

**2005**

**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  
Traffic Engineering Division**

In Cooperation With

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

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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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 Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

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

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

## Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

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

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

# Route Shield Legend

## Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: Washington County Line															
11 Lee Highway	Smyth County	0.04	2500	G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.510	2500	G
	To: WCL Chilhowie															
11 Lee Highway	Town of Chilhowie (Maint: 86)	1.13	2500	N	98%	0%	1%	0%	1%	0%	N	0.098	N	0.510	2500	N
	To: SR 107 Whitetop Rd															
11 Lee Highway	Town of Chilhowie (Maint: 86)	1.51	6000	G	98%	0%	1%	0%	1%	0%	C	0.098	F	0.604	6200	G
	To: ECL Chilhowie															
11 Lee Highway	Smyth County	2.80	6000	N	98%	0%	1%	0%	1%	0%	N	0.098	N	0.604	6200	N
	To: 86-645															
11 Lee Highway	Smyth County	4.32	3200	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.545	3300	G
	To: FR 7															
11 Lee Highway	Smyth County	0.66	10000	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.626	11000	G
	To: WCL Marion															
11 S Main St	Town of Marion	0.52	8600	G	98%	1%	1%	0%	0%	0%	C	0.083	F	0.611	9400	G
	To: Greenway Ave															
11 S Main St	Town of Marion	0.40	8800	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.599	9600	G
	To: Anderson St															
11 Main St	Town of Marion	0.41	9300	G	98%	1%	1%	0%	0%	0%	F	0.080	F	0.528	10000	G
	To: SR 16 S Commerce Street															
11 16 Main St	Town of Marion	1.19	17000	G	98%	1%	1%	0%	0%	0%	C	0.081	F	0.546	18000	G
	To: SR 16 N Commerce St															
11 E Main St	Town of Marion	0.20	13000	G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.593	14000	G
	To: N Main St															
11 Main St	Town of Marion	0.04	19000	G	97%	1%	1%	0%	1%	0%	F	0.094	F	0.532	21000	G
	To: Pendleton St															
11 Main St	Town of Marion	0.13	18000	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.53	20000	G
	To: Staley St															
11 N Main St	Town of Marion	0.07	13000	G	97%	1%	1%	0%	1%	0%	F	0.092	F	0.54	14000	G
	To: Park St															
11 N Main St	Town of Marion	0.41	11000	G	97%	1%	1%	0%	1%	0%	C	0.104	F	0.544	12000	G
	To: Keller St															
11 Lee Highway	Smyth County	0.23	11000	N	97%	1%	1%	0%	1%	0%	N	0.104	N	0.544	12000	N
	To: ECL Marion															
11 Lee Highway	Smyth County	2.95	6100	G	97%	1%	1%	0%	1%	0%	F	0.094	F	0.539	6300	G
	To: FR-10; I-81 Exit 45															
11 Lee Highway	Smyth County	3.97	3600	G	97%	1%	1%	0%	1%	0%	F	0.098	F	0.533	3700	G
	To: 86-622 Atkins															
	To: 86-683															

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
11 Lee Highway	From: 86-683															
	Smyth County	2.65	2800	G	97%	1%	1%	0%	1%	0%	C	0.092	F	0.683	2900	G
	To: Wythe County Line															
16 Sugar Grove Hwy	From: Grayson County Line															
	Smyth County	4.48	1500	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.669	1500	G
16 Sugar Grove Hwy	From: 86-676															
	Smyth County	1.38	1600	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.540	1700	G
16	From: 86-601 Sugar Grove															
	Smyth County	9.25	2800	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.616	2900	G
16	From: SCL Marion															
	Town of Marion	0.25	6000	G	98%	1%	1%	0%	0%	0%	F	NA		6400	G	
16	From: I-81															
	Town of Marion	0.05	8200	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.589	9000	G
16	From: SR 217															
	Town of Marion	0.68	7800	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.528	8600	G
16 11 Main St	From: US 11 Main St															
	Town of Marion	1.19	17000	G	98%	1%	1%	0%	0%	0%	C	0.081	F	0.546	18000	G
16	From: US 11 Main St															
	Town of Marion	1.27	5700	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.619	6200	G
16	From: NCL Marion															
	Smyth County	0.59	2300	G	98%	0%	0%	0%	1%	0%	C	0.084	F	0.545	2400	G
16	From: 86-617 North of Marion															
	Smyth County	1.93	1300	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.589	1400	G
16	From: SR 348 Hungry Mother State Pk															
	Smyth County	9.43	530	G	99%	0%	0%	0%	0%	0%	C	0.102	F	0.621	550	G
16 42	From: SR 42 S, Bluegrass Trail															
	Smyth County	0.32	490	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.734	510	G
16	From: SR 42 N, Old Wilderness Rd															
	Smyth County	2.96	170	G	99%	0%	0%	0%	0%	0%	F	0.117	F	0.727	170	G
42	From: N SR 42															
	Smyth County	2.96	170	G	99%	0%	0%	0%	0%	0%	F	0.117	F	0.727	170	G
42	From: Tazewell County Line															
	Smyth County	2.91	550	G	94%	0%	1%	1%	3%	0%	F	0.087	F	0.505	570	G
42	From: 86-630															
	Smyth County	6.68	300	G	94%	0%	1%	1%	3%	0%	C	0.089	F	0.5	310	G
42 16	From: SR 16 West Intersection															
	Smyth County	0.32	490	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.734	510	G
	To: SR 16 East Intersection															



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Smyth Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
42 Old Wilderness Rd	From: SR 16 East Intersection															
	Smyth County	8.29	180	G	92%	2%	1%	1%	4%	0%	F	0.121	F	0.571	180	G
	To: Bland County Line															
North 81	From: Washington County Line															
	Smyth County	0.94	15000	G	75%	1%	1%	1%	22%	1%	F	0.074	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		30000	G	77%	1%	1%	1%	20%	1%	F	NA		30000	G	
	To: SCL Chilhowie															
North 81	From: Town of Chilhowie (Maint: 86)	0.11	15000	G	75%	1%	1%	1%	22%	1%	F	0.074	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		30000	G	77%	1%	1%	1%	20%	1%	F	NA		30000	G	
	To: SR 107															
North 81	From: Town of Chilhowie (Maint: 86)	0.45	17000	G	75%	1%	1%	1%	22%	1%	F	0.071	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	G	76%	1%	1%	1%	20%	1%	F	0.072	F	0.522	32000	G
	To: NCL Chilhowie															
North 81	From: Smyth County	3.44	17000	G	75%	1%	1%	1%	22%	1%	F	0.071	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	G	76%	1%	1%	1%	20%	1%	F	NA		32000	G	
	To: US 11; 86-645															
North 81	From: Smyth County	4.07	18000	G	75%	1%	1%	1%	22%	1%	F	0.070	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	G	77%	1%	1%	1%	20%	1%	F	0.077	F	0.54	34000	G
	To: US 11															
North 81	From: Smyth County	1.03	17000	G	75%	1%	1%	1%	22%	1%	F	0.064	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	G	77%	1%	1%	1%	20%	1%	F	0.074	F	0.575	34000	G
	To: 86-730															
North 81	From: Smyth County	0.69	18000	G	75%	1%	1%	1%	22%	1%	F	0.064	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	G	77%	1%	1%	1%	20%	1%	F	0.074	F	0.548	35000	G
	To: WCL Marion															
North 81	From: Town of Marion (Maint: 86)	0.22	18000	G	75%	1%	1%	1%	22%	1%	F	0.064	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	G	77%	1%	1%	1%	20%	1%	F	NA		35000	G	
	To: ECL Marion															
North 81	From: Smyth County	0.28	18000	G	75%	1%	1%	1%	22%	1%	F	0.064	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	G	77%	1%	1%	1%	20%	1%	F	NA		35000	G	
	To: SCL Marion															
North 81	From: Town of Marion (Maint: 86)	0.27	18000	G	75%	1%	1%	1%	22%	1%	F	0.064	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	G	77%	1%	1%	1%	20%	1%	F	NA		35000	G	
	To: SR 16															

