                 |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 602                 | 1.80   | 140  | R  |       |     | To: SR 16 WEST               |        |        |        |    |             |    |               |       |    |            |
| 602                 |        |      |    |       |     | From: 86-617                 |        |        |        |    | NA          |    |               | NA    |    | 06/04/2001 |
| 603                 | 1.64   | 650  | F  | 96%   | 0%  | To: 86-617                   |        |        |        |    |             |    |               |       |    |            |
| 603                 | 1.64   | 650  | F  | 96%   | 0%  | From: Washington County Line |        |        |        | C  | 0.095       | F  | 0.569         | 670   | F  | 2004       |
| 603                 | 4.76   | 290  | F  | 96%   | 0%  | To: 86-600 West              |        |        |        | F  | 0.141       | F  | 0.701         | 300   | F  | 2004       |
| 603                 | 4.76   | 290  | F  | 96%   | 0%  | From: 86-600 East            |        |        |        | F  | 0.141       | F  | 0.701         | 300   | F  | 2004       |
| 604                 | 1.30   | 400  | R  |       |     | To: Grayson County Line      |        |        |        |    |             |    |               |       |    |            |
| 604                 | 1.30   | 400  | R  |       |     | From: Washington County Line |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 604                 | 0.80   | 730  | G  | 96%   | 1%  | To: 86-606                   |        |        |        | C  | NA          |    |               | 740   | G  | 2004       |
| 604                 | 0.80   | 730  | G  | 96%   | 1%  | From: 86-606                 |        |        |        | C  | NA          |    |               | 740   | G  | 2004       |
| 604                 | 0.80   | 730  | G  | 96%   | 1%  | To: 86-721                   |        |        |        |    |             |    |               |       |    |            |

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| Route                    | Length        | AADT | QA   | 4Tire | Bus | -----Truck-----              |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW   | Year       |      |
|--------------------------|---------------|------|------|-------|-----|------------------------------|--------|--------|--------|----|-------------|-------|---------------|-------|------|------------|------|
|                          |               |      |      |       |     | 2Axle                        | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |      |            |      |
| <b>Smyth County</b>      |               |      |      |       |     |                              |        |        |        |    |             |       |               |       |      |            |      |
| (604)                    | 0.50          | 680  | R    |       |     | From: 86-721                 |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
|                          |               |      |      |       |     | To: 86-600 SOUTH             |        |        |        |    |             |       |               |       |      |            |      |
| (604)                    | 5.30          | 650  | R    |       |     | From: 86-600 NORTH           |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
|                          |               |      |      |       |     | To: Smyth County Line        |        |        |        |    |             |       |               |       |      |            |      |
| (605)                    | 0.56          | 430  | R    |       |     | From: Washington County Line |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
|                          |               |      |      |       |     | To: 86-649 EAST              |        |        |        |    |             |       |               |       |      |            |      |
| (605)                    | 1.30          | 640  | R    |       |     | From: 86-600 WEST            |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
|                          |               |      |      |       |     | To: 86-600                   |        |        |        |    |             |       |               |       |      |            |      |
| (605)                    | 1.70          | 150  | R    |       |     | From: 86-645                 |        |        |        |    | NA          |       |               | NA    |      | 06/25/2001 |      |
|                          |               |      |      |       |     | To: 86-604                   |        |        |        |    |             |       |               |       |      |            |      |
| (606)                    | 1.90          | 290  | R    |       |     | From: 86-649                 |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
|                          |               |      |      |       |     | To: 86-605                   |        |        |        |    |             |       |               |       |      |            |      |
| (606)                    | 0.80          | 200  | R    |       |     | From: Washington County Line |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
|                          |               |      |      |       |     | To: Washington County Line   |        |        |        |    |             |       |               |       |      |            |      |
| (606)                    | 0.70          | 60   | R    |       |     | From: Washington County Line |        |        |        |    | NA          |       |               | NA    |      | 06/28/2001 |      |
|                          |               |      |      |       |     | To: Washington County Line   |        |        |        |    |             |       |               |       |      |            |      |
| (607)                    | 1.20          | 220  | R    |       |     | From: 86-649                 |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
|                          |               |      |      |       |     | To: 86-762                   |        |        |        |    |             |       |               |       |      |            |      |
| (607)                    | 0.45          | 2100 | F    | 98%   | 0%  | 1%                           | 0%     | 1%     | 0%     | C  | 0.084       | F     | 0.569         | 2100  | F    | 2004       |      |
|                          |               |      |      |       |     | From: Washington County Line |        |        |        |    |             |       |               |       |      |            |      |
| (608)                    | 0.90          | 510  | R    |       |     | From: SCL Chilhowie          |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
|                          |               |      |      |       |     | To: SCL Chilhowie            |        |        |        |    |             |       |               |       |      |            |      |
| <b>Town of Chilhowie</b> |               |      |      |       |     |                              |        |        |        |    |             |       |               |       |      |            |      |
| (608)                    | 0.30          | 510  | N    |       |     | From: 86-762                 |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
|                          |               |      |      |       |     | To: 86-762                   |        |        |        |    |             |       |               |       |      |            |      |
| <b>Smyth County</b>      |               |      |      |       |     |                              |        |        |        |    |             |       |               |       |      |            |      |
| (609)                    | 1.80          | 510  | R    |       |     | From: Washington County Line |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
|                          |               |      |      |       |     | To: SR 107                   |        |        |        |    |             |       |               |       |      |            |      |
| (609)                    | Fraizer Lane  | 0.50 | 90   | F     | 97% | 1%                           | 1%     | 1%     | 1%     | 0% | C           | 0.128 | F             | 0.692 | 90   | F          | 2004 |
|                          |               |      |      |       |     | From: 86-774 NORTH           |        |        |        |    |             |       |               |       |      |            |      |
| (609)                    | 0.80          | 70   | R    |       |     | From: 86-774 SOUTH           |        |        |        |    | NA          |       |               | NA    |      | 06/28/2001 |      |
|                          |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (610)                    | Old Quarry Rd | 0.40 | 1300 | F     | 99% | 0%                           | 0%     | 1%     | 0%     | 0% | F           | 0.084 | F             | 0.6   | 1300 | F          | 2004 |
|                          |               |      |      |       |     | From: 86-696                 |        |        |        |    |             |       |               |       |      |            |      |
| (610)                    | Old Quarry Rd | 0.90 | 1300 | F     | 99% | 0%                           | 0%     | 1%     | 0%     | 0% | C           | 0.088 | F             | 0.577 | 1400 | F          | 2004 |
|                          |               |      |      |       |     | To: SR 107                   |        |        |        |    |             |       |               |       |      |            |      |
| (610)                    | Valley Dr     | 2.03 | 1600 | F     | 99% | 0%                           | 0%     | 1%     | 0%     | 0% | F           | 0.084 | F             | 0.591 | 1700 | F          | 2004 |
|                          |               |      |      |       |     | From: 86-723                 |        |        |        |    |             |       |               |       |      |            |      |
| (610)                    | Valley Dr     | 1.85 | 1000 | F     | 99% | 0%                           | 0%     | 1%     | 0%     | 0% | F           | 0.089 | F             | 0.573 | 1100 | F          | 2004 |
|                          |               |      |      |       |     | To: 86-741                   |        |        |        |    |             |       |               |       |      |            |      |
| (610)                    | Valley Dr     | 0.85 | 700  | F     | 99% | 0%                           | 0%     | 1%     | 0%     | 0% | F           | 0.104 | F             | 0.5   | 730  | F          | 2004 |
|                          |               |      |      |       |     | From: 86-633                 |        |        |        |    |             |       |               |       |      |            |      |
| (610)                    | 2.40          | 520  | F    | 99%   | 0%  | 0%                           | 1%     | 0%     | 0%     | F  | 0.12        | F     | 0.522         | 540   | F    | 2004       |      |
|                          |               |      |      |       |     | To: 86-630                   |        |        |        |    |             |       |               |       |      |            |      |

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| Route                | Length | AADT | QA | 4Tire | Bus | -----Truck-----              |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|----------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                      |        |      |    |       |     | 2Axle                        | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b>  |        |      |    |       |     |                              |        |        |        |    |             |    |               |       |    |            |
| (610)                | 7.50   | 190  | R  |       |     | From: 86-630                 |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                      |        |      |    |       |     | To: SR 16 WEST               |        |        |        |    |             |    |               |       |    |            |
| (610)                | 2.00   | 200  | R  |       |     | From: SR 16 EAST             |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (610)                | 3.80   | 30   | R  |       |     | From: 86-716                 |        |        |        |    | NA          |    |               | NA    |    | 06/04/2001 |
|                      |        |      |    |       |     | To: 86-622 SOUTH             |        |        |        |    |             |    |               |       |    |            |
| (610)                | 3.90   | 100  | R  |       |     | From: 86-622 NORTH           |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                      |        |      |    |       |     | To: Bland County Line        |        |        |        |    |             |    |               |       |    |            |
| (611)                | 0.60   | 250  | R  |       |     | From: Washington County Line |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                      |        |      |    |       |     | To: WCL SALTVILLE            |        |        |        |    |             |    |               |       |    |            |
| (612)                | 5.20   | 320  | R  |       |     | From: 86-614                 |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                      |        |      |    |       |     | To: Wythe County Line        |        |        |        |    |             |    |               |       |    |            |
| <b>Wythe County</b>  |        |      |    |       |     |                              |        |        |        |    |             |    |               |       |    |            |
| (612)                | 0.10   | 320  | N  |       |     | From: Wythe County Line      |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                      |        |      |    |       |     | To: 86-678: 98-612           |        |        |        |    |             |    |               |       |    |            |
| <b>Smyth County</b>  |        |      |    |       |     |                              |        |        |        |    |             |    |               |       |    |            |
| (613)                | 1.42   | 1500 | F  | 99%   | 1%  | 0%                           | 0%     | 0%     | 0%     | C  | 0.100       | F  | 0.56          | 1500  | F  | 2004       |
|                      |        |      |    |       |     | From: Washington County Line |        |        |        |    |             |    |               |       |    |            |
| (613)                | 0.24   | 1200 | R  |       |     | From: 86-634                 |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                      |        |      |    |       |     | To: 86-698                   |        |        |        |    |             |    |               |       |    |            |
| (613)                | 0.44   | 760  | R  |       |     | From: 86-747                 |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                      |        |      |    |       |     | To: 86-667                   |        |        |        |    |             |    |               |       |    |            |
| (613)                | 1.51   | 330  | R  |       |     | From: 86-633                 |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                      |        |      |    |       |     | To: 86-695                   |        |        |        |    |             |    |               |       |    |            |
| (614)                | 2.40   | 800  | F  | 96%   | 0%  | 1%                           | 1%     | 2%     | 0%     | F  | 0.102       | F  | 0.581         | 820   | F  | 2004       |
|                      |        |      |    |       |     | From: 86-676                 |        |        |        |    |             |    |               |       |    |            |
| (614)                | 5.60   | 460  | F  | 96%   | 0%  | 1%                           | 1%     | 2%     | 0%     | C  | 0.119       | F  | 0.766         | 480   | F  | 2004       |
|                      |        |      |    |       |     | To: 98-749 Cedar Springs Rd  |        |        |        |    |             |    |               |       |    |            |
| (615)                | 0.10   | 50   | R  |       |     | From: Dead End               |        |        |        |    | NA          |    |               | NA    |    | 06/04/2001 |
|                      |        |      |    |       |     | To: 0.10 ME Dead End         |        |        |        |    |             |    |               |       |    |            |
| (615)                | 0.11   | 200  | R  |       |     | From: US 11 EAST             |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                      |        |      |    |       |     | To: US 11 WEST               |        |        |        |    |             |    |               |       |    |            |
| (615)                | 1.80   | 410  | R  |       |     | From: 86-708                 |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                      |        |      |    |       |     | To: 86-679 WEST              |        |        |        |    |             |    |               |       |    |            |
| (615) Citizens Rd    | 0.40   | 760  | F  | 99%   | 0%  | 1%                           | 0%     | 0%     | 0%     | C  | 0.105       | F  | 0.741         | 790   | F  | 2004       |
|                      |        |      |    |       |     | From: 86-616                 |        |        |        |    |             |    |               |       |    |            |
| (615)                | 1.30   | 510  | R  |       |     | From: Wythe County Line      |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                      |        |      |    |       |     | To: 86-615                   |        |        |        |    |             |    |               |       |    |            |
| (616) Parsannage Ave | 0.80   | 290  | F  | 98%   | 0%  | 1%                           | 0%     | 0%     | 0%     | C  | 0.106       | F  | 0.514         | 300   | F  | 2004       |
|                      |        |      |    |       |     | From: Wythe County Line      |        |        |        |    |             |    |               |       |    |            |

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| Route               | Length | AADT | QA | 4Tire | Bus   | Truck |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |  |
|---------------------|--------|------|----|-------|---|-------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|--|
|                     |        |      |    |       |   | 2Axle | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |  |
| <b>Wythe County</b> |        |      |    |       |   |       |        |        |        |    |             |    |               |       |    |            |  |
| (616)               | 0.20   | 290  | N  | 98%   | 0%  | 1%    | 0%     | 0%     | 0%     | N  | 0.106       | N  | 0.514         | 300   | N  | 2004       |  |
|                     |        |      |    | From: | Wythe County Line                             |       |        |        |        |    |             |    |               |       |    |            |  |
|                     |        |      |    | To:   | Dead End                                      |       |        |        |        |    |             |    |               |       |    |            |  |
| <b>Smyth County</b> |        |      |    |       |   |       |        |        |        |    |             |    |               |       |    |            |  |
| (617)               | 2.60   | 410  | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | SR 107  |       |        |        |        |    |             |    |               |       |    |            |  |
| (617)               | 9.98   | 880  | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | 86-637  |       |        |        |        |    |             |    |               |       |    |            |  |
| (617)               | 0.52   | 1000 | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | 86-665  |       |        |        |        |    |             |    |               |       |    |            |  |
| (617)               | 3.40   | 490  | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | SR 16 WEST<br>SR 16 EAST                      |       |        |        |        |    |             |    |               |       |    |            |  |
| (617)               | 0.50   | 40   | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 06/04/2001 |  |
|                     |        |      |    | From: | 86-689 Gap Terminus<br>Dead End; Gap Terminus |       |        |        |        |    |             |    |               |       |    |            |  |
| (617)               | 4.40   | 210  | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | 86-622 SOUTH<br>86-622 NORTH                  |       |        |        |        |    |             |    |               |       |    |            |  |
| (617)               | 0.22   | 160  | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | 86-785  |       |        |        |        |    |             |    |               |       |    |            |  |
| (617)               | 2.31   | 240  | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 06/04/2001 |  |
|                     |        |      |    | From: | 86-683  |       |        |        |        |    |             |    |               |       |    |            |  |
| (618)               | 0.41   | 130  | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | Dead End                                      |       |        |        |        |    |             |    |               |       |    |            |  |
|                     |        |      |    | To:   | SR 16   |       |        |        |        |    |             |    |               |       |    |            |  |
| (619)               | 2.50   | 20   | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 06/04/2001 |  |
|                     |        |      |    | From: | 86-610  |       |        |        |        |    |             |    |               |       |    |            |  |
|                     |        |      |    | To:   | SR 42   |       |        |        |        |    |             |    |               |       |    |            |  |
| (620)               | 4.50   | 160  | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | SR 42   |       |        |        |        |    |             |    |               |       |    |            |  |
| (620)               | 0.60   | 60   | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | 86-622 WEST                                   |       |        |        |        |    |             |    |               |       |    |            |  |
| (620)               | 0.50   | 50   | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1991       |  |
|                     |        |      |    | From: | 86-622 EAST                                   |       |        |        |        |    |             |    |               |       |    |            |  |
|                     |        |      |    | To:   | Dead End                                      |       |        |        |        |    |             |    |               |       |    |            |  |
| (621)               | 2.85   | 120  | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | SR 42   |       |        |        |        |    |             |    |               |       |    |            |  |
| (621)               | 0.30   | 30   | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 06/04/2001 |  |
|                     |        |      |    | From: | 86-754  |       |        |        |        |    |             |    |               |       |    |            |  |
|                     |        |      |    | To:   | Dead End                                      |       |        |        |        |    |             |    |               |       |    |            |  |
| (622)               | 0.04   | 130  | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | SR 16   |       |        |        |        |    |             |    |               |       |    |            |  |
| (622)               | 2.90   | 270  | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 06/11/2001 |  |
|                     |        |      |    | From: | 0.04 MN SR 16                                 |       |        |        |        |    |             |    |               |       |    |            |  |
| (622)               | 0.20   | 350  | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | 86-686 SOUTH                                  |       |        |        |        |    |             |    |               |       |    |            |  |
| (622)               | 0.70   | 630  | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | 86-686 NORTH                                  |       |        |        |        |    |             |    |               |       |    |            |  |
| (622)               | 1.02   | 1200 | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | 86-688  |       |        |        |        |    |             |    |               |       |    |            |  |
| (622)               | 0.65   | 2200 | R  |       |   |       |        |        |        |    | NA          |    | NA            |       |    | 1998       |  |
|                     |        |      |    | From: | US 11 EAST<br>US 11 WEST                      |       |        |        |        |    |             |    |               |       |    |            |  |
|                     |        |      |    | To:   | 86-778  |       |        |        |        |    |             |    |               |       |    |            |  |



