

**2004**

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

where available

**Jurisdiction Report**

**95**

Washington County  
City of Bristol  
Town of Abingdon  
Town of Damascus  
Town of Glade Spring

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  
 Washington 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 |    |             |    |               |       |    |
| 11 421 Euclid Ave | City of Bristol   | From: State St<br>To: Vance St                           | 0.75 | 14000 | F     | 98% | 0%              | 0%     | 1%     | 0%     | C  | 0.088       | F  | 0.506         | 15000 | F  |
| 11 421 Euclid Ave | City of Bristol   | From: Vance St<br>To: Bob Morrison Blvd                  | 0.19 | 16000 | F     | 99% | 0%              | 0%     | 0%     | 0%     | F  | 0.087       | F  | 0.505         | 18000 | F  |
| 11 421 Euclid Ave | City of Bristol   | From: Bob Morrison Blvd<br>To: Commonwealth Ave          | 0.18 | 19000 | F     | 99% | 0%              | 0%     | 0%     | 0%     | F  | 0.086       | F  | 0.505         | 21000 | F  |
| 11 19 Euclid Ave  | City of Bristol   | From: Commonwealth Ave<br>To: Piedmont Ave               | 0.48 | 9600  | F     | 99% | 0%              | 0%     | 0%     | 0%     | F  | 0.094       | F  | 0.543         | 11000 | F  |
| 11 19 Euclid Ave  | City of Bristol   | From: Piedmont Ave<br>To: Moore St                       | 0.56 | 7200  | F     | 99% | 0%              | 0%     | 0%     | 0%     | C  | 0.092       | F  | 0.532         | 7900  | F  |
| 11 19 Lee Highway | City of Bristol   | From: Moore St<br>To: Valley Dr                          | 0.48 | 15000 | F     | 99% | 0%              | 0%     | 0%     | 0%     | F  | 0.083       | F  | 0.518         | 16000 | F  |
| 11 19 Lee Highway | City of Bristol   | From: Valley Dr<br>To: Overhill Rd                       | 1.26 | 14000 | F     | 98% | 0%              | 0%     | 1%     | 0%     | C  | 0.084       | F  | 0.518         | 15000 | F  |
| 11 19 Lee Highway | City of Bristol   | From: Overhill Rd<br>To: Ramp to I-81                    | 1.36 | 17000 | F     | 98% | 0%              | 0%     | 1%     | 0%     | F  | 0.085       | F  | 0.569         | 18000 | F  |
| 11 19 Lee Highway | City of Bristol   | From: Ramp to I-81<br>To: Bonham Rd                      | 0.51 | 16000 | F     | 98% | 0%              | 0%     | 1%     | 0%     | F  | 0.090       | F  | 0.574         | 18000 | F  |
| 11 19 Lee Highway | City of Bristol   | From: Bonham Rd<br>To: Old Airport Rd                    | 0.68 | 11000 | F     | 98% | 0%              | 0%     | 1%     | 0%     | F  | 0.102       | F  | 0.527         | 12000 | F  |
| 11 19             | Washington County | From: Old Airport Rd<br>To: NCL Bristol                  | 2.83 | 8800  | B     | 98% | 0%              | 0%     | 1%     | 0%     | C  | 0.106       | A  | 0.509         | 9000  | B  |
| 11 19             | Washington County | From: NCL Bristol<br>To: 95-1717 Wash Co Ind Park Rd     | 0.80 | 8900  | N     | 95% | 1%              | 1%     | 2%     | 2%     | N  | 0.088       | N  | 0.613         | 9800  | N  |
| 11 19             | Washington County | From: 95-1717 Wash Co Ind Park Rd<br>To: 95-869 Astor Rd | 1.28 | 8900  | F     | 95% | 1%              | 1%     | 2%     | 2%     | C  | 0.088       | F  | 0.613         | 9800  | F  |
| 11 19             | Washington County | From: 95-869 Astor Rd<br>To: 95-611 Diver Rd             | 1.72 | 8700  | G     | 96% | 0%              | 2%     | 1%     | 1%     | C  | NA          |    |               | 8900  | G  |
| 11 19 Main St     | Town of Abingdon  | From: 95-611 Diver Rd<br>To: WCL Abingdon                | 0.55 | 8500  | F     | 97% | 0%              | 1%     | 1%     | 2%     | C  | 0.087       | F  | 0.508         | 9400  | F  |
| 11 19 Main St     | Town of Abingdon  | From: WCL Abingdon<br>To: SR 140 Jonesboro Rd            | 0.43 | 24000 | F     | 95% | 1%              | 2%     | 0%     | 2%     | F  | 0.084       | F  | 0.535         | 27000 | F  |
| 11 19 Main St     | Town of Abingdon  | From: SR 140 Jonesboro Rd<br>To: Colonial Rd             | 0.47 | 23000 | F     | 95% | 1%              | 2%     | 0%     | 2%     | F  | 0.082       | F  | 0.536         | 26000 | F  |
| 11 Main St        | Town of Abingdon  | From: Colonial Rd<br>To: US 19                           | 0.47 | 18000 | F     | 95% | 1%              | 2%     | 0%     | 2%     | F  | 0.091       | F  | 0.506         | 19000 | F  |
|                   |                   | From: US 19<br>To: Palmer St                             |      |       |       |     |                 |        |        |        |    |             |    |               |       |    |

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 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Washington 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 Main St                                | Town of Abingdon            | From: Palmer St<br>To: US ALT 58, Russell St                   | 0.35 | 11000 | G     | 95% | 1%              | 2%     | 0%     | 2%     | 0% | C           | NA    |               | 12000 | G     |   |
| 11 ALT 58 Main St                         | Town of Abingdon            | From: US Alt 58, SR 75, Cummings St<br>To: Tanner St           | 0.24 | 12000 | F     | 95% | 1%              | 2%     | 0%     | 2%     | 0% | F           | 0.084 | F             | 0.51  | 13000 | F |
| 11 Main St                                | Town of Abingdon            | From: Tanner St<br>To: Radio Dr                                | 0.66 | 11000 | F     | 92% | 0%              | 2%     | 2%     | 3%     | 1% | F           | 0.084 | F             | 0.523 | 12000 | F |
| 11 Main St                                | Town of Abingdon            | From: Radio Dr<br>To: Hillman Hwy                              | 0.93 | 13000 | F     | 92% | 0%              | 2%     | 2%     | 3%     | 1% | F           | 0.082 | F             | 0.503 | 15000 | F |
| 11 Main St                                | Town of Abingdon            | From: Hillman Hwy<br>To: ECL Abingdon                          | 0.13 | 14000 | G     | 92% | 0%              | 2%     | 2%     | 3%     | 1% | F           | NA    |               | 15000 | G     |   |
| 11 Main St                                | Town of Abingdon            | From: ECL Abingdon<br>To: I-81, US 58                          | 0.74 | 12000 | G     | 92% | 0%              | 2%     | 2%     | 3%     | 1% | C           | NA    |               | 13000 | G     |   |
| 11 Lee Highway                            | Washington County           | From: I-81, US 58<br>To: US 58 East of Abingdon                | 0.20 | 18000 | F     | 92% | 0%              | 2%     | 2%     | 3%     | 1% | F           | 0.083 | F             | 0.517 | 18000 | F |
| 11 58 Lee Highway                         | Washington County           | From: US 58 East of Abingdon<br>To: 95-704                     | 0.30 | 19000 | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | F           | 0.085 | F             | 0.593 | 19000 | F |
| 11  | Washington County           | From: 95-704<br>To: SR 80 Cedarville                           | 2.58 | 4500  | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | F           | 0.087 | F             | 0.543 | 4700  | F |
| 11  | Washington County           | From: SR 80 Cedarville<br>To: SR 91                            | 2.09 | 4600  | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | F           | 0.083 | F             | 0.57  | 4800  | F |
| 11  | Washington County           | From: SR 91<br>To: I-81 West of Chllhowie                      | 4.46 | 2900  | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | C           | 0.097 | F             | 0.596 | 3000  | F |
| 11 Lee Highway                            | Washington County           | From: I-81 West of Chllhowie<br>To: Smyth County Line          | 2.81 | 1500  | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | F           | 0.128 | F             | 0.725 | 1500  | F |
| 11 Lee Highway                            | Washington County           | From: Smyth County Line<br>To: SR 381 Commonwealth Ave         | 2.21 | 2500  | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | F           | 0.096 | F             | 0.519 | 2600  | F |
| Truck 11 Truck 421 Truck 19 Goode St      | City of Bristol (Maint: 95) | From: SR 381 Commonwealth Ave<br>To: 102-3305 Piedmont Ave     | 0.21 | 8600  | F     | 98% | 0%              | 1%     | 0%     | 1%     | 0% | F           | 0.080 | F             | 0.517 | 9400  | F |
| Truck 11 Truck 421 Truck 19 Cumberland St | City of Bristol (Maint: 95) | From: 102-3305 Piedmont Ave<br>To: State St                    | 0.34 | 9300  | F     | 98% | 0%              | 1%     | 0%     | 1%     | 0% | F           | 0.095 | F             | 0.55  | 10000 | F |
| Truck 11 Truck 19 Randall St              | City of Bristol             | From: US 421 State St; Cumberland St<br>To: SR 113 Oakview Ave | 0.93 | 7300  | G     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | C           | NA    |               | 7800  | G     |   |
| Truck 11 Truck 113 Truck 19 Moore St      | City of Bristol             | From: SR 113 Oakview Ave<br>To: Euclid Ave                     | 0.12 | 9100  | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | F           | 0.087 | F             | 0.508 | 10000 | F |



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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 |    |             |    |               |       |    |
| From: US 421                      |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 19 381 421 Commonwealth Ave       | City of Bristol   | 0.16   | 20000 | G  | 94%   | 0%  | 3%              | 0%     | 2%     | 0%     | F  | NA          |    | 21000         | G     |    |
| To: SR 113 Cumberland Ave         |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: SR 113 Cumberland Ave       | City of Bristol   | 0.16   | 19000 | F  | 96%   | 1%  | 1%              | 1%     | 3%     | 0%     | F  | 0.085       | F  | 0.551         | 20000 | F  |
| To: SR 133 Par Sycamore St        |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: SR 133 Par Sycamore St      | City of Bristol   | 0.19   | 22000 | F  | 96%   | 1%  | 1%              | 1%     | 3%     | 0%     | F  | 0.082       | F  | 0.562         | 23000 | F  |
| To: RT 381                        |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: RT 381                      | City of Bristol   | 0.48   | 9600  | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.094       | F  | 0.543         | 11000 | F  |
| To: Piedmont Ave                  |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Piedmont Ave                | City of Bristol   | 0.56   | 7200  | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.092       | F  | 0.532         | 7900  | F  |
| To: Moore St                      |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Moore St                    | City of Bristol   | 0.48   | 15000 | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.083       | F  | 0.518         | 16000 | F  |
| To: Valley Dr                     |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Valley Dr                   | City of Bristol   | 1.26   | 14000 | F  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | C  | 0.084       | F  | 0.518         | 15000 | F  |
| To: Overhill Rd                   |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Overhill Rd                 | City of Bristol   | 1.22   | 17000 | F  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.085       | F  | 0.569         | 18000 | F  |
| To: Island Rd                     |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Island Rd                   | City of Bristol   | 0.51   | 16000 | F  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.090       | F  | 0.574         | 18000 | F  |
| To: Bonham Rd                     |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Bonham Rd                   | City of Bristol   | 0.68   | 11000 | F  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.102       | F  | 0.527         | 12000 | F  |
| To: Old Airport Rd                |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Old Airport Rd              | City of Bristol   | 2.83   | 8800  | B  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | C  | 0.106       | A  | 0.509         | 9000  | B  |
| To: NCL Bristol                   |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: NCL Bristol                 | Washington County | 0.80   | 8900  | N  | 95%   | 1%  | 1%              | 2%     | 2%     | 0%     | N  | 0.088       | N  | 0.613         | 9800  | N  |
| To: 95-1717 Wash Co Ind Park Rd   |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: 95-1717 Wash Co Ind Park Rd | Washington County | 1.22   | 8900  | F  | 95%   | 1%  | 1%              | 2%     | 2%     | 0%     | C  | 0.088       | F  | 0.613         | 9800  | F  |
| To: 95-869                        |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: 95-869                      | Washington County | 1.72   | 8700  | G  | 96%   | 0%  | 2%              | 1%     | 1%     | 0%     | C  | NA          |    | 8900          | G     |    |
| To: Urban Boundary                |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Urban Boundary              | Washington County | 0.55   | 8500  | F  | 97%   | 0%  | 1%              | 1%     | 2%     | 0%     | C  | 0.087       | F  | 0.508         | 9400  | F  |
| To: WCL Abingdon                  |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: WCL Abingdon                | Town of Abingdon  | 0.43   | 24000 | F  | 95%   | 1%  | 2%              | 0%     | 2%     | 0%     | F  | 0.084       | F  | 0.535         | 27000 | F  |
| To: SR 140 Jonesboro Rd           |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: SR 140 Jonesboro Rd         | Town of Abingdon  | 0.47   | 23000 | F  | 95%   | 1%  | 2%              | 0%     | 2%     | 0%     | F  | 0.082       | F  | 0.536         | 26000 | F  |
| To: Colonial Rd                   |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Colonial Rd                 | Town of Abingdon  | 0.45   | 17000 | F  | 95%   | 0%  | 1%              | 1%     | 4%     | 0%     | F  | 0.083       | F  | 0.559         | 19000 | F  |
| To: US 11 MAIN ST                 |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: US 11 MAIN ST               | Town of Abingdon  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| To: Alt US 58                     |                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |

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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 |    |          |    |            |       |    |
| 19 ALT 58<br>Porterfield Rd            | Town of Abingdon            | 0.21   | 21000   | G  | 95%   | 0%  | 1%  | 1%     | 4%     | 0%     | F  | 0.083    | N  | 0.559      | 23000 | G  |
| 19 ALT 58<br>Washington County         | Washington County           | 3.79   | 20000   | F  | 95%   | 0%  | 1%  | 1%     | 4%     | 0%     | F  | 0.084    | F  | 0.56       | 20000 | F  |
| 19 ALT 58<br>Washington County         | Washington County           | 3.03   | 18000   | F  | 95%   | 0%  | 1%  | 1%     | 4%     | 0%     | F  | 0.089    | F  | 0.538      | 18000 | F  |
| 19 ALT 58<br>Washington County         | Washington County           | 3.25   | 17000   | F  | 95%   | 0%  | 1%  | 1%     | 4%     | 0%     | F  | 0.082    | F  | 0.581      | 17000 | F  |
| Truck 19 Truck 421 11<br>Goode St      | City of Bristol (Maint: 95) | 0.21   | 8600  | F  | 98%   | 0%  | 1%  | 0%     | 1%     | 0%     | F  | 0.080    | F  | 0.517      | 9400  | F  |
| Truck 19 Truck 421 11<br>Cumberland St | City of Bristol (Maint: 95) | 0.34   | 9300  | F  | 98%   | 0%  | 1%  | 0%     | 1%     | 0%     | F  | 0.095    | F  | 0.55       | 10000 | F  |
| Truck 19 Truck 11<br>Randall St        | City of Bristol             | 0.93   | 7300  | G  | 97%   | 0%  | 1%  | 1%     | 1%     | 0%     | C  | NA       |    | 7800       | G     |    |
| Truck 19 Truck 113 11<br>Moore St      | City of Bristol             | 0.12   | 9100  | F  | 97%   | 0%  | 1%  | 1%     | 1%     | 0%     | F  | 0.087    | F  | 0.508      | 10000 | F  |
| 58 421<br>Gate City Hwy                | Washington County           | 2.65   | 1300  | F  | 93%   | 1%  | 2%  | 0%     | 3%     | 0%     | F  | 0.096    | F  | 0.544      | 1300  | F  |
| 58 421<br>Gate City Hwy                | Washington County           | 3.59   | 5200  | F  | 93%   | 1%  | 2%  | 0%     | 3%     | 0%     | F  | 0.094    | F  | 0.642      | 5400  | F  |
| 58 421<br>Gate City Hwy                | City of Bristol (Maint: 95) | 0.50   | 5400  | F  | 97%   | 0%  | 1%  | 1%     | 1%     | 0%     | C  | 0.089    | F  | 0.675      | 5900  | F  |
| 58 81<br>City of Bristol (Maint: 95)   | City of Bristol (Maint: 95) | 2.44   | Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 |    |       |     | See I-81 for directional traffic volume estimates for this segment. |        |        |        |    |          |    |            |       |    |
| 58 81<br>City of Bristol (Maint: 95)   | City of Bristol (Maint: 95) | 1.39   | Combined Traffic Estimates for 2 Parallel Roadways on this Route: 53000 |    |       |     | See I-81 for directional traffic volume estimates for this segment. |        |        |        |    |          |    |            |       |    |
| 58 81<br>City of Bristol (Maint: 95)   | City of Bristol (Maint: 95) | 2.13   | Combined Traffic Estimates for 2 Parallel Roadways on this Route: 47000 |    |       |     | See I-81 for directional traffic volume estimates for this segment. |        |        |        |    |          |    |            |       |    |
| 58 81<br>City of Bristol (Maint: 95)   | City of Bristol (Maint: 95) | 0.93   | Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 |    |       |     | See I-81 for directional traffic volume estimates for this segment. |        |        |        |    |          |    |            |       |    |

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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 |    |             |       |               |       |       |   |
| 58 81 | Washington County            | From: NCL Bristol   | 3.84 | 48000 | F     | 77% | 1%              | 1%     | 1%     | 20%    | 1% | F           | NA    |               | 49000 | F     |   |
|       |                              | To: See I-81 for directional traffic volume estimates for this segment. |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58 81 | Washington County            | From: FR-310  | 0.99 | 46000 | F     | 77% | 1%              | 1%     | 1%     | 20%    | 1% | F           | 0.072 | F             | 0.51  | 47000 | F |
|       |                              | To: See I-81 for directional traffic volume estimates for this segment. |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58 81 | Washington County            | From: 95-611  | 2.00 | 46000 | F     | 77% | 1%              | 1%     | 1%     | 20%    | 1% | F           | NA    |               | 47000 | F     |   |
|       |                              | To: See I-81 for directional traffic volume estimates for this segment. |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58 81 | Washington County            | From: SR 140  | 1.93 | 43000 | B     | 77% | 1%              | 1%     | 1%     | 20%    | 1% | C           | 0.088 | A             | 0.533 | 44000 | B |
|       |                              | To: See I-81 for directional traffic volume estimates for this segment. |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58 81 | Town of Abingdon (Maint: 95) | From: SCL Abingdon  | 0.14 | 43000 | B     | 77% | 1%              | 1%     | 1%     | 20%    | 1% | C           | NA    |               | 44000 | B     |   |
|       |                              | To: See I-81 for directional traffic volume estimates for this segment. |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58 81 | Town of Abingdon (Maint: 95) | From: SR 75   | 1.06 | 42000 | F     | 77% | 1%              | 1%     | 1%     | 20%    | 1% | F           | 0.077 | F             | 0.534 | 43000 | F |
|       |                              | To: See I-81 for directional traffic volume estimates for this segment. |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58 81 | Washington County            | From: NCL Abingdon  | 1.43 | 42000 | F     | 77% | 1%              | 1%     | 1%     | 20%    | 1% | F           | NA    |               | 43000 | F     |   |
|       |                              | To: See I-81 for directional traffic volume estimates for this segment. |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58 11 | Lee Highway                  | From: US 11, US 58  | 0.30 | 19000 | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | F           | 0.085 | F             | 0.593 | 19000 | F |
|       |                              | To: I-81, US 11   |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58    | Washington County            | From: US 11 East of Abingdon  | 5.53 | 7900  | F     | 93% | 1%              | 1%     | 1%     | 5%     | 0% | F           | 0.091 | F             | 0.641 | 8200  | F |
|       |                              | To: See I-81 for directional traffic volume estimates for this segment. |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58    | Washington County            | From: E 95-708  | 3.57 | 5200  | F     | 93% | 1%              | 1%     | 1%     | 5%     | 0% | C           | 0.084 | F             | 0.564 | 5400  | F |
|       |                              | To: See I-81 for directional traffic volume estimates for this segment. |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58    | Town of Damascus (Maint: 95) | From: WCL Damascus  | 1.38 | 5200  | N     | 93% | 1%              | 1%     | 1%     | 5%     | 0% | N           | 0.084 | N             | 0.564 | 5400  | N |
|       |                              | To: See I-81 for directional traffic volume estimates for this segment. |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58 91 | Town of Damascus (Maint: 95) | From: W SR 91 Damascus  | 0.45 | 4100  | F     | 93% | 1%              | 1%     | 1%     | 5%     | 0% | F           | 0.078 | F             | 0.5   | 4200  | F |
|       |                              | To: See I-81 for directional traffic volume estimates for this segment. |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58 91 | Washington County            | From: ECL Damascus  | 0.54 | 4100  | N     | 93% | 1%              | 1%     | 1%     | 5%     | 0% | N           | 0.078 | N             | 0.5   | 4200  | N |
|       |                              | To: See I-81 for directional traffic volume estimates for this segment. |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58    | Washington County            | From: E SR 91 Damascus  | 9.63 | 710   | F     | 95% | 0%              | 2%     | 1%     | 1%     | 0% | F           | 0.090 | F             | 0.607 | 740   | F |
|       |                              | To: See I-81 for directional traffic volume estimates for this segment. |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |
| 58    | Washington County            | From: 95-603  | 5.80 | 440   | F     | 95% | 0%              | 2%     | 1%     | 1%     | 0% | C           | 0.095 | F             | 0.544 | 460   | F |
|       |                              | To: Grayson County Line   |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |

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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 |    |             |       |               |       |       |   |
| ALT<br>58 19                | Washington County | From: Russell County Line<br>To: 95-802                    | 3.25 | 17000 | F     | 95% | 0%              | 1%     | 1%     | 4%     | 0% | F           | 0.082 | F             | 0.581 | 17000 | F |
| ALT<br>58 19                | Washington County | From: 95-802<br>To: 95-700                                 | 3.03 | 18000 | F     | 95% | 0%              | 1%     | 1%     | 4%     | 0% | F           | 0.089 | F             | 0.538 | 18000 | F |
| ALT<br>58 19                | Washington County | From: 95-700<br>To: NCL Abingdon                           | 3.79 | 20000 | F     | 95% | 0%              | 1%     | 1%     | 4%     | 0% | F           | 0.084 | F             | 0.56  | 20000 | F |
| ALT<br>58 19 Porterfield Rd | Town of Abingdon  | From: NCL Abingdon<br>To: US 19                            | 0.21 | 21000 | G     | 95% | 0%              | 1%     | 1%     | 4%     | 0% | F           | 0.083 | N             | 0.559 | 23000 | G |
| ALT<br>58 Russell Rd        | Town of Abingdon  | From: US 19<br>To: Valley Street                           | 1.01 | 7100  | F     | 99% | 0%              | 0%     | 0%     | 0%     | 0% | C           | 0.095 | F             | 0.677 | 7800  | F |
| ALT<br>58 11 Main St        | Town of Abingdon  | From: Valley Street<br>To: Main St                         | 0.24 | 12000 | F     | 95% | 1%              | 2%     | 0%     | 2%     | 0% | F           | 0.084 | F             | 0.51  | 13000 | F |
| ALT<br>58 75                | Town of Abingdon  | From: Main St<br>To: US 11                                 | 0.78 | 18000 | G     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | C           | NA    |               | 19000 | G     |   |
| 75                          | Washington County | From: I-81<br>To: Tennessee State Line                     | 4.29 | 1500  | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | F           | 0.111 | F             | 0.521 | 1600  | F |
| 75                          | Washington County | From: Tennessee State Line<br>To: 95-670 Green Springs     | 4.46 | 4000  | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | C           | 0.093 | F             | 0.634 | 4200  | F |
| 75                          | Town of Abingdon  | From: 95-670 Green Springs<br>To: SCL Abingdon             | 0.98 | 5800  | F     | 97% | 0%              | 1%     | 1%     | 0%     | 0% | C           | 0.094 | F             | 0.686 | 6300  | F |
| 75 ALT<br>58                | Town of Abingdon  | From: SCL Abingdon<br>To: I-81                             | 0.78 | 18000 | G     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | C           | NA    |               | 19000 | G     |   |
| 80                          | Washington County | From: I-81<br>To: US 11                                    | 1.06 | 3000  | F     | 97% | 1%              | 1%     | 0%     | 0%     | 0% | F           | 0.119 | F             | 0.748 | 3100  | F |
| 80                          | Washington County | From: US 11 Cedarville<br>To: 95-609 Meadowview            | 2.19 | 970   | F     | 97% | 1%              | 1%     | 0%     | 0%     | 0% | F           | 0.089 | F             | 0.648 | 1000  | F |
| 80                          | Washington County | From: 95-609 Meadowview<br>To: 95-740 N, Old Saltworks Rd  | 6.00 | 770   | F     | 97% | 1%              | 1%     | 0%     | 0%     | 0% | C           | 0.101 | F             | 0.643 | 790   | F |
| 80                          | Washington County | From: 95-740 N, Old Saltworks Rd<br>To: 95-689 Hayters Gap | 2.06 | 480   | F     | 97% | 1%              | 1%     | 0%     | 0%     | 0% | F           | 0.099 | F             | 0.56  | 490   | F |
| 80                          | Washington County | From: 95-689 Hayters Gap<br>To: 95-613                     | 3.67 | 250   | F     | 97% | 1%              | 1%     | 0%     | 0%     | 0% | F           | 0.119 | F             | 0.642 | 260   | F |
|                             |                   | From: 95-613<br>To: Russell County Line                    |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |   |