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2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Smyth Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 81	From: SR 16															
	Town of Marion (Maint: 86)	0.68	14000	G	75%	1%	1%	1%	22%	1%	F	0.072	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	77%	1%	1%	1%	20%	1%	F	0.079	F	0.593	31000	G
North 81	From: NCL Marion															
	Smyth County	1.41	14000	G	75%	1%	1%	1%	22%	1%	F	0.072	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	77%	1%	1%	1%	20%	1%	F	NA		31000	G	
North 81	From: FR-10															
	Smyth County	2.99	12000	G	75%	1%	1%	1%	22%	1%	F	0.104	F	13000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		26000	G	77%	1%	1%	1%	20%	1%	F	0.078	F	0.53	26000	G
North 81	From: 86-622															
	Smyth County	3.98	12000	G	75%	1%	1%	1%	22%	1%	F	0.078	F	12000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		25000	G	77%	1%	1%	1%	20%	1%	F	0.077	F	0.506	25000	G
North 81	From: 86-683															
	Smyth County	2.80	13000	G	75%	1%	1%	1%	22%	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	
South 81	From: Washington County Line															
	Smyth County	0.92	15000	G	78%	1%	1%	1%	18%	1%	F	0.074	F	15000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		30000	G	77%	1%	1%	1%	20%	1%	F	NA		30000	G	
South 81	From: SCL Chilhowie															
	Town of Chilhowie (Maint: 86)	0.37	15000	G	78%	1%	1%	1%	18%	1%	F	0.074	F	15000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		30000	G	77%	1%	1%	1%	20%	1%	F	NA		30000	G	
South 81	From: SR 107															
	Town of Chilhowie (Maint: 86)	0.15	14000	G	78%	1%	1%	1%	18%	1%	F	0.083	F	15000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	G	76%	1%	1%	1%	20%	1%	F	0.072	F	0.522	32000	G
South 81	From: NCL Chilhowie															
	Smyth County	3.72	14000	G	78%	1%	1%	1%	18%	1%	F	0.083	F	15000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	G	76%	1%	1%	1%	20%	1%	F	NA		32000	G	
South 81	From: US 11 S															
	Smyth County	3.80	15000	G	78%	1%	1%	1%	18%	1%	F	0.089	F	15000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	G	77%	1%	1%	1%	20%	1%	F	0.077	F	0.54	34000	G
South 81	From: US 11 N															
	Smyth County	1.01	16000	G	78%	1%	1%	1%	18%	1%	F	0.084	F	16000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	G	77%	1%	1%	1%	20%	1%	F	0.074	F	0.575	34000	G
	To: 86-730															

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
South 81	From: [redacted] Smyth County	0.66	86-730 16000	G	78%	1%	1%	1%	18%	1%	F	0.086	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	G	77%	1%	1%	1%	20%	1%	F	0.074	F	35000	G	
South 81	To: [redacted] From: [redacted] Town of Marion (Maint: 86)	0.22	WCL Marion 16000	G	78%	1%	1%	1%	18%	1%	F	0.086	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	G	77%	1%	1%	1%	20%	1%	F	NA		35000	G	
South 81	To: [redacted] From: [redacted] Smyth County	0.05	ECL Marion 16000	G	78%	1%	1%	1%	18%	1%	F	0.086	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	G	77%	1%	1%	1%	20%	1%	F	NA		35000	G	
South 81	To: [redacted] From: [redacted] Town of Marion (Maint: 86)	0.90	SCL Marion 16000	G	78%	1%	1%	1%	18%	1%	F	0.086	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	G	77%	1%	1%	1%	20%	1%	F	NA		35000	G	
South 81	To: [redacted] From: [redacted] Town of Marion (Maint: 86)	0.37	SR 16 17000	G	78%	1%	1%	1%	18%	1%	F	0.083	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	77%	1%	1%	1%	20%	1%	F	0.079	F	0.593 31000	G	
South 81	To: [redacted] From: [redacted] Smyth County	1.90	NCL Marion 17000	G	78%	1%	1%	1%	18%	1%	F	0.083	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	77%	1%	1%	1%	20%	1%	F	NA		31000	G	
South 81	To: [redacted] From: [redacted] Smyth County	2.64	US 11 13000	G	78%	1%	1%	1%	18%	1%	F	0.084	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		26000	G	77%	1%	1%	1%	20%	1%	F	0.078	F	0.53 26000	G	
South 81	To: [redacted] From: [redacted] Smyth County	4.22	86-622 13000	G	78%	1%	1%	1%	18%	1%	F	0.076	F	13000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		25000	G	77%	1%	1%	1%	20%	1%	F	0.077	F	0.506 25000	G	
South 81	To: [redacted] From: [redacted] Smyth County	2.30	86-683 13000	G	78%	1%	1%	1%	18%	1%	F	0.070	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	
91	To: [redacted] From: [redacted] Town of Saltville (Maint: 95)	0.52	Wythe County Line WCL Saltville 3000	G	95%	1%	1%	3%	1%	0%	C	0.097	F	0.592 3100	G	
91	To: [redacted] From: [redacted] Town of Saltville (Maint: 86)	1.15	Smyth County Line Washington County Line 2100	G	97%	0%	1%	1%	1%	0%	C	0.09	F	0.702 2200	G	
91	To: [redacted] From: [redacted] Town of Saltville (Maint: 86)	0.26	Palmer Ave SR 107 6700	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.513 6900	G	

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SR 107															
91	Town of Saltville (Maint: 86)	1.96	2700	G	98%	0%	0%	0%	1%	0%	C	0.08	F	0.602	2800	G
	To: NCL Saltville															
	From: Smyth County	0.17	2700	N	98%	0%	0%	0%	1%	0%	N	0.08	N	0.602	2800	N
	To: 86-633															
91	Saltville Hwy	4.66	1400	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.553	1500	G
	From: SR 42 Broadford															
91	Smyth County	0.54	590	G	98%	0%	0%	0%	1%	0%	F	0.101	F	0.597	610	G
	To: Tazewell County Line															
	From: 86-762															
107	Town of Chilhowie (Maint: 86)	0.32	9900	G	97%	0%	1%	1%	1%	0%	C	0.087	F	0.541	10000	G
	To: US 11															
107	Town of Chilhowie (Maint: 86)	0.79	5300	G	96%	0%	1%	1%	1%	0%	C	0.079	F	0.698	5500	G
	To: NCL Chilhowie															
	From: Smyth County	4.62	5300	N	96%	0%	1%	1%	1%	0%	N	0.079	N	0.698	5500	N
	To: SCL Saltville															
107	Worthy Blvd	2.66	3800	G	96%	0%	2%	0%	1%	0%	C	0.103	F	0.717	3900	G
	To: SR 91															
	From: Dead End															
217	Town of Marion (Maint: 86)	2.20	1100	G	99%	0%	0%	0%	1%	0%	C	0.128	F	0.881	1200	G
	To: SR 16															