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| Route               | Length | AADT | QA | 4Tire | Bus | Truck                            |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|----------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle                            | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b> |        |      |    |       |     |                                  |        |        |        |    |             |    |               |       |    |            |
| 622                 | 2.65   | 630  | R  |       |     | From: 86-778                     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 622                 | 6.30   | 120  | R  |       |     | To: 86-694                       |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 622                 | 2.80   | 80   | R  |       |     | From: 86-620 WEST<br>86-620 EAST |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 623                 | 0.60   | 70   | R  |       |     | To: SR 42                        |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| 624                 | 0.43   | 10   | R  |       |     | From: Dead End                   |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| 624                 | 0.87   | 120  | R  |       |     | To: 0.43 ME Dead End             |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 624                 | 2.70   | 150  | R  |       |     | From: 86-629                     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 624                 | 0.10   | 120  | R  |       |     | To: SR 16 WEST<br>SR 16 EAST     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 624                 | 1.60   | 30   | R  |       |     | From: 86-687                     |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| 625                 | 0.07   | 230  | R  |       |     | To: SR 42                        |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 626                 | 0.40   | 170  | R  |       |     | From: US 11                      |        |        |        |    | NA          |    |               | NA    |    | 06/04/2001 |
| 627                 | 0.20   | 3    | R  |       |     | To: Dead End                     |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| 628                 | 0.90   | 70   | R  |       |     | From: 86-628                     |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| 629                 | 3.10   | 250  | R  |       |     | To: SR 42                        |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 630                 | 1.80   | 460  | F  | 90%   | 0%  | 1%                               | 5%     | 3%     | 0%     | F  | 0.088       | F  | 0.536         | 480   | F  | 2004       |
| 630                 | 0.97   | 550  | F  | 90%   | 0%  | 1%                               | 5%     | 3%     | 0%     | C  | 0.077       | F  | 0.638         | 570   | F  | 2004       |
| 630                 | 0.80   | 40   | R  |       |     | From: SR 42 EAST<br>SR 42 WEST   |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| 631                 | 1.60   | 80   | R  |       |     | To: Dead End                     |        |        |        |    | NA          |    |               | NA    |    | 06/09/2001 |
| 632                 | 1.00   | 420  | R  |       |     | From: 86-610                     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 632                 | 2.45   | 120  | R  |       |     | To: 86-630                       |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| 632                 | 0.04   | 110  | R  |       |     | From: SR 91                      |        |        |        |    | NA          |    |               | NA    |    | 1995       |
| 632                 |        |      |    |       |     | To: 1.00 ME SR 91                |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| 632                 |        |      |    |       |     | From: 3.45 ME SR 91              |        |        |        |    | NA          |    |               | NA    |    | 1995       |
| 632                 |        |      |    |       |     | To: 86-633                       |        |        |        |    | NA          |    |               | NA    |    | 1995       |

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| Route                    | Length | AADT | QA | 4Tire | Bus | -----Truck-----      |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|--------------------------|--------|------|----|-------|-----|----------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                          |        |      |    |       |     | 2Axle                | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b>      |        |      |    |       |     |                      |        |        |        |    |             |    |               |       |    |            |
| (633)                    | 1.90   | 150  | R  |       |     | From: 86-610         |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (633)                    | 0.68   | 520  | F  | 98%   | 0%  | To: 86-723           |        |        |        | F  | 0.082       | F  | 0.653         | 540   | F  | 2004       |
| (633)                    | 0.50   | 530  | F  | 98%   | 0%  | From: 86-632         |        |        |        | C  | 0.082       | F  | 0.638         | 550   | F  | 2004       |
| (633)                    | 3.20   | 990  | R  |       |     | To: SR 91 EAST       |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (633)                    |        |      |    |       |     | From: SR 91 MID      |        |        |        |    |             |    |               |       |    |            |
| (633)                    |        |      |    |       |     | To: SR 91 WEST       |        |        |        |    |             |    |               |       |    |            |
| (634)                    | 0.25   | 2900 | F  | 97%   | 1%  | From: NCL SALTVILLE  |        |        |        | C  | 0.093       | F  | 0.668         | 2900  | F  | 2004       |
| (634)                    | 0.70   | 740  | R  |       |     | To: 86-613           |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (634)                    | 0.10   | 240  | R  |       |     | From: 86-733 NORTH   |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (634)                    | 0.30   | 150  | R  |       |     | To: 0.10 MN 86-733 N |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| (634)                    |        |      |    |       |     | From: Dead End       |        |        |        |    |             |    |               |       |    |            |
| (635)                    | 2.90   | 430  | R  |       |     | To: ECL SALTVILLE    |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (635)                    |        |      |    |       |     | From: 86-610         |        |        |        |    |             |    |               |       |    |            |
| (636)                    | 0.45   | 70   | R  |       |     | To: 86-610           |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| (636)                    |        |      |    |       |     | From: Dead End       |        |        |        |    |             |    |               |       |    |            |
| (637)                    | 1.10   | 900  | F  | 98%   | 1%  | To: 86-774           |        |        |        | F  | 0.081       | F  | 0.503         | 930   | F  | 2004       |
| (637)                    | 1.40   | 620  | F  | 98%   | 1%  | From: 86-638         |        |        |        | C  | 0.117       | F  | 0.568         | 640   | F  | 2004       |
| (637)                    |        |      |    |       |     | To: 86-617           |        |        |        |    |             |    |               |       |    |            |
| (638)                    | 0.80   | 230  | R  |       |     | From: 86-645         |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
| (638)                    | 0.80   | 60   | R  |       |     | To: 86-648           |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (638)                    | 2.52   | 390  | R  |       |     | From: 86-647 SOUTH   |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (638)                    | 0.40   | 2000 | R  |       |     | To: US 11 WEST       |        |        |        |    | NA          |    |               | NA    |    | 1995       |
| (638)                    |        |      |    |       |     | From: US 11 EAST     |        |        |        |    |             |    |               |       |    |            |
| (638)                    | 1.60   | 1100 | R  |       |     | To: 86-644           |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (638)                    |        |      |    |       |     | From: 86-637         |        |        |        |    |             |    |               |       |    |            |
| <b>Town of Chilhowie</b> |        |      |    |       |     |                      |        |        |        |    |             |    |               |       |    |            |
| (639)                    | 0.18   | 1200 | R  |       |     | From: US 11          |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (639)                    | 0.30   | 1100 | R  |       |     | To: 86-731           |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (639)                    | 0.40   | 370  | R  |       |     | From: 86-640         |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (639)                    |        |      |    |       |     | To: SR 107           |        |        |        |    |             |    |               |       |    |            |
| (640)                    | 0.34   | 590  | R  |       |     | From: 86-639         |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (640)                    | 0.16   | 190  | R  |       |     | To: 86-736           |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (640)                    |        |      |    |       |     | From: 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 |    |          |    |            |       |    |            |
| <b>Smyth County</b> |        |      |    |       |     |  |        |        |        |    |          |    |            |       |    |            |
| (641)               | 1.10   | 630  | R  |       |     | From: 86-642<br>To: 86-644                               |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (642)               | 1.15   | 560  | R  |       |     | From: US 11 WEST<br>To: US 11 EAST                       |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (643)               | 1.90   | 290  | R  |       |     | From: 86-642<br>To: 86-645                               |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (644)               | 2.00   | 490  | R  |       |     | From: 86-638<br>To: 86-641                               |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (644)               | 1.20   | 310  | R  |       |     | From: 86-641<br>To: 1.20 ME 86-641                       |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (644)               | 1.20   | 120  | R  |       |     | From: 1.20 ME 86-641<br>To: 86-645                       |        |        |        |    | NA       |    |            | NA    |    | 06/11/2001 |
| (645)               | 2.03   | 730  | R  |       |     | From: 86-604<br>To: 86-660 EAST                          |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (645)               | 0.40   | 570  | R  |       |     | From: 86-660 WEST<br>To: 86-638                          |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (645)               | 3.45   | 1300 | R  |       |     | From: 86-638<br>To: 86-657                               |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (645)               | 0.28   | 2600 | R  |       |     | From: 86-657<br>To: US 11 SOUTH<br>US 11; FR-4           |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (645)               | 5.01   | 1000 | R  |       |     | From: US 11 SOUTH<br>US 11; FR-4<br>To: 86-664 WEST      |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (645)               | 2.44   | 300  | R  |       |     | From: 86-664 WEST<br>To: 86-665 WEST                     |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (645)               | 0.40   | 770  | F  | 99%   | 0%  | 0%   | 0%     | 0%     | 0%     | F  | 0.093    | F  | 0.607      | 790   | F  | 2004       |
| (645) Harris Rd     | 0.90   | 1200 | F  | 99%   | 0%  | 0%   | 0%     | 0%     | 0%     | C  | 0.093    | F  | 0.625      | 1300  | F  | 2004       |
| (645)               | 0.08   | 1900 | F  | 99%   | 0%  | 0%   | 0%     | 0%     | 0%     | F  | 0.106    | F  | 0.647      | 1900  | F  | 2004       |
| (645)               |        |      |    |       |     | From: 86-1029<br>To: WCL MARION                          |        |        |        |    |          |    |            |       |    |            |
| (646)               | 0.90   | 60   | R  |       |     | From: 86-638<br>To: 86-645                               |        |        |        |    | NA       |    |            | NA    |    | 06/28/2001 |
| (647)               | 1.08   | 380  | R  |       |     | From: 86-600<br>To: 86-739                               |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (647)               | 0.72   | 270  | R  |       |     | From: 86-739<br>To: 86-638 WEST<br>86-638 EAST           |        |        |        |    | NA       |    |            | NA    |    | 06/28/2001 |
| (647)               | 0.60   | 210  | R  |       |     | From: 86-638 WEST<br>86-638 EAST<br>To: 86-645           |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (648)               | 0.60   | 330  | R  |       |     | From: 86-645<br>To: 86-762<br>86-647 WEST<br>86-647 EAST |        |        |        |    | NA       |    |            | NA    |    | 06/28/2001 |
| (648)               | 0.40   | 310  | R  |       |     | From: 86-647 WEST<br>86-647 EAST<br>To: 86-638           |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (648)               | 2.50   | 510  | R  |       |     | From: 86-638<br>To: 86-660 NORTH                         |        |        |        |    | NA       |    |            | NA    |    | 1998       |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck                    |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|--------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle                    | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b> |        |      |    |       |     |                          |        |        |        |    |             |    |               |       |    |            |
| (648)               | 1.52   | 140  | R  |       |     | From: 86-660 SOUTH       |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: Smyth County Line    |        |        |        |    |             |    |               |       |    |            |
| (649)               | 0.60   | 320  | R  |       |     | From: 86-606             |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-605 WEST          |        |        |        |    |             |    |               |       |    |            |
| (649)               | 0.92   | 880  | R  |       |     | From: 86-605 EAST        |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-762               |        |        |        |    |             |    |               |       |    |            |
| (649) Need More Rd  | 2.00   | 890  | F  | 99%   | 0%  | 0%                       | 0%     | 0%     | 0%     | C  | 0.095       | F  | 0.551         | 920   | F  | 2004       |
|                     |        |      |    |       |     | To: 86-607               |        |        |        |    |             |    |               |       |    |            |
| (650)               | 5.20   | 45   | R  |       |     | From: SR 16              |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-670               |        |        |        |    |             |    |               |       |    |            |
| (650)               | 3.40   | 600  | F  | 98%   | 1%  | 0%                       | 0%     | 0%     | 0%     | F  | 0.096       | F  | 0.539         | 620   | F  | 2004       |
|                     |        |      |    |       |     | To: 86-720               |        |        |        |    |             |    |               |       |    |            |
| (650) South Fork Rd | 1.10   | 1200 | F  | 98%   | 1%  | 0%                       | 0%     | 0%     | 0%     | C  | 0.084       | F  | 0.545         | 1200  | F  | 2004       |
|                     |        |      |    |       |     | To: 86-657               |        |        |        |    |             |    |               |       |    |            |
| (650)               | 1.05   | 1000 | R  |       |     | From: 86-657             |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-658               |        |        |        |    |             |    |               |       |    |            |
| (650)               | 1.65   | 400  | R  |       |     | From: 86-658             |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-660               |        |        |        |    |             |    |               |       |    |            |
| (651)               | 0.20   | 50   | R  |       |     | From: 86-605             |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-645               |        |        |        |    |             |    |               |       |    |            |
| (652)               | 0.50   | 60   | R  |       |     | From: Dead End           |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-605               |        |        |        |    |             |    |               |       |    |            |
| (653)               | 0.96   | 90   | R  |       |     | From: 86-604             |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-645 EAST          |        |        |        |    |             |    |               |       |    |            |
| (653)               | 1.40   | 70   | R  |       |     | From: 86-645 WEST        |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-648 WEST          |        |        |        |    |             |    |               |       |    |            |
| (654)               | 1.00   | 320  | R  |       |     | From: 86-604             |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-655               |        |        |        |    |             |    |               |       |    |            |
| (655)               | 1.40   | 190  | R  |       |     | From: 86-656 SOUTH       |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-654               |        |        |        |    |             |    |               |       |    |            |
| (655)               | 1.00   | 300  | R  |       |     | From: 86-654             |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-656 NORTH         |        |        |        |    |             |    |               |       |    |            |
| (656)               | 1.60   | 170  | R  |       |     | From: 86-650 EAST        |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-668               |        |        |        |    |             |    |               |       |    |            |
| (656)               | 1.50   | 680  | R  |       |     | From: 86-668             |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-655 NORTH         |        |        |        |    |             |    |               |       |    |            |
| (656)               | 0.50   | 1000 | R  |       |     | From: 86-655 NORTH       |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-650 WEST          |        |        |        |    |             |    |               |       |    |            |
| (656)               | 0.05   | 50   | R  |       |     | From: 86-650 WEST        |        |        |        |    | NA          |    |               | NA    |    | 1991       |
|                     |        |      |    |       |     | To: 86-650 MID           |        |        |        |    |             |    |               |       |    |            |
| (656)               | 0.25   | 40   | R  |       |     | From: 0.05 MN 86-650 MID |        |        |        |    | NA          |    |               | NA    |    | 06/26/2001 |
|                     |        |      |    |       |     | To: 86-657               |        |        |        |    |             |    |               |       |    |            |