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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: Tennessee State Line   |           |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Washington County            | 0.65      | 21000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.073       | F  | 21000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                              |           | 39000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.071       | F  | 0.556         | 39000 | F  |
| North<br>81   | To: SCL Bristol              |           |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Bristol (Maint: 95)  | 0.61      | 21000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.073       | F  | 21000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                              |           | 39000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 39000         | F     |    |
| North<br>81 58  | To: US 58, US 421            |           |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Bristol (Maint: 95)  | 2.44      | 21000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.075       | F  | 21000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                              |           | 42000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 42000         | F     |    |
| North<br>81 58  | To: I-381                    |           |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Bristol (Maint: 95)  | 1.39      | 26000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.076       | F  | 27000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                              |           | 53000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.075       | F  | 0.507         | 54000 | F  |
| North<br>81 58  | To: US 11, US 19             |           |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Bristol (Maint: 95)  | 2.13      | 24000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.084       | F  | 24000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                              |           | 47000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 48000         | F     |    |
| North<br>81 58  | To: Old Airport Rd           |           |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Bristol (Maint: 95)  | 0.93      | 25000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.079       | F  | 26000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                              |           | 48000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.078       | F  | 0.537         | 49000 | F  |
| North<br>81 58  | To: NCL Bristol              |           |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Washington County            | 3.84      | 25000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.079       | F  | 26000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                              |           | 48000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 49000         | F     |    |
| North<br>81 58  | To: FR-310                   |           |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Washington County            | 0.99      | 23000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.073       | F  | 24000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                              |           | 46000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.072       | F  | 0.51          | 47000 | F  |
| North<br>81 58  | To: 95-611                   |           |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Washington County            | 2.00      | 22000 | F  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F  | 0.078       | F  | 23000         | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                              |           | 46000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 47000         | F     |    |
| North<br>81 58  | To: SR 140                   |           |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Washington County            | 1.93      | 22000 | B  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | C  | 0.09        | A  | 22000         | B     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                              |           | 43000 | B  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | C  | 0.088       | A  | 0.533         | 44000 | B  |
| North<br>81 58  | To: SCL Abingdon             |           |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | Town of Abingdon (Maint: 95) | 0.14      | 22000 | B  | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | C  | 0.09        | A  | 22000         | B     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                              |           | 43000 | B  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | C  | NA          |    | 44000         | B     |    |
|   |                              | To: SR 75 |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |

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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 58                | From: SR 75   |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
|                               | Town of Abingdon (Maint: 95)                                      | 1.06   | 21000 | F   | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F     | 0.083       | F     | 21000         | F     |    |
|                               | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 42000 | F   | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F     | 0.077       | F     | 0.534         | 43000 | F  |
| North<br>81 58                | To: NCL Abingdon  |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
|                               | Washington County   | 1.43   | 21000 | F   | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F     | 0.083       | F     | 21000         | F     |    |
|                               | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 42000 | F   | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F     | NA          |       | 43000         | F     |    |
| North<br>81                   | To: US 11, US 58  |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
|                               | Washington County   | 2.62   | 19000 | F   | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F     | 0.072       | F     | 19000         | F     |    |
|                               | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 39000 | F   | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F     | 0.072       | F     | 0.52          | 40000 | F  |
| North<br>81                   | To: 95-704  |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
|                               | Washington County   | 2.66   | 18000 | F   | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F     | 0.070       | F     | 18000         | F     |    |
|                               | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 35000 | F   | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F     | NA          |       | 36000         | F     |    |
| North<br>81                   | To: SR 80   |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
|                               | Washington County   | 1.52   | 16000 | F   | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F     | 0.072       | F     | 17000         | F     |    |
|                               | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 35000 | F   | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F     | 0.071       | F     | 0.514         | 35000 | F  |
| North<br>81                   | To: 95-737  |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
|                               | Washington County   | 2.97   | 17000 | F   | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F     | 0.072       | F     | 17000         | F     |    |
|                               | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 34000 | F   | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F     | 0.072       | F     | 0.504         | 34000 | F  |
| North<br>81                   | To: SR 91   |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
|                               | Washington County   | 2.68   | 15000 | F   | 76%   | 1%  | 1%              | 1%     | 21%    | 1%     | F     | 0.066       | F     | 16000         | F     |    |
|                               | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 30000 | F   | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F     | 0.069       | F     | 0.518         | 30000 | F  |
| North<br>81                   | To: US 11   |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
|                               | Washington County   | 2.31   | 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     | 0.070       | F     | 0.545         | 31000 | F  |
| North<br>81                   | To: Smyth County Line   |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
|                               | From: I-81 N  |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
| Ramp I-81 N Exit 3 to I-381 S | City of Bristol (Maint: 95)                                       | 0.30   | 1800  | F   | 94%   | 0%  | 1%              | 2%     | 3%     | 0%     | F     | NA          |       | 5400          | G     |    |
|                               | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 2600  | F   | 94%   | 0%  | 1%              | 2%     | 3%     | 0%     | F     | NA          |       | 11000         | G     |    |
| South<br>81                   | To: I-381 S   |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
|                               | From: Tennessee State Line  |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
| Washington County             | 1.06  | 18000  | F     | 78% | 1%    | 1%  | 1%              | 18%    | 1%     | F      | 0.077 | F           | 18000 | F             |       |    |
|                               | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 39000 | F   | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F     | 0.071       | F     | 0.556         | 39000 | F  |
| South<br>81                   | To: SCL Bristol   |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
|                               | From: City of Bristol (Maint: 95)                                 |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |
| City of Bristol (Maint: 95)   | 0.16  | 18000  | F     | 78% | 1%    | 1%  | 1%              | 18%    | 1%     | F      | 0.077 | F           | 18000 | F             |       |    |
|                               | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 39000 | F   | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F     | NA          |       | 39000         | F     |    |
|                               | To: US 58, US 421   |        |       |     |       |     |                 |        |        |        |       |             |       |               |       |    |

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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 58 | From: US 58, US 421<br>City of Bristol (Maint: 95)                | 3.58   | 21000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.072       | F  | 21000         | F     |    |
|                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 42000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 42000         | F     |    |
| South<br>81 58 | From: I-381<br>City of Bristol (Maint: 95)                        | 1.25   | 27000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.079       | F  | 27000         | F     |    |
|                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 53000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.075       | F  | 0.507         | 54000 | F  |
| South<br>81 58 | From: US 11, US 19<br>City of Bristol (Maint: 95)                 | 1.99   | 23000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.076       | F  | 23000         | F     |    |
|                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 47000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 48000         | F     |    |
| South<br>81 58 | From: Old Airport Rd<br>City of Bristol (Maint: 95)               | 0.50   | 23000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.077       | F  | 23000         | F     |    |
|                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 48000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.078       | F  | 0.537         | 49000 | F  |
| South<br>81 58 | From: NCL Bristol<br>Washington County                            | 3.79   | 23000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.077       | F  | 23000         | F     |    |
|                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 48000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 49000         | F     |    |
| South<br>81 58 | From: FR-310<br>Washington County                                 | 1.29   | 23000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.072       | F  | 24000         | F     |    |
|                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 46000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.072       | F  | 0.51          | 47000 | F  |
| South<br>81 58 | From: 95-611<br>Washington County                                 | 1.93   | 24000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.073       | F  | 24000         | F     |    |
|                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 46000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 47000         | F     |    |
| South<br>81 58 | From: SR 140<br>Washington County                                 | 1.40   | 21000 | B  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | C  | 0.092       | A  | 22000         | B     |    |
|                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 43000 | B  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | C  | 0.088       | A  | 0.533         | 44000 | B  |
| South<br>81 58 | From: SCL Abingdon<br>Town of Abingdon (Maint: 95)                | 0.69   | 21000 | B  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | C  | 0.092       | A  | 22000         | B     |    |
|                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 43000 | B  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | C  | NA          |    | 44000         | B     |    |
| South<br>81 58 | From: SR 75<br>Town of Abingdon (Maint: 95)                       | 0.79   | 21000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.078       | F  | 22000         | F     |    |
|                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 42000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.077       | F  | 0.534         | 43000 | F  |
| South<br>81 58 | From: NCL Abingdon<br>Washington County                           | 1.52   | 21000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.078       | F  | 22000         | F     |    |
|                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 42000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 43000         | F     |    |
|                | To: US 11, US 58  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |

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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: US 11, US 58       |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Washington County   | 3.04                     | 21000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.071       | F  | 21000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                          | 39000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.072       | F  | 40000         | F     |    |
| South<br>81 |   | To: 95-704               |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Washington County   | 2.56                     | 17000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.073       | F  | 17000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                          | 35000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | NA          |    | 36000         | F     |    |
| South<br>81 |   | To: SR 80                |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Washington County   | 1.47                     | 18000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.070       | F  | 18000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                          | 35000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.071       | F  | 35000         | F     |    |
| South<br>81 |   | To: 95-737               |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Washington County   | 2.94                     | 17000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.072       | F  | 17000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                          | 34000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.072       | F  | 34000         | F     |    |
| South<br>81 |   | To: SR 91                |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Washington County   | 2.88                     | 14000 | F  | 78%   | 1%  | 1%              | 1%     | 18%    | 1%     | F  | 0.074       | F  | 14000         | F     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                          | 30000 | F  | 77%   | 1%  | 1%              | 1%     | 20%    | 1%     | F  | 0.069       | F  | 30000         | F     |    |
| South<br>81 |   | To: US 11                |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Washington County   | 1.83                     | 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  | 0.070       | F  | 31000         | F     |    |
| 91          |   | To: Smyth County Line    |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Washington County   | 1.62                     | 2700  | F  | 89%   | 1%  | 1%              | 2%     | 7%     | 0%     | C  | 0.084       | F  | 2800          | F     |    |
| 91 58       |   | To: US 58                |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Town of Damascus (Maint: 95)                                      | 0.45                     | 4100  | F  | 93%   | 1%  | 1%              | 1%     | 5%     | 0%     | F  | 0.078       | F  | 4200          | F     |    |
| 91 58       |   | To: ECL Damascus         |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Washington County   | 0.54                     | 4100  | N  | 93%   | 1%  | 1%              | 1%     | 5%     | 0%     | N  | 0.078       | N  | 4200          | N     |    |
| 91          |   | To: US 58                |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Town of Damascus (Maint: 95)                                      | 0.70                     | 3500  | F  | 91%   | 1%  | 1%              | 2%     | 6%     | 0%     | C  | 0.086       | F  | 3600          | F     |    |
| 91          |   | To: NCL Damascus         |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Washington County   | 6.85                     | 3500  | N  | 91%   | 1%  | 1%              | 2%     | 6%     | 0%     | N  | 0.086       | N  | 3600          | N     |    |
| 91          |   | To: 95-803 South of Lodi |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Washington County   | 0.97                     | 2000  | F  | 91%   | 1%  | 1%              | 2%     | 6%     | 0%     | F  | 0.093       | F  | 2100          | F     |    |
| 91          |   | To: 95-762 North of Lodi |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Washington County   | 3.57                     | 2300  | F  | 91%   | 1%  | 1%              | 2%     | 6%     | 0%     | F  | 0.08        | F  | 2400          | F     |    |
| 91          |   | To: US 11                |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|             | Washington County   | 0.51                     | 8900  | N  | 95%   | 0%  | 1%              | 2%     | 1%     | 0%     | N  | 0.089       | N  | 9200          | N     |    |
|             |   | To: SCL Glade Spring     |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |



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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           | Town of Glade Spring (Maint: 95) | From: SCL Glade Spring  | 1.37 | 8900  | F     | 95% | 0%              | 1%     | 2%     | 1%     | 0% | F           | 0.089 | F             | 0.611 | 9200  | F     |
|              |                                  | To: BUS SR 91   | 0.77 | 3800  | F     | 95% | 0%              | 1%     | 2%     | 1%     | 0% | C           | 0.094 | F             | 0.565 | 4000  | F     |
| 91           | Washington County                | From: NCL Glade Spring  | 5.43 | 3000  | F     | 95% | 0%              | 1%     | 2%     | 1%     | 0% | F           | 0.106 | F             | 0.628 | 3100  | F     |
|              |                                  | To: WCL Saltville   | 0.52 | 3000  | F     | 95% | 1%              | 1%     | 3%     | 1%     | 0% | C           | 0.097 | F             | 0.592 | 3100  | F     |
| Bus<br>91    | Town of Glade Spring (Maint: 95) | From: S SR 91 Glade Spring  | 1.38 | 730   | F     | 99% | 0%              | 0%     | 0%     | 0%     | 0% | C           | 0.097 | F             | 0.547 | 750   | F     |
|              |                                  | To: N SR 91 Glade Spring  |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |       |
| 113          | Cumberland St                    | From: Commonwealth Ave  | 0.28 | 2300  | F     | 98% | 1%              | 0%     | 0%     | 0%     | 0% | C           | 0.089 | F             | 0.561 | 2500  | F     |
|              |                                  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |      | 3200  | F     | 98% | 0%              | 0%     | 0%     | 0%     | 0% | C           | NA    |               |       | 3500  | F     |
| 113          | Piedmont Ave                     | From: US 421 Piedmont Ave   | 0.08 | 3700  | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | F           | 0.093 | F             | 0.501 | 4100  | F     |
|              |                                  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |      | 4600  | F     | 97% | 0%              | 1%     | 0%     | 1%     | 0% | F           | NA    |               |       | 5100  | F     |
| 113          | Piedmont Ave                     | From: SR 113 P, Sycamore Ave                                      | 0.25 | 3200  | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | F           | 0.09  | F             | 0.54  | 3500  | F     |
|              |                                  | To: Oakview Ave   |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |       |
| 113          | Oakview Ave                      | From: Piedmont Ave  | 0.60 | 1900  | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | C           | 0.108 | F             | 0.584 | 2100  | F     |
|              |                                  | To: Moore St  |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |       |
| Truck<br>113 | Truck<br>11 19<br>Moore St       | From: Oakview Ave   | 0.12 | 9100  | F     | 97% | 0%              | 1%     | 1%     | 1%     | 0% | F           | 0.087 | F             | 0.508 | 10000 | F     |
|              |                                  | To: Euclid Ave  |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |       |
| 113          | Sycamore St                      | From: SR 381 Commonwealth Ave                                     | 0.40 | 910   | F     | 99% | 0%              | 0%     | 0%     | 0%     | 0% | C           | 0.12  | F             | 0.504 | 1000  | F     |
|              |                                  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |      | 3200  | F     | 98% | 0%              | 0%     | 0%     | 0%     | 0% | C           | NA    |               |       | 3500  | F     |
| 140          | Jonesboro Rd                     | From: SCL Abingdon  | 0.38 | 18000 | G     | 91% | 1%              | 1%     | 1%     | 5%     | 0% | C           | NA    |               | 18000 | G     |       |
|              |                                  | To: US 11 Main St   |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |       |
| North<br>381 | City of Bristol (Maint: 95)      | From: SR 381  | 1.14 | 8600  | B     | 96% | 1%              | 1%     | 1%     | 3%     | 0% | C           | 0.108 | A             |       | 9000  | B     |
|              |                                  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |      | 17000 | B     | 96% | 1%              | 1%     | 1%     | 3%     | 0% | C           | 0.1   | A             | 0.541 | 18000 | B     |
| North<br>381 | Ramp I-381 N to I-81 N           | From: I-81  | 0.25 | 8200  | F     |     |                 |        |        |        |    |             | 0.093 | F             |       | 8200  | F     |
|              |                                  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |      | 15000 | F     |     |                 |        |        |        |    |             |       | 0.087         | F     | 0.586 | 15000 |
|              |                                  | To: I-81 N  |      |       |       |     |                 |        |        |        |    |             |       |               |       |       |       |

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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>381 Ramp I-381 N to I-81 S                               | City of Bristol (Maint: 95) | 0.31   | 800   | F  | 94%   | 0%  | 1%              | 2%     | 3%     | 0%     | F  | NA          |    | 5400          | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                             |        | 2600  | F  | 94%   | 0%  | 1%              | 2%     | 3%     | 0%     | F  | NA          |    | 11000         | G     |    |
| South<br>381  | City of Bristol (Maint: 95) | 1.06   | 8200  | B  | 96%   | 0%  | 1%              | 0%     | 3%     | 0%     | C  | 0.102       | A  | 8700          | B     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                             |        | 17000 | B  | 96%   | 1%  | 1%              | 1%     | 3%     | 0%     | C  | 0.1         | A  | 0.541         | 18000 | B  |
| South<br>381 Ramp I-381 S from I-81 S                             | City of Bristol (Maint: 95) | 0.61   | 6400  | F  | 96%   | 0%  | 1%              | 0%     | 3%     | 0%     | F  | 0.091       | F  | 6800          | F     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                             |        | 15000 | F  |       |     |                 |        |        |        |    | 0.087       | F  | 0.586         | 15000 | F  |
| 381 19 421 Commonwealth Ave                                       | City of Bristol             | 0.23   | 20000 | G  | 94%   | 0%  | 3%              | 0%     | 2%     | 0%     | F  | NA          |    | 21000         | G     |    |
| 381 19 421 Commonwealth Ave                                       | City of Bristol             | 0.16   | 19000 | F  | 96%   | 1%  | 1%              | 1%     | 3%     | 0%     | F  | 0.085       | F  | 0.551         | 20000 | F  |
| 381 19 421 Commonwealth Ave                                       | City of Bristol             | 0.19   | 22000 | F  | 96%   | 1%  | 1%              | 1%     | 3%     | 0%     | F  | 0.082       | F  | 0.562         | 23000 | F  |
| 381 Commonwealth Ave  | City of Bristol             | 0.63   | 22000 | F  | 96%   | 1%  | 1%              | 1%     | 3%     | 0%     | F  | 0.092       | F  | 0.533         | 23000 | F  |
| 421 58 Gate City Hwy  | Washington County           | 2.65   | 1300  | F  | 93%   | 1%  | 2%              | 0%     | 3%     | 0%     | F  | 0.096       | F  | 0.544         | 1300  | F  |
| 421 58 Gate City Hwy  | Washington County           | 2.47   | 5200  | F  | 93%   | 1%  | 2%              | 0%     | 3%     | 0%     | F  | 0.094       | F  | 0.642         | 5400  | F  |
| 421 58 Gate City Hwy  | City of Bristol (Maint: 95) | 0.50   | 5400  | F  | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | C  | 0.089       | F  | 0.675         | 5900  | F  |
| 421   | City of Bristol (Maint: 95) | 0.21   | 9500  | F  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | C  | 0.094       | F  | 0.567         | 10000 | F  |
| 421   | City of Bristol             | 0.80   | 9800  | F  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | F  | 0.094       | F  | 0.584         | 11000 | F  |
| 421 11 Euclid Ave   | City of Bristol             | 0.75   | 14000 | F  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | C  | 0.088       | F  | 0.506         | 15000 | F  |
| 421 11 Euclid Ave   | City of Bristol             | 0.19   | 16000 | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.087       | F  | 0.505         | 18000 | F  |
| 421 11 Euclid Ave   | City of Bristol             | 0.18   | 19000 | F  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.086       | F  | 0.505         | 21000 | F  |
| 421 381 19 Commonwealth Ave                                       | City of Bristol             | 0.19   | 22000 | F  | 96%   | 1%  | 1%              | 1%     | 3%     | 0%     | F  | 0.082       | F  | 0.562         | 23000 | F  |

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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 |    |             |       |               |       |       |   |
| 421 381 19<br>Commonwealth Ave            | City of Bristol             | From: SR 133 Par Sycamore St<br>To: SR 113 Cumberland Ave            | 0.16 | 19000 | F     | 96% | 1%              | 1%     | 3%     | 0%     | F  | 0.085       | F     | 0.551         | 20000 | F     |   |
| 421 381 19<br>Commonwealth Ave            | City of Bristol             | From: SR 113 Cumberland Ave<br>To: SR 381 Commonwealth Ave           | 0.16 | 20000 | G     | 94% | 0%              | 3%     | 0%     | 2%     | 0% | F           | NA    |               | 21000 | G     |   |
| Truck Truck<br>421 11 19<br>Goode St      | City of Bristol (Maint: 95) | From: 102-3305 Piedmont Ave<br>To: Truck US 11 Randall St            | 0.21 | 8600  | F     | 98% | 0%              | 1%     | 0%     | 1%     | 0% | F           | 0.080 | F             | 0.517 | 9400  | F |
| Truck Truck<br>421 11 19<br>Cumberland St | City of Bristol (Maint: 95) | From: Truck US 11 Randall St<br>To: Goodson St; Tennessee State Line | 0.34 | 9300  | F     | 98% | 0%              | 1%     | 0%     | 1%     | 0% | F           | 0.095 | F             | 0.55  | 10000 | F |
| 421<br>State St                           | City of Bristol (Maint: 95) |  | 0.28 | 9700  | F     | 98% | 0%              | 1%     | 0%     | 1%     | 0% | F           | 0.088 | F             | 0.576 | 11000 | F |