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(F4)	0.80	NA														
(F5)	0.94	NA														
(F6)	0.57	NA														
(F7)	0.35	NA														
(F8)	0.13	NA														
(F9)	0.01	NA														
<b>Town of Marion</b>																
(F9)	0.11	NA														
<b>Smyth County</b>																
(F9)	0.19	NA														
(F10)	0.55	NA														
(F11)	0.48	NA														
(F12)	0.29	NA														
(F13)	0.73	NA														
(F14)	0.24	NA														
(F15)	0.08	NA														
(600) White Top Rd	5.17	170	G	98%	0%	1%	0%	0%	0%	F	0.163	F	0.787	170	G	2005
(600)	0.08	810	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.5	830	G	2005
(600)	6.09	550	G	97%	1%	1%	1%	0%	0%	C	0.108	F	0.75	570	G	2005
(600)	0.34	1200	R													1998
(600)	1.17	1600	R													1998

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(600)	0.27	2300	R			From: 86-605 WEST					NA			NA		1998
(600)	0.88	2000	G	98%	0%	To: 0.27 MN 86-605 W				C	0.085	F	0.5	2100	G	2005
(600)	0.41	890	G	98%	0%	From: 86-762 SOUTH				F	0.091	F	0.613	930	G	2005
(600)	1.26	350	R			From: 86-660					NA			NA		12/07/2005
(601)	2.70	280	G	96%	2%	To: 86-762 N, White Top Rd				C	0.137	F	0.561	290	G	2005
(601)	0.81	1400	G	96%	2%	From: Grayson County Line				F	0.092	F	0.547	1400	G	2005
(601)	0.72	610	G	96%	2%	To: 86-676 EAST				F	0.083	F	0.523	630	G	2005
(601)	1.80	510	G	96%	2%	From: SR 16 EAST				F	0.114	F	0.578	520	G	2005
(601)	0.30	110	R			To: 86-674					NA			NA		1998
(601)	0.50	60	R			From: 86-670					NA			NA		06/25/2001
(601)	3.40	20	R			To: 86-719					NA			NA		06/25/2001
(601)	1.20	300	R			From: 0.50 MN 86-719					NA			NA		06/25/2001
(601)	0.20	780	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					NA			NA		06/04/2001
(603)	1.64	640	G	96%	0%	From: 86-617 WEST				C	0.095	F	0.569	660	G	2005
(603)	4.76	290	G	96%	0%	To: 86-617 EAST				F	0.141	F	0.701	300	G	2005
(604)	1.30	110	R			From: Washington County Line					NA			NA		11/29/2005
(604)	0.80	120	F	100%	0%	To: 86-600 W, White Top Rd				C	0.092	F	0.5	130	F	2005
(604)	0.50	380	R			From: 86-600 EAST					NA			NA		11/29/2005
(604)	5.30	650	R			To: 86-721					NA			NA		1998
(605)	0.56	760	R			From: 86-600 SOUTH					NA			NA		11/29/2005
(605)	1.30	490	R			To: 86-600 NORTH					NA			NA		11/29/2005
(605)	1.70	390	R			From: Smyth County Line					NA			NA		11/29/2005
(605)	0.56	760	R			To: Washington County Line					NA			NA		11/29/2005
(605)	1.30	490	R			From: 86-649 EAST					NA			NA		11/29/2005
(605)	1.70	390	R			To: 86-600 WEST					NA			NA		11/29/2005
(605)	1.70	390	R			From: 86-600 EAST					NA			NA		11/29/2005
(605)	1.70	390	R			To: 86-645					NA			NA		11/29/2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(606)	1.90	170	R			From: 86-604					NA			NA		11/29/2005
(606)	0.80	220	R			From: 86-649					NA			NA		11/29/2005
(606)	0.70	380	R			From: 86-605					NA			NA		11/29/2005
(607)	1.20	220	R			From: Washington County Line					NA			NA		1998
(607)	0.45	2000	G	98%	0%	1%	0%	1%	0%	C	0.084	F	0.569	2100	G	2005
(608)	0.90	510	R			From: Washington County Line					NA			NA		1998
						To: SCL Chilhowie										
<b>Town of Chilhowie</b>																
(608)	0.30	510	N			From: SCL Chilhowie					NA			NA		1998
						To: 86-762 White Top Ave										
<b>Smyth County</b>																
(609)	1.80	510	R			From: Washington County Line					NA			NA		1998
(609)	Fraizer Lane	0.50	90	G	97%	1%	1%	1%	0%	C	0.128	F	0.692	90	G	2005
(609)		0.80	60	R		From: 86-774 N, Lyons Gap Rd					NA			NA		12/20/2005
						To: 86-774 S, Lyons Gap Rd										
						To: Dead End										
(610)	Old Quarry Rd	0.40	1300	G	99%	0%	0%	1%	0%	F	0.084	F	0.6	1300	G	2005
(610)	Old Quarry Rd	0.90	1300	G	99%	0%	0%	1%	0%	C	0.088	F	0.577	1300	G	2005
(610)	Valley Dr	2.03	1600	G	99%	0%	0%	1%	0%	F	0.084	F	0.591	1600	G	2005
(610)	Valley Dr	1.85	1000	G	99%	0%	0%	1%	0%	F	0.089	F	0.573	1100	G	2005
(610)	Valley Dr	0.85	690	G	99%	0%	0%	1%	0%	F	0.104	F	0.5	720	G	2005
(610)		2.40	510	G	99%	0%	0%	1%	0%	F	0.12	F	0.522	530	G	2005
(610)		7.50	190	R		From: 86-630					NA			NA		1998
(610)		2.00	200	R		From: SR 16 W, B F Buchanan Hwy					NA			NA		1998
(610)		3.80	30	R		From: SR 16 E, B F Buchanan Hwy					NA			NA		06/04/2001
(610)		3.90	100	R		From: 86-716					NA			NA		1998
(610)						From: 86-622 SOUTH										
(610)						From: 86-622 NORTH										
(611)		0.60	250	R		From: Bland County Line					NA			NA		1998
						From: Washington County Line					NA			NA		1998
						To: WCL Saltville										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(612)	5.20	320	R								NA			NA		1998
<b>Wythe County</b>																
(612)	0.10	320	N								NA			NA		1998
<b>Smyth County</b>																
(613)	1.42	1400	G	99%	1%	0%	0%	0%	0%	C	0.100	F	0.56	1500	G	2005
(613)	0.24	1200	R								NA			NA		1998
(613)	0.44	760	R								NA			NA		1998
(613)	1.09	430	R								NA			NA		1998
(613)	1.51	330	R								NA			NA		1998
(614)	2.40	780	G	96%	0%	1%	1%	2%	0%	F	0.102	F	0.581	810	G	2005
(614)	5.60	450	G	96%	0%	1%	1%	2%	0%	C	0.119	F	0.766	470	G	2005
(615)	0.10	50	R								NA			NA		06/04/2001
(615)	0.11	200	R								NA			NA		1998
(615)	1.80	410	R								NA			NA		1998
(615)	3.17	180	R								NA			NA		1998
(615) Citizens Rd	0.40	750	G	99%	0%	1%	0%	0%	0%	C	0.105	F	0.741	780	G	2005
(615)	1.30	510	R								NA			NA		1998
(616) Parsannage Ave	0.80	290	G	98%	0%	1%	0%	0%	0%	C	0.106	F	0.514	300	G	2005
<b>Wythe County</b>																
(616)	0.20	290	N	98%	0%	1%	0%	0%	0%	N	0.106	N	0.514	300	N	2005
<b>Smyth County</b>																
(617)	2.60	180	R								NA			NA		12/20/2005
(617)	9.98	500	R								NA			NA		12/20/2005
(617)	0.52	470	R								NA			NA		12/20/2005
(617)	3.40	490	R								NA			NA		1998