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| Route                 | Length | AADT | QA | 4Tire | Bus              | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW         | Year |
|-----------------------|--------|------|----|-------|------------------|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|------------|------|
|                       |        |      |    |       |                  | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |            |      |
| <b>Smyth County</b>   |        |      |    |       |                  |                 |        |        |        |    |             |    |               |       |            |      |
| (657) Thomas Bidge Rd | 2.00   | 2600 | F  | 97%   | 0%               | 2%              | 0%     | 0%     | 0%     | C  | 0.092       | F  | 0.652         | 2700  | F          | 2004 |
|                       |        |      |    | From: | 86-650           |                 |        |        |        |    |             |    |               |       |            |      |
|                       |        |      |    | To:   | 86-660 EAST      |                 |        |        |        |    |             |    |               |       |            |      |
| (657)                 | 2.50   | 890  | R  |       |                  |                 |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                       |        |      |    | From: | 86-660 WEST      |                 |        |        |        |    |             |    |               |       |            |      |
|                       |        |      |    | To:   | 86-645           |                 |        |        |        |    |             |    |               |       |            |      |
| (658)                 | 0.55   | 300  | R  |       |                  |                 |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                       |        |      |    | From: | 86-650           |                 |        |        |        |    |             |    |               |       |            |      |
|                       |        |      |    | To:   | 86-657           |                 |        |        |        |    |             |    |               |       |            |      |
| (658)                 | 1.66   | 570  | F  | 100%  | 0%               | 0%              | 0%     | 0%     | 0%     | F  | 0.090       | F  | 0.543         | 590   | F          | 2004 |
|                       |        |      |    | From: | 86-702           |                 |        |        |        |    |             |    |               |       |            |      |
| (658)                 | 3.35   | 870  | F  | 100%  | 0%               | 0%              | 0%     | 0%     | 0%     | C  | 0.088       | F  | 0.549         | 910   | F          | 2004 |
|                       |        |      |    | From: | SCL MARION       |                 |        |        |        |    |             |    |               |       |            |      |
| (658)                 | 1.50   | 1200 | F  | 100%  | 0%               | 0%              | 0%     | 0%     | 0%     | F  | 0.099       | F  | 0.554         | 1200  | F          | 2004 |
|                       |        |      |    | From: | 86-655           |                 |        |        |        |    |             |    |               |       |            |      |
|                       |        |      |    | To:   | 86-665           |                 |        |        |        |    |             |    |               |       |            |      |
| (658)                 | 1.52   | 230  | R  |       |                  |                 |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                       |        |      |    | From: | 86-664 EAST      |                 |        |        |        |    |             |    |               |       |            |      |
| (658)                 | 1.41   | 140  | R  |       |                  |                 |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                       |        |      |    | From: | 86-645           |                 |        |        |        |    |             |    |               |       |            |      |
| (659)                 | 0.50   | 920  | F  | 97%   | 0%               | 2%              | 0%     | 1%     | 0%     | C  | 0.09        | F  | 0.529         | 950   | F          | 2004 |
|                       |        |      |    | From: | 86-660           |                 |        |        |        |    |             |    |               |       |            |      |
|                       |        |      |    | To:   | 86-1115          |                 |        |        |        |    |             |    |               |       |            |      |
| (659) Old Ebenezer Rd | 0.20   | 800  | F  | 97%   | 0%               | 2%              | 0%     | 1%     | 0%     | F  | 0.096       | F  | 0.521         | 830   | F          | 2004 |
|                       |        |      |    | From: | 86-665           |                 |        |        |        |    |             |    |               |       |            |      |
| (659)                 | 2.50   | 570  | R  |       |                  |                 |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                       |        |      |    | From: | 86-645 EAST      |                 |        |        |        |    |             |    |               |       |            |      |
|                       |        |      |    | To:   | 86-645 WEST      |                 |        |        |        |    |             |    |               |       |            |      |
| (659)                 | 1.80   | 400  | R  |       |                  |                 |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                       |        |      |    | From: | 86-617 SOUTH     |                 |        |        |        |    |             |    |               |       |            |      |
|                       |        |      |    | To:   | 86-617 NORTH     |                 |        |        |        |    |             |    |               |       |            |      |
| (659)                 | 0.70   | 50   | R  |       |                  |                 |        |        |        |    | NA          |    | NA            |       | 06/11/2001 |      |
|                       |        |      |    | From: | Dead End         |                 |        |        |        |    |             |    |               |       |            |      |
|                       |        |      |    | To:   | Dead End         |                 |        |        |        |    |             |    |               |       |            |      |
| (660)                 | 0.26   | 190  | R  |       |                  |                 |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                       |        |      |    | From: | US 11 EAST       |                 |        |        |        |    |             |    |               |       |            |      |
| (660)                 | 0.16   | 1200 | F  | 99%   | 0%               | 1%              | 0%     | 0%     | 0%     | F  | 0.094       | F  | 0.557         | 1200  | F          | 2004 |
|                       |        |      |    | From: | 86-659           |                 |        |        |        |    |             |    |               |       |            |      |
| (660)                 | 0.93   | 1000 | F  | 99%   | 0%               | 1%              | 0%     | 0%     | 0%     | C  | 0.092       | F  | 0.661         | 1100  | F          | 2004 |
|                       |        |      |    | From: | FR-5             |                 |        |        |        |    |             |    |               |       |            |      |
|                       |        |      |    | To:   | US 11 West; FR-6 |                 |        |        |        |    |             |    |               |       |            |      |
| (660) AD Wolf Rd      | 0.56   | 5100 | F  | 97%   | 0%               | 2%              | 0%     | 1%     | 0%     | C  | 0.084       | F  | 0.654         | 5200  | F          | 2004 |
|                       |        |      |    | From: | 86-749           |                 |        |        |        |    |             |    |               |       |            |      |
| (660) AD Wolf Rd      | 1.10   | 4400 | F  | 97%   | 0%               | 2%              | 0%     | 1%     | 0%     | F  | 0.088       | F  | 0.668         | 4600  | F          | 2004 |
|                       |        |      |    | From: | 86-657 EAST      |                 |        |        |        |    |             |    |               |       |            |      |
| (660)                 | 0.51   | 4900 | F  | 97%   | 0%               | 2%              | 0%     | 1%     | 0%     | F  | 0.089       | F  | 0.656         | 5000  | F          | 2004 |
|                       |        |      |    | From: | 86-661           |                 |        |        |        |    |             |    |               |       |            |      |
| (660) Riverside Rd    | 0.25   | 1900 | F  | 97%   | 0%               | 2%              | 0%     | 1%     | 0%     | F  | 0.084       | F  | 0.555         | 2000  | F          | 2004 |
|                       |        |      |    | From: | 86-718           |                 |        |        |        |    |             |    |               |       |            |      |
| (660) Riverside Rd    | 0.86   | 750  | F  | 97%   | 0%               | 2%              | 0%     | 1%     | 0%     | F  | 0.093       | F  | 0.503         | 780   | F          | 2004 |
|                       |        |      |    | From: | 86-648 EAST      |                 |        |        |        |    |             |    |               |       |            |      |
| (660) Riverside Rd    | 1.08   | 590  | F  | 97%   | 0%               | 2%              | 0%     | 1%     | 0%     | F  | 0.095       | F  | 0.638         | 610   | F          | 2004 |
|                       |        |      |    | From: | 86-648 WEST      |                 |        |        |        |    |             |    |               |       |            |      |
| (660)                 | 1.87   | 890  | F  | 97%   | 0%               | 2%              | 0%     | 1%     | 0%     | F  | 0.104       | F  | 0.531         | 920   | F          | 2004 |
|                       |        |      |    | From: | 86-600           |                 |        |        |        |    |             |    |               |       |            |      |
|                       |        |      |    | To:   | 86-600           |                 |        |        |        |    |             |    |               |       |            |      |

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| Route               | Length       | AADT | QA  | 4Tire | Bus | Truck  |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|---------------------|--------------|------|-----|-------|-----|--|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                     |              |      |     |       |     | 2Axle  | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b> |              |      |     |       |     |  |        |        |        |    |             |    |               |       |    |            |
| (660)               | 1.57         | 580  | R   |       |     | From: 86-600<br>To: 86-649                   |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (661)               | 1.39         | 170  | R   |       |     | From: Dead End<br>To: 1.39 ME Dead End       |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
| (661)               | 0.11         | 380  | R   |       |     | From: 86-660<br>To: 86-660                   |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
| (662)               | 1.30         | 280  | R   |       |     | From: 86-660<br>To: 86-707                   |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (663)               | 0.40         | 380  | R   |       |     | From: 86-656<br>To: 86-720                   |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (663)               | 0.70         | 720  | R   |       |     | From: 86-650<br>To: 86-650                   |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (664)               | 0.50         | 60   | R   |       |     | From: Dead End<br>To: 0.50 MS Dead End       |        |        |        |    | NA          |    |               | NA    |    | 06/11/2001 |
| (664)               | 0.40         | 110  | R   |       |     | From: 86-659 WEST<br>To: 86-659 EAST         |        |        |        |    | NA          |    |               | NA    |    | 06/11/2001 |
| (664)               | 0.40         | 50   | R   |       |     | From: 0.40 MS 86-669 EAST<br>To: 86-658 EAST |        |        |        |    | NA          |    |               | NA    |    | 06/11/2001 |
| (664)               | 0.50         | 30   | R   |       |     | From: 86-658 WEST<br>To: 86-645 SOUTH        |        |        |        |    | NA          |    |               | NA    |    | 06/11/2001 |
| (664)               | 0.90         | 70   | R   |       |     | From: 86-645 NORTH<br>To: 86-617             |        |        |        |    | NA          |    |               | NA    |    | 06/11/2001 |
| (665)               | 0.80         | 510  | F   | 98%   | 0%  | 2%   | 0%     | 0%     | 0%     | C  | 0.099       | F  | 0.519         | 530   | F  | 2004       |
| (665)               | Greenwood Rd | 1.20 | 460 | F     | 98% | 0%   | 2%     | 0%     | 0%     | F  | 0.101       | F  | 0.505         | 470   | F  | 2004       |
| (665)               | 0.40         | 850  | R   |       |     | From: 86-645 WEST<br>To: 86-617              |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (666)               | 1.00         | 100  | R   |       |     | From: 86-658<br>To: 86-665                   |        |        |        |    | NA          |    |               | NA    |    | 06/11/2001 |
| (667)               | 0.30         | 40   | R   |       |     | From: 86-613<br>To: Dead End                 |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| (668)               | 0.70         | 160  | R   |       |     | From: Dead End<br>To: 86-656                 |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
| (669)               | 0.50         | 200  | R   |       |     | From: Dead End<br>To: 0.50 MN Dead End       |        |        |        |    | NA          |    |               | NA    |    | 06/14/2001 |
| (669)               | 0.60         | 230  | R   |       |     | From: 86-752<br>To: 86-650                   |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (670)               | 3.90         | 270  | F   | 96%   | 2%  | 1%   | 1%     | 0%     | 0%     | C  | 0.130       | F  | 0.5           | 280   | F  | 2004       |
|                     |              |      |     |       |     | From: 86-601 WEST<br>To: 86-601 WEST         |        |        |        |    |             |    |               |       |    |            |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck                     |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|---------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle                     | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b> |        |      |    |       |     |                           |        |        |        |    |             |    |               |       |    |            |
| (670)               | 1.10   | 70   | R  |       |     | From: 86-601 WEST         |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-601 EAST           |        |        |        |    |             |    |               |       |    |            |
| (671)               | 1.30   | 500  | R  |       |     | From: Dead End            |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-601                |        |        |        |    |             |    |               |       |    |            |
| (672)               | 2.90   | 60   | R  |       |     | From: 86-670              |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-673                |        |        |        |    |             |    |               |       |    |            |
| (672)               | 1.00   | 160  | R  |       |     | From: 86-601              |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-601                |        |        |        |    |             |    |               |       |    |            |
| (673)               | 0.50   | 8    | R  |       |     | From: Dead End            |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-672                |        |        |        |    |             |    |               |       |    |            |
| (674)               | 0.20   | 90   | R  |       |     | From: 86-601              |        |        |        |    | NA          |    |               | NA    |    | 1995       |
|                     |        |      |    |       |     | To: 86-675                |        |        |        |    |             |    |               |       |    |            |
| (674)               | 1.50   | 60   | R  |       |     | From: 86-675              |        |        |        |    | NA          |    |               | NA    |    | 06/18/2001 |
|                     |        |      |    |       |     | To: Dead End              |        |        |        |    |             |    |               |       |    |            |
| (675)               | 1.40   | 390  | R  |       |     | From: 86-674              |        |        |        |    | NA          |    |               | NA    |    | 06/15/2001 |
|                     |        |      |    |       |     | To: SR 16                 |        |        |        |    |             |    |               |       |    |            |
| (675)               | 0.27   | 50   | R  |       |     | From: SR 16               |        |        |        |    | NA          |    |               | NA    |    | 06/15/2001 |
|                     |        |      |    |       |     | To: 86-695 WEST           |        |        |        |    |             |    |               |       |    |            |
| (675)               | 3.00   | 160  | R  |       |     | From: 86-695 EAST         |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-677                |        |        |        |    |             |    |               |       |    |            |
| (675)               | 2.90   | 40   | R  |       |     | From: 86-677              |        |        |        |    | NA          |    |               | NA    |    | 06/18/2001 |
|                     |        |      |    |       |     | To: 86-612 WEST           |        |        |        |    |             |    |               |       |    |            |
| (675)               | 2.98   | 180  | R  |       |     | From: 86-612 EAST         |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-614                |        |        |        |    |             |    |               |       |    |            |
| (676)               | 1.90   | 210  | R  |       |     | From: SR 16               |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-601 WEST           |        |        |        |    |             |    |               |       |    |            |
| (676)               | 0.60   | 70   | R  |       |     | From: 86-601 EAST         |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 0.60ME 86-601 EAS     |        |        |        |    |             |    |               |       |    |            |
| (676)               | 0.40   | 100  | R  |       |     | From: 0.60 ME 86-601 EAST |        |        |        |    | NA          |    |               | NA    |    | 06/18/2001 |
|                     |        |      |    |       |     | To: 86-675 WEST           |        |        |        |    |             |    |               |       |    |            |
| (676)               | 1.20   | 30   | R  |       |     | From: 86-675 EAST         |        |        |        |    | NA          |    |               | NA    |    | 06/18/2001 |
|                     |        |      |    |       |     | To: 86-614                |        |        |        |    |             |    |               |       |    |            |
| (677)               | 1.30   | 30   | R  |       |     | From: 86-675              |        |        |        |    | NA          |    |               | NA    |    | 06/18/2001 |
|                     |        |      |    |       |     | To: 86-612                |        |        |        |    |             |    |               |       |    |            |
| (678)               | 2.30   | 40   | R  |       |     | From: 86-612 WEST         |        |        |        |    | NA          |    |               | NA    |    | 06/18/2001 |
|                     |        |      |    |       |     | To: Wythe County Line     |        |        |        |    |             |    |               |       |    |            |
| <b>Wythe County</b> |        |      |    |       |     |                           |        |        |        |    |             |    |               |       |    |            |
| (678)               | 0.20   | 40   | R  |       |     | From: Wythe County Line   |        |        |        |    | NA          |    |               | NA    |    | 06/18/2001 |
|                     |        |      |    |       |     | To: 86-612 EAST           |        |        |        |    |             |    |               |       |    |            |
| <b>Smyth County</b> |        |      |    |       |     |                           |        |        |        |    |             |    |               |       |    |            |
| (679)               | 2.50   | 210  | R  |       |     | From: 86-615 SOUTH        |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-615 NORTH          |        |        |        |    |             |    |               |       |    |            |