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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>Washington County</b> |        |      |    |       |     |                                  |        |        |        |    |             |    |               |       |    |            |
| 600                      | 0.45   | 220  | R  |       |     | From: 95-726                     |        |        |        |    | NA          |    |               | NA    |    | 04/22/2004 |
| 600                      | 1.00   | 290  | R  |       |     | From: 95-777                     |        |        |        |    | NA          |    |               | NA    |    | 04/22/2004 |
|                          |        |      |    |       |     | To: US 58                        |        |        |        |    |             |    |               |       |    |            |
| 601                      | 0.15   | 10   | R  |       |     | From: US 58 SOUTH                |        |        |        |    | NA          |    |               | NA    |    | 04/22/2004 |
| 601                      | 2.30   | 50   | R  |       |     | From: 95-756                     |        |        |        |    | NA          |    |               | NA    |    | 04/22/2004 |
|                          |        |      |    |       |     | To: US 58 NORTH                  |        |        |        |    |             |    |               |       |    |            |
| 602                      | 1.20   | 80   | R  |       |     | From: US 58                      |        |        |        |    | NA          |    |               | NA    |    | 04/22/2004 |
| 602                      | 0.70   | 90   | R  |       |     | From: Smyth County Line          |        |        |        |    | NA          |    |               | NA    |    | 04/22/2004 |
| 602                      | 0.30   | 310  | R  |       |     | From: Smyth County Line          |        |        |        |    | NA          |    |               | NA    |    | 04/22/2004 |
| 602                      | 0.26   | 40   | R  |       |     | From: 95-603 EAST<br>95-603 WEST |        |        |        |    | NA          |    |               | NA    |    | 04/22/2004 |
|                          |        |      |    |       |     | To: Dead End                     |        |        |        |    |             |    |               |       |    |            |
| 603                      | 0.56   | 560  | F  | 99%   | 0%  | 0%                               | 0%     | 1%     | 0%     | C  | 0.113       | F  | 0.54          | 580   | F  | 2004       |
| 603                      | 0.35   | 620  | F  | 99%   | 0%  | 0%                               | 0%     | 1%     | 0%     | F  | 0.114       | F  | 0.556         | 640   | F  | 2004       |
| 603                      | 0.25   | 600  | F  | 99%   | 0%  | 0%                               | 0%     | 1%     | 0%     | F  | 0.092       | F  | 0.532         | 620   | F  | 2004       |
|                          |        |      |    |       |     | From: Smyth County Line          |        |        |        |    |             |    |               |       |    |            |
| 604                      | 1.00   | 100  | R  |       |     | From: Smyth County Line          |        |        |        |    | NA          |    |               | NA    |    | 04/28/2004 |
| 604                      | 1.20   | 250  | R  |       |     | From: 95-730                     |        |        |        |    | NA          |    |               | NA    |    | 04/28/2004 |
| 604                      | 0.80   | 380  | R  |       |     | From: Jefferson Forest Bndy      |        |        |        |    | NA          |    |               | NA    |    | 04/28/2004 |
| 604                      | 1.30   | 240  | F  | 98%   | 1%  | 1%                               | 0%     | 0%     | 0%     | C  | 0.135       | F  | 0.594         | 250   | F  | 2004       |
|                          |        |      |    |       |     | To: 95-762                       |        |        |        |    |             |    |               |       |    |            |
| 605                      | 1.37   | 980  | R  |       |     | From: SR 91                      |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 605                      | 3.05   | 430  | R  |       |     | From: 95-724                     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 605                      | 3.75   | 480  | R  |       |     | From: 95-731 WEST                |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 605                      | 1.90   | 170  | R  |       |     | From: 95-871                     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: Smyth County Line            |        |        |        |    |             |    |               |       |    |            |
| 606                      | 0.58   | 0    | R  |       |     | From: Smyth County Line          |        |        |        |    | NA          |    |               | NA    |    | 04/28/2004 |
|                          |        |      |    |       |     | To: Dead End                     |        |        |        |    |             |    |               |       |    |            |
| 607                      | 0.17   | 120  | R  |       |     | From: 95-762                     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 607                      | 1.00   | 170  | R  |       |     | From: 95-736 EAST                |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: Smyth 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>Washington County</b>    |        |      |    |       |     |                               |        |        |        |    |             |    |               |       |    |            |
| 608                         | 1.69   | 230  | R  |       |     | From: 95-762                  |        |        |        |    | NA          |    |               | NA    |    | 04/28/2004 |
| 608                         | 3.30   | 310  | R  |       |     | From: 95-736; 95-761          |        |        |        |    | NA          |    |               | NA    |    | 04/28/2004 |
|                             |        |      |    |       |     | To: Smyth County Line         |        |        |        |    |             |    |               |       |    |            |
| 609                         | 1.18   | 2100 | F  |       |     | From: ECL Abingdon            |        |        |        |    |             |    |               |       |    |            |
| 609                         | 0.61   | 2300 | F  | 99%   | 0%  | From: 95-879                  |        |        |        |    | 0.104       | F  | 0.555         | 2200  | F  | 2004       |
| 609                         | 1.02   | 1600 | F  | 93%   | 3%  | From: 95-879                  |        |        |        |    | 0.1         | F  | 0.531         | 2400  | F  | 2004       |
| 609                         | 0.11   | 1700 | F  | 99%   | 0%  | From: 95-704                  |        |        |        |    | 0.093       | F  | 0.586         | 1600  | F  | 2004       |
| 609                         | 1.10   | 1200 | B  | 99%   | 0%  | From: 95-694 West             |        |        |        |    | 0.088       | F  | 0.699         | 1700  | F  | 2004       |
| 609                         | 0.36   | 1400 | F  | 99%   | 0%  | From: 95-694 East             |        |        |        |    | 0.113       | A  | 0.526         | 1300  | B  | 2004       |
| 609                         | 1.48   | 970  | G  | 99%   | 0%  | From: 95-846                  |        |        |        |    | 0.094       | F  | 0.521         | 1400  | F  | 2004       |
| 609                         | 0.07   | 2700 | F  | 99%   | 0%  | From: SR 80 West              |        |        |        |    |             |    |               |       |    |            |
| 609                         | 0.55   | 2200 | G  | 99%   | 0%  | From: SR 80 East              |        |        |        |    | NA          |    |               | 990   | G  | 2004       |
| 609                         | 2.53   | 1800 | F  | 99%   | 0%  | From: 95-737 West             |        |        |        |    | 0.121       | F  | 0.583         | 2800  | F  | 2004       |
| 609                         | 0.55   | 2200 | G  | 99%   | 0%  | From: 95-651                  |        |        |        |    | NA          |    |               | 2200  | G  | 2004       |
| 609                         | 0.55   | 2200 | G  | 99%   | 0%  | From: 95-839                  |        |        |        |    | NA          |    |               | 2200  | G  | 2004       |
| 609                         | 2.53   | 1800 | F  | 98%   | 1%  | From: 95-839                  |        |        |        |    | 0.11        | F  | 0.657         | 1900  | F  | 2004       |
|                             |        |      |    |       |     | To: WCL Glade Spring          |        |        |        |    |             |    |               |       |    |            |
| <b>Town of Glade Spring</b> |        |      |    |       |     |                               |        |        |        |    |             |    |               |       |    |            |
| 609                         | 0.42   | 1800 | N  | 98%   | 1%  | From: WCL Glade Spring        |        |        |        |    | 0.11        | N  | 0.657         | 1900  | N  | 2004       |
| 609                         | 0.06   | 3400 | F  | 98%   | 1%  | From: 95-750                  |        |        |        |    | 0.100       | F  | 0.527         | 3500  | F  | 2004       |
| 609                         | 0.16   | 940  | R  |       |     | From: SR 91 BUS; Gap Terminus |        |        |        |    |             |    |               |       |    |            |
| 609                         | 0.62   | 740  | G  | 98%   | 0%  | From: 95-1309; Gap Terminus   |        |        |        |    | NA          |    |               | NA    |    | 05/05/2004 |
| 609                         | 0.62   | 740  | G  | 98%   | 0%  | From: SR 91 Underpass         |        |        |        |    | NA          |    |               | 750   | G  | 2004       |
|                             |        |      |    |       |     | To: ECL Glade Spring          |        |        |        |    |             |    |               |       |    |            |
| <b>Washington County</b>    |        |      |    |       |     |                               |        |        |        |    |             |    |               |       |    |            |
| 609                         | 0.41   | 740  | N  | 98%   | 0%  | From: ECL Glade Spring        |        |        |        |    | NA          |    |               | 750   | N  | 2004       |
| 609                         | 0.65   | 620  | R  |       |     | From: 95-751                  |        |        |        |    | NA          |    |               | NA    |    | 04/27/2004 |
| 609                         | 1.29   | 450  | R  |       |     | From: 95-753                  |        |        |        |    | NA          |    |               | NA    |    | 04/27/2004 |
| 610                         | 0.10   | 90   | R  |       |     | From: 95-645                  |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 611                         | 0.40   | 60   | R  |       |     | From: Dead End                |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 611                         | 0.48   | 1400 | R  |       |     | From: 95-647 EAST             |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| 611                         | 0.48   | 1400 | R  |       |     | From: 95-647 WEST             |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                             |        |      |    |       |     | To: I-81 N Ramps              |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                           |        |        |        |    |             |    |               |       |    |            |
| (611)                    | 0.08   | 3300 | R  |       |     | From: I-81 N Ramps        |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (611)                    | 0.06   | 4900 | R  |       |     | To: I-81 S Ramps          |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (611)                    | 1.70   | 920  | R  |       |     | From: US 11               |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (611)                    | 0.90   | 350  | R  |       |     | To: 95-645 SOUTH          |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (611)                    | 0.90   | 350  | R  |       |     | From: 95-645 NORTH        |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (611)                    | 1.70   | 250  | R  |       |     | To: 95-681                |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (611)                    | 1.60   | 320  | R  |       |     | From: 95-633              |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (611)                    | 3.69   | 130  | R  |       |     | To: 95-700                |        |        |        |    | NA          |    |               | NA    |    | 10/18/2001 |
| (611)                    | 0.08   | 100  | R  |       |     | From: 3.69 MN 95-700      |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (611)                    | 5.51   | 530  | R  |       |     | To: US 19 SOUTH           |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
| (611)                    | 5.51   | 530  | R  |       |     | From: US 19 NORTH         |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
| (611)                    | 4.74   | 240  | R  |       |     | To: 95-692 SOUTH          |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
| (611)                    | 4.74   | 240  | R  |       |     | From: 95-692 NORTH        |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
| (611)                    | 6.30   | 260  | R  |       |     | To: SR 80 SOUTH           |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (611)                    | 6.30   | 260  | R  |       |     | From: SR 80 NORTH         |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (611)                    | 3.40   | 150  | R  |       |     | To: 95-747                |        |        |        |    | NA          |    |               | NA    |    | 10/22/2001 |
| (611)                    | 3.40   | 150  | R  |       |     | From: Smyth County Line   |        |        |        |    | NA          |    |               | NA    |    | 10/22/2001 |
| (612)                    | 3.20   | 30   | R  |       |     | To: 95-802                |        |        |        |    | NA          |    |               | NA    |    | 10/25/2001 |
| (612)                    | 3.20   | 30   | R  |       |     | From: Russell County Line |        |        |        |    | NA          |    |               | NA    |    | 10/25/2001 |
| (613)                    | 3.93   | 480  | F  | 99%   | 1%  | 0%                        | 0%     | 0%     | 0%     | F  | 0.096       | F  | 0.714         | 490   | F  | 2004       |
| (613)                    | 0.57   | 710  | F  | 99%   | 1%  | 0%                        | 0%     | 0%     | 0%     | C  | 0.1         | F  | 0.514         | 730   | F  | 2004       |
| (613)                    | 2.47   | 1100 | F  | 99%   | 1%  | 0%                        | 0%     | 0%     | 0%     | F  | 0.092       | F  | 0.626         | 1100  | F  | 2004       |
| (613)                    | 2.47   | 1100 | F  | 99%   | 1%  | 0%                        | 0%     | 0%     | 0%     | F  | 0.092       | F  | 0.626         | 1100  | F  | 2004       |
| (614)                    | 1.37   | 280  | F  | 97%   | 1%  | 1%                        | 0%     | 1%     | 0%     | F  | 0.093       | F  | 0.583         | 290   | F  | 2004       |
| (614)                    | 1.37   | 280  | F  | 97%   | 1%  | 1%                        | 0%     | 1%     | 0%     | F  | 0.093       | F  | 0.583         | 290   | F  | 2004       |
| (614)                    | 0.20   | 240  | R  |       |     | From: 95-802              |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (614)                    | 0.30   | 170  | R  |       |     | To: 95-615                |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (614)                    | 0.30   | 170  | R  |       |     | From: 95-615              |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (614)                    | 3.70   | 130  | R  |       |     | To: 95-873                |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (614)                    | 3.70   | 130  | R  |       |     | From: 95-873              |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (614)                    | 1.26   | 420  | F  | 97%   | 1%  | 1%                        | 0%     | 1%     | 0%     | C  | 0.095       | F  | 0.524         | 430   | F  | 2004       |
| (614)                    | 1.26   | 420  | F  | 97%   | 1%  | 1%                        | 0%     | 1%     | 0%     | C  | 0.095       | F  | 0.524         | 430   | F  | 2004       |
| (614)                    | 0.84   | 220  | R  |       |     | From: 95-622              |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (614)                    | 0.84   | 220  | R  |       |     | To: 95-622                |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (614)                    | 1.50   | 110  | R  |       |     | From: 95-856              |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (614)                    | 1.50   | 110  | R  |       |     | To: 95-856                |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (614)                    | 1.50   | 110  | R  |       |     | From: 95-623              |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (614)                    | 1.50   | 110  | R  |       |     | To: 95-623                |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |

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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>Washington County</b> |        |      |    |       |     |                            |        |        |        |    |             |       |               |       |     |            |      |
| 614                      | 0.50   | 10   | R  |       |     | From: 95-623               |        |        |        |    | NA          |       |               | NA    |     | 10/15/2001 |      |
|                          |        |      |    |       |     | To: Dead End; Gap Terminus |        |        |        |    |             |       |               |       |     |            |      |
| 614                      | 1.00   | 40   | R  |       |     | From: 95-798; Gap Terminus |        |        |        |    | NA          |       |               | NA    |     | 10/15/2001 |      |
|                          |        |      |    |       |     | To: Dead End; Gap Terminus |        |        |        |    |             |       |               |       |     |            |      |
| 614                      | 1.60   | 80   | R  |       |     | From: 95-624; Gap Terminus |        |        |        |    | NA          |       |               | NA    |     | 10/15/2001 |      |
|                          |        |      |    |       |     | To: 65-625                 |        |        |        |    |             |       |               |       |     |            |      |
| 614                      | 2.70   | 140  | R  |       |     | From: 95-625               |        |        |        |    | NA          |       |               | NA    |     | 10/15/2001 |      |
|                          |        |      |    |       |     | To: 95-626                 |        |        |        |    |             |       |               |       |     |            |      |
| 614                      | 2.20   | 330  | R  |       |     | From: 95-700 WEST          |        |        |        |    | NA          |       |               | NA    |     | 1998       |      |
|                          |        |      |    |       |     | To: 95-700 EAST            |        |        |        |    |             |       |               |       |     |            |      |
| 614                      | 2.00   | 210  | R  |       |     | From: 95-633 WEST          |        |        |        |    | NA          |       |               | NA    |     | 1998       |      |
|                          |        |      |    |       |     | To: 95-633 EAST            |        |        |        |    |             |       |               |       |     |            |      |
| 614                      | 1.80   | 140  | R  |       |     | From: 95-662               |        |        |        |    | NA          |       |               | NA    |     | 11/05/2001 |      |
|                          |        |      |    |       |     | To: Scott County Line      |        |        |        |    |             |       |               |       |     |            |      |
| 615                      | 1.69   | 240  | R  |       |     | From: 95-614               |        |        |        |    | NA          |       |               | NA    |     | 1998       |      |
|                          |        |      |    |       |     | To: Scott County Line      |        |        |        |    |             |       |               |       |     |            |      |
| 616                      | 2.80   | 70   | R  |       |     | From: 95-629 WEST          |        |        |        |    | NA          |       |               | NA    |     | 10/15/2001 |      |
|                          |        |      |    |       |     | To: 95-629 EAST            |        |        |        |    |             |       |               |       |     |            |      |
| 616                      | 0.10   | 60   | R  |       |     | From: 95-628               |        |        |        |    | NA          |       |               | NA    |     | 10/15/2001 |      |
|                          |        |      |    |       |     | To: 95-622 WEST            |        |        |        |    |             |       |               |       |     |            |      |
| 616                      | 2.50   | 70   | R  |       |     | From: 95-622 EAST          |        |        |        |    | NA          |       |               | NA    |     | 10/15/2001 |      |
|                          |        |      |    |       |     | To: 95-628                 |        |        |        |    |             |       |               |       |     |            |      |
| 616                      | 1.40   | 150  | R  |       |     | From: 95-622 WEST          |        |        |        |    | NA          |       |               | NA    |     | 1998       |      |
|                          |        |      |    |       |     | To: 95-622 EAST            |        |        |        |    | C           | 0.095 | F             | 0.662 | 750 | F          | 2004 |
| 616                      | 1.17   | 720  | F  | 95%   | 1%  | 1%                         | 1%     | 1%     | 0%     |    |             |       |               |       |     |            |      |
|                          |        |      |    |       |     | To: 95-622 EAST            |        |        |        |    |             |       |               |       |     |            |      |
| 616                      | 1.50   | 160  | R  |       |     | From: 95-798               |        |        |        |    | NA          |       |               | NA    |     | 1998       |      |
|                          |        |      |    |       |     | To: 95-625 WEST            |        |        |        |    |             |       |               |       |     |            |      |
| 616                      | 2.90   | 100  | R  |       |     | From: 95-625 EAST          |        |        |        |    | NA          |       |               | NA    |     | 1998       |      |
|                          |        |      |    |       |     | To: 95-614 NORTH           |        |        |        |    |             |       |               |       |     |            |      |
| 616                      | 1.00   | 130  | R  |       |     | From: 95-614 SOUTH         |        |        |        |    | NA          |       |               | NA    |     | 10/15/2001 |      |
|                          |        |      |    |       |     | To: 95-626                 |        |        |        |    |             |       |               |       |     |            |      |
| 616                      | 1.80   | 70   | R  |       |     | From: Scott County Line    |        |        |        |    | NA          |       |               | NA    |     | 10/18/2001 |      |
|                          |        |      |    |       |     | To: 95-618                 |        |        |        |    |             |       |               |       |     |            |      |
| 617                      | 0.60   | 60   | R  |       |     | From: 95-618               |        |        |        |    | NA          |       |               | NA    |     | 10/15/2001 |      |
|                          |        |      |    |       |     | To: 95-630 SOUTH           |        |        |        |    |             |       |               |       |     |            |      |
| 617                      | 1.10   | 120  | R  |       |     | From: 95-630 NORTH         |        |        |        |    | NA          |       |               | NA    |     | 1998       |      |
|                          |        |      |    |       |     | To: 95-700 NORTH           |        |        |        |    |             |       |               |       |     |            |      |
| 617                      | 3.50   | 280  | R  |       |     | From: 95-700 SOUTH         |        |        |        |    | NA          |       |               | NA    |     | 1998       |      |
|                          |        |      |    |       |     | To: 95-633                 |        |        |        |    |             |       |               |       |     |            |      |
| 617                      | 2.40   | 330  | R  |       |     | From: 95-633               |        |        |        |    | NA          |       |               | NA    |     | 1998       |      |
|                          |        |      |    |       |     | To: 95-633                 |        |        |        |    |             |       |               |       |     |            |      |

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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>Washington County</b> |        |      |    |       |     |   |        |        |        |    |             |    |               |       |    |            |
| (618)                    | 2.80   | 130  | R  |       |     | From: US 58<br>To: 95-617                 |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (619)                    | 0.80   | 60   | R  |       |     | From: 95-613<br>To: Dead End              |        |        |        |    | NA          |    |               | NA    |    | 10/22/2001 |
| (620)                    | 0.90   | 45   | R  |       |     | From: 95-614<br>To: 95-802                |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (621)                    | 0.30   | 380  | F  | 97%   | 0%  | 2%  | 0%     | 1%     | 0%     | C  | 0.094       | F  | 0.514         | 390   | F  | 2004       |
| (622) Nordyke Rd         | 1.57   | 1100 | F  | 97%   | 0%  | 0%  | 1%     | 2%     | 0%     | C  | 0.086       | F  | 0.654         | 1200  | F  | 2004       |
| (622) Nordyke Rd         | 2.57   | 810  | F  | 97%   | 0%  | 0%  | 1%     | 2%     | 0%     | F  | 0.091       | F  | 0.669         | 840   | F  | 2004       |
| (622) Nordyke Rd         | 1.07   | 650  | F  | 96%   | 0%  | 1%  | 2%     | 1%     | 0%     | C  | 0.087       | F  | 0.629         | 670   | F  | 2004       |
| (623)                    | 0.50   | 60   | R  |       |     | From: 95-614<br>To: 95-802                |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (624)                    | 0.70   | 20   | R  |       |     | From: 95-614<br>To: Dead End              |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (625)                    | 1.20   | 130  | R  |       |     | From: 95-614<br>To: 95-616 WEST           |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (625)                    | 2.00   | 210  | R  |       |     | From: 95-616 EAST<br>To: 95-700 WEST      |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (625)                    | 2.37   | 300  | R  |       |     | From: 95-700 EAST<br>To: 95-633 EAST      |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (625)                    | 1.23   | 390  | R  |       |     | From: 95-633 EAST<br>To: 95-657 NORTH     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (625)                    | 1.45   | 1200 | R  |       |     | From: 95-657 NORTH<br>To: 95-645 WEST     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (625)                    | 2.06   | 1000 | R  |       |     | From: 95-645 WEST<br>To: US 11            |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (626)                    | 4.40   | 130  | R  |       |     | From: 95-700<br>To: 95-614                |        |        |        |    | NA          |    |               | NA    |    | 10/18/2001 |
| (627)                    | 2.00   | 90   | R  |       |     | From: Dead End<br>To: 95-628              |        |        |        |    | NA          |    |               | NA    |    | 11/08/2001 |
| (627)                    | 1.10   | 230  | R  |       |     | From: 95-628<br>To: 95-700 WEST           |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (627)                    | 2.10   | 470  | R  |       |     | From: 95-700 EAST<br>To: 95-633 EAST      |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (627)                    | 0.60   | 570  | R  |       |     | From: 95-633 WEST<br>To: 95-656           |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (627)                    | 1.40   | 170  | R  |       |     | From: 95-656<br>To: 95-641 Camp Ground Rd |        |        |        |    | NA          |    |               | NA    |    | 11/08/2001 |



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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>Washington County</b> |        |      |    |       |     |   |        |        |        |    |             |    |               |       |    |            |
| (628)                    | 4.00   | 10   | R  |       |     | From: 95-627<br>To: 95-616                    |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (629)                    | 4.10   | 150  | R  |       |     | From: 95-617<br>To: 95-616 WEST               |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (629)                    | 0.05   | 0    | R  |       |     | From: 95-616 EAST<br>To: Dead End             |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (630)                    | 0.20   | 470  | R  |       |     | From: Tennessee State Line<br>To: 95-633 WEST |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (630)                    | 1.20   | 290  | R  |       |     | From: 95-633 EAST<br>To: 95-855               |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (630)                    | 1.70   | 290  | R  |       |     | From: 95-855<br>To: US 58                     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (630)                    | 2.30   | 230  | R  |       |     | From: US 58<br>To: 95-617 SOUTH               |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (630)                    | 1.00   | 60   | R  |       |     | From: 95-617 SOUTH<br>To: 95-617 NORTH        |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (630)                    | 0.61   | 150  | R  |       |     | From: 95-617 NORTH<br>To: 95-616              |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (631)                    | 1.20   | 190  | R  |       |     | From: 95-630<br>To: 95-700                    |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (632)                    | 2.30   | 150  | R  |       |     | From: US 58<br>To: 95-630                     |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (633) Reedy Creek Rd     | 1.50   | 570  | F  | 99%   | 0%  | From: Tennessee State Line<br>To: 95-635      |        |        |        | C  | 0.086       | F  | 0.593         | 590   | F  | 2004       |
| (633)                    | 1.96   | 1300 | F  | 99%   | 0%  | From: 95-635<br>To: US 58 WEST                |        |        |        | F  | 0.093       | F  | 0.570         | 1400  | F  | 2004       |
| (633)                    | 2.56   | 910  | F  | 98%   | 0%  | From: US 58 WEST<br>To: US 58 EAST            |        |        |        | C  | 0.107       | F  | 0.631         | 940   | F  | 2004       |
| (633)                    | 2.26   | 740  | F  | 98%   | 0%  | From: US 58 EAST<br>To: 95-641 Camp Ground Rd |        |        |        | F  | 0.084       | F  | 0.528         | 770   | F  | 2004       |
| (633)                    | 1.73   | 1800 | F  | 98%   | 0%  | From: 95-641 Camp Ground Rd<br>To: 95-640     |        |        |        | F  | 0.09        | F  | 0.594         | 1900  | F  | 2004       |
| (633)                    | 1.05   | 210  | R  |       |     | From: 95-640<br>To: 95-659 EAST               |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (633)                    | 1.23   | 210  | R  |       |     | From: 95-659 EAST<br>To: 95-625 WEST          |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (633)                    | 0.78   | 780  | F  | 98%   | 0%  | From: 95-625 WEST<br>To: 95-625 EAST          |        |        |        | F  | 0.106       | F  | 0.807         | 810   | F  | 2004       |
| (633)                    | 2.23   | 720  | F  | 98%   | 0%  | From: 95-625 EAST<br>To: 95-661               |        |        |        | F  | 0.113       | F  | 0.701         | 740   | F  | 2004       |
| (633)                    | 1.95   | 800  | F  | 98%   | 0%  | From: 95-661<br>To: 95-614 WEST               |        |        |        | F  | 0.101       | F  | 0.568         | 830   | F  | 2004       |
| (633)                    | 0.48   | 530  | R  |       |     | From: 95-614 WEST<br>To: 95-611               |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (633)                    |        |      |    |       |     | From: 95-611<br>To: US 19 NORTH               |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (633)                    |        |      |    |       |     | From: US 19 NORTH<br>To: US 19 SOUTH          |        |        |        |    | NA          |    |               | NA    |    | 1998       |