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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(617)	0.50	40	R									NA		NA		06/04/2001
(617)	4.40	210	R									NA		NA		1998
(617)	0.22	160	R									NA		NA		1998
(617)	2.31	240	R									NA		NA		06/04/2001
(618)	0.41	130	R									NA		NA		1998
(619)	2.50	20	R									NA		NA		06/04/2001
(620)	4.50	160	R									NA		NA		1998
(620)	0.60	60	R									NA		NA		1998
(620)	0.50	50	R									NA		NA		1991
(621)	2.85	120	R									NA		NA		1998
(621)	0.30	30	R									NA		NA		06/04/2001
(622)	0.04	130	R									NA		NA		1998
(622)	2.90	270	R									NA		NA		06/11/2001
(622)	0.20	350	R									NA		NA		1998
(622)	0.70	630	R									NA		NA		1998
(622)	1.02	1200	R									NA		NA		1998
(622)	0.65	2200	R									NA		NA		1998
(622)	2.65	630	R									NA		NA		1998
(622)	6.30	120	R									NA		NA		1998
(622)	2.80	80	R									NA		NA		1998
(623)	0.60	70	R									NA		NA		06/07/2001
(624)	0.43	10	R									NA		NA		06/07/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(624)	0.87	120	R													1998
(624)	2.70	150	R													1998
(624)	0.10	120	R													1998
(624)	1.60	30	R													06/07/2001
(625)	0.07	230	R													1998
(626)	0.40	170	R													06/04/2001
(627)	0.20	3	R													06/07/2001
(628)	0.90	70	R													06/07/2001
(629)	3.10	250	R													1998
(630)	1.80	460	G	90%	0%	1%	5%	3%	0%	F	0.088	F	0.536	470	G	2005
(630)	0.97	540	G	90%	0%	1%	5%	3%	0%	C	0.077	F	0.638	560	G	2005
(630)	0.80	40	R													06/07/2001
(631)	1.60	80	R													06/09/2001
(632)	1.00	420	R													1998
(632)	2.45	120	R													06/07/2001
(632)	0.04	110	R													1995
(633)	1.90	150	R													1998
(633)	0.68	510	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.653	530	G	2005
(633)	0.50	520	G	98%	0%	1%	0%	0%	0%	C	0.082	F	0.638	540	G	2005
(633)	3.20	990	R													1998
(634)	0.25	2800	G	97%	1%	1%	1%	0%	0%	C	0.093	F	0.668	2900	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(634)	0.70	740	R				86-613					NA		NA		1998
(634)	0.10	240	R				86-733 NORTH					NA		NA		1998
(634)	0.30	150	R				0.10 MN 86-733 N					NA		NA		06/07/2001
							Dead End									
(635)	2.90	430	R				ECL Saltville					NA		NA		1998
							86-610 Valley Dr									
(636)	0.45	70	R				86-610					NA		NA		06/07/2001
							Dead End									
(637)	1.10	890	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.503	920	G	2005
(637)	1.40	610	G	98%	1%	1%	0%	0%	0%	C	0.117	F	0.568	630	G	2005
							86-638									
							86-617									
(638)	0.80	120	R				86-645					NA		NA		12/07/2005
							86-648									
(638)	0.80	130	R				86-648					NA		NA		12/07/2005
							86-647 SOUTH									
(638)	2.52	430	R				US 11 W, Lee Hwy					NA		NA		12/07/2005
							US 11 E, Lee Hwy									
(638)	0.40	2100	R				US 11 E, Lee Hwy					NA		NA		12/20/2005
							86-644									
(638)	1.60	1500	R				86-644					NA		NA		12/20/2005
							86-637 Carlock Creek Rd									
<b>Town of Chilhowie</b>																
(639)	0.18	1200	R				US 11 Lee Highway					NA		NA		1998
							86-731									
(639)	0.30	1100	R				86-731					NA		NA		1998
							86-640									
(639)	0.40	370	R				86-640					NA		NA		1998
							SR 107									
(640)	0.34	590	R				86-639					NA		NA		1998
							86-736									
(640)	0.16	190	R				86-736					NA		NA		1998
							Dead End									
<b>Smyth County</b>																
(641)	1.10	490	R				86-642					NA		NA		11/09/2005
							86-644									
(642)	1.15	560	R				US 11 W, Lee Hwy					NA		NA		1998
							US 11 E, Lee Hwy									
(643)	1.90	140	R				86-642					NA		NA		11/09/2005
							86-645									
(644)	2.00	470	R				86-638					NA		NA		12/20/2005
							86-641									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(644)	1.20	280	R													12/20/2005
(644)	1.20	120	R													06/11/2001
(645)	2.03	730	R													1998
(645)	0.40	500	R													12/07/2005
(645)	3.45	1300	R													11/09/2005
(645)	0.28	2100	R													11/09/2005
(645)	5.01	1000	R													1998
(645)	2.44	130	R													12/20/2005
(645)	0.40	760	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.607	780	G	2005
(645) Harris Rd	0.90	1200	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.625	1300	G	2005
(645)	0.08	1800	G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.647	1900	G	2005
(646)	0.90	70	R													12/07/2005
(647)	1.08	270	R													12/07/2005
(647)	0.72	190	R													12/07/2005
(647)	0.60	220	R													12/07/2005
(648)	0.60	350	R													12/07/2005
(648)	0.40	290	R													12/07/2005
(648)	2.50	290	R													12/07/2005
(648)	1.52	140	R													1998
(649)	0.60	210	R													11/29/2005
(649)	0.92	570	R													11/29/2005
(649) Need More Rd	2.00	880	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.551	910	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(650)	5.20	45	R								NA			NA		06/25/2001
(650)	3.40	590	G	98%	1%	0%	0%	0%	0%	F	0.096	F	0.539	610	G	2005
(650)	1.10	1200	G	98%	1%	0%	0%	0%	0%	C	0.084	F	0.545	1200	G	2005
(650)	1.05	1000	R								NA			NA		1998
(650)	1.65	400	R								NA			NA		1998
(651)	0.20	50	R								NA			NA		06/25/2001
(652)	0.50	60	R								NA			NA		06/25/2001
(653)	0.96	90	R								NA			NA		06/25/2001
(653)	1.40	70	R								NA			NA		06/25/2001
(654)	1.00	320	R								NA			NA		1998
(655)	1.40	190	R								NA			NA		06/25/2001
(655)	1.00	300	R								NA			NA		1998
(656)	1.60	170	R								NA			NA		1998
(656)	1.50	680	R								NA			NA		1998
(656)	0.50	1000	R								NA			NA		1998
(656)	0.05	50	R								NA			NA		1991
(656)	0.25	40	R								NA			NA		06/26/2001
(657)	2.00	2600	G	97%	0%	2%	0%	0%	0%	C	0.092	F	0.652	2700	G	2005
(657)	2.50	710	R								NA			NA		11/09/2005
(658)	0.55	200	R								NA			NA		01/27/2005
(658)	1.66	560	G	100%	0%	0%	0%	0%	0%	F	0.090	F	0.543	580	G	2005
(658)	3.35	860	G	100%	0%	0%	0%	0%	0%	C	0.088	F	0.549	890	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(658)	1.50	1200	G	100%	0%	0%	0%	0%	0%	F	0.099	F	0.554	1200	G	2005
(658)	1.52	210	R								NA		NA			12/20/2005
(658)	1.41	140	R								NA		NA			1998
(659)	0.50	910	G	97%	0%	2%	0%	1%	0%	C	0.09	F	0.529	940	G	2005
(659) Old Ebenezer Rd	0.20	790	G	97%	0%	2%	0%	1%	0%	F	0.096	F	0.521	810	G	2005
(659)	2.50	570	R								NA		NA			1998
(659)	1.80	170	R								NA		NA			12/20/2005
(659)	0.70	40	R								NA		NA			12/20/2005
(660)	0.26	190	R								NA		NA			1998
(660)	0.16	1100	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.557	1200	G	2005
(660)	0.93	1000	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.661	1000	G	2005
(660) AD Wolf Rd	0.56	5000	G	97%	0%	2%	0%	1%	0%	C	0.084	F	0.654	5200	G	2005
(660) AD Wolf Rd	1.10	4400	G	97%	0%	2%	0%	1%	0%	F	0.088	F	0.668	4500	G	2005
(660)	0.51	4800	G	97%	0%	2%	0%	1%	0%	F	0.089	F	0.656	5000	G	2005
(660) Riverside Rd	0.25	1900	G	97%	0%	2%	0%	1%	0%	F	0.084	F	0.555	2000	G	2005
(660) Riverside Rd	0.86	740	G	97%	0%	2%	0%	1%	0%	F	0.093	F	0.503	770	G	2005
(660) Riverside Rd	1.08	580	G	97%	0%	2%	0%	1%	0%	F	0.095	F	0.638	600	G	2005
(660)	1.87	880	G	97%	0%	2%	0%	1%	0%	F	0.104	F	0.531	910	G	2005
(660)	1.57	580	R								NA		NA			1998
(661)	1.39	150	R								NA		NA			11/09/2005
(661)	0.11	330	R								NA		NA			11/09/2005
(662)	1.30	280	R								NA		NA			1998
(663)	0.40	380	R								NA		NA			1998