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| Route               | Length | AADT | QA | 4Tire | Bus          | Truck |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW         | Year |
|---------------------|--------|------|----|-------|--------------|-------|--------|--------|--------|----|-------------|----|---------------|-------|------------|------|
|                     |        |      |    |       |              | 2Axle | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |            |      |
| <b>Smyth County</b> |        |      |    |       |              |       |        |        |        |    |             |    |               |       |            |      |
| (679)               | 0.86   | 1000 | F  | 98%   | 0%           | 1%    | 0%     | 0%     | 0%     | C  | 0.098       | F  | 0.704         | 1000  | F          | 2004 |
|                     |        |      |    | From: | 86-615 NORTH |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | US 11        |       |        |        |        |    |             |    |               |       |            |      |
| (680)               | 0.50   | 60   | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 06/04/2001 |      |
|                     |        |      |    | From: | 86-679       |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | Dead End     |       |        |        |        |    |             |    |               |       |            |      |
| (681)               | 0.50   | 290  | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | US 11        |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | 86-617       |       |        |        |        |    |             |    |               |       |            |      |
| (682)               | 0.90   | 90   | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 06/04/2001 |      |
|                     |        |      |    | From: | 86-615       |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | 86-729       |       |        |        |        |    |             |    |               |       |            |      |
| (682)               | 1.10   | 210  | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | 86-615       |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | US 11        |       |        |        |        |    |             |    |               |       |            |      |
| (683)               | 1.60   | 230  | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | 86-615       |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | US 11 WEST   |       |        |        |        |    |             |    |               |       |            |      |
| (683)               | 0.08   | 4000 | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | US 11 EAST   |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | RAMP TO I-81 |       |        |        |        |    |             |    |               |       |            |      |
| (683)               | 0.12   | 1800 | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | RAMP TO I-81 |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | RAMP TO I-81 |       |        |        |        |    |             |    |               |       |            |      |
| (683)               | 0.53   | 480  | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | RAMP TO I-81 |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | 86-617       |       |        |        |        |    |             |    |               |       |            |      |
| (684)               | 0.20   | 100  | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | US 11 WEST   |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | US 11 EAST   |       |        |        |        |    |             |    |               |       |            |      |
| (684)               | 0.24   | 30   | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 06/04/2001 |      |
|                     |        |      |    | From: | US 11 EAST   |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | Dead End     |       |        |        |        |    |             |    |               |       |            |      |
| (685)               | 0.72   | 520  | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | Dead End     |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | 86-617       |       |        |        |        |    |             |    |               |       |            |      |
| (686)               | 1.60   | 150  | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | 86-688       |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | 86-622 WEST  |       |        |        |        |    |             |    |               |       |            |      |
| (686)               | 2.63   | 610  | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | 86-622 EAST  |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | 86-795       |       |        |        |        |    |             |    |               |       |            |      |
| (686)               | 0.17   | 960  | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | 86-795       |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | US 11        |       |        |        |        |    |             |    |               |       |            |      |
| (686)               | 0.18   | 280  | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | US 11        |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | 86-625       |       |        |        |        |    |             |    |               |       |            |      |
| (686)               | 0.07   | 50   | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | 86-625       |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | Dead End     |       |        |        |        |    |             |    |               |       |            |      |
| (687)               | 1.20   | 60   | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 06/07/2001 |      |
|                     |        |      |    | From: | 86-610       |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | 86-624       |       |        |        |        |    |             |    |               |       |            |      |
| (688)               | 1.40   | 890  | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | SR 16        |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | 86-689 SOUTH |       |        |        |        |    |             |    |               |       |            |      |
| (688)               | 2.00   | 730  | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | 86-689 NORTH |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | 86-622       |       |        |        |        |    |             |    |               |       |            |      |
| (689)               | 3.81   | 920  | R  |       |              |       |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                     |        |      |    | From: | SR 16        |       |        |        |        |    |             |    |               |       |            |      |
|                     |        |      |    | To:   | US 11 EAST   |       |        |        |        |    |             |    |               |       |            |      |



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| Route               | Length | AADT | QA | 4Tire | Bus | Truck                            |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|----------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle                            | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b> |        |      |    |       |     |                                  |        |        |        |    |             |    |               |       |    |            |
| (689)               | 1.30   | 310  | R  |       |     | From: US 11 WEST                 |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (689)               | 0.19   | 40   | R  |       |     | From: 86-617                     |        |        |        |    | NA          |    |               | NA    |    | 06/11/2001 |
|                     |        |      |    |       |     | To: Dead End                     |        |        |        |    |             |    |               |       |    |            |
| (690)               | 0.62   | 320  | R  |       |     | From: 86-689                     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (690)               | 0.68   | 130  | R  |       |     | From: 86-766                     |        |        |        |    | NA          |    |               | NA    |    | 06/11/2001 |
| (690)               | 0.31   | 220  | R  |       |     | From: 86-782                     |        |        |        |    | NA          |    |               | NA    |    | 06/11/2001 |
| (690)               | 0.14   | 280  | R  |       |     | From: 0.31 MN 86-782             |        |        |        |    | NA          |    |               | NA    |    | 06/11/2001 |
|                     |        |      |    |       |     | To: US 11                        |        |        |        |    |             |    |               |       |    |            |
| (691)               | 0.60   | 1100 | R  |       |     | From: SCL MARION                 |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (691)               | 1.35   | 570  | R  |       |     | From: 86-704                     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-689                       |        |        |        |    |             |    |               |       |    |            |
| (692)               | 0.59   | 640  | R  |       |     | From: NCL MARION                 |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: Dead End                     |        |        |        |    |             |    |               |       |    |            |
| (693)               | 0.15   | 8    | R  |       |     | From: US 11                      |        |        |        |    | NA          |    |               | NA    |    | 06/11/2001 |
|                     |        |      |    |       |     | To: Dead End                     |        |        |        |    |             |    |               |       |    |            |
| (694)               | 1.65   | 140  | R  |       |     | From: 86-622                     |        |        |        |    | NA          |    |               | NA    |    | 06/04/2001 |
|                     |        |      |    |       |     | To: Dead End                     |        |        |        |    |             |    |               |       |    |            |
| (695)               | 0.60   | 150  | R  |       |     | From: SR 16 SOUTH                |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (695)               | 0.05   | 750  | R  |       |     | From: 86-601 WEST<br>86-601 EAST |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (695)               | 0.56   | 850  | F  | 96%   | 1%  | 1%                               | 0%     | 2%     | 0%     | C  | 0.099       | F  | 0.55          | 880   | F  | 2004       |
| (695)               | 0.64   | 570  | F  | 96%   | 1%  | 1%                               | 0%     | 2%     | 0%     | F  | 0.086       | F  | 0.604         | 590   | F  | 2004       |
|                     |        |      |    |       |     | From: 86-675 EAST                |        |        |        |    |             |    |               |       |    |            |
|                     |        |      |    |       |     | To: SR 16 NORTH                  |        |        |        |    |             |    |               |       |    |            |
| (696)               | 0.80   | 180  | R  |       |     | From: Dead End                   |        |        |        |    | NA          |    |               | NA    |    | 06/28/2001 |
| (696)               | 0.20   | 240  | R  |       |     | From: 86-746                     |        |        |        |    | NA          |    |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-610                       |        |        |        |    |             |    |               |       |    |            |
| (697)               | 0.05   | 30   | R  |       |     | From: Dead End                   |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: FR-8                         |        |        |        |    |             |    |               |       |    |            |
| (698)               | 1.00   | 510  | R  |       |     | From: 86-613                     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: Dead End                     |        |        |        |    |             |    |               |       |    |            |
| (699)               | 0.95   | 150  | R  |       |     | From: SR 16                      |        |        |        |    | NA          |    |               | NA    |    | 06/18/2001 |
|                     |        |      |    |       |     | To: Dead End                     |        |        |        |    |             |    |               |       |    |            |
| (700)               | 0.52   | 360  | R  |       |     | From: NCL MARION                 |        |        |        |    | NA          |    |               | NA    |    | 06/11/2001 |
|                     |        |      |    |       |     | To: 86-617                       |        |        |        |    |             |    |               |       |    |            |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck                     |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|---------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle                     | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b> |        |      |    |       |     |                           |        |        |        |    |             |    |               |       |    |            |
| 701                 | 0.55   | 30   | R  |       |     | From: Dead End            |        |        |        |    |             | NA |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-672                |        |        |        |    |             |    |               |       |    |            |
| 702                 | 0.50   | 60   | R  |       |     | From: Dead End            |        |        |        |    |             | NA |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-658                |        |        |        |    |             |    |               |       |    |            |
| 703                 | 3.49   | 80   | R  |       |     | From: Dead End            |        |        |        |    |             | NA |               | NA    |    | 1991       |
|                     |        |      |    |       |     | To: SR 16 Gap Terminus    |        |        |        |    |             |    |               |       |    |            |
| 703                 | 1.00   | 240  | R  |       |     | From: SR 348 Gap Terminus |        |        |        |    |             | NA |               | NA    |    | 06/14/2001 |
|                     |        |      |    |       |     | To: Dead End              |        |        |        |    |             |    |               |       |    |            |
| 704                 | 0.50   | 290  | R  |       |     | From: 86-691              |        |        |        |    |             | NA |               | NA    |    | 06/11/2001 |
|                     |        |      |    |       |     | To: Dead End              |        |        |        |    |             |    |               |       |    |            |
| 705                 | 0.20   | 40   | R  |       |     | From: Dead End            |        |        |        |    |             | NA |               | NA    |    | 06/18/2001 |
|                     |        |      |    |       |     | To: 86-715                |        |        |        |    |             |    |               |       |    |            |
| 705                 | 0.10   | 60   | R  |       |     | From: 86-715              |        |        |        |    |             | NA |               | NA    |    | 06/18/2001 |
|                     |        |      |    |       |     | To: 86-614                |        |        |        |    |             |    |               |       |    |            |
| 706                 | 0.06   | 140  | R  |       |     | From: US 11               |        |        |        |    |             | NA |               | NA    |    | 06/04/2001 |
|                     |        |      |    |       |     | To: Dead End              |        |        |        |    |             |    |               |       |    |            |
| 707                 | 2.09   | 470  | R  |       |     | From: 86-658              |        |        |        |    |             | NA |               | NA    |    | 06/04/2001 |
|                     |        |      |    |       |     | To: US 11                 |        |        |        |    |             |    |               |       |    |            |
| 708                 | 0.70   | 480  | R  |       |     | From: 86-615              |        |        |        |    |             | NA |               | NA    |    | 06/04/2001 |
|                     |        |      |    |       |     | To: US 11                 |        |        |        |    |             |    |               |       |    |            |
| 709                 | 0.54   | 200  | R  |       |     | From: 86-720              |        |        |        |    |             | NA |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-650 WEST           |        |        |        |    |             |    |               |       |    |            |
| 709                 | 1.00   | 180  | R  |       |     | From: 86-650 EAST         |        |        |        |    |             | NA |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: Dead End              |        |        |        |    |             |    |               |       |    |            |
| 710                 | 0.10   | 90   | R  |       |     | From: 86-613              |        |        |        |    |             | NA |               | NA    |    | 06/07/2001 |
|                     |        |      |    |       |     | To: 0.10 MN 86-613        |        |        |        |    |             |    |               |       |    |            |
| 710                 | 0.20   | 90   | R  |       |     | From: 0.10 MN 86-613      |        |        |        |    |             | NA |               | NA    |    | 06/07/2001 |
|                     |        |      |    |       |     | To: Dead End              |        |        |        |    |             |    |               |       |    |            |
| 711                 | 0.23   | 140  | R  |       |     | From: SR 16               |        |        |        |    |             | NA |               | NA    |    | 06/18/2001 |
|                     |        |      |    |       |     | To: SR 16                 |        |        |        |    |             |    |               |       |    |            |
| 712                 | 0.32   | 60   | R  |       |     | From: SR 16               |        |        |        |    |             | NA |               | NA    |    | 06/18/2001 |
|                     |        |      |    |       |     | To: Dead End              |        |        |        |    |             |    |               |       |    |            |
| 713                 | 0.94   | 310  | R  |       |     | From: 86-685              |        |        |        |    |             | NA |               | NA    |    | 06/04/2001 |
|                     |        |      |    |       |     | To: 86-617                |        |        |        |    |             |    |               |       |    |            |
| 714                 | 0.90   | 70   | R  |       |     | From: US 11               |        |        |        |    |             | NA |               | NA    |    | 06/11/2001 |
|                     |        |      |    |       |     | To: Dead End              |        |        |        |    |             |    |               |       |    |            |
| 715                 | 0.25   | 20   | R  |       |     | From: 86-705              |        |        |        |    |             | NA |               | NA    |    | 06/18/2001 |
|                     |        |      |    |       |     | To: Dead End              |        |        |        |    |             |    |               |       |    |            |