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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>Washington County</b> |                |      |      |       |     |  |        |        |        |    |          |    |            |       |    |            |
| (634)                    | 1.60           | 70   | R    |       |     | From: Dead End<br>To: 95-700             |        |        |        |    | NA       |    |            | NA    |    | 11/08/2001 |
| (635)                    | 0.60           | 130  | R    |       |     | From: 95-636<br>To: 95-633               |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (636)                    | 1.90           | 210  | R    |       |     | From: Tennessee State Line<br>To: 95-637 |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (637)                    | 0.94           | 380  | R    |       |     | From: WCL Bristol<br>To: 95-636          |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (637)                    | 0.50           | 120  | R    |       |     | From: 95-636<br>To: 95-633               |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (638)                    | 0.24           | 40   | R    |       |     | From: US 58<br>To: US 58                 |        |        |        |    | NA       |    |            | NA    |    | 06/11/2004 |
| (639)                    | 0.99           | 310  | R    |       |     | From: NCL Bristol<br>To: Dead End        |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (640)                    | 0.60           | 2200 | N    | 99%   | 0%  | 0%                                       | 0%     | 0%     | 0%     | N  | 0.095    | N  | 0.654      | 2300  | N  | 2004       |
| (640)                    | 0.35           | 2200 | F    | 99%   | 0%  | 0%                                       | 0%     | 0%     | 0%     | C  | 0.095    | F  | 0.654      | 2300  | F  | 2004       |
| (640)                    | 1.36           | 2200 | N    | 99%   | 0%  | 0%                                       | 0%     | 0%     | 0%     | N  | 0.095    | N  | 0.654      | 2300  | N  | 2004       |
| (640)                    | 1.33           | 2000 | F    | 99%   | 0%  | 0%                                       | 0%     | 0%     | 0%     | F  | 0.094    | F  | 0.648      | 2100  | F  | 2004       |
| (640)                    | 1.25           | 2400 | F    | 99%   | 0%  | 0%                                       | 0%     | 0%     | 0%     | F  | 0.092    | F  | 0.616      | 2500  | F  | 2004       |
| (640)                    | Benhams Rd     | 0.78 | 820  | F     | 99% | 0%                                       | 0%     | 0%     | 0%     | F  | 0.086    | F  | 0.578      | 850   | F  | 2004       |
| (641)                    | Camp Ground Rd | 0.02 | 1200 | G     | 98% | 0%                                       | 1%     | 0%     | 1%     | C  | NA       |    |            | 1200  | G  | 2004       |
| (641)                    |                | 2.59 | 510  | F     | 99% | 0%                                       | 0%     | 0%     | 0%     | C  | 0.106    | F  | 0.644      | 530   | F  | 2004       |
| (641)                    |                | 0.97 | 330  | R     |     | From: 95-633<br>To: 95-827               |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (641)                    |                | 0.92 | 280  | R     |     | From: 95-827<br>To: 95-700               |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (642)                    |                | 0.63 | 160  | R     |     | From: 95-858<br>To: 95-858               |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (643)                    |                | 0.19 | 50   | R     |     | From: SR 91<br>To: SR 91                 |        |        |        |    | NA       |    |            | NA    |    | 06/09/2004 |
| (644)                    |                | 0.50 | 360  | R     |     | From: Dead End<br>To: 95-640             |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| (645)                    |                | 1.25 | 1600 | F     | 98% | 1%                                       | 1%     | 1%     | 0%     | F  | 0.088    | F  | 0.547      | 1700  | F  | 2004       |

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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>Washington County</b> |        |       |    |       |                          |                 |        |        |        |    |             |    |               |       |            |      |
| (645) Wallace Pike       | 0.68   | 2200  | F  | 98%   | 1%                       | 1%              | 1%     | 0%     | 0%     | F  | 0.082       | F  | 0.549         | 2300  | F          | 2004 |
|                          |        |       |    | From: | 95-657                   |                 |        |        |        |    |             |    |               |       |            |      |
| (645)                    | 0.13   | 2000  | F  | 98%   | 1%                       | 1%              | 1%     | 0%     | 0%     | F  | 0.117       | F  | 0.62          | 2200  | F          | 2004 |
|                          |        |       |    | From: | 0.68 MN 95-657           |                 |        |        |        |    |             |    |               |       |            |      |
| (645) Clear Creek Rd     | 0.31   | 4400  | F  | 98%   | 1%                       | 1%              | 1%     | 0%     | 0%     | C  | 0.091       | F  | 0.504         | 4800  | F          | 2004 |
|                          |        |       |    | From: | 95-659 S, Clear Creek Rd |                 |        |        |        |    |             |    |               |       |            |      |
| (645)                    | 0.76   | 3400  | F  | 98%   | 1%                       | 1%              | 1%     | 0%     | 0%     | F  | 0.098       | F  | 0.522         | 3800  | F          | 2004 |
|                          |        |       |    | From: | 95-659 N, Parigin Rd     |                 |        |        |        |    |             |    |               |       |            |      |
| (645) Wyndalle Rd        | 0.71   | 2900  | F  | 98%   | 1%                       | 1%              | 1%     | 0%     | 0%     | F  | 0.091       | F  | 0.589         | 3000  | F          | 2004 |
|                          |        |       |    | From: | 95-625 WEST              |                 |        |        |        |    |             |    |               |       |            |      |
| (645) Wallace Pike       | 1.02   | 2000  | F  | 98%   | 1%                       | 1%              | 1%     | 0%     | 0%     | F  | 0.092       | F  | 0.538         | 2000  | F          | 2004 |
|                          |        |       |    | From: | 95-1717                  |                 |        |        |        |    |             |    |               |       |            |      |
| (645)                    | 2.54   | 1600  | R  |       |                          |                 |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                          |        |       |    | From: | 95-661                   |                 |        |        |        |    |             |    |               |       |            |      |
| (645)                    | 1.65   | 1300  | R  |       |                          |                 |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                          |        |       |    | From: | 95-662 EAST              |                 |        |        |        |    |             |    |               |       |            |      |
| (645)                    | 1.67   | 1500  | R  |       |                          |                 |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                          |        |       |    | From: | 95-611 EAST              |                 |        |        |        |    |             |    |               |       |            |      |
|                          |        |       |    | To:   | WCL Abingdon             |                 |        |        |        |    |             |    |               |       |            |      |
| (646)                    | 0.36   | 40    | R  |       |                          |                 |        |        |        |    | NA          |    | NA            |       | 06/09/2004 |      |
|                          |        |       |    | From: | SR 91                    |                 |        |        |        |    |             |    |               |       |            |      |
|                          |        |       |    | To:   | SR 91                    |                 |        |        |        |    |             |    |               |       |            |      |
| (647)                    | 1.77   | 4800  | F  | 98%   | 0%                       | 1%              | 0%     | 0%     | 0%     | F  | 0.086       | F  | 0.632         | 5200  | F          | 2004 |
|                          |        |       |    | From: | ECL Bristol              |                 |        |        |        |    |             |    |               |       |            |      |
| (647)                    | 1.91   | 3300  | F  | 98%   | 0%                       | 1%              | 0%     | 0%     | 0%     | C  | 0.088       | F  | 0.554         | 3700  | F          | 2004 |
|                          |        |       |    | From: | 95-649 WEST              |                 |        |        |        |    |             |    |               |       |            |      |
| (647)                    | 2.94   | 2700  | F  | 98%   | 0%                       | 1%              | 0%     | 0%     | 0%     | F  | 0.09        | F  | 0.613         | 2800  | F          | 2004 |
|                          |        |       |    | From: | 95-666                   |                 |        |        |        |    |             |    |               |       |            |      |
| (647)                    | 1.72   | 2400  | F  | 98%   | 0%                       | 1%              | 0%     | 0%     | 0%     | F  | 0.086       | F  | 0.616         | 2500  | F          | 2004 |
|                          |        |       |    | From: | 95-663                   |                 |        |        |        |    |             |    |               |       |            |      |
| (647)                    | 1.36   | 2300  | F  | 98%   | 0%                       | 0%              | 1%     | 0%     | 0%     | F  | 0.09        | F  | 0.512         | 2400  | F          | 2004 |
|                          |        |       |    | From: | 95-611 WEST              |                 |        |        |        |    |             |    |               |       |            |      |
| (647)                    | 0.24   | 3900  | F  | 98%   | 0%                       | 0%              | 1%     | 0%     | 0%     | F  | 0.091       | F  | 0.625         | 4100  | F          | 2004 |
|                          |        |       |    | From: | 95-1521                  |                 |        |        |        |    |             |    |               |       |            |      |
| (647)                    | 0.28   | 5200  | F  | 98%   | 0%                       | 0%              | 1%     | 0%     | 0%     | C  | 0.094       | F  | 0.593         | 5400  | F          | 2004 |
|                          |        |       |    | From: | 95-1520                  |                 |        |        |        |    |             |    |               |       |            |      |
| (647)                    | 0.03   | 5800  | F  | 98%   | 0%                       | 0%              | 1%     | 0%     | 0%     | F  | 0.089       | F  | 0.580         | 6000  | F          | 2004 |
|                          |        |       |    | From: | FR-24                    |                 |        |        |        |    |             |    |               |       |            |      |
| (647)                    | 0.15   | 12000 | G  | 98%   | 0%                       | 0%              | 1%     | 0%     | 0%     | F  | NA          |    |               | 12000 | G          | 2004 |
|                          |        |       |    | From: | I-81                     |                 |        |        |        |    |             |    |               |       |            |      |
|                          |        |       |    | To:   | SCL Abingdon             |                 |        |        |        |    |             |    |               |       |            |      |
| (648)                    | 0.80   | 1900  | R  |       |                          |                 |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                          |        |       |    | From: | 95-647                   |                 |        |        |        |    |             |    |               |       |            |      |
| (648)                    | 0.70   | 1200  | R  |       |                          |                 |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                          |        |       |    | From: | 95-649                   |                 |        |        |        |    |             |    |               |       |            |      |
|                          |        |       |    | To:   | Dead End                 |                 |        |        |        |    |             |    |               |       |            |      |
| (649)                    | 0.40   | 3200  | F  | 99%   | 0%                       | 1%              | 0%     | 0%     | 0%     | C  | 0.102       | F  | 0.638         | 3500  | F          | 2004 |
|                          |        |       |    | From: | 95-650                   |                 |        |        |        |    |             |    |               |       |            |      |
|                          |        |       |    | To:   | 95-647 West              |                 |        |        |        |    |             |    |               |       |            |      |
| (649)                    | 0.70   | 650   | R  |       |                          |                 |        |        |        |    | NA          |    | NA            |       | 1998       |      |
|                          |        |       |    | From: | 95-647 EAST              |                 |        |        |        |    |             |    |               |       |            |      |
|                          |        |       |    | To:   | 95-1450                  |                 |        |        |        |    |             |    |               |       |            |      |

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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>Washington County</b> |                    |      |      |       |     |  |        |        |        |    |             |       |               |       |      |            |      |
| (649)                    | 0.10               | 650  | R    |       |     | From: 95-1450<br>To: 95-648              |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
| (650)                    | 0.30               | 3500 | F    | 99%   | 0%  | From: Tennessee State Line<br>To: 95-649 |        |        |        | C  | 0.099       | F     | 0.618         | 3900  | F    | 2004       |      |
| (650)                    | 0.70               | 390  | R    |       |     | From: 95-649<br>To: 95-654               |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
| (651)                    | 0.20               | 46   | R    |       |     | From: 95-609<br>To: 95-737               |        |        |        |    | NA          |       |               | NA    |      | 05/05/2004 |      |
| (652)                    | 0.20               | 50   | R    |       |     | From: 95-609<br>To: 95-753               |        |        |        |    | NA          |       |               | NA    |      | 04/27/2004 |      |
| (653)                    | 0.20               | 50   | R    |       |     | From: 95-663<br>To: Dead End             |        |        |        |    | NA          |       |               | NA    |      | 06/18/2004 |      |
| (654)                    | 1.70               | 490  | R    |       |     | From: 95-647<br>To: 95-666               |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
| (655)                    | 2.10               | 560  | R    |       |     | From: 95-640<br>To: 95-645               |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
| (656)                    | 0.43               | 700  | R    |       |     | From: 95-627<br>To: Urban Boundary       |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
| (656)                    | 0.07               | 700  | R    |       |     | From: 95-640 NORTH<br>To: 95-640 SOUTH   |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
| (656)                    | 2.10               | 870  | R    |       |     | From: 95-645<br>To: 95-657               |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
| (657)                    | 0.45               | 1500 | R    |       |     | From: 95-645 Wallace Pike<br>To: 95-1021 |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
| (657)                    | 1.80               | 1200 | R    |       |     | From: 95-659 SOUTH<br>To: 95-659 NORTH   |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
| (657)                    | 0.80               | 890  | R    |       |     | From: 95-625 NORTH<br>To: 95-625 SOUTH   |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
| (657)                    | 1.40               | 390  | R    |       |     | From: 95-661<br>To: 95-661               |        |        |        |    | NA          |       |               | NA    |      | 1998       |      |
| (658)                    | 0.41               | 440  | R    |       |     | From: SR 75<br>To: 95-670                |        |        |        |    | NA          |       |               | NA    |      | 06/18/2004 |      |
| (659)                    | Clear Creek Rd     | 1.07 | 5100 | F     | 97% | 1%                                       | 1%     | 1%     | 0%     | 0% | C           | 0.094 | F             | 0.525 | 5600 | F          | 2004 |
| (659)                    | Parigin Rd         | 2.19 | 1100 | F     | 97% | 1%                                       | 1%     | 1%     | 0%     | 0% | F           | 0.091 | F             | 0.552 | 1200 | F          | 2004 |
| (659)                    | Old Bufflo Pond Rd | 2.06 | 130  | F     | 97% | 1%                                       | 1%     | 1%     | 0%     | 0% | F           | 0.116 | F             | 0.533 | 130  | F          | 2004 |
| (659)                    |                    | 0.70 | 80   | R     |     |  |        |        |        |    |             |       |               | NA    |      | 1998       |      |

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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>Washington County</b> |        |      |    |       |     |   |        |        |        |    |          |    |            |       |    |            |
| 660                      | 0.40   | 60   | R  |       |     | From: Dead End<br>To: 95-659                  |        |        |        |    | NA       |    |            | NA    |    | 11/05/2001 |
| 661                      | 0.40   | 1100 | F  | 99%   | 0%  | 1%  | 0%     | 0%     | 0%     | C  | 0.106    | F  | 0.714      | 1100  | F  | 2004       |
| 661                      | 0.80   | 760  | F  | 99%   | 0%  | 1%  | 0%     | 0%     | 0%     | F  | 0.112    | F  | 0.726      | 790   | F  | 2004       |
| 662                      | 0.77   | 270  | R  |       |     | From: 95-645 WEST<br>To: 95-804               |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| 662                      | 0.55   | 160  | R  |       |     | From: 95-804<br>To: 95-645 EAST               |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| 663                      | 4.40   | 530  | R  |       |     | From: 95-647<br>To: 95-665 WEST               |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |
| 663                      | 0.48   | 410  | R  |       |     | From: 95-665 EAST<br>To: SR 75 WEST           |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |
| 663                      | 0.78   | 350  | R  |       |     | From: SR 75 EAST<br>To: 95-664 WEST           |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |
| 663                      | 0.29   | 280  | R  |       |     | From: 95-664 EAST<br>To: Dead End             |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |
| 664                      | 0.92   | 60   | R  |       |     | From: Dead End<br>To: 95-663 WEST             |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |
| 664                      | 1.46   | 660  | R  |       |     | From: 95-663 WEST<br>To: 95-669               |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |
| 664                      | 1.57   | 510  | R  |       |     | From: 95-669<br>To: 95-670 WEST               |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |
| 664                      | 1.07   | 420  | R  |       |     | From: 95-670 EAST<br>To: 95-672: Gap Terminus |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |
| 664                      | 4.63   | 80   | R  |       |     | From: Dead End: Gap Terminus<br>To: 95-674    |        |        |        |    | NA       |    |            | NA    |    | 06/16/2004 |
| 665                      | 0.30   | 540  | R  |       |     | From: 95-666 WEST<br>To: 95-666 EAST          |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |
| 665                      | 3.12   | 770  | R  |       |     | From: 95-666 EAST<br>To: 95-671               |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |
| 665                      | 0.90   | 810  | R  |       |     | From: 95-671<br>To: 95-670                    |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |
| 666                      | 0.75   | 610  | R  |       |     | From: 95-647<br>To: 95-654                    |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| 666                      | 1.17   | 690  | R  |       |     | From: 95-654<br>To: 95-791                    |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| 666                      | 0.90   | 1200 | R  |       |     | From: 95-791<br>To: 95-665 EAST               |        |        |        |    | NA       |    |            | NA    |    | 1998       |
| 666                      | 0.02   | 740  | R  |       |     | From: 95-665 WEST<br>To: Tennessee State Line |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |

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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>Washington County</b> |        |      |    |       |     |                                     |        |        |        |    |             |    |               |       |    |            |
| 667                      | 0.30   | 20   | R  |       |     | From: Dead End                      |        |        |        |    |             | NA |               | NA    |    | 06/09/2004 |
|                          |        |      |    |       |     | To: 95-724                          |        |        |        |    |             |    |               |       |    |            |
| 668                      | 0.19   | 140  | R  |       |     | From: 95-647                        |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: Dead End                        |        |        |        |    |             |    |               |       |    |            |
| 669                      | 0.52   | 520  | R  |       |     | From: 95-664                        |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: SR 75                           |        |        |        |    |             |    |               |       |    |            |
| 670                      | 0.72   | 2800 | R  |       |     | From: SCL Abingdon                  |        |        |        |    |             | NA |               | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: 95-794                          |        |        |        |    |             |    |               |       |    |            |
| 670                      | 4.56   | 1600 | R  |       |     | From: 95-908 NORTH                  |        |        |        |    |             | NA |               | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: SR 75 NORTH; Gap Terminus       |        |        |        |    |             |    |               |       |    |            |
| 670                      | 0.39   | 710  | R  |       |     | From: 95-665; Gap Terminus          |        |        |        |    |             | NA |               | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: SR 75 MID                       |        |        |        |    |             |    |               |       |    |            |
| 670                      | 0.03   | 1600 | R  |       |     | From: SR 75 SOUTH                   |        |        |        |    |             | NA |               | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: 95-658                          |        |        |        |    |             |    |               |       |    |            |
| 670                      | 2.88   | 2000 | R  |       |     | From: 95-674                        |        |        |        |    |             | NA |               | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: 95-673                          |        |        |        |    |             |    |               |       |    |            |
| 670                      | 0.60   | 470  | R  |       |     | From: 95-665                        |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: Dead End                        |        |        |        |    |             |    |               |       |    |            |
| 671                      | 1.40   | 170  | R  |       |     | From: 95-664                        |        |        |        |    |             | NA |               | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: SR 75                           |        |        |        |    |             |    |               |       |    |            |
| 672                      | 2.51   | 1300 | R  |       |     | From: Tennessee State Line          |        |        |        |    |             | NA |               | NA    |    | 06/16/2004 |
|                          |        |      |    |       |     | To: 95-670                          |        |        |        |    |             |    |               |       |    |            |
| 673                      | 1.70   | 210  | R  |       |     | From: 95-759                        |        |        |        |    |             | NA |               | NA    |    | 06/16/2004 |
|                          |        |      |    |       |     | To: 95-670                          |        |        |        |    |             |    |               |       |    |            |
| 674                      | 1.20   | 720  | R  |       |     | From: 95-759                        |        |        |        |    |             | NA |               | NA    |    | 06/16/2004 |
|                          |        |      |    |       |     | To: Tennessee St Line; Gap Terminus |        |        |        |    |             |    |               |       |    |            |
| 674                      | 0.50   | 570  | R  |       |     | From: 95-710                        |        |        |        |    |             | NA |               | NA    |    | 06/16/2004 |
|                          |        |      |    |       |     | To: 95-677                          |        |        |        |    |             |    |               |       |    |            |
| 675                      | 0.70   | 1100 | R  |       |     | From: 95-829                        |        |        |        |    |             | NA |               | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: 1.79 ME 95-829                  |        |        |        |    |             |    |               |       |    |            |
| 675                      | 1.79   | 970  | R  |       |     | From: Dead End                      |        |        |        |    |             | NA |               | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: 95-670                          |        |        |        |    |             |    |               |       |    |            |
| 675                      | 1.10   | 680  | R  |       |     | From: 95-670                        |        |        |        |    |             | NA |               | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: 1.91 ME 95-670                  |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                                    |        |        |        |    |             |    |               |       |    |            |
| (676)                    | 0.09   | 130  | R  |       |     | From: 1.91 ME 95-670               |        |        |        |    | NA          |    |               | NA    |    | 06/18/2004 |
| (676)                    | 0.48   | 340  | R  |       |     | From: 95-672                       |        |        |        |    | NA          |    |               | NA    |    | 06/18/2004 |
| (676)                    | 0.70   | 250  | R  |       |     | From: 95-906                       |        |        |        |    | NA          |    |               | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: Dead End                       |        |        |        |    |             |    |               |       |    |            |
| (677)                    | 0.21   | 1100 | F  | 98%   | 1%  | From: SR 75                        |        |        |        | F  | 0.125       | F  | 0.66          | 1100  | F  | 2004       |
| (677)                    | 2.80   | 1600 | F  | 98%   | 1%  | From: 95-902                       |        |        |        | F  | 0.109       | F  | 0.572         | 1700  | F  | 2004       |
| (677)                    | 1.20   | 2200 | F  | 98%   | 1%  | From: 95-1810                      |        |        |        | C  | 0.091       | F  | 0.587         | 2300  | F  | 2004       |
| (677)                    | 2.10   | 1700 | R  |       |     | From: US 58                        |        |        |        |    | NA          |    |               | NA    |    | 06/11/2004 |
|                          |        |      |    |       |     | To: US 11                          |        |        |        |    |             |    |               |       |    |            |
| (678)                    | 0.80   | 1100 | R  |       |     | From: Dead End                     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-670                         |        |        |        |    |             |    |               |       |    |            |
| (679)                    | 0.16   | 30   | R  |       |     | From: 95-663                       |        |        |        |    | NA          |    |               | NA    |    | 04/18/2004 |
|                          |        |      |    |       |     | To: Dead End                       |        |        |        |    |             |    |               |       |    |            |
| (680)                    | 2.11   | 360  | R  |       |     | From: NCL Bristol                  |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-641 Camp Ground Rd          |        |        |        |    |             |    |               |       |    |            |
| (681)                    | 0.60   | 380  | R  |       |     | From: 95-611                       |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (681)                    | 1.58   | 1400 | R  |       |     | From: 95-683                       |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: WCL Abingdon                   |        |        |        |    |             |    |               |       |    |            |
| (683)                    | 0.55   | 180  | R  |       |     | From: Dead End                     |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-681                         |        |        |        |    |             |    |               |       |    |            |
| (684)                    | 1.80   | 140  | R  |       |     | From: 95-766                       |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
| (684)                    | 1.10   | 280  | R  |       |     | From: 95-891                       |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
| (684)                    | 3.80   | 70   | R  |       |     | From: 95-700 MID<br>95-700 EAST    |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
| (684)                    | 1.00   | 130  | R  |       |     | From: 95-898                       |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
|                          |        |      |    |       |     | To: 95-700 WEST                    |        |        |        |    |             |    |               |       |    |            |
| (685)                    | 0.06   | 70   | R  |       |     | From: NCL Bristol                  |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: Dead End                       |        |        |        |    |             |    |               |       |    |            |
| (686)                    | 0.43   | 5    | R  |       |     | From: Dead End                     |        |        |        |    | NA          |    |               | NA    |    | 10/22/2001 |
| (686)                    | 1.50   | 80   | R  |       |     | From: 95-745 SOUTH<br>95-745 NORTH |        |        |        |    | NA          |    |               | NA    |    | 10/22/2001 |
|                          |        |      |    |       |     | To: 95-746                         |        |        |        |    |             |    |               |       |    |            |
| (687)                    | 0.51   | 260  | R  |       |     | From: 95-611                       |        |        |        |    | NA          |    |               | NA    |    | 10/18/2001 |
|                          |        |      |    |       |     | To: 0.51 MN 95-611                 |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |                |      |      |       |     |                      |                                  |        |        |    |             |    |               |       |    |            |
| (687)                    | 0.11           | 270  | R    |       |     | From: 0.51 MN 95-611 |                                  |        |        |    | NA          |    |               | NA    |    | 10/18/2001 |
| (687)                    | 0.30           | 280  | R    |       |     | From: 0.62 MN 95-611 |                                  |        |        |    | NA          |    |               | NA    |    | 10/18/2001 |
| (688)                    | 0.45           | 70   | R    |       |     | From: 95-689         |                                  |        |        |    | NA          |    |               | NA    |    | 10/18/2001 |
| (689)                    | Poor Valley Rd | 3.10 | 810  | F     | 98% | 0%                   | 1%                               | 0%     | 0%     | C  | 0.097       | F  | 0.793         | 840   | F  | 2004       |
| (689)                    | Poor Valley Rd | 0.50 | 580  | F     | 95% | 1%                   | 3%                               | 1%     | 1%     | C  | 0.107       | F  | 0.567         | 610   | F  | 2004       |
| (689)                    | Poor Valley Rd | 6.90 | 190  | F     | 97% | 1%                   | 2%                               | 1%     | 0%     | C  | 0.158       | F  | 0.559         | 200   | F  | 2004       |
| (690)                    |                | 2.00 | 440  | R     |     |                      | From: US 19                      |        |        |    |             | NA |               |       | NA | 1998       |
| (691)                    |                | 1.00 | 80   | R     |     |                      | From: SR 80                      |        |        |    |             | NA |               |       | NA | 10/18/2001 |
| (692)                    |                | 0.46 | 1700 | F     | 98% | 0%                   | 0%                               | 1%     | 0%     | C  | 0.093       | F  | 0.650         | 1800  | F  | 2004       |
| (692)                    |                | 0.41 | 1200 | F     | 98% | 0%                   | 0%                               | 1%     | 0%     | F  | 0.086       | F  | 0.571         | 1200  | F  | 2004       |
| (692)                    |                | 2.56 | 880  | F     | 98% | 0%                   | 0%                               | 1%     | 0%     | F  | 0.085       | F  | 0.659         | 910   | F  | 2004       |
| (692)                    |                | 1.28 | 530  | R     |     |                      | From: 95-700 EAST                |        |        |    |             | NA |               |       | NA | 05/19/2004 |
| (692)                    |                | 0.73 | 420  | R     |     |                      | From: 1.28 MN 95-700             |        |        |    |             | NA |               |       | NA | 05/19/2004 |
| (692)                    |                | 0.34 | 220  | R     |     |                      | From: 95-765                     |        |        |    |             | NA |               |       | NA | 05/19/2004 |
| (693)                    |                | 2.42 | 240  | R     |     |                      | From: 95-699                     |        |        |    |             | NA |               |       | NA | 05/25/2004 |
| (694)                    |                | 2.10 | 460  | R     |     |                      | From: 95-706                     |        |        |    |             | NA |               |       | NA | 06/11/2004 |
| (694)                    |                | 1.20 | 560  | R     |     |                      | From: US 11                      |        |        |    |             | NA |               |       | NA | 06/11/2004 |
| (694)                    |                | 0.18 | 820  | R     |     |                      | From: 95-609 WEST<br>95-609 EAST |        |        |    |             | NA |               |       | NA | 05/25/2004 |
| (694)                    |                | 1.62 | 770  | R     |     |                      | From: 95-811                     |        |        |    |             | NA |               |       | NA | 05/25/2004 |
| (694)                    |                | 1.00 | 240  | R     |     |                      | From: 95-740 SOUTH               |        |        |    |             | NA |               |       | NA | 05/25/2004 |
| (695)                    |                | 0.60 | 230  | R     |     |                      | From: 95-779                     |        |        |    |             | NA |               |       | NA | 1998       |
| (695)                    |                | 1.70 | 140  | R     |     |                      | From: 95-692                     |        |        |    |             | NA |               |       | NA | 1998       |
| (695)                    |                |      |      |       |     |                      | From: 95-697                     |        |        |    |             | NA |               |       | NA | 1998       |
| (695)                    |                |      |      |       |     |                      | From: 95-696                     |        |        |    |             | NA |               |       | NA | 1998       |