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(663)	0.70	720	R											NA		1998
(664)	0.50	60	R											NA		06/11/2001
(664)	0.40	110	R											NA		06/11/2001
(664)	0.40	50	R											NA		06/11/2001
(664)	0.50	30	R											NA		06/11/2001
(664)	0.90	70	R											NA		06/11/2001
(664)	0.90	150	R											NA		06/11/2001
(665)	0.80	500	G	98%	0%	2%	0%	0%	0%	C	0.099	F	0.519	520	G	2005
(665) Greenwood Rd	1.20	450	G	98%	0%	2%	0%	0%	0%	F	0.101	F	0.505	470	G	2005
(665)	0.40	730	R											NA		12/20/2005
(666)	1.00	120	R											NA		12/20/2005
(667)	0.30	40	R											NA		06/07/2001
(668)	0.70	160	R											NA		06/25/2001
(669)	0.50	200	R											NA		06/14/2001
(669)	0.60	230	R											NA		1998
(670)	3.90	270	G	96%	2%	1%	1%	0%	0%	C	0.130	F	0.5	270	G	2005
(670)	1.10	70	R											NA		06/25/2001
(671)	1.30	500	R											NA		1998
(672)	2.90	60	R											NA		06/25/2001
(672)	1.00	160	R											NA		1998
(673)	0.50	8	R											NA		06/25/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(674)	0.20	90	R											NA		1995
(674)	1.50	60	R											NA		06/18/2001
(675)	1.40	390	R											NA		06/15/2001
(675)	0.27	50	R											NA		06/15/2001
(675)	3.00	160	R											NA		1998
(675)	2.90	40	R											NA		06/18/2001
(675)	2.98	180	R											NA		1998
(676)	1.90	210	R											NA		1998
(676)	0.60	70	R											NA		1998
(676)	0.40	100	R											NA		06/18/2001
(676)	1.20	30	R											NA		06/18/2001
(677)	1.30	30	R											NA		06/18/2001
(678)	2.30	40	R											NA		06/18/2001
<b>Wythe County</b>																
(678)	0.20	40	R											NA		06/18/2001
<b>Smyth County</b>																
(679)	2.50	210	R											NA		1998
(679)	0.86	990	G	98%	0%	1%	0%	0%	0%	C	0.098	F	0.704	1000	G	2005
(680)	0.50	60	R											NA		06/04/2001
(681)	0.50	290	R											NA		1998
(682)	0.90	90	R											NA		06/04/2001
(682)	1.10	210	R											NA		1998