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| Route                    | Length | AADT | QA | 4Tire | Bus | -----Truck-----                    |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|--------------------------|--------|------|----|-------|-----|------------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                          |        |      |    |       |     | 2Axle                              | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b>      |        |      |    |       |     |                                    |        |        |        |    |             |    |               |       |    |            |
| (716)                    | 0.70   | 140  | R  |       |     | From: 86-610<br>To: 86-620         |        |        |        |    | NA          |    |               | NA    |    | 06/04/2001 |
| (717)                    | 0.10   | 10   | R  |       |     | From: Dead End<br>To: SR 42        |        |        |        |    | NA          |    |               | NA    |    | 06/04/2001 |
| (718)                    | 0.95   | 1600 | R  |       |     | From: 86-650<br>To: 86-660         |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
| (719)                    | 0.50   | 20   | R  |       |     | From: 86-601<br>To: Dead End       |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
| (720)                    | 1.00   | 260  | R  |       |     | From: 86-663<br>To: 86-650         |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
| (721)                    | 1.60   | 810  | F  | 80%   | 0%  | 1%                                 | 15%    | 5%     | 0%     | C  | 0.094       | F  | 0.5           | 840   | F  | 2004       |
| (722)                    | 0.10   | 30   | R  |       |     | From: Dead End<br>To: 86-660       |        |        |        |    | NA          |    |               | NA    |    | 06/28/2001 |
| (723) Possom Hollow Rd   | 2.60   | 450  | F  | 98%   | 0%  | 1%                                 | 0%     | 0%     | 0%     | C  | 0.088       | F  | 0.571         | 460   | F  | 2004       |
| (724)                    | 0.39   | 30   | R  |       |     | From: 86-610<br>To: 86-633         |        |        |        |    | NA          |    |               | NA    |    | 06/25/2001 |
| (725)                    | 0.40   | 20   | R  |       |     | From: Dead End<br>To: 86-601       |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| (726)                    | 1.10   | 290  | R  |       |     | From: 86-631<br>To: Dead End       |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| (726)                    | 0.70   | 60   | R  |       |     | From: 86-633<br>To: 1.10 MN 86-633 |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| (727)                    | 0.50   | 40   | R  |       |     | From: Dead End<br>To: SR 42        |        |        |        |    | NA          |    |               | NA    |    | 06/07/2001 |
| (728)                    | 0.65   | 80   | R  |       |     | From: Dead End<br>To: 86-614       |        |        |        |    | NA          |    |               | NA    |    | 06/18/2001 |
| (729)                    | 0.80   | 60   | R  |       |     | From: 86-615<br>To: 86-682         |        |        |        |    | NA          |    |               | NA    |    | 06/14/2001 |
| (730)                    | 0.03   | 20   | R  |       |     | From: Dead End<br>To: FR-8         |        |        |        |    | NA          |    |               | NA    |    | 06/14/2001 |
| (730)                    | 0.17   | 2500 | R  |       |     | From: FR-8<br>To: SCL MARION       |        |        |        |    | NA          |    |               | NA    |    | 06/14/2001 |
| <b>Town of Chilhowie</b> |        |      |    |       |     |                                    |        |        |        |    |             |    |               |       |    |            |
| (731)                    | 0.25   | 530  | R  |       |     | From: 86-639<br>To: NCL CHILHOWIE  |        |        |        |    | NA          |    |               | NA    |    | 07/12/2001 |
| (731)                    | 0.90   | 2300 | R  |       |     | From: NCL CHILHOWIE<br>To: 86-774  |        |        |        |    | NA          |    |               | NA    |    | 07/12/2001 |

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| Route                    | Length | AADT | QA | 4Tire | Bus | Truck                 |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|--------------------------|--------|------|----|-------|-----|-----------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                          |        |      |    |       |     | 2Axle                 | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Town of Chilhowie</b> |        |      |    |       |     |                       |        |        |        |    |             |    |               |       |    |            |
| (731)                    | 0.28   | 230  | R  |       |     | From: 86-774          |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: US 11             |        |        |        |    |             |    |               |       |    |            |
| <b>Smyth County</b>      |        |      |    |       |     |                       |        |        |        |    |             |    |               |       |    |            |
| (732)                    | 0.50   | 240  | R  |       |     | From: 86-606          |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                          |        |      |    |       |     | To: 86-721            |        |        |        |    |             |    |               |       |    |            |
| (733)                    | 0.40   | 120  | R  |       |     | From: 86-634          |        |        |        |    |             | NA |               | NA    |    | 06/07/2001 |
|                          |        |      |    |       |     | To: 86-634            |        |        |        |    |             |    |               |       |    |            |
| (734)                    | 0.07   | 47   | R  |       |     | From: Dead End        |        |        |        |    |             | NA |               | NA    |    | 06/14/2001 |
|                          |        |      |    |       |     | To: 86-645            |        |        |        |    |             |    |               |       |    |            |
| (735)                    | 0.15   | 46   | R  |       |     | From: SR 16           |        |        |        |    |             | NA |               | NA    |    | 06/18/2001 |
|                          |        |      |    |       |     | To: 86-601            |        |        |        |    |             |    |               |       |    |            |
| <b>Town of Chilhowie</b> |        |      |    |       |     |                       |        |        |        |    |             |    |               |       |    |            |
| (736)                    | 0.24   | 190  | R  |       |     | From: 86-640          |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-737            |        |        |        |    |             |    |               |       |    |            |
| (736)                    | 0.08   | 60   | R  |       |     | From: Dead End        |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-736            |        |        |        |    |             |    |               |       |    |            |
| (737)                    | 0.08   | 10   | R  |       |     | From: 86-736          |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: Dead End          |        |        |        |    |             |    |               |       |    |            |
| <b>Smyth County</b>      |        |      |    |       |     |                       |        |        |        |    |             |    |               |       |    |            |
| (738)                    | 0.80   | 50   | R  |       |     | From: 86-675          |        |        |        |    |             | NA |               | NA    |    | 06/18/2001 |
|                          |        |      |    |       |     | To: Dead End          |        |        |        |    |             |    |               |       |    |            |
| (739)                    | 1.22   | 1100 | R  |       |     | From: 86-762          |        |        |        |    |             | NA |               | NA    |    | 06/28/2000 |
|                          |        |      |    |       |     | To: 86-647            |        |        |        |    |             |    |               |       |    |            |
| (740)                    | 0.24   | 20   | R  |       |     | From: Dead End        |        |        |        |    |             | NA |               | NA    |    | 06/18/2001 |
|                          |        |      |    |       |     | To: SR 16             |        |        |        |    |             |    |               |       |    |            |
| (741)                    | 0.62   | 190  | R  |       |     | From: 86-610          |        |        |        |    |             | NA |               | NA    |    | 06/07/2001 |
|                          |        |      |    |       |     | To: Dead End          |        |        |        |    |             |    |               |       |    |            |
| (742)                    | 1.20   | 9    | R  |       |     | From: Dead End        |        |        |        |    |             | NA |               | NA    |    | 06/04/2001 |
|                          |        |      |    |       |     | To: Bland County Line |        |        |        |    |             |    |               |       |    |            |
| (743)                    | 0.06   | 210  | R  |       |     | From: SR 91           |        |        |        |    |             | NA |               | NA    |    | 06/07/2001 |
|                          |        |      |    |       |     | To: 86-744            |        |        |        |    |             |    |               |       |    |            |
| (744)                    | 0.04   | 120  | R  |       |     | From: Dead End        |        |        |        |    |             | NA |               | NA    |    | 06/07/2001 |
|                          |        |      |    |       |     | To: 86-743            |        |        |        |    |             |    |               |       |    |            |
| (744)                    | 0.06   | 100  | R  |       |     | From: Dead End        |        |        |        |    |             | NA |               | NA    |    | 06/07/2001 |
|                          |        |      |    |       |     | To: Dead End          |        |        |        |    |             |    |               |       |    |            |
| (745)                    | 0.76   | 230  | R  |       |     | From: Dead End        |        |        |        |    |             | NA |               | NA    |    | 06/18/2001 |
|                          |        |      |    |       |     | To: 86-601            |        |        |        |    |             |    |               |       |    |            |
| (746)                    | 1.40   | 260  | R  |       |     | From: 86-696          |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                          |        |      |    |       |     | To: 1.40 ME 86-696    |        |        |        |    |             |    |               |       |    |            |
| (746)                    | 0.06   | 270  | R  |       |     | From: Dead End        |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                          |        |      |    |       |     | To: SR 107            |        |        |        |    |             |    |               |       |    |            |

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| Route               | Length        | AADT | QA   | 4Tire | Bus | -----Truck-----              |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW   | Year       |      |
|---------------------|---------------|------|------|-------|-----|------------------------------|--------|--------|--------|----|-------------|-------|---------------|-------|------|------------|------|
|                     |               |      |      |       |     | 2Axle                        | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |      |            |      |
| <b>Smyth County</b> |               |      |      |       |     |                              |        |        |        |    |             |       |               |       |      |            |      |
| (747)               | 0.30          | 110  | R    |       |     | From: 86-613                 |        |        |        |    |             | NA    |               | NA    |      | 06/07/2001 |      |
|                     |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (748)               | 0.17          | 80   | R    |       |     | From: 86-613                 |        |        |        |    |             | NA    |               | NA    |      | 06/07/2001 |      |
|                     |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (749)               | 0.74          | 530  | R    |       |     | From: 86-660                 |        |        |        |    |             | NA    |               | NA    |      | 06/14/2001 |      |
|                     |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (750)               | 0.12          | 80   | R    |       |     | From: 86-617                 |        |        |        |    |             | NA    |               | NA    |      | 06/14/2001 |      |
|                     |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (751)               | 0.05          | 130  | R    |       |     | From: SR 42                  |        |        |        |    |             | NA    |               | NA    |      | 06/07/2001 |      |
|                     |               |      |      |       |     | To: 0.05 MN SR 42            |        |        |        |    |             |       |               |       |      |            |      |
| (751)               | 0.35          | 70   | R    |       |     | From: Dead End               |        |        |        |    |             | NA    |               | NA    |      | 06/07/2001 |      |
|                     |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (752)               | 0.82          | 160  | R    |       |     | From: 86-669                 |        |        |        |    |             | NA    |               | NA    |      | 06/14/2001 |      |
|                     |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (753)               | 0.05          | 90   | R    |       |     | From: US 11                  |        |        |        |    |             | NA    |               | NA    |      | 06/11/2001 |      |
|                     |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (754)               | 0.20          | 30   | R    |       |     | From: 86-621                 |        |        |        |    |             | NA    |               | NA    |      | 06/04/2001 |      |
|                     |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (755)               | 0.18          | 20   | R    |       |     | From: 86-630                 |        |        |        |    |             | NA    |               | NA    |      | 06/07/2001 |      |
|                     |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (756)               | 0.25          | 30   | R    |       |     | From: 86-630                 |        |        |        |    |             | NA    |               | NA    |      | 06/07/2001 |      |
|                     |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (757)               | 0.06          | 20   | R    |       |     | From: 86-755                 |        |        |        |    |             | NA    |               | NA    |      | 06/07/2001 |      |
|                     |               |      |      |       |     | To: 86-630                   |        |        |        |    |             |       |               |       |      |            |      |
| (758)               | 0.17          | 530  | R    |       |     | From: NCL MARION             |        |        |        |    |             | NA    |               | NA    |      | 06/14/2001 |      |
|                     |               |      |      |       |     | To: NCL MARION               |        |        |        |    |             |       |               |       |      |            |      |
| (759)               | 0.15          | 50   | R    |       |     | From: US 11                  |        |        |        |    |             | NA    |               | NA    |      | 06/11/2001 |      |
|                     |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (760)               | 1.00          | 60   | R    |       |     | From: 86-600                 |        |        |        |    |             | NA    |               | NA    |      | 1995       |      |
|                     |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (761)               | 0.05          | 30   | R    |       |     | From: 86-620                 |        |        |        |    |             | NA    |               | NA    |      | 06/04/2001 |      |
|                     |               |      |      |       |     | To: 0.05 MN 86-620           |        |        |        |    |             |       |               |       |      |            |      |
| (761)               | 0.93          | 30   | R    |       |     | From: Dead End               |        |        |        |    |             | NA    |               | NA    |      | 06/04/2001 |      |
|                     |               |      |      |       |     | To: Dead End                 |        |        |        |    |             |       |               |       |      |            |      |
| (762)               | Loves Mill Rd | 1.83 | 830  | F     | 97% | 1%                           | 1%     | 1%     | 1%     | 0% | F           | 0.096 | F             | 0.624 | 860  | F          | 2004 |
|                     |               |      |      |       |     | From: Washington County Line |        |        |        |    |             |       |               |       |      |            |      |
| (762)               | White Top Rd  | 2.31 | 2800 | F     | 97% | 1%                           | 1%     | 1%     | 1%     | 0% | C           | 0.085 | F             | 0.623 | 2900 | F          | 2004 |
|                     |               |      |      |       |     | From: 86-600 SOUTH           |        |        |        |    |             |       |               |       |      |            |      |
| (762)               | White Top Rd  | 0.84 | 6500 | F     | 97% | 1%                           | 1%     | 1%     | 1%     | 0% | F           | 0.088 | F             | 0.626 | 6700 | F          | 2004 |
|                     |               |      |      |       |     | From: 86-607                 |        |        |        |    |             |       |               |       |      |            |      |
|                     |               |      |      |       |     | To: SCL Chilhowie            |        |        |        |    |             |       |               |       |      |            |      |