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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>Washington County</b> |        |      |    |       |     |                             |        |        |        |    |          |    |            |       |    |            |
| (695)                    | 1.30   | 90   | R  |       |     | From: 95-696                |        |        |        |    | NA       |    |            | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-700 EAST             |        |        |        |    |          |    |            |       |    |            |
|                          |        |      |    |       |     | From: 95-700 WEST           |        |        |        |    | NA       |    |            | NA    |    | 05/19/2004 |
|                          |        |      |    |       |     | To: Dead End                |        |        |        |    |          |    |            |       |    |            |
| (696)                    | 1.55   | 130  | R  |       |     | From: 95-695                |        |        |        |    | NA       |    |            | NA    |    | 05/25/2004 |
|                          |        |      |    |       |     | To: 95-693                  |        |        |        |    |          |    |            |       |    |            |
| (697)                    | 1.84   | 420  | R  |       |     | From: 95-695                |        |        |        |    | NA       |    |            | NA    |    | 05/19/2004 |
|                          |        |      |    |       |     | To: NCL Abingdon            |        |        |        |    |          |    |            |       |    |            |
| (698)                    | 0.12   | 60   | R  |       |     | From: Dead End              |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: 95-663                  |        |        |        |    |          |    |            |       |    |            |
| (699)                    | 2.94   | 2400 | R  |       |     | From: NCL Abingdon          |        |        |        |    | NA       |    |            | NA    |    | 05/25/2004 |
|                          |        |      |    |       |     | To: 95-693                  |        |        |        |    |          |    |            |       |    |            |
| (699)                    | 0.90   | 570  | R  |       |     | From: 95-693                |        |        |        |    | NA       |    |            | NA    |    | 05/25/2004 |
|                          |        |      |    |       |     | To: 95-740                  |        |        |        |    |          |    |            |       |    |            |
| (700)                    | 0.04   | 1200 | F  | 98%   | 0%  | From: US 58                 |        |        |        | F  | 0.090    | F  | 0.543      | 1200  | F  | 2004       |
|                          |        |      |    |       |     | To: 95-631                  |        |        |        |    |          |    |            |       |    |            |
| (700) Rich Valley Rd     | 1.36   | 630  | F  | 98%   | 0%  | From: 95-631                |        |        |        | C  | 0.097    | F  | 0.565      | 660   | F  | 2004       |
|                          |        |      |    |       |     | To: 95-617 NORTH            |        |        |        |    |          |    |            |       |    |            |
| (700) Rich Valley Rd     | 1.50   | 470  | F  | 98%   | 0%  | From: 95-617 NORTH          |        |        |        | F  | 0.083    | F  | 0.512      | 490   | F  | 2004       |
|                          |        |      |    |       |     | To: 95-641 Camp Ground Rd   |        |        |        |    |          |    |            |       |    |            |
| (700) Rich Valley Rd     | 1.29   | 420  | F  | 98%   | 0%  | From: 95-641 Camp Ground Rd |        |        |        | F  | 0.096    | F  | 0.517      | 440   | F  | 2004       |
|                          |        |      |    |       |     | To: 95-627 WEST             |        |        |        |    |          |    |            |       |    |            |
| (700) Benhams Rd         | 0.95   | 650  | F  | 98%   | 0%  | From: 95-627 WEST           |        |        |        | F  | 0.094    | F  | 0.599      | 680   | F  | 2004       |
|                          |        |      |    |       |     | To: 95-640                  |        |        |        |    |          |    |            |       |    |            |
| (700)                    | 1.70   | 410  | R  |       |     | From: 95-640                |        |        |        |    | NA       |    |            | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-622                  |        |        |        |    |          |    |            |       |    |            |
| (700)                    | 1.75   | 450  | R  |       |     | From: 95-622                |        |        |        |    | NA       |    |            | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-659                  |        |        |        |    |          |    |            |       |    |            |
| (700)                    | 3.75   | 420  | R  |       |     | From: 95-659                |        |        |        |    | NA       |    |            | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-614 WEST             |        |        |        |    |          |    |            |       |    |            |
| (700)                    | 3.40   | 1400 | R  |       |     | From: 95-614 WEST           |        |        |        |    | NA       |    |            | NA    |    | 1998       |
|                          |        |      |    |       |     | To: US 19                   |        |        |        |    |          |    |            |       |    |            |
| (700)                    | 0.07   | 770  | R  |       |     | From: US 19                 |        |        |        |    | NA       |    |            | NA    |    | 05/19/2004 |
|                          |        |      |    |       |     | To: 95-775 WEST             |        |        |        |    |          |    |            |       |    |            |
|                          |        |      |    |       |     | From: 95-775 EAST           |        |        |        |    |          |    |            |       |    |            |
| (700)                    | 1.00   | 700  | R  |       |     | From: 95-775 EAST           |        |        |        |    | NA       |    |            | NA    |    | 05/19/2004 |
|                          |        |      |    |       |     | To: 95-684 WEST             |        |        |        |    |          |    |            |       |    |            |
| (700)                    | 3.31   | 570  | R  |       |     | From: 95-684 WEST           |        |        |        |    | NA       |    |            | NA    |    | 05/19/2004 |
|                          |        |      |    |       |     | To: 95-692 EAST             |        |        |        |    |          |    |            |       |    |            |
| (700)                    | 3.10   | 440  | R  |       |     | From: 95-692 EAST           |        |        |        |    | NA       |    |            | NA    |    | 05/19/2004 |
|                          |        |      |    |       |     | To: 95-741 WEST             |        |        |        |    |          |    |            |       |    |            |
| (700)                    | 1.80   | 340  | R  |       |     | From: 95-741 WEST           |        |        |        |    | NA       |    |            | NA    |    | 05/19/2004 |
|                          |        |      |    |       |     | To: SR 80                   |        |        |        |    |          |    |            |       |    |            |
| (700)                    | 6.41   | 350  | R  |       |     | From: SR 80                 |        |        |        |    | NA       |    |            | NA    |    | 05/19/2004 |
|                          |        |      |    |       |     | To: 95-745                  |        |        |        |    |          |    |            |       |    |            |
|                          |        |      |    |       |     | From: Tennessee State Line  |        |        |        |    |          |    |            |       |    |            |
| (701)                    | 0.23   | 1300 | R  |       |     | From: Tennessee State Line  |        |        |        |    | NA       |    |            | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: SR 75                   |        |        |        |    |          |    |            |       |    |            |

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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>Washington County</b> |        |      |    |       |     |  |        |        |        |    |             |    |               |       |    |            |
| (702)                    | 0.13   | 840  | R  |       |     | From: NCL Abingdon<br>To: 95-699         |        |        |        |    | NA          |    |               | NA    |    | 05/25/2004 |
| (703)                    | 1.40   | 780  | R  |       |     | From: 95-740<br>To: 95-743               |        |        |        |    | NA          |    |               | NA    |    | 05/25/2004 |
| (703)                    | 1.30   | 360  | R  |       |     | From: SR 80 NORTH<br>To: SR 80 SOUTH     |        |        |        |    | NA          |    |               | NA    |    | 05/25/2004 |
| (703)                    | 2.74   | 230  | R  |       |     | From: 95-700<br>To: US 11                |        |        |        |    | NA          |    |               | NA    |    | 05/25/2004 |
| (704)                    | 0.72   | 2300 | F  | 84%   | 1%  | 1%                                       | 2%     | 11%    | 0%     | F  | 0.111       | F  | 0.558         | 2400  | F  | 2004       |
| (704)                    | 0.03   | 1900 | G  | 84%   | 1%  | 1%                                       | 2%     | 11%    | 0%     | F  | 0.111       | N  | 0.558         | 2000  | G  | 2004       |
| (704)                    | 0.35   | 4400 | F  | 84%   | 1%  | 1%                                       | 2%     | 11%    | 0%     | C  | 0.092       | F  | 0.622         | 4600  | F  | 2004       |
| (705)                    | 1.23   | 260  | R  |       |     | From: 95-706<br>To: 95-904               |        |        |        |    | NA          |    |               | NA    |    | 06/11/2004 |
| (705)                    | 0.70   | 580  | R  |       |     | From: 95-677<br>To: US 58                |        |        |        |    | NA          |    |               | NA    |    | 06/11/2004 |
| (706)                    | 0.30   | 830  | R  |       |     | From: 95-1227<br>To: 95-694              |        |        |        |    | NA          |    |               | NA    |    | 06/11/2004 |
| (706)                    | 1.90   | 220  | R  |       |     | From: 95-803<br>To: Dead End             |        |        |        |    | NA          |    |               | NA    |    | 06/11/2004 |
| (707)                    | 1.30   | 40   | R  |       |     | From: SR 91<br>To: US 58 MID             |        |        |        |    | NA          |    |               | NA    |    | 06/09/2004 |
| (708)                    | 2.80   | 1900 | R  |       |     | From: US 58 SOUTH<br>To: 95-722          |        |        |        |    | NA          |    |               | NA    |    | 06/16/2004 |
| (708)                    | 1.37   | 110  | R  |       |     | From: 95-722<br>To: US 58 NORTH          |        |        |        |    | NA          |    |               | NA    |    | 06/16/2004 |
| (708)                    | 1.05   | 760  | R  |       |     | From: 95-722<br>To: 95-803               |        |        |        |    | NA          |    |               | NA    |    | 06/16/2004 |
| (709)                    | 0.90   | 340  | R  |       |     | From: 95-710<br>To: Tennessee State Line |        |        |        |    | NA          |    |               | NA    |    | 06/09/2004 |
| (710)                    | 2.70   | 270  | R  |       |     | From: 95-674<br>To: 95-722               |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (710)                    | 1.52   | 750  | R  |       |     | From: 95-722<br>To: 95-708               |        |        |        |    | NA          |    |               | NA    |    | 06/16/2004 |
| (710)                    | 1.40   | 340  | R  |       |     | From: 95-710<br>To: 95-712               |        |        |        |    | NA          |    |               | NA    |    | 06/16/2004 |
| (711)                    | 1.50   | 190  | F  | 98%   | 2%  | 0%                                       | 0%     | 0%     | 0%     | F  | 0.143       | F  | 0.564         | 200   | F  | 2004       |

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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>Washington County</b> |        |      |    |       |                      |                 |        |        |        |    |             |    |               |       |    |            |
| (711)                    | 1.31   | 260  | F  | 98%   | 2%                   | 0%              | 0%     | 0%     | 0%     | C  | 0.119       | F  | 0.667         | 270   | F  | 2004       |
|                          |        |      |    | From: | 95-712               |                 |        |        |        |    |             |    |               |       |    |            |
|                          |        |      |    | To:   | 95-833               |                 |        |        |        |    |             |    |               |       |    |            |
| (711)                    | 0.03   | 40   | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 06/16/2004 |
|                          |        |      |    | To:   | US 58 WEST           |                 |        |        |        |    |             |    |               |       |    |            |
|                          |        |      |    | From: | US 58 EAST           |                 |        |        |        |    |             |    |               |       |    |            |
| (711)                    | 0.46   | 240  | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 06/16/2004 |
|                          |        |      |    | To:   | OLD US 58 EAST       |                 |        |        |        |    |             |    |               |       |    |            |
|                          |        |      |    | From: | Dead End             |                 |        |        |        |    |             |    |               |       |    |            |
| (712)                    | 1.20   | 80   | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 06/09/2004 |
|                          |        |      |    | To:   | 95-713               |                 |        |        |        |    |             |    |               |       |    |            |
| (712)                    | 0.50   | 140  | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 06/09/2004 |
|                          |        |      |    | To:   | 95-711               |                 |        |        |        |    |             |    |               |       |    |            |
| (712)                    | 1.43   | 360  | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 11/01/2001 |
|                          |        |      |    | To:   | US 58 SOUTH          |                 |        |        |        |    |             |    |               |       |    |            |
|                          |        |      |    | From: | US 58 NORTH          |                 |        |        |        |    |             |    |               |       |    |            |
| (712)                    | 1.10   | 240  | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 06/09/2004 |
|                          |        |      |    | To:   | 95-719               |                 |        |        |        |    |             |    |               |       |    |            |
|                          |        |      |    | From: | Dead End             |                 |        |        |        |    |             |    |               |       |    |            |
| (713)                    | 0.70   | 20   | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 06/16/2004 |
|                          |        |      |    | To:   | 95-712               |                 |        |        |        |    |             |    |               |       |    |            |
|                          |        |      |    | From: | 95-731               |                 |        |        |        |    |             |    |               |       |    |            |
| (714)                    | 1.50   | 190  | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 04/28/2004 |
|                          |        |      |    | To:   | 95-733               |                 |        |        |        |    |             |    |               |       |    |            |
| (714)                    | 1.15   | 220  | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 04/28/2004 |
|                          |        |      |    | To:   | 95-762               |                 |        |        |        |    |             |    |               |       |    |            |
| (714)                    | 1.60   | 420  | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 04/28/2004 |
|                          |        |      |    | To:   | 95-736 SOUTH         |                 |        |        |        |    |             |    |               |       |    |            |
| (714)                    | 0.40   | 570  | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 04/28/2004 |
|                          |        |      |    | To:   | 95-736 NORTH         |                 |        |        |        |    |             |    |               |       |    |            |
| (714)                    | 1.80   | 1200 | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 04/28/2004 |
|                          |        |      |    | To:   | US 11                |                 |        |        |        |    |             |    |               |       |    |            |
| (714)                    | 0.08   | 30   | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 04/28/2004 |
|                          |        |      |    | To:   | Dead End             |                 |        |        |        |    |             |    |               |       |    |            |
|                          |        |      |    | From: | Dead End             |                 |        |        |        |    |             |    |               |       |    |            |
| (715)                    | 1.49   | 260  | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 06/16/2004 |
|                          |        |      |    | To:   | US 58 WEST           |                 |        |        |        |    |             |    |               |       |    |            |
| (715)                    | 0.43   | 70   | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 1998       |
|                          |        |      |    | To:   | US 58 EAST           |                 |        |        |        |    |             |    |               |       |    |            |
|                          |        |      |    | From: | Tennessee State Line |                 |        |        |        |    |             |    |               |       |    |            |
| (716)                    | 0.79   | 690  | F  | 98%   | 1%                   | 1%              | 0%     | 0%     | 0%     | F  | 0.133       | F  | 0.614         | 720   | F  | 2004       |
|                          |        |      |    | To:   | SCL Damascus         |                 |        |        |        |    |             |    |               |       |    |            |
| <b>Town of Damascus</b>  |        |      |    |       |                      |                 |        |        |        |    |             |    |               |       |    |            |
|                          |        |      |    | From: | SCL Damascus         |                 |        |        |        |    |             |    |               |       |    |            |
| (716)                    | 0.26   | 690  | N  | 98%   | 1%                   | 1%              | 0%     | 0%     | 0%     | N  | 0.133       | N  | 0.614         | 720   | N  | 2004       |
|                          |        |      |    | To:   | 95-1210              |                 |        |        |        |    |             |    |               |       |    |            |
| (716)                    | 0.48   | 980  | F  | 98%   | 1%                   | 1%              | 0%     | 0%     | 0%     | C  | 0.110       | F  | 0.631         | 1000  | F  | 2004       |
|                          |        |      |    | To:   | 95-1203              |                 |        |        |        |    |             |    |               |       |    |            |
| (716)                    | 0.14   | 1300 | F  | 98%   | 1%                   | 1%              | 0%     | 0%     | 0%     | F  | 0.099       | F  | 0.607         | 1400  | F  | 2004       |
|                          |        |      |    | To:   | 95-1205              |                 |        |        |        |    |             |    |               |       |    |            |
| (716)                    | 0.09   | 1700 | F  | 98%   | 1%                   | 1%              | 0%     | 0%     | 0%     | F  | 0.105       | F  | 0.603         | 1800  | F  | 2004       |
|                          |        |      |    | To:   | US 58                |                 |        |        |        |    |             |    |               |       |    |            |
| (716)                    | 0.07   | 460  | R  |       |                      |                 |        |        |        |    | NA          |    | NA            |       |    | 1998       |
|                          |        |      |    | To:   | 95-1222              |                 |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                            |        |        |        |    |             |    |               |       |    |      |            |
| 717                      | 0.80   | 20   | R  |       |     | From: Dead End             |        |        |        |    |             |    |               |       |    |      | 06/18/2004 |
|                          |        |      |    |       |     | To: 95-663                 |        |        |        |    |             |    |               |       |    |      |            |
| 718                      | 0.12   | 90   | R  |       |     | From: 95-858               |        |        |        |    |             |    |               |       |    |      | 1998       |
|                          |        |      |    |       |     | To: US 58                  |        |        |        |    |             |    |               |       |    |      |            |
| 718                      | 0.97   | 870  | R  |       |     | From: 95-788               |        |        |        |    |             |    |               |       |    |      | 1998       |
|                          |        |      |    |       |     | To: 95-788                 |        |        |        |    |             |    |               |       |    |      |            |
| 719                      | 2.11   | 250  | R  |       |     | From: 95-708               |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: 95-788                 |        |        |        |    |             |    |               |       |    |      |            |
| 720                      | 2.40   | 370  | R  |       |     | From: 95-722               |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: 95-721                 |        |        |        |    |             |    |               |       |    |      |            |
| 721                      | 0.70   | 400  | R  |       |     | From: SR 91                |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: 95-722 EAST            |        |        |        |    |             |    |               |       |    |      |            |
| 721                      | 1.30   | 300  | R  |       |     | From: 95-722 WEST          |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: 95-720                 |        |        |        |    |             |    |               |       |    |      |            |
| 721                      | 0.72   | 20   | R  |       |     | From: Dead End             |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: 95-710                 |        |        |        |    |             |    |               |       |    |      |            |
| 722                      | 1.80   | 820  | R  |       |     | From: US 58 NORTH          |        |        |        |    |             |    |               |       |    |      | 06/16/2004 |
|                          |        |      |    |       |     | To: US 58 SOUTH            |        |        |        |    |             |    |               |       |    |      |            |
| 722                      | 0.90   | 890  | R  |       |     | From: 95-720               |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: 95-720                 |        |        |        |    |             |    |               |       |    |      |            |
| 722                      | 2.50   | 520  | R  |       |     | From: 95-709               |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: 95-709                 |        |        |        |    |             |    |               |       |    |      |            |
| 722                      | 0.79   | 160  | R  |       |     | From: SR 91 WEST           |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: SR 91 E; 95-736        |        |        |        |    |             |    |               |       |    |      |            |
| 722                      | 0.05   | 100  | R  |       |     | From: 0.05 MW SR 91 EAST   |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: 95-774                 |        |        |        |    |             |    |               |       |    |      |            |
| 722                      | 0.30   | 60   | R  |       |     | From: Dead End             |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: SR 91                  |        |        |        |    |             |    |               |       |    |      |            |
| 723                      | 0.81   | 20   | R  |       |     | From: Dead End             |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: 95-605                 |        |        |        |    |             |    |               |       |    |      |            |
| 724                      | 1.70   | 160  | R  |       |     | From: 95-789               |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: SR 91                  |        |        |        |    |             |    |               |       |    |      |            |
| 725                      | 1.60   | 410  | R  |       |     | From: Tennessee State Line |        |        |        |    |             |    |               |       |    |      | 04/22/2004 |
|                          |        |      |    |       |     | To: 95-726                 |        |        |        |    |             |    |               |       |    |      |            |
| 725                      | 0.60   | 180  | R  |       |     | From: Dead End             |        |        |        |    |             |    |               |       |    |      | 04/22/2004 |
|                          |        |      |    |       |     | To: 95-725                 |        |        |        |    |             |    |               |       |    |      |            |
| 726                      | 0.50   | 250  | R  |       |     | From: 95-727               |        |        |        |    |             |    |               |       |    |      | 04/22/2004 |
|                          |        |      |    |       |     | To: 95-727                 |        |        |        |    |             |    |               |       |    |      |            |