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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
683	1.60	230	R				86-615				NA			NA		1998
							US 11 W, Lee Hwy									
683	0.08	4000	R				US 11 E, Lee Hwy				NA			NA		1998
							I-81 Ramp									
683	0.12	1800	R				I-81 Ramp				NA			NA		1998
							I-81 Ramp									
683	0.53	480	R				86-617				NA			NA		1998
							US 11 W, Lee Hwy									
684	0.20	100	R				US 11 E, Lee Hwy				NA			NA		1998
							Dead End									06/04/2001
							Dead End									
685	0.72	520	R				86-617				NA			NA		1998
							86-688									
686	1.60	150	R				86-622 WEST				NA			NA		1998
							86-622 EAST									
686	2.63	610	R				86-795				NA			NA		1998
							US 11 Lee Highway									
686	0.17	960	R				86-625				NA			NA		1998
							Dead End									
							86-610									
687	1.20	60	R				86-624				NA			NA		06/07/2001
							SR 16									
688	1.40	890	R				86-689 SOUTH				NA			NA		1998
							86-689 NORTH									
688	2.00	730	R				86-622				NA			NA		1998
							SR 16									
689	3.81	920	R				US 11 E, Lee Hwy				NA			NA		1998
							US 11 W, Lee Hwy									
689	1.30	310	R				86-617				NA			NA		1998
							Dead End									06/11/2001
							86-689									
690	0.62	320	R				86-766				NA			NA		1998
							86-782									
690	0.68	130	R				0.31 MN 86-782				NA			NA		06/11/2001
							US 11 Lee Highway									
690	0.31	220	R								NA			NA		06/11/2001
690	0.14	280	R								NA			NA		06/11/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(691)	0.60	1100	R													1998
(691)	1.35	570	R													1998
(692)	0.59	640	R													1998
(693)	0.15	8	R													06/11/2001
(694)	1.65	140	R													06/04/2001
(695)	0.60	150	R													1998
(695)	0.05	750	R													1998
(695)	0.56	840	G	96%	1%	1%	0%	2%	0%	C	0.099	F	0.55	860	G	2005
(695) Slimpcreek Rd	0.64	560	G	96%	1%	1%	0%	2%	0%	F	0.086	F	0.604	580	G	2005
(696) Mountain Rd	0.80	180	R													06/28/2001
(696) Mountain Rd	0.20	240	R													06/28/2001
(697)	0.05	30	R													1998
(698)	1.00	510	R													1998
(699)	0.95	150	R													06/18/2001
(700)	0.52	360	R													06/11/2001
(701)	0.55	30	R													06/25/2001
(702)	0.50	40	R													11/09/2005
(703)	3.49	80	R													1991
(703)	1.00	240	R													06/14/2001
(704)	0.50	290	R													06/11/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(705)	0.20	40	R				From: Dead End					NA		NA		06/18/2001
(705)	0.10	60	R				From: 86-715					NA		NA		06/18/2001
							To: 86-614									
(706)	0.06	140	R				From: US 11 Lee Highway					NA		NA		06/04/2001
							To: Dead End									
(707)	2.09	470	R				From: 86-658					NA		NA		06/04/2001
							To: US 11 Lee Highway									
(708)	0.70	480	R				From: 86-615					NA		NA		06/04/2001
							To: US 11 Lee Highway									
(709)	0.54	200	R				From: 86-720					NA		NA		06/25/2001
							To: 86-650 W, South Fork Rd									
(709)	1.00	180	R				From: 86-650 E, South Fork Rd					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: Dead End					NA		NA		06/07/2001
							To: SR 16									
(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 Lee Highway					NA		NA		06/11/2001
							To: Dead End									
(715)	0.25	20	R				From: 86-705					NA		NA		06/18/2001
							To: Dead End									
(716)	0.70	140	R				From: 86-610					NA		NA		06/04/2001
							To: 86-620									
(717)	0.10	10	R				From: Dead End					NA		NA		06/04/2001
							To: SR 42 Old Wilderness Rd									
(718)	0.95	1600	R				From: 86-650					NA		NA		06/25/2001
							To: 86-660 Riverside Rd									
(719)	0.50	20	R				From: 86-601					NA		NA		06/25/2001
							To: Dead End									
(720)	1.00	260	R				From: 86-663					NA		NA		06/25/2001
							To: 86-650 South Fork Rd									

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						2Axle	3+Axle	1Trail	2Trail								
<b>Smyth County</b>																	
(721)	1.60	800	G	80%	0%	1%	15%	5%	0%	C	0.094	F	0.5	830	G	2005	
						From: 86-604											
						To: 86-605											
(722)	0.10	30	R								NA			NA		06/28/2001	
						From: Dead End											
						To: 86-660											
(723)	Possom Hollow Rd	2.60	440	G	98%	0%	1%	0%	0%	C	0.088	F	0.571	460	G	2005	
						From: 86-610 Valley Dr											
						To: 86-633											
(724)		0.39	30	R							NA			NA		06/25/2001	
						From: Dead End											
						To: 86-601											
(725)		0.40	20	R							NA			NA		06/07/2001	
						From: 86-631											
						To: Dead End											
(726)		1.10	290	R							NA			NA		06/07/2001	
						From: 86-633											
(726)		0.70	60	R							NA			NA		06/07/2001	
						From: 1.10 MN 86-633											
						To: Dead End											
(727)		0.50	40	R							NA			NA		06/07/2001	
						From: SR 42 Bluegrass Trail											
						To: Dead End											
(728)		0.65	80	R							NA			NA		06/18/2001	
						From: Dead End											
						To: 86-614											
(729)		0.80	60	R							NA			NA		06/14/2001	
						From: 86-615											
						To: 86-682											
(730)		0.03	20	R							NA			NA		06/14/2001	
						From: Dead End											
(730)		0.17	2500	R							NA			NA		06/14/2001	
						From: FR-8											
						To: SCL Marion											
<b>Town of Chilhowie</b>																	
(731)		0.25	530	R							NA			NA		07/12/2001	
						From: 86-639											
(731)		0.90	2300	R							NA			NA		07/12/2001	
						From: NCL Chilhowie											
(731)		0.28	230	R							NA			NA		07/12/2001	
						From: 86-774 Lyons Gap Rd											
						To: US 11 Lee Highway											
<b>Smyth County</b>																	
(732)		0.50	240	R							NA			NA		06/28/2001	
						From: 86-606											
						To: 86-721											
(733)		0.40	120	R							NA			NA		06/07/2001	
						From: 86-634											
						To: 86-634											
(734)		0.07	47	R							NA			NA		06/14/2001	
						From: Dead End											
						To: 86-645											
(735)		0.15	46	R							NA			NA		06/18/2001	
						From: SR 16 Sugar Grove Hwy											
						To: 86-601 Flat Ridge Rd											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chilhowie</b>																
(736)	0.24	190	R			From: 86-640					NA		NA			07/12/2001
(736)	0.08	60	R			From: 86-737					NA		NA			07/12/2001
						To: Dead End										
(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 White Top Rd					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) Page Town Rd	0.62	190	R			From: 86-610 Valley Dr					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 Saltville Hwy					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: 86-743					NA		NA			06/07/2001
						To: Dead End										
(745)	0.76	230	R			From: Dead End					NA		NA			06/18/2001
						To: 86-601 Flat Ridge Rd										
(746) Lions Club Rd	1.40	260	R			From: 86-696 Mountain Rd					NA		NA			06/28/2001
						To: 1.40 ME 86-696										
(746) Lions Club Rd	0.06	270	R			From: 1.40 ME 86-696					NA		NA			06/28/2001
						To: SR 107										
(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 AD Wolf Rd					NA		NA			06/14/2001
						To: Dead End										
(750) Campground Rd	0.12	80	R			From: 86-617 Cleghom Valley Rd					NA		NA			06/14/2001
						To: Dead End										
(751)	0.05	130	R			From: SR 42 Bluegrass Trail					NA		NA			06/07/2001
						To: 0.05 MN SR 42										