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| Route                    | Length | AADT | QA | 4Tire | Bus | Truck                             |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|--------------------------|--------|------|----|-------|-----|-----------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                          |        |      |    |       |     | 2Axle                             | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Town of Chilhowie</b> |        |      |    |       |     |                                   |        |        |        |    |             |    |               |       |    |            |
| (762)                    | 0.68   | 6500 | N  | 97%   | 1%  | From: SCL Chilhowie<br>To: 86-608 |        |        |        | N  | 0.088       | N  | 0.626         | 6700  | N  | 2004       |
| (762) White Top Ave      | 0.04   | 9200 | F  | 97%   | 1%  | From: 86-608<br>To: I-81 NB Ramps |        |        |        | F  | 0.083       | F  | 0.582         | 9500  | F  | 2004       |
| <b>Smyth County</b>      |        |      |    |       |     |                                   |        |        |        |    |             |    |               |       |    |            |
| (763)                    | 0.75   | 10   | R  |       |     | From: Dead End<br>To: 86-610      |        |        |        |    | NA          |    | NA            |       |    | 06/07/2001 |
| (764)                    | 0.20   | 110  | R  |       |     | From: 86-688<br>To: Dead End      |        |        |        |    | NA          |    | NA            |       |    | 06/11/2001 |
| (765)                    | 0.70   | 60   | R  |       |     | From: 86-707<br>To: Dead End      |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
| (766)                    | 0.50   | 50   | R  |       |     | From: 86-690<br>To: Dead End      |        |        |        |    | NA          |    | NA            |       |    | 06/11/2001 |
| (767)                    | 0.61   | 1400 | R  |       |     | From: ECL MARION<br>To: 86-691    |        |        |        |    | NA          |    | NA            |       |    | 06/11/2001 |
| (768)                    | 0.06   | 90   | R  |       |     | From: Dead End<br>To: US 11       |        |        |        |    | NA          |    | NA            |       |    | 1995       |
| (769)                    | 0.17   | 130  | R  |       |     | From: 86-600<br>To: Dead End      |        |        |        |    | NA          |    | NA            |       |    | 06/28/2001 |
| (770)                    | 0.38   | 130  | R  |       |     | From: NCL MARION<br>To: 86-692    |        |        |        |    | NA          |    | NA            |       |    | 06/11/2001 |
| (771)                    | 0.30   | 120  | R  |       |     | From: SR 91<br>To: Dead End       |        |        |        |    | NA          |    | NA            |       |    | 06/07/2001 |
| (772)                    | 0.05   | 40   | R  |       |     | From: Dead End<br>To: 86-617      |        |        |        |    | NA          |    | NA            |       |    | 06/28/2001 |
| (773)                    | 0.35   | 1900 | R  |       |     | From: SR 107<br>To: 86-610        |        |        |        |    | NA          |    | NA            |       |    | 06/28/2001 |
| <b>Town of Chilhowie</b> |        |      |    |       |     |                                   |        |        |        |    |             |    |               |       |    |            |
| (774) Lyons Gap Rd       | 0.12   | 2100 | F  | 99%   | 0%  | From: US 11<br>To: 86-731         |        |        |        | F  | 0.083       | F  | 0.676         | 2200  | F  | 2004       |
| (774)                    | 0.36   | 1700 | F  | 99%   | 0%  | From: 86-731<br>To: NCL Chilhowie |        |        |        | C  | 0.089       | F  | 0.596         | 1700  | F  | 2004       |
| <b>Smyth County</b>      |        |      |    |       |     |                                   |        |        |        |    |             |    |               |       |    |            |
| (774)                    | 0.27   | 1700 | N  | 99%   | 0%  | From: NCL Chilhowie<br>To: 86-637 |        |        |        | N  | 0.089       | N  | 0.596         | 1700  | N  | 2004       |
| (774) Lyons Gap Rd       | 0.86   | 950  | F  | 99%   | 0%  | From: 86-637<br>To: 86-609 NORTH  |        |        |        | F  | 0.099       | F  | 0.787         | 990   | F  | 2004       |
| (774)                    | 0.83   | 990  | R  |       |     | From: 86-609 NORTH<br>To: SR 107  |        |        |        |    | NA          |    | NA            |       |    | 06/28/2001 |
| (775)                    | 0.06   | 360  | R  |       |     | From: US 11<br>To: Dead End       |        |        |        |    | NA          |    | NA            |       |    | 06/11/2001 |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck                           |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|---------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle                           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b> |        |      |    |       |     |                                 |        |        |        |    |             |    |               |       |    |            |
| (776)               | 0.20   | 80   | R  |       |     | From: Dead End                  |        |        |        |    | NA          |    | NA            |       |    | 1995       |
|                     |        |      |    |       |     | To: 86-635                      |        |        |        |    |             |    |               |       |    |            |
| (777)               | 0.90   | 70   | R  |       |     | From: 86-610                    |        |        |        |    | NA          |    | NA            |       |    | 06/07/2001 |
|                     |        |      |    |       |     | To: Dead End                    |        |        |        |    |             |    |               |       |    |            |
| (778)               | 0.02   | 0    | R  |       |     | From: 86-622 WEST               |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                     |        |      |    |       |     | To: 86-778 Y Int; Gap Terminus  |        |        |        |    |             |    |               |       |    |            |
| (778)               | 0.03   | 0    | R  |       |     | From: 86-622 EAST; Gap Terminus |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                     |        |      |    |       |     | To: 86-778 Y Int                |        |        |        |    |             |    |               |       |    |            |
| (778)               | 0.05   | 0    | R  |       |     | From: Dead End                  |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                     |        |      |    |       |     | To: Dead End                    |        |        |        |    |             |    |               |       |    |            |
| (779)               | 0.10   | 0    | R  |       |     | From: Dead End                  |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                     |        |      |    |       |     | To: 86-779 Y Int, Gap Terminus  |        |        |        |    |             |    |               |       |    |            |
| (779)               | 0.10   | 0    | R  |       |     | From: Dead End, Gap Terminus    |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                     |        |      |    |       |     | To: 86-779 Y Int                |        |        |        |    |             |    |               |       |    |            |
| (779)               | 0.01   | 0    | R  |       |     | From: 86-645                    |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                     |        |      |    |       |     | To: 86-645                      |        |        |        |    |             |    |               |       |    |            |
| (780)               | 0.40   | 70   | R  |       |     | From: 86-610                    |        |        |        |    | NA          |    | NA            |       |    | 06/07/2001 |
|                     |        |      |    |       |     | To: Dead End                    |        |        |        |    |             |    |               |       |    |            |
| (781)               | 0.39   | 540  | R  |       |     | From: SR 16                     |        |        |        |    | NA          |    | NA            |       |    | 06/18/2001 |
|                     |        |      |    |       |     | To: 86-675                      |        |        |        |    |             |    |               |       |    |            |
| (782)               | 0.40   | 150  | R  |       |     | From: 86-690                    |        |        |        |    | NA          |    | NA            |       |    | 06/11/2001 |
|                     |        |      |    |       |     | To: Dead End                    |        |        |        |    |             |    |               |       |    |            |
| (783)               | 0.12   | 0    | R  |       |     | From: 86-643                    |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                     |        |      |    |       |     | To: Dead End                    |        |        |        |    |             |    |               |       |    |            |
| (785)               | 0.20   | 70   | R  |       |     | From: 86-617                    |        |        |        |    | NA          |    | NA            |       |    | 06/04/2001 |
|                     |        |      |    |       |     | To: 86-683                      |        |        |        |    |             |    |               |       |    |            |
| (786)               | 0.35   | 110  | R  |       |     | From: Cul-de-Sac                |        |        |        |    | NA          |    | NA            |       |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-658                      |        |        |        |    |             |    |               |       |    |            |
| (787)               | 0.30   | 220  | R  |       |     | From: 86-645                    |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                     |        |      |    |       |     | To: 86-657                      |        |        |        |    |             |    |               |       |    |            |
| (790)               | 0.17   | 150  | R  |       |     | From: 86-657                    |        |        |        |    | NA          |    | NA            |       |    | 1998       |
|                     |        |      |    |       |     | To: Dead End                    |        |        |        |    |             |    |               |       |    |            |
| (795)               | 0.62   | 3000 | R  |       |     | From: 86-622; FR-11             |        |        |        |    | NA          |    | NA            |       |    | 06/04/2001 |
|                     |        |      |    |       |     | To: 86-686                      |        |        |        |    |             |    |               |       |    |            |
| (796)               | 0.14   | NA   |    |       |     | From: Cul-de-Sac                |        |        |        |    | NA          |    | NA            |       |    |            |
|                     |        |      |    |       |     | To: US-00011(B)/                |        |        |        |    |             |    |               |       |    |            |
| (797)               | 0.22   | NA   |    |       |     | From: Cul-de-Sac                |        |        |        |    | NA          |    | NA            |       |    |            |
|                     |        |      |    |       |     | To: 86-00796(B)/                |        |        |        |    |             |    |               |       |    |            |

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| Route                    | Length | AADT | QA | 4Tire | Bus | Truck                     |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|--------------------------|--------|------|----|-------|-----|---------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                          |        |      |    |       |     | 2Axle                     | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b>      |        |      |    |       |     |                           |        |        |        |    |             |    |               |       |    |            |
| (798)                    | 2.60   | 90   | R  |       |     | From: Grayson County Line |        |        |        |    |             | NA |               | NA    |    | 06/18/2001 |
|                          |        |      |    |       |     | To: 86-612                |        |        |        |    |             |    |               |       |    |            |
| (799)                    | 0.26   | 420  | R  |       |     | From: 86-638              |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                          |        |      |    |       |     | To: Cul-de-Sac            |        |        |        |    |             |    |               |       |    |            |
| (990)                    | 0.08   | NA   |    |       |     | From: 86-00645(B)/        |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: 86-00992(R)/          |        |        |        |    |             |    |               |       |    |            |
| (991)                    | 0.11   | NA   |    |       |     | From: 86-00645(B)/        |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: 86-00992(L)/          |        |        |        |    |             |    |               |       |    |            |
| (992)                    | 0.08   | NA   |    |       |     | From: 86-00990(R)/        |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: 86-00991(R)/          |        |        |        |    |             |    |               |       |    |            |
| <b>Town of Chilhowie</b> |        |      |    |       |     |                           |        |        |        |    |             |    |               |       |    |            |
| (1001)                   | 0.04   | 360  | R  |       |     | From: 86-1004             |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: US 11                 |        |        |        |    |             |    |               |       |    |            |
| (1001)                   | 0.05   | 400  | R  |       |     | From: 86-1002             |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-731                |        |        |        |    |             |    |               |       |    |            |
| (1001)                   | 0.14   | 430  | R  |       |     | From: 86-1023             |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1005               |        |        |        |    |             |    |               |       |    |            |
| (1002)                   | 0.04   | 230  | R  |       |     | From: 86-1001             |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1007               |        |        |        |    |             |    |               |       |    |            |
| (1002)                   | 0.29   | 450  | R  |       |     | From: 86-1007             |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1008               |        |        |        |    |             |    |               |       |    |            |
| (1002)                   | 0.05   | 360  | R  |       |     | From: 86-1008             |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1003               |        |        |        |    |             |    |               |       |    |            |
| (1002)                   | 0.06   | 320  | R  |       |     | From: 86-1003             |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1009               |        |        |        |    |             |    |               |       |    |            |
| (1002)                   | 0.08   | 210  | R  |       |     | From: 86-1009             |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: US 11                 |        |        |        |    |             |    |               |       |    |            |
| (1003)                   | 0.05   | 1000 | R  |       |     | From: 86-1002             |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1010               |        |        |        |    |             |    |               |       |    |            |
| (1003)                   | 0.10   | 560  | R  |       |     | From: 86-731              |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: US 11                 |        |        |        |    |             |    |               |       |    |            |
| (1003)                   | 0.09   | 490  | R  |       |     | From: US 11               |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1006               |        |        |        |    |             |    |               |       |    |            |
| (1004)                   | 0.19   | 1600 | R  |       |     | From: SR 107              |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1023               |        |        |        |    |             |    |               |       |    |            |
| (1004)                   | 0.05   | 2400 | R  |       |     | From: 86-1023             |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1005               |        |        |        |    |             |    |               |       |    |            |
| (1004)                   | 0.07   | 960  | R  |       |     | From: 86-1005             |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1001               |        |        |        |    |             |    |               |       |    |            |
| (1004)                   | 0.06   | 540  | R  |       |     | From: 86-1001             |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1001               |        |        |        |    |             |    |               |       |    |            |



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| Route                    | Length | AADT | QA | 4Tire | Bus | Truck                |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|--------------------------|--------|------|----|-------|-----|----------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                          |        |      |    |       |     | 2Axle                | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Town of Chilhowie</b> |        |      |    |       |     |                      |        |        |        |    |             |    |               |       |    |            |
| (1005)                   | 0.04   | 260  | R  |       |     | From: 86-1004        |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: US 11 EAST       |        |        |        |    |             |    |               |       |    |            |
| (1005)                   | 0.05   | 120  | R  |       |     | From: US 11 WEST     |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1002          |        |        |        |    |             |    |               |       |    |            |
| (1006)                   | 0.04   | 850  | R  |       |     | From: US 11          |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1004          |        |        |        |    |             |    |               |       |    |            |
| (1007)                   | 0.05   | 50   | R  |       |     | From: 86-1002        |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: Dead End         |        |        |        |    |             |    |               |       |    |            |
| (1008)                   | 0.15   | 530  | R  |       |     | From: Dead End       |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: US 11            |        |        |        |    |             |    |               |       |    |            |
| (1008)                   | 0.05   | 170  | R  |       |     | From: US 11          |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1002          |        |        |        |    |             |    |               |       |    |            |
| (1009)                   | 0.03   | 1400 | R  |       |     | From: US 11; 86-9812 |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1002          |        |        |        |    |             |    |               |       |    |            |
| (1009)                   | 0.10   | 650  | R  |       |     | From: 86-1002        |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1010          |        |        |        |    |             |    |               |       |    |            |
| (1009)                   | 0.10   | 630  | R  |       |     | From: 86-1010        |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-731           |        |        |        |    |             |    |               |       |    |            |
| (1010)                   | 0.08   | 50   | R  |       |     | From: 86-1009        |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1003          |        |        |        |    |             |    |               |       |    |            |
| (1010)                   | 0.03   | 0    | R  |       |     | From: 86-1003        |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: Dead End         |        |        |        |    |             |    |               |       |    |            |
| (1011)                   | 0.06   | 80   | R  |       |     | From: 86-731         |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1013          |        |        |        |    |             |    |               |       |    |            |
| (1012)                   | 0.06   | 100  | R  |       |     | From: 86-731         |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1013          |        |        |        |    |             |    |               |       |    |            |
| (1013)                   | 0.06   | 90   | R  |       |     | From: 86-1011        |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1012          |        |        |        |    |             |    |               |       |    |            |
| (1014)                   | 0.10   | 100  | R  |       |     | From: SR 107         |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-731           |        |        |        |    |             |    |               |       |    |            |
| (1015)                   | 0.05   | 830  | R  |       |     | From: US 11          |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1028          |        |        |        |    |             |    |               |       |    |            |
| (1015)                   | 0.04   | 790  | R  |       |     | From: 86-1028        |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1016          |        |        |        |    |             |    |               |       |    |            |
| (1016)                   | 0.07   | 660  | R  |       |     | From: 86-1020        |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1022          |        |        |        |    |             |    |               |       |    |            |
| (1016)                   | 0.03   | 680  | R  |       |     | From: 86-1022        |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1015          |        |        |        |    |             |    |               |       |    |            |
| (1016)                   | 0.11   | 270  | R  |       |     | From: 86-1015        |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1018          |        |        |        |    |             |    |               |       |    |            |
| (1016)                   | 0.07   | 500  | R  |       |     | From: 86-1018        |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1017          |        |        |        |    |             |    |               |       |    |            |