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|--------------------------|--------|------|----|-------|-----|--------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                          |        |      |    |       |     | 2Axle                    | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Washington County</b> |        |      |    |       |     |                          |        |        |        |    |             |    |               |       |    |            |
| (726)                    | 0.40   | 310  | R  |       |     | From: 95-727             |        |        |        |    |             |    |               |       |    | 04/22/2004 |
| (726)                    | 1.62   | 170  | R  |       |     | To: 0.40 ME 95-727       |        |        |        |    |             |    |               |       |    | 04/22/2004 |
| (726)                    | 1.48   | 230  | R  |       |     | From: 2.02 ME 95-727     |        |        |        |    |             |    |               |       |    | 04/22/2004 |
| (726)                    | 0.35   | 260  | R  |       |     | To: 95-859 WEST          |        |        |        |    |             |    |               |       |    | 04/22/2004 |
| (726)                    | 0.90   | 100  | R  |       |     | From: 95-859 EAST        |        |        |        |    |             |    |               |       |    | 04/22/2004 |
| (726)                    | 0.90   | 100  | R  |       |     | To: 95-600               |        |        |        |    |             |    |               |       |    | 04/22/2004 |
| (727)                    | 0.60   | 120  | R  |       |     | From: US 58              |        |        |        |    |             |    |               |       |    | 04/22/2004 |
| (727)                    | 0.60   | 120  | R  |       |     | To: Tennessee State Line |        |        |        |    |             |    |               |       |    | 04/22/2004 |
| (728)                    | 0.95   | 50   | R  |       |     | From: 95-726             |        |        |        |    |             |    |               |       |    | 04/22/2004 |
| (728)                    | 0.95   | 50   | R  |       |     | To: Dead End             |        |        |        |    |             |    |               |       |    | 04/22/2004 |
| (729)                    | 0.67   | 120  | R  |       |     | From: US 58              |        |        |        |    |             |    |               |       |    | 04/22/2004 |
| (729)                    | 0.67   | 120  | R  |       |     | To: 95-602               |        |        |        |    |             |    |               |       |    | 04/22/2004 |
| (730)                    | 0.90   | 110  | R  |       |     | From: Dead End           |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (730)                    | 0.90   | 110  | R  |       |     | To: 95-604               |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (731)                    | 2.80   | 760  | R  |       |     | From: SR 91              |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (731)                    | 1.33   | 150  | R  |       |     | To: 95-605 WEST          |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (731)                    | 1.33   | 150  | R  |       |     | From: 95-605 EAST        |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (732)                    | 0.90   | 220  | R  |       |     | To: 95-733               |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (732)                    | 0.90   | 220  | R  |       |     | From: 95-605             |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (733)                    | 2.25   | 80   | R  |       |     | To: 95-714               |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (733)                    | 2.25   | 80   | R  |       |     | From: 95-605             |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (734)                    | 1.90   | 130  | R  |       |     | To: 95-803               |        |        |        |    |             |    |               |       |    | 06/09/2004 |
| (734)                    | 1.90   | 130  | R  |       |     | From: SR 91              |        |        |        |    |             |    |               |       |    | 06/09/2004 |
| (735)                    | 2.30   | 490  | R  |       |     | To: US 11                |        |        |        |    |             |    |               |       |    | 06/11/2004 |
| (735)                    | 2.30   | 490  | R  |       |     | From: 95-803 WEST        |        |        |        |    |             |    |               |       |    | 06/11/2004 |
| (735)                    | 2.70   | 360  | R  |       |     | To: 95-803 EAST          |        |        |        |    |             |    |               |       |    | 06/09/2004 |
| (735)                    | 2.70   | 360  | R  |       |     | From: 95-736             |        |        |        |    |             |    |               |       |    | 06/09/2004 |
| (736)                    | 0.20   | 120  | R  |       |     | To: 95-762               |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (736)                    | 2.30   | 180  | R  |       |     | From: 95-607 EAST        |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (736)                    | 2.30   | 180  | R  |       |     | To: 95-607 WEST          |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (736)                    | 1.80   | 270  | R  |       |     | From: 95-608 EAST        |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (736)                    | 1.80   | 270  | R  |       |     | To: 95-608 WEST          |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (736)                    | 2.30   | 120  | R  |       |     | From: 95-714 SOUTH       |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (736)                    | 2.30   | 120  | R  |       |     | To: 95-714 NORTH         |        |        |        |    |             |    |               |       |    | 04/28/2004 |
| (736)                    | 2.30   | 120  | R  |       |     | From: SR 91 SOUTH        |        |        |        |    |             |    |               |       |    | 04/28/2004 |

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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>Washington County</b> |                  |      |      |       |     |                   |        |        |        |    |             |    |               |       |    |            |
| (736)                    | 1.20             | 580  | R    |       |     | From: SR 91 NORTH |        |        |        |    | NA          |    |               | NA    |    | 06/09/2004 |
| (736)                    | 2.30             | 320  | R    |       |     | From: 95-735      |        |        |        |    | NA          |    |               | NA    |    | 06/09/2004 |
| (736)                    | 0.10             | 70   | R    |       |     | From: US 11       |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (736)                    | 0.38             | 90   | R    |       |     | From: 95-754 WEST |        |        |        |    | NA          |    |               | NA    |    | 11/13/2001 |
|                          |                  |      |      |       |     | To: 95-754 EAST   |        |        |        |    |             |    |               |       |    |            |
|                          |                  |      |      |       |     | To: Dead End      |        |        |        |    |             |    |               |       |    |            |
| (737)                    | 0.58             | 1600 | F    | 98%   | 1%  | 0%                | 0%     | 0%     | 0%     | C  | 0.095       | F  | 0.533         | 1600  | F  | 2004       |
| (737)                    | 0.57             | 3400 | F    | 98%   | 1%  | 0%                | 0%     | 0%     | 0%     | F  | 0.086       | F  | 0.594         | 3500  | F  | 2004       |
| (737)                    | 0.67             | 1100 | R    |       |     | From: 95-609 WEST |        |        |        |    | NA          |    |               | NA    |    | 05/05/2004 |
|                          |                  |      |      |       |     | To: 95-609 EAST   |        |        |        |    |             |    |               |       |    |            |
| (737)                    | 0.48             | 360  | R    |       |     | From: 95-744      |        |        |        |    | NA          |    |               | NA    |    | 05/05/2004 |
| (737)                    | 0.25             | 30   | R    |       |     | From: 95-870      |        |        |        |    | NA          |    |               | NA    |    | 05/05/2004 |
|                          |                  |      |      |       |     | To: Dead End      |        |        |        |    |             |    |               |       |    |            |
| (738)                    | 0.10             | 190  | R    |       |     | From: SR 80       |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (738)                    | 0.20             | 260  | R    |       |     | From: 95-806 WEST |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (738)                    | 0.56             | 130  | R    |       |     | From: 95-806 EAST |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                          |                  |      |      |       |     | To: 95-609        |        |        |        |    |             |    |               |       |    |            |
| (739)                    | 0.90             | 80   | R    |       |     | From: 95-609      |        |        |        |    | NA          |    |               | NA    |    | 05/05/2004 |
|                          |                  |      |      |       |     | To: Dead End      |        |        |        |    |             |    |               |       |    |            |
| (740)                    | Old Saltworks Rd | 1.24 | 1900 | F     | 99% | 0%                | 1%     | 0%     | 0%     | F  | 0.092       | F  | 0.693         | 2000  | F  | 2004       |
| (740)                    | Old Saltworks Rd | 1.64 | 1400 | F     | 99% | 0%                | 1%     | 0%     | 0%     | C  | 0.095       | F  | 0.676         | 1400  | F  | 2004       |
| (740)                    | Old Saltworks Rd | 0.43 | 1500 | F     | 99% | 1%                | 1%     | 0%     | 0%     | C  | 0.088       | F  | 0.697         | 1600  | F  | 2004       |
| (740)                    | Old Saltworks Rd | 1.60 | 990  | F     | 99% | 1%                | 1%     | 0%     | 0%     | F  | 0.096       | F  | 0.691         | 1000  | F  | 2004       |
| (740)                    | Old Saltworks Rd | 1.01 | 460  | R     |     | From: SR 80 WEST  |        |        |        |    | NA          |    |               | NA    |    | 05/05/2004 |
|                          |                  |      |      |       |     | To: SR 80 EAST    |        |        |        |    |             |    |               |       |    |            |
| (740)                    |                  | 1.67 | 130  | R     |     | From: 95-744 EAST |        |        |        |    | NA          |    |               | NA    |    | 05/05/2004 |
|                          |                  |      |      |       |     | To: 95-737        |        |        |        |    |             |    |               |       |    |            |
| (741)                    |                  | 1.40 | 120  | R     |     | From: 95-742      |        |        |        |    | NA          |    |               | NA    |    | 05/25/2004 |
|                          |                  |      |      |       |     | To: 95-703 EAST   |        |        |        |    |             |    |               |       |    |            |
| (741)                    |                  | 1.80 | 250  | R     |     | From: 95-703 WEST |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
| (741)                    |                  | 0.67 | 0    | R     |     | From: 95-700 EAST |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
|                          |                  |      |      |       |     | 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>Washington County</b>    |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (742)                       | 0.20             | 100  | R    |       |     | From: SR 80       |        |        |        |    | NA          |       |               | NA    |      | 05/25/2004 |      |
| (742)                       | 0.60             | 45   | R    |       |     | From: 95-741      |        |        |        |    | NA          |       |               | NA    |      | 05/25/2004 |      |
|                             |                  |      |      |       |     | To: 95-743        |        |        |        |    |             |       |               |       |      |            |      |
| (743)                       | 1.20             | 46   | R    |       |     | From: 95-703      |        |        |        |    | NA          |       |               | NA    |      | 05/25/2004 |      |
|                             |                  |      |      |       |     | To: SR 80         |        |        |        |    |             |       |               |       |      |            |      |
| (744)                       | 0.60             | 360  | R    |       |     | From: SR 80       |        |        |        |    | NA          |       |               | NA    |      | 05/05/2004 |      |
|                             |                  |      |      |       |     | To: 95-740 WEST   |        |        |        |    |             |       |               |       |      |            |      |
| (744)                       | 1.30             | 680  | R    |       |     | From: 95-740 EAST |        |        |        |    | NA          |       |               | NA    |      | 05/05/2004 |      |
|                             |                  |      |      |       |     | To: 95-737        |        |        |        |    |             |       |               |       |      |            |      |
| (745)                       | Old Saltworks Rd | 3.24 | 570  | F     | 98% | 0%                | 1%     | 1%     | 1%     | 0% | F           | 0.093 | F             | 0.713 | 590  | F          | 2004 |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (745)                       | Old Saltworks Rd | 1.65 | 520  | F     | 98% | 0%                | 1%     | 1%     | 1%     | 0% | F           | 0.090 | F             | 0.68  | 540  | F          | 2004 |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (745)                       | Old Saltworks Rd | 0.95 | 640  | F     | 98% | 0%                | 1%     | 1%     | 1%     | 0% | F           | 0.091 | F             | 0.549 | 670  | F          | 2004 |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (745)                       | Old Saltworks Rd | 0.70 | 1000 | F     | 98% | 0%                | 1%     | 1%     | 1%     | 0% | F           | 0.091 | F             | 0.502 | 1100 | F          | 2004 |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (745)                       | Old Saltworks Rd | 1.00 | 1100 | F     | 98% | 0%                | 1%     | 1%     | 1%     | 0% | C           | 0.094 | F             | 0.5   | 1100 | F          | 2004 |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (746)                       |                  | 2.00 | 120  | R     |     |                   |        |        |        |    |             |       |               | NA    |      | 1998       |      |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (746)                       |                  | 0.08 | 30   | R     |     |                   |        |        |        |    |             |       |               | NA    |      | 10/22/2001 |      |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (747)                       |                  | 0.80 | 270  | R     |     |                   |        |        |        |    |             |       |               | NA    |      | 1998       |      |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (747)                       |                  | 2.00 | 110  | R     |     |                   |        |        |        |    |             |       |               | NA    |      | 10/22/2001 |      |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (748)                       |                  | 1.40 | 410  | R     |     |                   |        |        |        |    |             |       |               | NA    |      | 1998       |      |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (748)                       |                  | 2.30 | 270  | R     |     |                   |        |        |        |    |             |       |               | NA    |      | 04/27/2004 |      |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| <b>Town of Glade Spring</b> |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (750)                       | Old Mill Rd      | 0.08 | 2100 | F     | 97% | 1%                | 0%     | 1%     | 0%     | 0% | F           | 0.107 | F             | 0.654 | 2200 | F          | 2004 |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (750)                       |                  | 0.38 | 1500 | F     | 97% | 1%                | 0%     | 1%     | 0%     | 0% | F           | 0.104 | F             | 0.558 | 1500 | F          | 2004 |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| <b>Washington County</b>    |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (750)                       |                  | 1.44 | 1300 | F     | 97% | 1%                | 0%     | 1%     | 0%     | 0% | C           | 0.098 | F             | 0.599 | 1300 | F          | 2004 |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (750)                       | Old Mill Rd      | 1.00 | 980  | F     | 97% | 1%                | 0%     | 1%     | 0%     | 0% | F           | 0.099 | F             | 0.628 | 1000 | F          | 2004 |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |
| (750)                       | Old Mill Rd      | 2.20 | 340  | F     | 97% | 1%                | 0%     | 1%     | 0%     | 0% | F           | 0.124 | F             | 0.640 | 360  | F          | 2004 |
|                             |                  |      |      |       |     |                   |        |        |        |    |             |       |               |       |      |            |      |

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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>Washington County</b>    |        |      |    |       |     |                                     |        |        |        |    |             |    |               |       |    |            |
| (751)                       | 0.72   | 70   | R  |       |     | From: Dead End                      |        |        |        |    | NA          |    |               | NA    |    | 04/27/2004 |
|                             |        |      |    |       |     | To: US 11; FR-34                    |        |        |        |    |             |    |               |       |    |            |
| (751)                       | 1.40   | 530  | F  | 99%   | 0%  | 0%                                  | 1%     | 0%     | 0%     | C  | 0.104       | F  | 0.566         | 550   | F  | 2004       |
|                             |        |      |    |       |     | From: 95-609                        |        |        |        |    |             |    |               |       |    |            |
| (751)                       | 1.00   | 580  | R  |       |     | To: SR 91 SOUTH                     |        |        |        |    | NA          |    |               | NA    |    | 04/27/2004 |
|                             |        |      |    |       |     | From: SR 91 NORTH                   |        |        |        |    |             |    |               |       |    |            |
| (751)                       | 1.60   | 290  | R  |       |     | To: 95-750 NORTH                    |        |        |        |    | NA          |    |               | NA    |    | 04/27/2004 |
|                             |        |      |    |       |     | From: WCL Glade Spring              |        |        |        |    |             |    |               |       |    |            |
| (751)                       | 1.71   | 350  | R  |       |     | To: WCL Glade Spring                |        |        |        |    | NA          |    |               | NA    |    | 04/27/2004 |
| <b>Town of Glade Spring</b> |        |      |    |       |     |                                     |        |        |        |    |             |    |               |       |    |            |
| (751)                       | 0.49   | 410  | R  |       |     | From: WCL Glade Spring              |        |        |        |    | NA          |    |               | NA    |    | 04/27/2004 |
|                             |        |      |    |       |     | To: 95-750 SOUTH                    |        |        |        |    |             |    |               |       |    |            |
| (752)                       | 0.63   | 460  | R  |       |     | From: 95-609; 95-1309               |        |        |        |    | NA          |    |               | NA    |    | 05/05/2004 |
|                             |        |      |    |       |     | To: SR 91                           |        |        |        |    |             |    |               |       |    |            |
| <b>Washington County</b>    |        |      |    |       |     |                                     |        |        |        |    |             |    |               |       |    |            |
| (753)                       | 1.50   | 40   | R  |       |     | From: 95-751                        |        |        |        |    | NA          |    |               | NA    |    | 04/27/2004 |
|                             |        |      |    |       |     | To: 95-652                          |        |        |        |    |             |    |               |       |    |            |
| (753)                       | 0.30   | 310  | R  |       |     | From: 95-609                        |        |        |        |    | NA          |    |               | NA    |    | 04/27/2004 |
|                             |        |      |    |       |     | To: US 11 WEST                      |        |        |        |    |             |    |               |       |    |            |
| (754)                       | 1.40   | 350  | R  |       |     | From: US 11 EAST                    |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                             |        |      |    |       |     | To: US 58                           |        |        |        |    |             |    |               |       |    |            |
| (755)                       | 0.68   | 110  | R  |       |     | From: 95-603                        |        |        |        |    | NA          |    |               | NA    |    | 04/22/2004 |
|                             |        |      |    |       |     | To: US 58                           |        |        |        |    |             |    |               |       |    |            |
| (756)                       | 0.10   | 40   | R  |       |     | From: 95-601                        |        |        |        |    | NA          |    |               | NA    |    | 04/22/2004 |
|                             |        |      |    |       |     | To: Dead End                        |        |        |        |    |             |    |               |       |    |            |
| (757)                       | 1.20   | 1400 | R  |       |     | From: US 58                         |        |        |        |    | NA          |    |               | NA    |    | 1998       |
|                             |        |      |    |       |     | To: Dead End                        |        |        |        |    |             |    |               |       |    |            |
| (758)                       | 0.40   | 10   | R  |       |     | From: 95-605                        |        |        |        |    | NA          |    |               | NA    |    | 06/09/2004 |
|                             |        |      |    |       |     | To: Tennessee State Line            |        |        |        |    |             |    |               |       |    |            |
| (759)                       | 0.15   | 70   | R  |       |     | From: 95-673                        |        |        |        |    | NA          |    |               | NA    |    | 06/16/2004 |
|                             |        |      |    |       |     | To: Tenn State Line; Gap Terminus   |        |        |        |    |             |    |               |       |    |            |
| (759)                       | 0.15   | 170  | R  |       |     | From: Tenn State Line; Gap Terminus |        |        |        |    | NA          |    |               | NA    |    | 06/16/2004 |
|                             |        |      |    |       |     | To: 95-674                          |        |        |        |    |             |    |               |       |    |            |
| (759)                       | 0.80   | 240  | R  |       |     | From: 95-674                        |        |        |        |    | NA          |    |               | NA    |    | 06/16/2004 |
|                             |        |      |    |       |     | To: 95-750 SOUTH                    |        |        |        |    |             |    |               |       |    |            |
| (760)                       | 0.10   | 120  | R  |       |     | From: 0.10 MN 95-750                |        |        |        |    | NA          |    |               | NA    |    | 05/05/2004 |
|                             |        |      |    |       |     | To: 95-750 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>Washington County</b> |        |      |    |       |     |  |        |        |        |    |             |    |               |       |    |            |
| (761)                    | 0.20   | 50   | R  |       |     | From: 95-608; 95-736<br>To: Dead End   |        |        |        |    | NA          |    |               | NA    |    | 04/28/2004 |
| (762)                    | 2.52   | 690  | F  | 98%   | 0%  | 1%                                     | 0%     | 0%     | 0%     | C  | 0.112       | F  | 0.697         | 710   | F  | 2004       |
| (762)                    | 3.63   | 560  | F  | 98%   | 0%  | 1%                                     | 0%     | 0%     | 0%     | F  | 0.101       | F  | 0.532         | 580   | F  | 2004       |
|                          |        |      |    |       |     | From: 95-608<br>To: Smyth County Line  |        |        |        |    |             |    |               |       |    |            |
| (763)                    | 0.30   | 60   | R  |       |     | From: Dead End<br>To: 95-640           |        |        |        |    | NA          |    |               | NA    |    | 11/08/2001 |
| (764)                    | 0.30   | 100  | R  |       |     | From: 95-869<br>To: Dead End           |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (765)                    | 1.00   | 40   | R  |       |     | From: Dead End<br>To: 95-692           |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
| (766)                    | 1.08   | 130  | R  |       |     | From: US 19<br>To: US 19; 95-848       |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (767)                    | 1.00   | 560  | R  |       |     | From: US 11<br>To: 95-609              |        |        |        |    | NA          |    |               | NA    |    | 05/05/2004 |
| (768)                    | 0.60   | 20   | R  |       |     | From: Dead End<br>To: 95-700           |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
| (769)                    | 0.30   | 80   | R  |       |     | From: US 58<br>To: US 58               |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (770)                    | 0.11   | 0    | R  |       |     | From: Dead End<br>To: 95-630           |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (771)                    | 0.15   | 46   | R  |       |     | From: Dead End<br>To: US 58            |        |        |        |    | NA          |    |               | NA    |    | 06/11/2004 |
| (772)                    | 0.22   | 8    | R  |       |     | From: SR 80<br>To: SR 80               |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (773)                    | 0.21   | 140  | R  |       |     | From: SR 91<br>To: Dead End            |        |        |        |    | NA          |    |               | NA    |    | 06/09/2004 |
| (774)                    | 0.45   | 90   | R  |       |     | From: Dead End<br>To: SR 91            |        |        |        |    | NA          |    |               | NA    |    | 06/09/2004 |
| (774)                    | 1.30   | 90   | R  |       |     | From: SR 91<br>To: 95-722              |        |        |        |    | NA          |    |               | NA    |    | 06/09/2004 |
| (775)                    | 0.17   | 160  | R  |       |     | From: US 19<br>To: 95-700 NORTH        |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
| (775)                    | 0.03   | 720  | R  |       |     | From: 95-700 NORTH<br>To: 95-700 SOUTH |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
| (775)                    | 0.10   | 10   | R  |       |     | From: 95-700 SOUTH<br>To: Dead End     |        |        |        |    | NA          |    |               | NA    |    | 05/19/2004 |
| (776)                    | 0.22   | 100  | R  |       |     | From: SR 91<br>To: Dead End            |        |        |        |    | NA          |    |               | NA    |    | 06/09/2004 |

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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>Washington County</b> |        |      |    |       |     |                         |        |        |        |    |             |    |               |       |    |      |            |
| (777)                    | 0.40   | 70   | R  |       |     | From: Dead End          |        |        |        |    |             |    |               |       |    |      | 04/22/2004 |
|                          |        |      |    |       |     | To: 95-600              |        |        |        |    |             |    |               |       |    |      |            |
| (778)                    | 0.24   | 10   | R  |       |     | From: SR 91 SOUTH       |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: SR 91 NORTH         |        |        |        |    |             |    |               |       |    |      |            |
| (779)                    | 0.70   | 190  | R  |       |     | From: 95-693            |        |        |        |    |             |    |               |       |    |      | 05/25/2004 |
|                          |        |      |    |       |     | To: 95-694              |        |        |        |    |             |    |               |       |    |      |            |
| (779)                    | 0.10   | 160  | R  |       |     | From: 95-780            |        |        |        |    |             |    |               |       |    |      | 05/25/2004 |
|                          |        |      |    |       |     | To: 95-780              |        |        |        |    |             |    |               |       |    |      |            |
| (779)                    | 0.10   | 130  | R  |       |     | From: 0.10 ME 95-780    |        |        |        |    |             |    |               |       |    |      | 05/25/2004 |
|                          |        |      |    |       |     | To: 95-741              |        |        |        |    |             |    |               |       |    |      |            |
| (780)                    | 0.40   | 70   | R  |       |     | From: Dead End          |        |        |        |    |             |    |               |       |    |      | 05/25/2004 |
|                          |        |      |    |       |     | To: 95-779              |        |        |        |    |             |    |               |       |    |      |            |
| (781)                    | 1.50   | 210  | R  |       |     | From: NCL Bristol       |        |        |        |    |             |    |               |       |    |      | 1998       |
|                          |        |      |    |       |     | To: 95-655              |        |        |        |    |             |    |               |       |    |      |            |
| (782)                    | 0.60   | 80   | R  |       |     | From: Dead End          |        |        |        |    |             |    |               |       |    |      | 1998       |
|                          |        |      |    |       |     | To: US 58               |        |        |        |    |             |    |               |       |    |      |            |
| (783)                    | 1.50   | 50   | R  |       |     | From: 95-710            |        |        |        |    |             |    |               |       |    |      | 06/16/2004 |
|                          |        |      |    |       |     | To: 95-708              |        |        |        |    |             |    |               |       |    |      |            |
| (784)                    | 0.60   | 80   | R  |       |     | From: Dead End          |        |        |        |    |             |    |               |       |    |      | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-700              |        |        |        |    |             |    |               |       |    |      |            |
| (784)                    | 1.20   | 60   | R  |       |     | From: Dead End; 1.20 MN |        |        |        |    |             |    |               |       |    |      | 11/05/2001 |
|                          |        |      |    |       |     | To: Dead End            |        |        |        |    |             |    |               |       |    |      |            |
| (785)                    | 0.60   | 110  | R  |       |     | From: Dead End          |        |        |        |    |             |    |               |       |    |      | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-659              |        |        |        |    |             |    |               |       |    |      |            |
| (786)                    | 0.40   | 190  | R  |       |     | From: Dead End          |        |        |        |    |             |    |               |       |    |      | 06/09/2004 |
|                          |        |      |    |       |     | To: 95-735              |        |        |        |    |             |    |               |       |    |      |            |
| (787)                    | 1.04   | 140  | R  |       |     | From: Dead End          |        |        |        |    |             |    |               |       |    |      | 06/11/2004 |
|                          |        |      |    |       |     | To: 1.04 ME Dead End    |        |        |        |    |             |    |               |       |    |      |            |
| (787)                    | 0.16   | 150  | R  |       |     | From: US 58             |        |        |        |    |             |    |               |       |    |      | 06/11/2004 |
|                          |        |      |    |       |     | To: 95-718 SOUTH        |        |        |        |    |             |    |               |       |    |      |            |
| (788)                    | 1.29   | 110  | R  |       |     | From: 1.29 MN 95-718    |        |        |        |    |             |    |               |       |    |      | 11/01/2001 |
|                          |        |      |    |       |     | To: 95-719              |        |        |        |    |             |    |               |       |    |      |            |
| (788)                    | 0.19   | 270  | R  |       |     | From: 95-718 NORTH      |        |        |        |    |             |    |               |       |    |      | 1998       |
|                          |        |      |    |       |     | To: SR 91               |        |        |        |    |             |    |               |       |    |      |            |
| (788)                    | 0.70   | 600  | R  |       |     | From: Dead End          |        |        |        |    |             |    |               |       |    |      | 1998       |
|                          |        |      |    |       |     | To: 95-724              |        |        |        |    |             |    |               |       |    |      |            |
| (789)                    | 0.15   | 20   | R  |       |     | From: Dead End          |        |        |        |    |             |    |               |       |    |      | 10/29/2001 |
|                          |        |      |    |       |     | To: 95-724              |        |        |        |    |             |    |               |       |    |      |            |