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						2Axle	3+Axle	1Trail	2Trail									
<b>Smyth County</b>																		
(751)	0.35	70	R				From: 0.05 MN SR 42				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 Lee Highway				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 Long Hollow Rd				NA			NA		06/07/2001		
							To: Dead End											
(756)	0.25	30	R				From: 86-630 Long Hollow Rd				NA			NA		06/07/2001		
							To: Dead End											
(757)	0.06	20	R				From: 86-755				NA			NA		06/07/2001		
							To: 86-630 Long Hollow Rd											
(758)	0.17	530	R				From: NCL Marion				NA			NA		06/14/2001		
							To: NCL Marion											
(759)	0.15	50	R				From: US 11 Lee Highway				NA			NA		06/11/2001		
							To: Dead End											
(760)	1.00	60	R				From: 86-600 White Top Rd				NA			NA		11/09/2005		
							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: 0.05 MN 86-620				NA			NA		06/04/2001		
							To: Dead End											
(762)	Loves Mill Rd	1.83	820	G	97%	1%	1%	1%	1%	0%	F	0.096	F	0.624	850	G	2005	
							To: 86-600 S. Riverside Rd											
(762)	White Top Rd	2.31	2700	G	97%	1%	1%	1%	1%	0%	C	0.085	F	0.623	2800	G	2005	
							To: 86-607											
(762)	White Top Rd	0.84	6400	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.626	6600	G	2005	
							To: SCL Chilhowie											
<b>Town of Chilhowie</b>																		
(762)		0.68	6400	N	97%	1%	1%	1%	1%	0%	N	0.088	N	0.626	6600	N	2005	
							To: 86-608											
(762)	White Top Ave	0.04	9000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.582	9400	G	2005	
							To: I-81											
<b>Smyth County</b>																		
(763)		0.75	10	R			From: Dead End				NA			NA		06/07/2001		
							To: 86-610											
(764)		0.20	110	R			From: 86-688				NA			NA		06/11/2001		
							To: Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(765)	0.70	60	R								NA		NA			06/14/2001
(766)	0.50	50	R								NA		NA			06/11/2001
(767)	0.61	1400	R								NA		NA			06/11/2001
(768)	0.06	90	R								NA		NA			1995
(769)	0.17	130	R								NA		NA			06/28/2001
(770)	0.38	130	R								NA		NA			06/11/2001
(771)	0.30	120	R								NA		NA			06/07/2001
(772)	0.05	40	R								NA		NA			06/28/2001
(773)	0.35	1900	R								NA		NA			06/28/2001
<b>Town of Chilhowie</b>																
(774) Lyons Gap Rd	0.12	2100	G	99%	0%	0%	0%	1%	0%	F	0.083	F	0.676	2200	G	2005
(774)	0.36	1600	G	99%	0%	0%	0%	1%	0%	C	0.089	F	0.596	1700	G	2005
<b>Smyth County</b>																
(774)	0.27	1600	N	99%	0%	0%	0%	1%	0%	N	0.089	N	0.596	1700	N	2005
(774) Lyons Gap Rd	0.86	940	G	99%	0%	0%	0%	1%	0%	F	0.099	F	0.787	970	G	2005
(774)	0.83	990	R								NA		NA			06/28/2001
(775)	0.06	360	R								NA		NA			06/11/2001
(776)	0.20	80	R								NA		NA			1995
(777)	0.90	70	R								NA		NA			06/07/2001
(778)	0.02	0	R								NA		NA			06/14/2001
(778)	0.03	0	R								NA		NA			06/14/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(778)	0.05	0	R				From: 86-778 Y Int				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									
(779)	0.10	0	R				From: Dead End, Gap				NA		NA		06/14/2001	
							To: 86-779 Y Int									
(779)	0.01	0	R				From: 86-779 Y Int				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	130	R				From: Cul-de-Sac				NA		NA		11/09/2005	
							To: 86-658									
(787)	0.30	220	R				From: 86-645				NA		NA		06/14/2001	
							To: 86-657									
(790)	0.17	140	R				From: 86-657				NA		NA		11/09/2005	
							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 11 Lee Highway									
(797)	0.22	NA					From: Cul-de-Sac				NA		NA			
							To: 86-796									
(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									
(810)	0.12	NA					From: 86-607				NA		NA			
							To: Begin Loop									
(810)	0.88	NA					From: 86-607				NA		NA			
							To: End Loop									



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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
990	0.08	NA												NA		
991	0.11	NA												NA		
992	0.08	NA												NA		
<b>Town of Chilhowie</b>																
1001	0.04	360	R											NA		07/12/2001
1001	0.05	400	R											NA		07/12/2001
1001	0.14	430	R											NA		07/12/2001
1002	0.04	230	R											NA		07/12/2001
1002	0.08	210	R											NA		07/12/2001
1002	0.29	450	R											NA		07/12/2001
1002	0.05	360	R											NA		07/12/2001
1002	0.06	320	R											NA		07/12/2001
1002	0.08	210	R											NA		07/12/2001
1003	0.05	1000	R											NA		07/12/2001
1003	0.10	560	R											NA		07/12/2001
1003	0.09	490	R											NA		07/12/2001
1004	0.19	1600	R											NA		07/12/2001
1004	0.05	2400	R											NA		07/12/2001
1004	0.07	960	R											NA		07/12/2001
1004	0.06	540	R											NA		07/12/2001
1004	0.06	320	R											NA		07/12/2001
1005	0.04	260	R											NA		07/12/2001
1005	0.05	120	R											NA		07/12/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chilhowie</b>																
1006	0.04	850	R								NA		NA		07/12/2001	
1007	0.05	50	R								NA		NA		07/12/2001	
1008	0.15	530	R								NA		NA		07/12/2001	
1008	0.05	170	R								NA		NA		07/12/2001	
1009	0.03	1400	R								NA		NA		07/12/2001	
1009	0.10	650	R								NA		NA		07/12/2001	
1009	0.10	630	R								NA		NA		07/12/2001	
1010	0.08	50	R								NA		NA		07/12/2001	
1010	0.03	0	R								NA		NA		07/12/2001	
1011	0.06	80	R								NA		NA		07/12/2001	
1012	0.06	100	R								NA		NA		07/12/2001	
1013	0.06	90	R								NA		NA		07/12/2001	
1014	0.10	100	R								NA		NA		07/12/2001	
1015	0.05	830	R								NA		NA		07/12/2001	
1015	0.04	790	R								NA		NA		07/12/2001	
1016	0.07	660	R								NA		NA		07/12/2001	
1016	0.03	680	R								NA		NA		07/12/2001	
1016	0.11	270	R								NA		NA		07/12/2001	
1016	0.07	500	R								NA		NA		07/12/2001	
1016	0.04	80	R								NA		NA		07/12/2001	
1017	0.03	1100	R								NA		NA		07/12/2001	