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| Route                    | Length | AADT | QA | 4Tire | Bus | Truck          |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|--------------------------|--------|------|----|-------|-----|----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                          |        |      |    |       |     | 2Axle          | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Town of Chilhowie</b> |        |      |    |       |     |                |        |        |        |    |             |    |               |       |    |            |
| (1016)                   | 0.04   | 80   | R  |       |     | From: 86-1017  |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: Dead End   |        |        |        |    |             |    |               |       |    |            |
| (1017)                   | 0.03   | 1100 | R  |       |     | From: US 11    |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1028    |        |        |        |    |             |    |               |       |    |            |
| (1017)                   | 0.05   | 960  | R  |       |     | From: 86-1028  |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1016    |        |        |        |    |             |    |               |       |    |            |
| (1017)                   | 0.12   | 540  | R  |       |     | From: 86-1016  |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1019    |        |        |        |    |             |    |               |       |    |            |
| (1018)                   | 0.06   | 160  | R  |       |     | From: 86-1016  |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1021    |        |        |        |    |             |    |               |       |    |            |
| (1019)                   | 0.06   | 250  | R  |       |     | From: 86-1020  |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1025    |        |        |        |    |             |    |               |       |    |            |
| (1019)                   | 0.22   | 380  | R  |       |     | From: 86-1025  |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1017    |        |        |        |    |             |    |               |       |    |            |
| (1020)                   | 0.11   | 420  | R  |       |     | From: 86-1016  |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                          |        |      |    |       |     | To: 86-1019    |        |        |        |    |             |    |               |       |    |            |
| (1021)                   | 0.16   | 60   | R  |       |     | From: 86-1022  |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                          |        |      |    |       |     | To: 86-1018    |        |        |        |    |             |    |               |       |    |            |
| (1022)                   | 0.06   | 80   | R  |       |     | From: 86-1016  |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                          |        |      |    |       |     | To: 86-1021    |        |        |        |    |             |    |               |       |    |            |
| (1023)                   | 0.04   | 910  | R  |       |     | From: 86-1004  |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: US 11      |        |        |        |    |             |    |               |       |    |            |
| (1023)                   | 0.05   | 200  | R  |       |     | From: US 11    |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1002    |        |        |        |    |             |    |               |       |    |            |
| (1023)                   | 0.13   | 180  | R  |       |     | From: 86-1002  |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-731     |        |        |        |    |             |    |               |       |    |            |
| (1024)                   | 0.19   | 1900 | R  |       |     | From: Dead End |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: US 11      |        |        |        |    |             |    |               |       |    |            |
| (1025)                   | 0.05   | 200  | R  |       |     | From: 86-1019  |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                          |        |      |    |       |     | To: 86-1026    |        |        |        |    |             |    |               |       |    |            |
| (1026)                   | 0.21   | NA   |    |       |     | From: Dead End |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: 86-1025    |        |        |        |    |             |    |               |       |    |            |
| (1026)                   | 0.07   | 40   | R  |       |     | From: 86-1025  |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                          |        |      |    |       |     | To: Dead End   |        |        |        |    |             |    |               |       |    |            |
| (1027)                   | 0.17   | 440  | R  |       |     | From: Dead End |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1024    |        |        |        |    |             |    |               |       |    |            |
| (1028)                   | 0.19   | 80   | R  |       |     | From: 86-1015  |        |        |        |    |             | NA |               | NA    |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1017    |        |        |        |    |             |    |               |       |    |            |
| <b>Smyth County</b>      |        |      |    |       |     |                |        |        |        |    |             |    |               |       |    |            |
| (1029)                   | 0.09   | 320  | R  |       |     | From: 86-1032  |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 86-645     |        |        |        |    |             |    |               |       |    |            |

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| Route                    | Length | AADT | QA | 4Tire | Bus | Truck              |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|--------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                          |        |      |    |       |     | 2Axle              | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b>      |        |      |    |       |     |                    |        |        |        |    |             |    |               |       |    |            |
| 1030                     | 0.14   | 120  | R  |       |     | From: 86-1031      |        |        |        |    | NA          |    | NA            |       |    | 1998       |
|                          |        |      |    |       |     | To: 86-1029        |        |        |        |    |             |    |               |       |    |            |
| 1031                     | 0.07   | 90   | R  |       |     | From: 86-1032      |        |        |        |    | NA          |    | NA            |       |    | 1998       |
|                          |        |      |    |       |     | To: 86-1030        |        |        |        |    |             |    |               |       |    |            |
| 1032                     | 0.23   | 110  | R  |       |     | From: 86-1031      |        |        |        |    | NA          |    | NA            |       |    | 1998       |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |
| <b>Town of Chilhowie</b> |        |      |    |       |     |                    |        |        |        |    |             |    |               |       |    |            |
| 1033                     | 0.17   | NA   |    |       |     | From: US 11        |        |        |        |    | NA          |    | NA            |       |    |            |
|                          |        |      |    |       |     | To: 86-731         |        |        |        |    |             |    |               |       |    |            |
| 1034                     | 0.38   | 260  | R  |       |     | From: 86-762       |        |        |        |    | NA          |    | NA            |       |    | 1998       |
|                          |        |      |    |       |     | To: 86-762         |        |        |        |    |             |    |               |       |    |            |
| 1035                     | 0.04   | 690  | R  |       |     | From: 86-762       |        |        |        |    | NA          |    | NA            |       |    | 07/12/2001 |
|                          |        |      |    |       |     | To: 86-1036        |        |        |        |    |             |    |               |       |    |            |
| 1036                     | 0.25   | 690  | R  |       |     | From: 86-1035      |        |        |        |    | NA          |    | NA            |       |    | 07/12/2001 |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |
| 1037                     | 0.28   | 60   | R  |       |     | From: 86-731       |        |        |        |    | NA          |    | NA            |       |    | 07/12/2001 |
|                          |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |             |    |               |       |    |            |
| 1038                     | 0.03   | NA   |    |       |     | From: 86-01004(B)/ |        |        |        |    | NA          |    | NA            |       |    |            |
|                          |        |      |    |       |     | To: US-00011(B)/   |        |        |        |    |             |    |               |       |    |            |
| <b>Smyth County</b>      |        |      |    |       |     |                    |        |        |        |    |             |    |               |       |    |            |
| 1040                     | 0.32   | 470  | R  |       |     | From: 86-638       |        |        |        |    | NA          |    | NA            |       |    | 1998       |
|                          |        |      |    |       |     | To: 86-1041        |        |        |        |    |             |    |               |       |    |            |
| 1040                     | 0.13   | 90   | R  |       |     | From: Cul-de-Sac   |        |        |        |    | NA          |    | NA            |       |    | 1998       |
|                          |        |      |    |       |     | To: 86-1040        |        |        |        |    |             |    |               |       |    |            |
| 1041                     | 0.14   | 90   | R  |       |     | From: 86-1040      |        |        |        |    | NA          |    | NA            |       |    | 1998       |
|                          |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |             |    |               |       |    |            |
| 1045                     | 0.13   | NA   |    |       |     | From: Cul-de-Sac   |        |        |        |    | NA          |    | NA            |       |    |            |
|                          |        |      |    |       |     | To: 86-658         |        |        |        |    |             |    |               |       |    |            |
| 1101                     | 0.30   | 730  | R  |       |     | From: 86-660       |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                          |        |      |    |       |     | To: 86-1102        |        |        |        |    |             |    |               |       |    |            |
| 1101                     | 0.22   | 200  | R  |       |     | From: Dead End     |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                          |        |      |    |       |     | To: 86-1101        |        |        |        |    |             |    |               |       |    |            |
| 1102                     | 0.19   | 340  | R  |       |     | From: 86-1101      |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                          |        |      |    |       |     | To: 86-1103        |        |        |        |    |             |    |               |       |    |            |
| 1103                     | 0.31   | 710  | R  |       |     | From: 86-660       |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                          |        |      |    |       |     | To: 86-1102        |        |        |        |    |             |    |               |       |    |            |
| 1103                     | 0.22   | 330  | R  |       |     | From: Dead End     |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                          |        |      |    |       |     | To: 86-660         |        |        |        |    |             |    |               |       |    |            |
| 1104                     | 0.25   | 160  | R  |       |     | From: 86-660       |        |        |        |    | NA          |    | NA            |       |    | 06/14/2001 |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck                  |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle                  | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b> |        |      |    |       |     |                        |        |        |        |    |             |    |               |       |    |            |
| (1110)              | 0.18   | 100  | R  |       |     | From: FR-5             |        |        |        |    |             | NA |               | NA    |    | 06/14/2001 |
|                     |        |      |    |       |     | To: FR-5               |        |        |        |    |             |    |               |       |    |            |
| (1112)              | 0.12   | 140  | R  |       |     | From: 86-1113          |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-758             |        |        |        |    |             |    |               |       |    |            |
| (1113)              | 0.23   | 180  | R  |       |     | From: NCL MARION       |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-1112            |        |        |        |    |             |    |               |       |    |            |
| (1115)              | 0.45   | 100  | R  |       |     | From: BEGIN LOOP       |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: END LOOP           |        |        |        |    |             |    |               |       |    |            |
| (1115)              | 0.04   | 70   | R  |       |     | From: END LOOP         |        |        |        |    |             | NA |               | NA    |    | 06/14/2001 |
|                     |        |      |    |       |     | To: 86-1116            |        |        |        |    |             |    |               |       |    |            |
| (1115)              | 0.18   | 140  | R  |       |     | From: 86-1116          |        |        |        |    |             | NA |               | NA    |    | 06/14/2001 |
|                     |        |      |    |       |     | To: 86-659             |        |        |        |    |             |    |               |       |    |            |
| (1116)              | 0.07   | 20   | R  |       |     | From: Cul-de-Sac       |        |        |        |    |             | NA |               | NA    |    | 06/14/2001 |
|                     |        |      |    |       |     | To: 86-1115            |        |        |        |    |             |    |               |       |    |            |
| (1120)              | 0.07   | 200  | R  |       |     | From: Dead End         |        |        |        |    |             | NA |               | NA    |    | 06/11/2001 |
|                     |        |      |    |       |     | To: FR-10              |        |        |        |    |             |    |               |       |    |            |
| (1125)              | 0.26   | 210  | R  |       |     | From: BEGIN LOOP       |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: END LOOP           |        |        |        |    |             |    |               |       |    |            |
| (1125)              | 0.02   | 220  | R  |       |     | From: END LOOP         |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: FR-4               |        |        |        |    |             |    |               |       |    |            |
| (1140)              | 0.09   | NA   |    |       |     | From: 86-658           |        |        |        |    |             | NA |               | NA    |    |            |
|                     |        |      |    |       |     | To: Cul-de-Sac         |        |        |        |    |             |    |               |       |    |            |
| (1141)              | 0.26   | NA   |    |       |     | From: Cul-de-Sac       |        |        |        |    |             | NA |               | NA    |    |            |
|                     |        |      |    |       |     | To: Cul-de-Sac         |        |        |        |    |             |    |               |       |    |            |
| (1201)              | 0.11   | 60   | R  |       |     | From: Dead End         |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-1202; 86-1203   |        |        |        |    |             |    |               |       |    |            |
| (1201)              | 0.33   | 260  | R  |       |     | From: 86-1202; 86-1203 |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-610             |        |        |        |    |             |    |               |       |    |            |
| (1202)              | 0.08   | 810  | R  |       |     | From: 86-610           |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-1203            |        |        |        |    |             |    |               |       |    |            |
| (1202)              | 0.08   | 760  | R  |       |     | From: 86-1203          |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-1201; 86-1205   |        |        |        |    |             |    |               |       |    |            |
| (1203)              | 0.11   | 70   | R  |       |     | From: Dead End         |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-1202            |        |        |        |    |             |    |               |       |    |            |
| (1204)              | 0.18   | 140  | R  |       |     | From: 86-1205          |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-610             |        |        |        |    |             |    |               |       |    |            |
| (1205)              | 0.08   | 120  | R  |       |     | From: 86-610           |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-1204            |        |        |        |    |             |    |               |       |    |            |
| (1205)              | 0.09   | 110  | R  |       |     | From: 86-1204          |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-1201; 86-1202   |        |        |        |    |             |    |               |       |    |            |

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| Route               | Length | AADT | QA | 4Tire | Bus | Truck                      |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|---------------------|--------|------|----|-------|-----|----------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                     |        |      |    |       |     | 2Axle                      | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Smyth County</b> |        |      |    |       |     |                            |        |        |        |    |             |    |               |       |    |            |
| (1205)              | 0.09   | 520  | R  |       |     | From: 86-1201; 86-1202     |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
| (1205)              | 0.10   | 340  | R  |       |     | To: 86-1206 SOUTH          |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-1206 NORTH          |        |        |        |    |             |    |               |       |    |            |
| (1206)              | 0.41   | 160  | R  |       |     | From: 86-1205              |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-1205                |        |        |        |    |             |    |               |       |    |            |
| (1207)              | 0.13   | 20   | R  |       |     | From: Dead End             |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-1205; 86-1206 NORTH |        |        |        |    |             |    |               |       |    |            |
| (1301)              | 0.07   | 60   | R  |       |     | From: 86-762               |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-1302                |        |        |        |    |             |    |               |       |    |            |
| (1302)              | 0.12   | 50   | R  |       |     | From: 86-1301              |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-1303                |        |        |        |    |             |    |               |       |    |            |
| (1303)              | 0.07   | 60   | R  |       |     | From: 86-762               |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
| (1303)              | 0.07   | 30   | R  |       |     | To: 86-1302                |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: Cul-de-Sac             |        |        |        |    |             |    |               |       |    |            |
| (1310)              | 0.37   | 130  | R  |       |     | From: Cul-de-Sac           |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-600                 |        |        |        |    |             |    |               |       |    |            |
| (1311)              | 0.27   | 60   | R  |       |     | From: 86-1310 WEST         |        |        |        |    |             | NA |               | NA    |    | 06/28/2001 |
|                     |        |      |    |       |     | To: 86-1310 EAST           |        |        |        |    |             |    |               |       |    |            |
| (1401)              | 0.09   | 330  | R  |       |     | From: 86-718               |        |        |        |    |             | NA |               | NA    |    | 06/25/2001 |
| (1401)              | 0.35   | 220  | R  |       |     | To: 86-1402                |        |        |        |    |             | NA |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-1403                |        |        |        |    |             |    |               |       |    |            |
| (1402)              | 0.09   | 130  | R  |       |     | From: 86-1403              |        |        |        |    |             | NA |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-1401                |        |        |        |    |             |    |               |       |    |            |
| (1403)              | 0.07   | 260  | R  |       |     | From: 86-718               |        |        |        |    |             | NA |               | NA    |    | 06/25/2001 |
| (1403)              | 0.29   | 210  | R  |       |     | To: 86-1402                |        |        |        |    |             | NA |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: 86-1401                |        |        |        |    |             |    |               |       |    |            |
| (1420)              | 0.38   | 320  | R  |       |     | From: 86-648               |        |        |        |    |             | NA |               | NA    |    | 06/25/2001 |
|                     |        |      |    |       |     | To: Cul-de-Sac             |        |        |        |    |             |    |               |       |    |            |
| (1421)              | 0.07   | 20   | R  |       |     | From: Cul-de-Sac           |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-1420                |        |        |        |    |             |    |               |       |    |            |
| (1422)              | 0.09   | 40   | R  |       |     | From: Cul-de-Sac           |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-1420                |        |        |        |    |             |    |               |       |    |            |
| (1423)              | 0.12   | 70   | R  |       |     | From: Cul-de-Sac           |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                     |        |      |    |       |     | To: 86-1420                |        |        |        |    |             |    |               |       |    |            |