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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>Washington County</b> |            |      |      |       |     |  |        |        |        |    |             |       |               |       |     |            |      |
| (790)                    | 0.35       | 180  | R    |       |     | From: Dead End<br>To: 95-745           |        |        |        |    | NA          |       |               | NA    |     | 1998       |      |
| (791)                    | 0.40       | 230  | R    |       |     | From: 95-666<br>To: Dead End           |        |        |        |    | NA          |       |               | NA    |     | 1998       |      |
| (792)                    | 0.45       | 40   | R    |       |     | From: Dead End<br>To: 95-700           |        |        |        |    | NA          |       |               | NA    |     | 05/19/2004 |      |
| (793)                    | 1.05       | 250  | R    |       |     | From: Dead End<br>To: SCL Abingdon     |        |        |        |    | NA          |       |               | NA    |     | 1998       |      |
| (794)                    | 0.91       | 1900 | R    |       |     | From: SCL Abingdon<br>To: 95-670       |        |        |        |    | NA          |       |               | NA    |     | 06/18/2004 |      |
| (795)                    | 0.38       | 90   | R    |       |     | From: 95-745<br>To: 95-745             |        |        |        |    | NA          |       |               | NA    |     | 1998       |      |
| (796)                    | 0.25       | 70   | R    |       |     | From: Dead End<br>To: 95-802           |        |        |        |    | NA          |       |               | NA    |     | 10/15/2001 |      |
| (797)                    | 0.50       | 260  | R    |       |     | From: SR 80<br>To: Dead End            |        |        |        |    | NA          |       |               | NA    |     | 11/13/2001 |      |
| (798)                    | 3.64       | 160  | R    |       |     | From: 95-616<br>To: 95-622             |        |        |        |    | NA          |       |               | NA    |     | 10/15/2001 |      |
| (799)                    | 1.50       | 70   | R    |       |     | From: Dead End<br>To: 95-627           |        |        |        |    | NA          |       |               | NA    |     | 11/08/2001 |      |
| (800)                    | 0.19       | 100  | R    |       |     | From: Dead End<br>To: SR 80            |        |        |        |    | NA          |       |               | NA    |     | 11/13/2001 |      |
| (801)                    | 0.80       | 80   | R    |       |     | From: Dead End<br>To: 0.80 ME Dead End |        |        |        |    | NA          |       |               | NA    |     | 06/09/2004 |      |
| (801)                    | 0.10       | 110  | R    |       |     | From: 0.80 ME Dead End<br>To: 95-605   |        |        |        |    | NA          |       |               | NA    |     | 10/29/2001 |      |
| (802)                    | 0.23       | 320  | F    | 98%   | 0%  | 0%                                     | 1%     | 1%     | 0%     | F  | 0.103       | F     | 0.547         | 330   | F   | 2004       |      |
| (802)                    | 1.94       | 370  | F    | 98%   | 0%  | 0%                                     | 1%     | 1%     | 0%     | C  | 0.094       | F     | 0.641         | 380   | F   | 2004       |      |
| (802)                    | 5.21       | 290  | F    | 98%   | 0%  | 0%                                     | 1%     | 1%     | 0%     | F  | 0.105       | F     | 0.541         | 300   | F   | 2004       |      |
| (802)                    | Mendota Rd | 3.12 | 170  | F     | 98% | 0%                                     | 0%     | 1%     | 1%     | 0% | F           | 0.107 | F             | 0.619 | 180 | F          | 2004 |
| (802)                    | Mendota Rd | 2.09 | 160  | F     | 98% | 0%                                     | 0%     | 1%     | 1%     | 0% | F           | 0.088 | F             | 0.629 | 170 | F          | 2004 |
| (802)                    | Mendota Rd | 3.21 | 390  | F     | 98% | 0%                                     | 0%     | 1%     | 1%     | 0% | F           | 0.104 | F             | 0.511 | 400 | F          | 2004 |
| (803)                    |            | 4.20 | 1900 | R     |     | From: US 11; SR 80<br>To: 95-709       |        |        |        |    | NA          |       |               | NA    |     | 10/25/2001 |      |

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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>Washington County</b> |        |      |    |       |     |                |        |        |        |    |             |    |               |       |    |            |
| 803                      | 2.25   | 180  | R  |       |     | From: 95-709   |        |        |        |    |             | NA |               | NA    |    | 10/25/2001 |
|                          |        |      |    |       |     | To: SR 91      |        |        |        |    |             |    |               |       |    |            |
| 804                      | 1.80   | 130  | R  |       |     | From: 95-662   |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-645     |        |        |        |    |             |    |               |       |    |            |
| 805                      | 0.07   | 740  | R  |       |     | From: SR 80    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-738     |        |        |        |    |             |    |               |       |    |            |
| 806                      | 0.55   | 90   | R  |       |     | From: 95-738   |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                          |        |      |    |       |     | To: 95-738     |        |        |        |    |             |    |               |       |    |            |
| 807                      | 0.30   | 300  | R  |       |     | From: US 11    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1702    |        |        |        |    |             |    |               |       |    |            |
| 807                      | 0.12   | 60   | R  |       |     | From: Dead End |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: Dead End   |        |        |        |    |             |    |               |       |    |            |
| 808                      | 1.31   | 1300 | R  |       |     | From: 95-647   |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: US 11      |        |        |        |    |             |    |               |       |    |            |
| 809                      | 0.60   | 60   | R  |       |     | From: 95-700   |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: Dead End   |        |        |        |    |             |    |               |       |    |            |
| 810                      | 1.40   | 90   | R  |       |     | From: Dead End |        |        |        |    |             | NA |               | NA    |    | 06/16/2004 |
|                          |        |      |    |       |     | To: 95-711     |        |        |        |    |             |    |               |       |    |            |
| 811                      | 0.60   | 100  | R  |       |     | From: 95-694   |        |        |        |    |             | NA |               | NA    |    | 10/25/2001 |
|                          |        |      |    |       |     | To: Dead End   |        |        |        |    |             |    |               |       |    |            |
| 812                      | 1.50   | 80   | R  |       |     | From: Dead End |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-622     |        |        |        |    |             |    |               |       |    |            |
| 813                      | 0.60   | 120  | R  |       |     | From: 95-689   |        |        |        |    |             | NA |               | NA    |    | 10/18/2001 |
|                          |        |      |    |       |     | To: Dead End   |        |        |        |    |             |    |               |       |    |            |
| 814                      | 0.19   | 60   | R  |       |     | From: 95-795   |        |        |        |    |             | NA |               | NA    |    | 10/22/2001 |
|                          |        |      |    |       |     | To: Dead End   |        |        |        |    |             |    |               |       |    |            |
| 815                      | 1.00   | 70   | R  |       |     | From: 95-674   |        |        |        |    |             | NA |               | NA    |    | 06/16/2004 |
|                          |        |      |    |       |     | To: Dead End   |        |        |        |    |             |    |               |       |    |            |
| 816                      | 0.19   | 240  | R  |       |     | From: 95-609   |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                          |        |      |    |       |     | To: Dead End   |        |        |        |    |             |    |               |       |    |            |
| 817                      | 0.15   | 10   | R  |       |     | From: 95-745   |        |        |        |    |             | NA |               | NA    |    | 10/22/2001 |
|                          |        |      |    |       |     | To: Dead End   |        |        |        |    |             |    |               |       |    |            |
| 818                      | 0.30   | 60   | R  |       |     | From: Dead End |        |        |        |    |             | NA |               | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: SR 75      |        |        |        |    |             |    |               |       |    |            |
| 819                      | 0.50   | 40   | R  |       |     | From: 95-751   |        |        |        |    |             | NA |               | NA    |    | 04/27/2004 |
|                          |        |      |    |       |     | To: Dead End   |        |        |        |    |             |    |               |       |    |            |
| 820                      | 0.45   | 110  | R  |       |     | From: US 11    |        |        |        |    |             | NA |               | NA    |    | 10/25/2001 |
|                          |        |      |    |       |     | 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>Washington County</b>    |        |      |    |       |     |                           |        |        |        |    |             |    |               |       |    |            |
| 821                         | 0.80   | 180  | R  |       |     | From: 95-613              |        |        |        |    |             | NA |               | NA    |    | 10/22/2001 |
|                             |        |      |    |       |     | To: Dead End              |        |        |        |    |             |    |               |       |    |            |
| 822                         | 0.50   | 80   | R  |       |     | From: Dead End            |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                             |        |      |    |       |     | To: 95-633                |        |        |        |    |             |    |               |       |    |            |
| 823                         | 0.39   | 90   | R  |       |     | From: Dead End            |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                             |        |      |    |       |     | To: 95-647                |        |        |        |    |             |    |               |       |    |            |
| 824                         | 0.75   | 60   | R  |       |     | From: 95-700              |        |        |        |    |             | NA |               | NA    |    | 05/19/2004 |
|                             |        |      |    |       |     | To: Dead End              |        |        |        |    |             |    |               |       |    |            |
| 825                         | 0.73   | 1600 | R  |       |     | From: 95-681              |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                             |        |      |    |       |     | To: US 19                 |        |        |        |    |             |    |               |       |    |            |
| 826                         | 0.70   | 150  | R  |       |     | From: Dead End            |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                             |        |      |    |       |     | To: 95-700                |        |        |        |    |             |    |               |       |    |            |
| 827                         | 0.54   | 60   | R  |       |     | From: Dead End            |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                             |        |      |    |       |     | To: 95-641 Camp Ground Rd |        |        |        |    |             |    |               |       |    |            |
| 828                         | 0.52   | 70   | R  |       |     | From: Dead End            |        |        |        |    |             | NA |               | NA    |    | 10/22/2001 |
|                             |        |      |    |       |     | To: 95-700                |        |        |        |    |             |    |               |       |    |            |
| 829                         | 1.00   | 100  | R  |       |     | From: 95-675              |        |        |        |    |             | NA |               | NA    |    | 06/18/2004 |
|                             |        |      |    |       |     | To: Dead End              |        |        |        |    |             |    |               |       |    |            |
| 830                         | 0.63   | 40   | R  |       |     | From: SR 80               |        |        |        |    |             | NA |               | NA    |    | 10/22/2001 |
|                             |        |      |    |       |     | To: Dead End              |        |        |        |    |             |    |               |       |    |            |
| 831                         | 0.40   | 10   | R  |       |     | From: Dead End            |        |        |        |    |             | NA |               | NA    |    | 10/18/2001 |
|                             |        |      |    |       |     | To: 95-802                |        |        |        |    |             |    |               |       |    |            |
| <b>Town of Glade Spring</b> |        |      |    |       |     |                           |        |        |        |    |             |    |               |       |    |            |
| 832                         | 0.13   | 100  | R  |       |     | From: Dead End            |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                             |        |      |    |       |     | To: Bus SR 91             |        |        |        |    |             |    |               |       |    |            |
| <b>Washington County</b>    |        |      |    |       |     |                           |        |        |        |    |             |    |               |       |    |            |
| 833                         | 0.09   | 430  | F  | 99%   | 0%  | 0%                        | 0%     | 0%     | 0%     | C  | 0.092       | F  | 0.634         | 440   | F  | 2004       |
|                             |        |      |    |       |     | From: 95-711              |        |        |        |    |             |    |               |       |    |            |
|                             |        |      |    |       |     | To: US 58                 |        |        |        |    |             |    |               |       |    |            |
| 834                         | 0.10   | 20   | R  |       |     | From: Dead End            |        |        |        |    |             | NA |               | NA    |    | 10/22/2001 |
|                             |        |      |    |       |     | To: SR 91                 |        |        |        |    |             |    |               |       |    |            |
| 835                         | 1.82   | 60   | R  |       |     | From: 95-674              |        |        |        |    |             | NA |               | NA    |    | 06/16/2004 |
|                             |        |      |    |       |     | To: 95-664                |        |        |        |    |             |    |               |       |    |            |
| 836                         | 1.10   | 340  | R  |       |     | From: 95-699              |        |        |        |    |             | NA |               | NA    |    | 05/25/2004 |
|                             |        |      |    |       |     | To: 95-694                |        |        |        |    |             |    |               |       |    |            |
| 837                         | 0.12   | 70   | R  |       |     | From: 95-645              |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                             |        |      |    |       |     | To: Cul-de-Sac            |        |        |        |    |             |    |               |       |    |            |
| 838                         | 0.08   | 40   | R  |       |     | From: 95-737              |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: 95-897 Gap Terminus   |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                            |        |        |        |    |             |    |               |       |    |            |
| (838)                    | 0.08   | 20   | R  |       |     | From: 95-816 Gap Terminus  |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: Dead End; Gap Terminus |        |        |        |    |             |    |               |       |    |            |
| (838)                    | 0.06   | 30   | R  |       |     | From: 95-866 Gap Terminus  |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: Dead End               |        |        |        |    |             |    |               |       |    |            |
| (839)                    | 0.08   | 170  | R  |       |     | From: 95-609               |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                          |        |      |    |       |     | To: 95-838                 |        |        |        |    |             |    |               |       |    |            |
| (840)                    | 0.06   | 90   | R  |       |     | From: SR 91; 95-751        |        |        |        |    |             | NA |               | NA    |    | 04/27/2004 |
|                          |        |      |    |       |     | To: 95-841                 |        |        |        |    |             |    |               |       |    |            |
| (841)                    | 0.13   | 50   | R  |       |     | From: Dead End             |        |        |        |    |             | NA |               | NA    |    | 04/27/2004 |
|                          |        |      |    |       |     | To: 95-840                 |        |        |        |    |             |    |               |       |    |            |
| (842)                    | 1.45   | 370  | R  |       |     | From: 95-609               |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                          |        |      |    |       |     | To: End Loop               |        |        |        |    |             |    |               |       |    |            |
| (843)                    | 0.20   | 510  | R  |       |     | From: 95-640               |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-633                 |        |        |        |    |             |    |               |       |    |            |
| (844)                    | 0.16   | NA   |    |       |     | From: Dead End             |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: SR 91                  |        |        |        |    |             |    |               |       |    |            |
| (845)                    | 0.11   | 9    | R  |       |     | From: US 58                |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: Dead End               |        |        |        |    |             |    |               |       |    |            |
| (846)                    | 0.43   | 80   | R  |       |     | From: Dead End             |        |        |        |    |             | NA |               | NA    |    | 05/05/2004 |
|                          |        |      |    |       |     | To: 95-609                 |        |        |        |    |             |    |               |       |    |            |
| (847)                    | 0.10   | 40   | R  |       |     | From: SR 80                |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                          |        |      |    |       |     | To: Dead End               |        |        |        |    |             |    |               |       |    |            |
| (848)                    | 0.40   | 310  | R  |       |     | From: US 19; 95-766        |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: Dead End               |        |        |        |    |             |    |               |       |    |            |
| (849)                    | 1.00   | 40   | R  |       |     | From: 95-878               |        |        |        |    |             | NA |               | NA    |    | 06/11/2004 |
|                          |        |      |    |       |     | To: Dead End               |        |        |        |    |             |    |               |       |    |            |
| (850)                    | 0.25   | 46   | R  |       |     | From: Dead End             |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-633                 |        |        |        |    |             |    |               |       |    |            |
| (851)                    | 0.25   | 40   | R  |       |     | From: 95-605               |        |        |        |    |             | NA |               | NA    |    | 04/28/2004 |
|                          |        |      |    |       |     | To: Dead End               |        |        |        |    |             |    |               |       |    |            |
| (852)                    | 0.22   | 70   | R  |       |     | From: 95-609               |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                          |        |      |    |       |     | To: 95-609                 |        |        |        |    |             |    |               |       |    |            |
| (853)                    | 0.38   | 70   | R  |       |     | From: 95-666               |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: Dead End               |        |        |        |    |             |    |               |       |    |            |
| (854)                    | 1.05   | 170  | R  |       |     | From: Dead End             |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-666                 |        |        |        |    |             |    |               |       |    |            |
| (855)                    | 0.40   | 70   | R  |       |     | From: Scott County Line    |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-630                 |        |        |        |    |             |    |               |       |    |            |