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chilhowie</b>																
(1017)	0.05	960	R			From: 86-1028					NA			NA		07/12/2001
(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 Lee Highway										
(1023)	0.05	200	R			From: US 11 Lee Highway					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 Lee Highway										
(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 Harris Rd										
(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										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
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 Lee Highway					NA		NA			
						To: 86-731										
1034	0.38	260	R			From: 86-762 White Top Rd					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: 86-1004					NA		NA			
						To: US 11 Lee Highway										
<b>Smyth County</b>																
1040	0.32	470	R			From: 86-638					NA		NA			1998
						To: 86-1041										
1040	0.13	90	R			From: 86-1041					NA		NA			1998
						To: Cul-de-Sac										
1041	0.14	90	R			From: 86-1040					NA		NA			1998
						To: Cul-de-Sac										
1045	0.13	150	R			From: Cul-de-Sac					NA		NA			11/09/2005
						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: 86-1102					NA		NA			06/14/2001
						To: Dead End										
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: 86-1102					NA		NA			06/14/2001
						To: Dead End										
1104	0.25	160	R			From: 86-660					NA		NA			06/14/2001
						To: Dead End										
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										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
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: 86-1116				NA		NA		06/14/2001	
							To: 86-659 Old Ebenezer Rd									
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	120	R				From: Begin Loop				NA		NA		11/09/2005	
							To: End Loop									
1125	0.02	220	R				From: FR-4				NA		NA		11/09/2005	
							To: 86-658									
1140	0.09	NA					From: Cul-de-Sac				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: 86-610 Valley Dr				NA		NA		06/28/2001	
							To: 86-610 Valley Dr									
1202	0.08	810	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 Valley Dr									
1205	0.08	120	R				From: 86-610 Valley Dr				NA		NA		06/28/2001	
							To: 86-1204									
1205	0.09	110	R				From: 86-1201; 86-1202				NA		NA		06/28/2001	
							To: 86-1206 SOUTH									
1205	0.10	340	R				From: 86-1206 NORTH				NA		NA		06/28/2001	
							To: 86-1205									
1206	0.41	160	R				From: 86-1205				NA		NA		06/28/2001	
							To: 86-1205									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(1207)	0.13	20	R											NA		06/28/2001
(1301)	0.07	60	R											NA		06/28/2001
(1302)	0.12	50	R											NA		06/28/2001
(1303)	0.07	60	R											NA		06/28/2001
(1303)	0.07	30	R											NA		06/28/2001
(1310)	0.37	130	R											NA		06/28/2001
(1311)	0.27	60	R											NA		06/28/2001
(1401)	0.09	330	R											NA		06/25/2001
(1401)	0.35	220	R											NA		06/25/2001
(1402)	0.09	130	R											NA		06/25/2001
(1403)	0.07	260	R											NA		06/25/2001
(1403)	0.29	210	R											NA		06/25/2001
(1420)	0.38	320	R											NA		06/25/2001
(1421)	0.07	20	R											NA		1998
(1422)	0.09	40	R											NA		1998
(1423)	0.12	70	R											NA		1998
<b>Town of Chilhowie</b>																
(9812)	0.23	1100	R											NA		1995
<b>Smyth County</b>																
(9813)	0.34	370	R											NA		1995
(9814)	0.11	360	R											NA		1995

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(9858)	0.15	570	R			From: Chilhowie Elem Sch To: US 11 Lee Highway					NA			NA		1995
(9859)	0.16	NA				From: 86-634 To: Dead End					NA			NA		
(749) 9B	Cedar Springs Rd	0.15	1500	N	98%	1%	0%	1%	0%	N	0.105	N	0.678	1600	N	2005
From: Wythe County Line To: 86-614 Smyth County Line																
<b>Town of Marion</b>																
(1) 119	N Church St	0.22	1400	G	99%	0%	0%	0%	0%	F	0.096	F	0.536	1500	G	2005
From: Lee Street To: Catron Street																
(2) 119	Rte 645 Fowler St	0.02	1900	G	98%	0%	1%	0%	1%	C	0.094	F	0.603	2100	G	2005
From: WCL Marion To: Chatham Hill Cir																
(3) 119	Pendleton St	0.11	4500	G	99%	0%	1%	0%	0%	C	0.096	F	0.558	4900	G	2005
From: Commerce St To: E Main St																
(4452) 119	Poston St	0.39	420	G	99%	0%	1%	0%	0%	F	0.1	F	0.606	460	G	2005
From: US 11 Main St To: W Cherry St																
(4452) 119	E Cherry St	0.21	3200	G	98%	0%	1%	0%	1%	C	0.1	F	0.532	3500	G	2005
From: S Park St To: SR 16 Commerce St																
(4453) 119	S Church St	0.77	2200	G	98%	0%	1%	0%	1%	F	0.088	F	0.583	2500	G	2005
From: SCL Marion To: US 11; E Main St																
(4453) 119	N Church St	0.11	1500	G	99%	0%	0%	0%	0%	C	0.101	F	0.515	1600	G	2005
From: Lee St To: N Church St																
(4453) 119	Lee St	0.31	1400	G	97%	0%	2%	1%	0%	C	0.098	F	0.587	1500	G	2005
From: US 11; N Main St To: US 11; N Main St																
(4453) 119	Chatham Hill Rd	0.15	5300	G	98%	0%	1%	0%	1%	F	0.085	F	0.55	5800	G	2005
From: Chilhowie St To: Chilhowie St																
(4453) 119	Chatham Hill Rd	1.16	2200	G	98%	0%	1%	0%	1%	C	0.097	F	0.567	2400	G	2005
From: WCL Marion To: NCL Marion																
(4454) 119	Chilhowie St	0.96	2700	G	98%	1%	1%	0%	1%	C	0.086	F	0.617	3000	G	2005
From: Chatham Hill Cir To: Chatham Hill Cir																
(4454) 119	Chilhowie St	0.14	1900	G	99%	0%	0%	0%	0%	F	NA			2000	G	2005
From: Main St To: Main St																
(4459) 119	Keller Lane	0.70	1100	G	99%	0%	0%	0%	0%	C	0.096	F	0.562	1200	G	2005
From: N Main St To: NCL Marion																
(4461) 119	Johnston Rd	0.15	2400	G	96%	0%	1%	0%	2%	C	0.133	F	0.763	2600	G	2005
From: ECL Marion To: US 11 Main St																
<b>Town of Saltville</b>																
(1206) 295	Palmer Ave	1.83	1500	G	96%	0%	0%	0%	3%	C	0.123	F	0.503	1600	G	2005
From: SCL Saltville To: Lake Dr																
(1206) 295	Palmer Ave	0.48	4500	G	96%	0%	0%	0%	3%	F	0.103	F	0.538	4700	G	2005
From: SR 91 To: SR 91																
(1206) 295	Allison Gap Rd	1.05	3600	G	97%	0%	0%	1%	1%	C	0.086	F	0.552	3700	G	2005
From: NCL Saltville To: NCL Saltville																

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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>																
1st Street		380	G								0.102	F		410	G	2005
Catron St		340	G								0.112	F	0.682	370	G	2005
Catron St		620	G								0.103	F	0.568	680	G	2005
Cumberland St		330	G								0.116	F	0.648	360	G	2005
Dalton St		260	G								0.144	F	0.625	290	G	2005
Dogwood Dr		130	G								0.155	F	0.544	140	G	2005
E Main St		1200	G								0.085	F	0.693	1400	G	2005
Hulldale Ave		49	G								0.175	F	0.6	50	G	2005
Look Ave		480	G								0.093	F	0.514	530	G	2005
Magnolia St		200	G								0.119	F	0.5	220	G	2005
Magnolia St		260	G								0.125	F	0.52	280	G	2005
Mt View Dr		180	G								0.103	F	0.558	200	G	2005
Park St		460	G								0.094	F	0.555	510	G	2005
Patton Ave		80	G								0.201	F	0.632	90	G	2005
Pearl St		550	G								0.118	F	0.556	600	G	2005
Pendleton St		4700	G								0.087	F	0.517	5200	G	2005
S Iron St		940	G								0.087	F	0.527	1000	G	2005
Wassona Dr		1300	G								0.098	F	0.608	1400	G	2005
Wassona Dr		1400	G	99%	0%	0%	0%	0%	0%	C	0.11	F	0.508	1600	G	2005



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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>																	
						From:	Oakley St										
Wolfe Ave		300	G							0.105	F	0.507	330	G	2005		
						To:	Dover St										
<b>Town of Saltville</b>																	
						From:	Campbell Ave										
Mathieson Rd		250	G							0.116	F		250	G	2005		
						To:	Greenbrier Dr										
						From:	Palmer Ave										
Shaker Lane		1300	G							0.107	F	0.571	1300	G	2005		
						To:	First Street										