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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 |    |          |       |            |       |      |      |      |
| <b>Town of Chilhowie</b> |                   |      |      |       |     |   |        |        |        |    |          |       |            |       |      |      |      |
| (9812)                   | 0.23              | 1100 | R    |       |     | From: CHILHOWIE HIGH SCH<br>To: US 11; 86-1009          |        |        |        |    | NA       |       |            | NA    |      | 1995 |      |
| <b>Smyth County</b>      |                   |      |      |       |     |   |        |        |        |    |          |       |            |       |      |      |      |
| (9813)                   | 0.34              | 370  | R    |       |     | From: 86-630<br>To: NORTHWOOD MID SCH                   |        |        |        |    | NA       |       |            | NA    |      | 1995 |      |
| (9814)                   | 0.11              | 360  | R    |       |     | From: 86-601<br>To: SUGAR GROVE ELEM SCH                |        |        |        |    | NA       |       |            | NA    |      | 1995 |      |
| (9858)                   | 0.15              | 570  | R    |       |     | From: CHILHOWIE ELEM SCH<br>To: US 11                   |        |        |        |    | NA       |       |            | NA    |      | 1995 |      |
| (9859)                   | 0.16              | NA   |      |       |     | From: 86-634<br>To: Dead End                            |        |        |        |    | NA       |       |            | NA    |      |      |      |
| (749/98)                 | Cedar Springs Rd  | 0.15 | 1500 | N     | 98% | 1%  | 1%     | 0%     | 1%     | 0% | N        | 0.105 | N          | 0.678 | 1600 | N    | 2004 |
|                          |                   |      |      |       |     | From: Wythe County Line<br>To: 86-614 Smyth County Line |        |        |        |    |          |       |            |       |      |      |      |
| <b>Town of Marion</b>    |                   |      |      |       |     |   |        |        |        |    |          |       |            |       |      |      |      |
| (1/119)                  | N. Church St      | 0.22 | 1400 | F     | 99% | 0%  | 0%     | 0%     | 0%     | 0% | F        | 0.096 | F          | 0.536 | 1500 | F    | 2004 |
|                          |                   |      |      |       |     | From: Lee Street<br>To: Catron Street                   |        |        |        |    |          |       |            |       |      |      |      |
| (2/119)                  | Rte 645 Fowler St | 0.02 | 1900 | F     | 98% | 0%  | 1%     | 0%     | 1%     | 0% | C        | 0.094 | F          | 0.603 | 2100 | F    | 2004 |
|                          |                   |      |      |       |     | From: WCL Marion<br>To: Chatham Hill Cir                |        |        |        |    |          |       |            |       |      |      |      |
| (3/119)                  | Pendleton St      | 0.11 | 4500 | F     | 99% | 0%  | 1%     | 0%     | 0%     | 0% | C        | 0.096 | F          | 0.558 | 5000 | F    | 2004 |
|                          |                   |      |      |       |     | From: Commerce St<br>To: E Main St                      |        |        |        |    |          |       |            |       |      |      |      |
| (4452/119)               | Poston St         | 0.39 | 420  | F     | 99% | 0%  | 1%     | 0%     | 0%     | 0% | F        | 0.1   | F          | 0.606 | 460  | F    | 2004 |
|                          |                   |      |      |       |     | From: US 11 Main St<br>To: W Cherry St                  |        |        |        |    |          |       |            |       |      |      |      |
| (4452/119)               | E Cherry St       | 0.21 | 3200 | F     | 98% | 0%  | 1%     | 0%     | 1%     | 0% | C        | 0.1   | F          | 0.532 | 3500 | F    | 2004 |
|                          |                   |      |      |       |     | From: S Park St<br>To: SR 16 Commerce St                |        |        |        |    |          |       |            |       |      |      |      |
| (4453/119)               | S Church St       | 0.77 | 2300 | F     | 98% | 0%  | 1%     | 0%     | 1%     | 0% | F        | 0.088 | F          | 0.583 | 2500 | F    | 2004 |
|                          |                   |      |      |       |     | From: SCL Marion<br>To: US 11; E Main St                |        |        |        |    |          |       |            |       |      |      |      |
| (4453/119)               | N Church St       | 0.11 | 1500 | F     | 99% | 0%  | 0%     | 0%     | 0%     | 0% | C        | 0.101 | F          | 0.515 | 1600 | F    | 2004 |
|                          |                   |      |      |       |     | From: Lee St<br>To: N Church St                         |        |        |        |    |          |       |            |       |      |      |      |
| (4453/119)               | Lee St            | 0.31 | 1400 | F     | 97% | 0%  | 2%     | 1%     | 0%     | 0% | C        | 0.098 | F          | 0.587 | 1500 | F    | 2004 |
|                          |                   |      |      |       |     | From: US 11; N Main St<br>To: US 11; N Main St          |        |        |        |    |          |       |            |       |      |      |      |
| (4453/119)               | Chatham Hill Rd   | 0.15 | 5400 | F     | 98% | 0%  | 1%     | 0%     | 1%     | 0% | F        | 0.085 | F          | 0.55  | 5900 | F    | 2004 |
|                          |                   |      |      |       |     | From: US 11; N Main St<br>To: Chilhowie St              |        |        |        |    |          |       |            |       |      |      |      |
| (4453/119)               | Chatham Hill Rd   | 1.16 | 2200 | F     | 98% | 0%  | 1%     | 0%     | 1%     | 0% | C        | 0.097 | F          | 0.567 | 2400 | F    | 2004 |
|                          |                   |      |      |       |     | From: Chilhowie St<br>To: NCL Marion                    |        |        |        |    |          |       |            |       |      |      |      |
| (4454/119)               | Chilhowie St      | 0.96 | 2700 | F     | 98% | 1%  | 1%     | 0%     | 1%     | 0% | C        | 0.086 | F          | 0.617 | 3000 | F    | 2004 |
|                          |                   |      |      |       |     | From: WCL Marion<br>To: Chatham Hill Cir                |        |        |        |    |          |       |            |       |      |      |      |
| (4454/119)               | Chilhowie St      | 0.14 | 1900 | G     | 99% | 0%  | 0%     | 0%     | 0%     | 0% | F        | NA    |            |       | 2000 | G    | 2004 |
|                          |                   |      |      |       |     | From: Chatham Hill Cir<br>To: Main St                   |        |        |        |    |          |       |            |       |      |      |      |
| (4459/119)               | Keller La         | 0.70 | 1100 | F     | 99% | 0%  | 0%     | 0%     | 0%     | 0% | C        | 0.096 | F          | 0.562 | 1200 | F    | 2004 |
|                          |                   |      |      |       |     | From: N Main St<br>To: NCL Marion                       |        |        |        |    |          |       |            |       |      |      |      |

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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 |    |          |    |            |       |    |      |  |
| <b>Town of Marion</b>         |        |      |    |       |                      |       |        |        |        |    |          |    |            |       |    |      |  |
| 4461<br>119<br>Johnston Rd    | 0.15   | 2400 | F  | 96%   | 0%                   | 1%    | 0%     | 2%     | 0%     | C  | 0.133    | F  | 0.763      | 2600  | F  | 2004 |  |
|                               |        |      |    | From: | ECL Marion           |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | US 11 Main St        |       |        |        |        |    |          |    |            |       |    |      |  |
| <b>Town of Saltville</b>      |        |      |    |       |                      |       |        |        |        |    |          |    |            |       |    |      |  |
| 1206<br>295<br>Palmer Ave     | 1.83   | 1500 | F  | 96%   | 0%                   | 0%    | 0%     | 3%     | 0%     | C  | 0.123    | F  | 0.503      | 1600  | F  | 2004 |  |
|                               |        |      |    | From: | SCL Saltville        |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Lake Dr              |       |        |        |        |    |          |    |            |       |    |      |  |
| 1206<br>295<br>Palmer Ave     | 0.48   | 4600 | F  | 96%   | 0%                   | 0%    | 0%     | 3%     | 0%     | F  | 0.103    | F  | 0.538      | 4800  | F  | 2004 |  |
|                               |        |      |    | From: | SR 91                |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | NCL Saltville        |       |        |        |        |    |          |    |            |       |    |      |  |
| 1206<br>295<br>Allison Gap Rd | 1.05   | 3600 | F  | 97%   | 0%                   | 0%    | 1%     | 1%     | 0%     | C  | 0.086    | F  | 0.552      | 3800  | F  | 2004 |  |
|                               |        |      |    | From: | SR 91                |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | NCL Saltville        |       |        |        |        |    |          |    |            |       |    |      |  |
| <b>Town of Marion</b>         |        |      |    |       |                      |       |        |        |        |    |          |    |            |       |    |      |  |
| 1st Street                    |        | 380  | F  |       |                      |       |        |        |        |    | 0.102    | F  |            | 420   | F  | 2004 |  |
|                               |        |      |    | From: | Look Ave             |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Lincoln Ave          |       |        |        |        |    |          |    |            |       |    |      |  |
| Catron St                     |        | 340  | F  |       |                      |       |        |        |        |    | 0.112    | F  | 0.682      | 380   | F  | 2004 |  |
|                               |        |      |    | From: | Sprinkle Ave         |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Wolfe Ave            |       |        |        |        |    |          |    |            |       |    |      |  |
| Catron St                     |        | 630  | F  |       |                      |       |        |        |        |    | 0.103    | F  | 0.568      | 690   | F  | 2004 |  |
|                               |        |      |    | From: | Prescott Ave         |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Chilhowie St         |       |        |        |        |    |          |    |            |       |    |      |  |
| Cumberland St                 |        | 330  | F  |       |                      |       |        |        |        |    | 0.116    | F  | 0.648      | 360   | F  | 2004 |  |
|                               |        |      |    | From: | Clinton Ave          |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Hulldale Ave         |       |        |        |        |    |          |    |            |       |    |      |  |
| Dalton St                     |        | 270  | F  |       |                      |       |        |        |        |    | 0.144    | F  | 0.625      | 290   | F  | 2004 |  |
|                               |        |      |    | From: | Hulldale Ave         |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Greenway St          |       |        |        |        |    |          |    |            |       |    |      |  |
| Dogwood Dr                    |        | 130  | F  |       |                      |       |        |        |        |    | 0.155    | F  | 0.544      | 140   | F  | 2004 |  |
|                               |        |      |    | From: | Magnolia St          |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Dead End             |       |        |        |        |    |          |    |            |       |    |      |  |
| E. Main St                    |        | 1300 | F  |       |                      |       |        |        |        |    | 0.085    | F  | 0.693      | 1400  | F  | 2004 |  |
|                               |        |      |    | From: | Action Pl            |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Oak St               |       |        |        |        |    |          |    |            |       |    |      |  |
| Hulldale Ave                  |        | 50   | F  |       |                      |       |        |        |        |    | 0.175    | F  | 0.6        | 60    | F  | 2004 |  |
|                               |        |      |    | From: | Cumberland St        |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Dead End             |       |        |        |        |    |          |    |            |       |    |      |  |
| Look Ave                      |        | 490  | F  |       |                      |       |        |        |        |    | 0.093    | F  | 0.514      | 540   | F  | 2004 |  |
|                               |        |      |    | From: | 1St Street           |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Chilhowie St         |       |        |        |        |    |          |    |            |       |    |      |  |
| Magnolia St                   |        | 210  | F  |       |                      |       |        |        |        |    | 0.119    | F  | 0.5        | 220   | F  | 2004 |  |
|                               |        |      |    | From: | Dogwood Dr           |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Hemlock St           |       |        |        |        |    |          |    |            |       |    |      |  |
| Magnolia St                   |        | 260  | F  |       |                      |       |        |        |        |    | 0.125    | F  | 0.52       | 290   | F  | 2004 |  |
|                               |        |      |    | From: | Veteran St           |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Golf View            |       |        |        |        |    |          |    |            |       |    |      |  |
| Mt View Dr                    |        | 180  | F  |       |                      |       |        |        |        |    | 0.103    | F  | 0.558      | 200   | F  | 2004 |  |
|                               |        |      |    | From: | Country Club Rd      |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Cherry St            |       |        |        |        |    |          |    |            |       |    |      |  |
| Park St                       |        | 470  | F  |       |                      |       |        |        |        |    | 0.094    | F  | 0.555      | 510   | F  | 2004 |  |
|                               |        |      |    | From: | Dead End S Of Cherry |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | Cumberland St        |       |        |        |        |    |          |    |            |       |    |      |  |
| Patton Ave                    |        | 80   | F  |       |                      |       |        |        |        |    | 0.201    | F  | 0.632      | 90    | F  | 2004 |  |
|                               |        |      |    | From: | Dead End             |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   | E. Cherry St         |       |        |        |        |    |          |    |            |       |    |      |  |
| Pearl St                      |        | 560  | F  |       |                      |       |        |        |        |    | 0.118    | F  | 0.556      | 610   | F  | 2004 |  |
|                               |        |      |    | From: | E. High St           |       |        |        |        |    |          |    |            |       |    |      |  |
|                               |        |      |    | To:   |                      |       |        |        |        |    |          |    |            |       |    |      |  |

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

| Route                           | Length | AADT | QA | 4Tire | Bus | -----Truck-----    |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|---------------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                                 |        |      |    |       |     | 2Axle              | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b><u>Town of Marion</u></b>    |        |      |    |       |     |                    |        |        |        |    |             |    |               |       |    |      |
| Pendleton St                    |        | 4800 | F  |       |     | From: Main St      |        |        |        | C  | 0.087       | F  | 0.517         | 5300  | F  | 2004 |
|                                 |        |      |    |       |     | To: Commerce St    |        |        |        |    |             |    |               |       |    |      |
| S. Iron St                      |        | 950  | F  |       |     | From: E. High St   |        |        |        | C  | 0.087       | F  | 0.527         | 1000  | F  | 2004 |
|                                 |        |      |    |       |     | To: Walnut St      |        |        |        |    |             |    |               |       |    |      |
| Wassona Dr                      |        | 1300 | F  | 95%   | 0%  | From: Wassona Dr   |        |        |        | C  | 0.098       | F  | 0.608         | 1400  | F  | 2004 |
|                                 |        |      |    |       |     | To: Hemlock St     |        |        |        |    |             |    |               |       |    |      |
| Wassona Dr                      |        | 1500 | F  | 99%   | 0%  | From: Hemlock St   |        |        |        | C  | 0.11        | F  | 0.508         | 1600  | F  | 2004 |
|                                 |        |      |    |       |     | To: Veteran St     |        |        |        |    |             |    |               |       |    |      |
| Wolfe Ave                       |        | 300  | F  |       |     | From: Oakley St    |        |        |        | C  | 0.105       | F  | 0.507         | 330   | F  | 2004 |
|                                 |        |      |    |       |     | To: Dover St       |        |        |        |    |             |    |               |       |    |      |
| <b><u>Town of Saltville</u></b> |        |      |    |       |     |                    |        |        |        |    |             |    |               |       |    |      |
| Mathieson Rd                    |        | 250  | F  |       |     | From: Campbell Ave |        |        |        | C  | 0.116       | F  |               | 250   | F  | 2004 |
|                                 |        |      |    |       |     | To: Greenbrier Dr  |        |        |        |    |             |    |               |       |    |      |
| Shaker Lane                     |        | 1300 | F  |       |     | From: Palmer Ave   |        |        |        | C  | 0.107       | F  | 0.571         | 1300  | F  | 2004 |
|                                 |        |      |    |       |     | To: First Street   |        |        |        |    |             |    |               |       |    |      |