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|--------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                          |        |      |    |       |     | 2Axle              | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Washington County</b> |        |      |    |       |     |                    |        |        |        |    |             |    |               |       |    |            |
| (856)                    | 0.50   | 120  | R  |       |     | From: 95-614       |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-802         |        |        |        |    |             |    |               |       |    |            |
| (858)                    | 1.02   | 180  | R  |       |     | From: US 58 WEST   |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: US 58 EAST     |        |        |        |    |             |    |               |       |    |            |
| (859)                    | 3.50   | 70   | R  |       |     | From: 95-726       |        |        |        |    |             | NA |               | NA    |    | 04/22/2004 |
|                          |        |      |    |       |     | To: US 58          |        |        |        |    |             |    |               |       |    |            |
| (862)                    | 0.30   | 40   | R  |       |     | From: Dead End     |        |        |        |    |             | NA |               | NA    |    | 04/22/2004 |
|                          |        |      |    |       |     | To: 95-600         |        |        |        |    |             |    |               |       |    |            |
| (863)                    | 0.55   | 70   | R  |       |     | From: 95-608       |        |        |        |    |             | NA |               | NA    |    | 04/28/2004 |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |
| (865)                    | 0.92   | 50   | R  |       |     | From: 95-737       |        |        |        |    |             | NA |               | NA    |    | 05/05/2004 |
|                          |        |      |    |       |     | To: 0.92 MN 95-737 |        |        |        |    |             |    |               |       |    |            |
| (865)                    | 0.20   | 710  | R  |       |     | From: 95-609       |        |        |        |    |             | NA |               | NA    |    | 10/22/2001 |
|                          |        |      |    |       |     | To: 95-609         |        |        |        |    |             |    |               |       |    |            |
| (866)                    | 0.08   | 200  | R  |       |     | From: 95-609       |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                          |        |      |    |       |     | To: 95-838         |        |        |        |    |             |    |               |       |    |            |
| (866)                    | 0.22   | 110  | R  |       |     | From: Dead End     |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |
| (867)                    | 0.03   | 20   | R  |       |     | From: Dead End     |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-868         |        |        |        |    |             |    |               |       |    |            |
| (867)                    | 0.08   | 120  | R  |       |     | From: 95-647       |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-647         |        |        |        |    |             |    |               |       |    |            |
| (868)                    | 0.11   | 120  | R  |       |     | From: Dead End     |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-867         |        |        |        |    |             |    |               |       |    |            |
| (869)                    | 0.15   | 90   | R  |       |     | From: Dead End     |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: US 11          |        |        |        |    |             |    |               |       |    |            |
| (869)                    | 1.54   | 1200 | R  |       |     | From: 95-645       |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-645         |        |        |        |    |             |    |               |       |    |            |
| (870)                    | 0.73   | 70   | R  |       |     | From: 95-737       |        |        |        |    |             | NA |               | NA    |    | 05/05/2004 |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |
| (871)                    | 1.88   | 20   | R  |       |     | From: 95-605       |        |        |        |    |             | NA |               | NA    |    | 04/28/2004 |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |
| (872)                    | 0.40   | 9    | R  |       |     | From: Dead End     |        |        |        |    |             | NA |               | NA    |    | 10/25/2001 |
|                          |        |      |    |       |     | To: 95-802         |        |        |        |    |             |    |               |       |    |            |
| (873)                    | 0.60   | 7    | R  |       |     | From: Dead End     |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-614         |        |        |        |    |             |    |               |       |    |            |
| (874)                    | 0.40   | 60   | R  |       |     | From: 95-611       |        |        |        |    |             | NA |               | NA    |    | 10/22/2001 |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |
| (875)                    | 0.33   | 60   | R  |       |     | From: Dead End     |        |        |        |    |             | NA |               | NA    |    | 10/25/2001 |
|                          |        |      |    |       |     | To: 95-762         |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                   |        |        |        |    |             |    |               |       |    |            |
| (876)                    | 0.20   | 320  | R  |       |     | From: US 19       |        |        |        |    |             | NA |               | NA    |    | 10/18/2001 |
|                          |        |      |    |       |     | To: 95-802        |        |        |        |    |             |    |               |       |    |            |
| (878)                    | 0.41   | 70   | R  |       |     | From: US 58 SOUTH |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: US 58 NORTH   |        |        |        |    |             |    |               |       |    |            |
| (879)                    | 0.65   | 580  | R  |       |     | From: 95-704      |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-609        |        |        |        |    |             |    |               |       |    |            |
| (880)                    | 0.30   | 220  | R  |       |     | From: 95-633      |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-640        |        |        |        |    |             |    |               |       |    |            |
| (881)                    | 0.25   | 80   | R  |       |     | From: Dead End    |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-700        |        |        |        |    |             |    |               |       |    |            |
| (882)                    | 0.01   | 480  | R  |       |     | From: 95-869      |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-645        |        |        |        |    |             |    |               |       |    |            |
| (883)                    | 1.69   | 360  | R  |       |     | From: 95-611      |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: WCL Abingdon  |        |        |        |    |             |    |               |       |    |            |
| (884)                    | 0.95   | 110  | R  |       |     | From: Dead End    |        |        |        |    |             | NA |               | NA    |    | 06/16/2004 |
|                          |        |      |    |       |     | To: 95-674        |        |        |        |    |             |    |               |       |    |            |
| (885)                    | 0.25   | 90   | R  |       |     | From: US 58       |        |        |        |    |             | NA |               | NA    |    | 04/22/2004 |
|                          |        |      |    |       |     | To: Dead End      |        |        |        |    |             |    |               |       |    |            |
| (886)                    | 0.70   | 70   | R  |       |     | From: 95-753      |        |        |        |    |             | NA |               | NA    |    | 04/27/2004 |
|                          |        |      |    |       |     | To: Dead End      |        |        |        |    |             |    |               |       |    |            |
| (887)                    | 0.20   | 130  | R  |       |     | From: Dead End    |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                          |        |      |    |       |     | To: 95-609        |        |        |        |    |             |    |               |       |    |            |
| (888)                    | 0.25   | 60   | R  |       |     | From: 95-603      |        |        |        |    |             | NA |               | NA    |    | 04/22/2004 |
|                          |        |      |    |       |     | To: Dead End      |        |        |        |    |             |    |               |       |    |            |
| (889)                    | 0.15   | 30   | R  |       |     | From: 95-603      |        |        |        |    |             | NA |               | NA    |    | 04/22/2004 |
|                          |        |      |    |       |     | To: Dead End      |        |        |        |    |             |    |               |       |    |            |
| (890)                    | 0.12   | 60   | R  |       |     | From: US 58       |        |        |        |    |             | NA |               | NA    |    | 04/22/2004 |
|                          |        |      |    |       |     | To: Dead End      |        |        |        |    |             |    |               |       |    |            |
| (891)                    | 1.30   | 400  | R  |       |     | From: 95-633      |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-684        |        |        |        |    |             |    |               |       |    |            |
| (892)                    | 0.50   | 60   | R  |       |     | From: 95-684      |        |        |        |    |             | NA |               | NA    |    | 05/19/2004 |
|                          |        |      |    |       |     | To: Dead End      |        |        |        |    |             |    |               |       |    |            |
| (894)                    | 0.65   | 40   | R  |       |     | From: 95-751      |        |        |        |    |             | NA |               | NA    |    | 04/27/2004 |
|                          |        |      |    |       |     | To: Dead End      |        |        |        |    |             |    |               |       |    |            |
| (895)                    | 0.25   | 90   | R  |       |     | From: US 11       |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: Dead End      |        |        |        |    |             |    |               |       |    |            |
| (897)                    | 0.18   | 130  | R  |       |     | From: 95-609      |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                          |        |      |    |       |     | 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>Washington County</b> |        |      |    |       |     |                          |        |        |        |    |             |    |               |       |    |            |
| (898)                    | 0.40   | 46   | R  |       |     | From: 95-684             |        |        |        |    |             | NA |               | NA    |    | 05/19/2004 |
|                          |        |      |    |       |     | To: Dead End             |        |        |        |    |             |    |               |       |    |            |
| (899)                    | 0.85   | 47   | R  |       |     | From: Dead End           |        |        |        |    |             | NA |               | NA    |    | 04/22/2004 |
|                          |        |      |    |       |     | To: 95-600               |        |        |        |    |             |    |               |       |    |            |
| (900)                    | 0.30   | 50   | R  |       |     | From: Dead End           |        |        |        |    |             | NA |               | NA    |    | 06/16/2004 |
|                          |        |      |    |       |     | To: Tennessee State Line |        |        |        |    |             |    |               |       |    |            |
| (901)                    | 0.76   | 510  | R  |       |     | From: 95-803             |        |        |        |    |             | NA |               | NA    |    | 10/25/2001 |
|                          |        |      |    |       |     | To: Dead End             |        |        |        |    |             |    |               |       |    |            |
| (902)                    | 0.40   | 1200 | R  |       |     | From: 95-677             |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: SR 75                |        |        |        |    |             |    |               |       |    |            |
| (903)                    | 0.14   | 20   | R  |       |     | From: SR 75              |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: Dead End             |        |        |        |    |             |    |               |       |    |            |
| (904)                    | 0.10   | 410  | R  |       |     | From: 95-705             |        |        |        |    |             | NA |               | NA    |    | 06/11/2004 |
|                          |        |      |    |       |     | To: Dead End             |        |        |        |    |             |    |               |       |    |            |
| (905)                    | 0.26   | 240  | R  |       |     | From: US 58              |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                          |        |      |    |       |     | To: End Loop             |        |        |        |    |             |    |               |       |    |            |
| (905)                    | 0.08   | 60   | R  |       |     | From: Begin Loop         |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                          |        |      |    |       |     | To: Dead End             |        |        |        |    |             |    |               |       |    |            |
| (906)                    | 0.40   | 90   | R  |       |     | From: Dead End           |        |        |        |    |             | NA |               | NA    |    | 06/18/2004 |
|                          |        |      |    |       |     | To: 95-676               |        |        |        |    |             |    |               |       |    |            |
| (907)                    | 0.55   | 70   | R  |       |     | From: Dead End           |        |        |        |    |             | NA |               | NA    |    | 06/16/2004 |
|                          |        |      |    |       |     | To: 95-711               |        |        |        |    |             |    |               |       |    |            |
| (908)                    | 0.13   | 20   | R  |       |     | From: 95-670             |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: 95-670               |        |        |        |    |             |    |               |       |    |            |
| (909)                    | 0.45   | 80   | R  |       |     | From: 95-659             |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: Dead End             |        |        |        |    |             |    |               |       |    |            |
| (910)                    | 0.25   | 70   | R  |       |     | From: Dead End           |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 0.25 MN Dead End     |        |        |        |    |             |    |               |       |    |            |
| (910)                    | 0.20   | 70   | R  |       |     | From: US 19              |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: US 19                |        |        |        |    |             |    |               |       |    |            |
| (911)                    | 0.12   | 170  | R  |       |     | From: 95-665             |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: SR 75; 95-670        |        |        |        |    |             |    |               |       |    |            |
| (920)                    | 0.17   | 260  | R  |       |     | From: 95-901             |        |        |        |    |             | NA |               | NA    |    | 10/25/2001 |
|                          |        |      |    |       |     | To: US 11                |        |        |        |    |             |    |               |       |    |            |
| (923)                    | 0.59   | NA   |    |       |     | From: Cul-de-Sac         |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: 95-699               |        |        |        |    |             |    |               |       |    |            |
| (1010)                   | 0.32   | NA   |    |       |     | From: Cul-de-Sac         |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: FR-22                |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                              |        |        |        |    |             |    |               |       |    |            |
| (1011)                   | 0.25   | NA   |    |       |     | From: 95-1010                |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: Cul-de-Sac               |        |        |        |    |             |    |               |       |    |            |
| (1012)                   | 0.14   | NA   |    |       |     | From: Cul-de-Sac             |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: 95-01010(B)/95-01011(U)/ |        |        |        |    |             |    |               |       |    |            |
| (1021)                   | 0.28   | 140  | R  |       |     | From: 95-657                 |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: Dead End                 |        |        |        |    |             |    |               |       |    |            |
| (1022)                   | 0.13   | NA   |    |       |     | From: Cul-de-Sac             |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: SR 75                    |        |        |        |    |             |    |               |       |    |            |
| (1030)                   | 0.30   | NA   |    |       |     | From: Cul-de-Sac             |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: 95-647                   |        |        |        |    |             |    |               |       |    |            |
| (1101)                   | 0.15   | 280  | R  |       |     | From: US 58                  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1102                  |        |        |        |    |             |    |               |       |    |            |
| (1102)                   | 0.07   | 70   | R  |       |     | From: 95-1101                |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: Dead End                 |        |        |        |    |             |    |               |       |    |            |
| (1106)                   | 0.11   | 510  | R  |       |     | From: 95-1106                |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                          |        |      |    |       |     | To: 95-1111                  |        |        |        |    |             |    |               |       |    |            |
| (1106)                   | 0.04   | 130  | R  |       |     | From: 95-1107                |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                          |        |      |    |       |     | To: 95-1107                  |        |        |        |    |             |    |               |       |    |            |
| (1106)                   | 0.23   | 170  | R  |       |     | From: End Loop               |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                          |        |      |    |       |     | To: End Loop                 |        |        |        |    |             |    |               |       |    |            |
| (1106)                   | 0.37   | 970  | R  |       |     | From: NCL Bristol            |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: NCL Bristol              |        |        |        |    |             |    |               |       |    |            |
| (1107)                   | 0.05   | 110  | R  |       |     | From: 95-1106                |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1106                  |        |        |        |    |             |    |               |       |    |            |
| (1108)                   | 0.22   | 200  | R  |       |     | From: 95-633                 |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1109                  |        |        |        |    |             |    |               |       |    |            |
| (1108)                   | 0.44   | 140  | R  |       |     | From: End Loop               |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: End Loop                 |        |        |        |    |             |    |               |       |    |            |
| (1109)                   | 0.10   | 60   | R  |       |     | From: Cul-de-Sac             |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1108                  |        |        |        |    |             |    |               |       |    |            |
| (1111)                   | 0.06   | 500  | R  |       |     | From: 95-1106                |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1112                  |        |        |        |    |             |    |               |       |    |            |
| (1111)                   | 0.07   | 210  | R  |       |     | From: 95-1113                |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1113                  |        |        |        |    |             |    |               |       |    |            |
| (1112)                   | 0.24   | 290  | R  |       |     | From: 95-1111                |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1113                  |        |        |        |    |             |    |               |       |    |            |
| (1112)                   | 0.18   | 160  | R  |       |     | From: Dead End               |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: Dead End                 |        |        |        |    |             |    |               |       |    |            |
| (1113)                   | 0.17   | 140  | R  |       |     | From: 95-1111                |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1112                  |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                    |        |        |        |    |             |    |               |       |    |            |
| (1116)                   | 0.15   | 120  | R  |       |     | From: NCL Bristol  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1117        |        |        |        |    |             |    |               |       |    |            |
| (1117)                   | 0.31   | 60   | R  |       |     | From: 95-1116      |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: Cul-de-Sac     |        |        |        |    |             |    |               |       |    |            |
| (1119)                   | 0.70   | 210  | R  |       |     | From: NCL Bristol  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: End Loop       |        |        |        |    |             |    |               |       |    |            |
| (1120)                   | 0.36   | 45   | R  |       |     | From: 95-640       |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |
| (1130)                   | 0.21   | 180  | R  |       |     | From: Cul-de-Sac   |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                          |        |      |    |       |     | To: 95-633         |        |        |        |    |             |    |               |       |    |            |
| (1131)                   | 0.06   | 60   | R  |       |     | From: Cul-de-Sac   |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                          |        |      |    |       |     | To: 95-1130        |        |        |        |    |             |    |               |       |    |            |
| (1132)                   | 0.06   | 20   | R  |       |     | From: Cul-de-Sac   |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                          |        |      |    |       |     | To: 95-1130        |        |        |        |    |             |    |               |       |    |            |
| (1200)                   | 0.32   | 160  | R  |       |     | From: Dead End     |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                          |        |      |    |       |     | To: 95-757         |        |        |        |    |             |    |               |       |    |            |
| (1201)                   | 0.20   | 80   | R  |       |     | From: Dead End     |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: WCL Damascus   |        |        |        |    |             |    |               |       |    |            |
| <b>Town of Damascus</b>  |        |      |    |       |     |                    |        |        |        |    |             |    |               |       |    |            |
| (1201)                   | 0.09   | 200  | R  |       |     | From: WCL Damascus |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: US 58          |        |        |        |    |             |    |               |       |    |            |
| (1202)                   | 0.20   | 1200 | R  |       |     | From: 95-1203      |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: 95-1225        |        |        |        |    |             |    |               |       |    |            |
| (1202)                   | 0.06   | 1200 | R  |       |     | From: 95-1225      |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: 95-1224        |        |        |        |    |             |    |               |       |    |            |
| (1202)                   | 0.02   | 780  | R  |       |     | From: 95-1224      |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: US 58          |        |        |        |    |             |    |               |       |    |            |
| (1203)                   | 0.09   | 680  | R  |       |     | From: 95-1202      |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: 95-1204        |        |        |        |    |             |    |               |       |    |            |
| (1203)                   | 0.06   | 820  | R  |       |     | From: 95-1204      |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: 95-716         |        |        |        |    |             |    |               |       |    |            |
| (1204)                   | 0.16   | 130  | R  |       |     | From: 95-1203      |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: 95-1205        |        |        |        |    |             |    |               |       |    |            |
| (1205)                   | 0.05   | 140  | R  |       |     | From: 95-1204      |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: 95-716         |        |        |        |    |             |    |               |       |    |            |
| (1206)                   | 0.07   | 190  | R  |       |     | From: 95-716       |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: 95-1221        |        |        |        |    |             |    |               |       |    |            |
| (1206)                   | 0.07   | 80   | R  |       |     | From: 95-1221      |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: 95-1207        |        |        |        |    |             |    |               |       |    |            |

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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 Damascus</b>  |        |      |    |       |     |                    |        |        |        |    |             |    |               |       |    |            |
| 1207                     | 0.05   | 80   | R  |       |     | From: 95-1206      |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: US 58          |        |        |        |    |             |    |               |       |    |            |
| 1208                     | 0.14   | 130  | R  |       |     | From: 95-1209      |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: US 58          |        |        |        |    |             |    |               |       |    |            |
| 1208                     | 0.15   | 320  | R  |       |     | From: US 58        |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: 95-1217        |        |        |        |    |             |    |               |       |    |            |
| 1209                     | 0.06   | 90   | R  |       |     | From: 95-1208      |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: US 58          |        |        |        |    |             |    |               |       |    |            |
| 1209                     | 0.09   | 70   | R  |       |     | From: US 58        |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |
| 1210                     | 0.06   | 110  | R  |       |     | From: 95-716       |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |
| 1211                     | 0.06   | 80   | R  |       |     | From: 95-716       |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |
| 1212                     | 0.41   | 290  | R  |       |     | From: US 58        |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: SCL Damascus   |        |        |        |    |             |    |               |       |    |            |
| <b>Washington County</b> |        |      |    |       |     |                    |        |        |        |    |             |    |               |       |    |            |
| 1212                     | 0.63   | 150  | R  |       |     | From: SCL Damascus |        |        |        |    |             | NA |               | NA    |    | 11/01/2001 |
|                          |        |      |    |       |     | To: SR 91          |        |        |        |    |             |    |               |       |    |            |
| <b>Town of Damascus</b>  |        |      |    |       |     |                    |        |        |        |    |             |    |               |       |    |            |
| 1213                     | 0.04   | 60   | R  |       |     | From: US 58        |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: 95-1214        |        |        |        |    |             |    |               |       |    |            |
| 1214                     | 0.08   | 48   | R  |       |     | From: Dead End     |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: 95-1213        |        |        |        |    |             |    |               |       |    |            |
| 1215                     | 0.06   | 70   | R  |       |     | From: 95-1208      |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: US 58          |        |        |        |    |             |    |               |       |    |            |
| 1215                     | 0.06   | 120  | R  |       |     | From: US 58        |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |
| 1216                     | 0.07   | 90   | R  |       |     | From: 95-1208      |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: SR 91          |        |        |        |    |             |    |               |       |    |            |
| 1216                     | 0.07   | 80   | R  |       |     | From: SR 91        |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: Dead End       |        |        |        |    |             |    |               |       |    |            |
| 1217                     | 0.03   | 230  | R  |       |     | From: 95-1218      |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: SR 91          |        |        |        |    |             |    |               |       |    |            |
| 1217                     | 0.07   | 90   | R  |       |     | From: SR 91        |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: 95-1208        |        |        |        |    |             |    |               |       |    |            |
| 1218                     | 0.17   | 190  | R  |       |     | From: 95-1217      |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: 95-1219        |        |        |        |    |             |    |               |       |    |            |
| 1219                     | 0.14   | 150  | R  |       |     | From: 95-1220      |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: 95-1218        |        |        |        |    |             |    |               |       |    |            |

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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 Damascus</b>     |        |      |    |       |     |                  |        |        |        |    |             |    |               |       |    |            |
| (1220)                      | 0.20   | 80   | R  |       |     | From: SR 91      |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: 95-1219      |        |        |        |    |             |    |               |       |    |            |
| (1221)                      | 0.06   | 190  | R  |       |     | From: 95-1206    |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: US 58        |        |        |        |    |             |    |               |       |    |            |
| (1221)                      | 0.06   | 210  | R  |       |     | From: 95-1222    |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |               |       |    |            |
| (1222)                      | 0.05   | 10   | R  |       |     | From: 95-1223    |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: 95-716       |        |        |        |    |             |    |               |       |    |            |
| (1222)                      | 0.07   | 330  | R  |       |     | From: 95-1221    |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |               |       |    |            |
| (1223)                      | 0.05   | 1200 | R  |       |     | From: US 58      |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: 95-1222      |        |        |        |    |             |    |               |       |    |            |
| (1223)                      | 0.06   | 1600 | R  |       |     | From: 95-1226    |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: 95-1202      |        |        |        |    |             |    |               |       |    |            |
| (1224)                      | 0.14   | 190  | R  |       |     | From: 95-1226    |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: 95-1202      |        |        |        |    |             |    |               |       |    |            |
| (1225)                      | 0.17   | 160  | R  |       |     | From: 95-1225    |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: 95-1224      |        |        |        |    |             |    |               |       |    |            |
| (1226)                      | 0.07   | 80   | R  |       |     | From: 95-1224    |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: 95-1224      |        |        |        |    |             |    |               |       |    |            |
| <b>Washington County</b>    |        |      |    |       |     |                  |        |        |        |    |             |    |               |       |    |            |
| (1227)                      | 0.51   | 140  | R  |       |     | From: 95-706     |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                             |        |      |    |       |     | To: End Loop     |        |        |        |    |             |    |               |       |    |            |
| (1230)                      | 0.25   | 170  | R  |       |     | From: 95-711     |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |               |       |    |            |
| (1235)                      | 0.39   | 140  | R  |       |     | From: 95-708     |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                             |        |      |    |       |     | To: End Loop     |        |        |        |    |             |    |               |       |    |            |
| (1240)                      | 0.47   | 230  | R  |       |     | From: 95-842     |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                             |        |      |    |       |     | To: 95-1241      |        |        |        |    |             |    |               |       |    |            |
| (1240)                      | 0.40   | 120  | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                             |        |      |    |       |     | To: 95-1240      |        |        |        |    |             |    |               |       |    |            |
| (1241)                      | 0.42   | 60   | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                             |        |      |    |       |     | To: Cul-de-Sac   |        |        |        |    |             |    |               |       |    |            |
| <b>Town of Glade Spring</b> |        |      |    |       |     |                  |        |        |        |    |             |    |               |       |    |            |
| (1301)                      | 0.07   | 200  | R  |       |     | From: Bus SR 91  |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: 95-1313      |        |        |        |    |             |    |               |       |    |            |
| (1301)                      | 0.23   | 220  | R  |       |     | From: 95-1304    |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: Bus SR 91    |        |        |        |    |             |    |               |       |    |            |
| (1302)                      | 0.07   | 40   | R  |       |     | From: Dead End   |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | 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>Town of Glade Spring</b> |        |      |    |       |     |                    |        |        |        |    |             |    |               |       |    |            |
| (1303)                      | 0.32   | 270  | R  |       |     | From: SR 91        |        |        |        |    |             |    | NA            |       | NA | 1993       |
| (1303)                      | 0.08   | 300  | R  |       |     | To: 95-1304        |        |        |        |    |             |    | NA            |       | NA | 1993       |
|                             |        |      |    |       |     | From: Bus SR 91    |        |        |        |    |             |    |               |       |    |            |
| (1304)                      | 0.03   | 120  | R  |       |     | From: Dead End     |        |        |        |    |             |    | NA            |       | NA | 1995       |
| (1304)                      | 0.10   | 150  | R  |       |     | To: 95-1301        |        |        |        |    |             |    | NA            |       | NA | 1993       |
|                             |        |      |    |       |     | From: 95-1303      |        |        |        |    |             |    |               |       |    |            |
| (1305)                      | 0.17   | 170  | R  |       |     | From: SR 91        |        |        |        |    |             |    | NA            |       | NA | 1993       |
| (1305)                      | 0.15   | 340  | R  |       |     | To: 95-1307        |        |        |        |    |             |    | NA            |       | NA | 1993       |
|                             |        |      |    |       |     | From: Bus SR 91    |        |        |        |    |             |    |               |       |    |            |
| (1306)                      | 0.06   | 180  | R  |       |     | From: 95-1307      |        |        |        |    |             |    | NA            |       | NA | 1993       |
| (1306)                      | 0.06   | 60   | R  |       |     | To: Bus SR 91      |        |        |        |    |             |    | NA            |       | NA | 1993       |
|                             |        |      |    |       |     | From: Dead End     |        |        |        |    |             |    |               |       |    |            |
| (1307)                      | 0.22   | 130  | R  |       |     | From: 95-1306      |        |        |        |    |             |    | NA            |       | NA | 1993       |
| (1307)                      | 0.08   | 200  | R  |       |     | To: 95-1311        |        |        |        |    |             |    | NA            |       | NA | 1993       |
|                             |        |      |    |       |     | From: 95-1305      |        |        |        |    |             |    |               |       |    |            |
| (1308)                      | 0.06   | 120  | R  |       |     | From: 95-1310      |        |        |        |    |             |    | NA            |       | NA | 1993       |
|                             |        |      |    |       |     | To: 95-1311        |        |        |        |    |             |    |               |       |    |            |
| (1309)                      | 0.08   | 1500 | R  |       |     | From: Bus SR 91    |        |        |        |    |             |    | NA            |       | NA | 11/13/2001 |
| (1309)                      | 0.29   | 630  | R  |       |     | To: 95-609; 95-752 |        |        |        |    |             |    | NA            |       | NA | 11/13/2001 |
|                             |        |      |    |       |     | From: SR 91        |        |        |        |    |             |    |               |       |    |            |
| (1310)                      | 0.07   | 360  | R  |       |     | From: SR 91        |        |        |        |    |             |    | NA            |       | NA | 1993       |
| (1310)                      | 0.06   | 160  | R  |       |     | To: 95-1311        |        |        |        |    |             |    | NA            |       | NA | 1993       |
|                             |        |      |    |       |     | From: 95-1314      |        |        |        |    |             |    |               |       |    |            |
| (1310)                      | 0.04   | 120  | R  |       |     | To: 95-1308        |        |        |        |    |             |    | NA            |       | NA | 1993       |
|                             |        |      |    |       |     | From: Dead End     |        |        |        |    |             |    |               |       |    |            |
| (1311)                      | 0.09   | 80   | R  |       |     | From: 95-1310      |        |        |        |    |             |    | NA            |       | NA | 1993       |
| (1311)                      | 0.18   | 190  | R  |       |     | To: 95-1308        |        |        |        |    |             |    | NA            |       | NA | 1993       |
|                             |        |      |    |       |     | From: 95-1307      |        |        |        |    |             |    |               |       |    |            |
|                             |        |      |    |       |     | To: 95-1307        |        |        |        |    |             |    |               |       |    |            |
| <b>Washington County</b>    |        |      |    |       |     |                    |        |        |        |    |             |    |               |       |    |            |
| (1312)                      | 0.69   | 1400 | R  |       |     | From: SR 91 SOUTH  |        |        |        |    |             |    | NA            |       | NA | 11/13/2001 |
| (1312)                      | 0.38   | 570  | R  |       |     | To: FR-33          |        |        |        |    |             |    | NA            |       | NA | 11/13/2001 |
|                             |        |      |    |       |     | From: 95-1318      |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b>    |        |      |    |       |     |                                 |        |        |        |    |             |    |               |       |    |            |
| (1312)                      | 0.25   | 690  | R  |       |     | From: 95-1318                   |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                             |        |      |    |       |     | To: 95-1317; SCL Glade Spring   |        |        |        |    |             |    |               |       |    |            |
| <b>Town of Glade Spring</b> |        |      |    |       |     |                                 |        |        |        |    |             |    |               |       |    |            |
| (1312)                      | 0.23   | 1400 | R  |       |     | From: 95-1317; SCL Glade Spring |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                             |        |      |    |       |     | To: SR 91 NORTH                 |        |        |        |    |             |    |               |       |    |            |
| (1313)                      | 0.19   | 170  | R  |       |     | From: SR 91                     |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: 95-1301                     |        |        |        |    |             |    |               |       |    |            |
| (1314)                      | 0.09   | 90   | R  |       |     | From: Dead End                  |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                             |        |      |    |       |     | To: 95-1310                     |        |        |        |    |             |    |               |       |    |            |
| <b>Washington County</b>    |        |      |    |       |     |                                 |        |        |        |    |             |    |               |       |    |            |
| (1315)                      | 0.07   | 120  | R  |       |     | From: SR 91                     |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
| (1315)                      | 0.12   | 70   | R  |       |     | From: 95-1316 SOUTH             |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
| (1316)                      | 0.23   | 120  | R  |       |     | From: 95-1315 SOUTH             |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
| (1316)                      | 0.07   | 130  | R  |       |     | From: 95-1315 NORTH             |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                             |        |      |    |       |     | To: SR 91; SCL Glade Spring     |        |        |        |    |             |    |               |       |    |            |
| <b>Town of Glade Spring</b> |        |      |    |       |     |                                 |        |        |        |    |             |    |               |       |    |            |
| (1317)                      | 0.14   | 60   | R  |       |     | From: 95-1312; SCL Glade Spring |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                             |        |      |    |       |     | To: Dead End                    |        |        |        |    |             |    |               |       |    |            |
| <b>Washington County</b>    |        |      |    |       |     |                                 |        |        |        |    |             |    |               |       |    |            |
| (1318)                      | 0.15   | 30   | R  |       |     | From: Dead End                  |        |        |        |    |             | NA |               | NA    |    | 11/13/2001 |
|                             |        |      |    |       |     | To: 95-1312                     |        |        |        |    |             |    |               |       |    |            |
| (1319)                      | 0.23   | 20   | R  |       |     | From: Cul-de-Sac                |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                             |        |      |    |       |     | To: 95-1316                     |        |        |        |    |             |    |               |       |    |            |
| (1320)                      | 0.31   | 110  | R  |       |     | From: SR 91 NORTH               |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                             |        |      |    |       |     | To: SR 91 SOUTH                 |        |        |        |    |             |    |               |       |    |            |
| <b>Town of Glade Spring</b> |        |      |    |       |     |                                 |        |        |        |    |             |    |               |       |    |            |
| (1321)                      | 0.27   | NA   |    |       |     | From: Cul-de-Sac                |        |        |        |    |             | NA |               | NA    |    |            |
|                             |        |      |    |       |     | To: C1SR 91                     |        |        |        |    |             |    |               |       |    |            |
| (1323)                      | 0.12   | 50   | R  |       |     | From: Dead End                  |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                             |        |      |    |       |     | To: 95-1304                     |        |        |        |    |             |    |               |       |    |            |
| <b>Washington County</b>    |        |      |    |       |     |                                 |        |        |        |    |             |    |               |       |    |            |
| (1401)                      | 0.17   | 120  | R  |       |     | From: 95-1402                   |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                             |        |      |    |       |     | To: 95-664                      |        |        |        |    |             |    |               |       |    |            |
| (1402)                      | 0.30   | 120  | R  |       |     | From: Cul-de-Sac                |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                             |        |      |    |       |     | To: 95-1401                     |        |        |        |    |             |    |               |       |    |            |
| (1405)                      | 0.37   | 70   | R  |       |     | From: Begin Loop                |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                             |        |      |    |       |     | To: 95-664                      |        |        |        |    |             |    |               |       |    |            |
| (1422)                      | 0.17   | NA   |    |       |     | From: 95-00647(B)/              |        |        |        |    |             | NA |               | NA    |    |            |
|                             |        |      |    |       |     | To: Cul-de-Sac                  |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                  |        |        |        |    |             |    |               |       |    |            |
| (1424)                   | 0.26   | 180  | R  |       |     | From: 95-647     |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |               |       |    |            |
| (1425)                   | 0.26   | 200  | R  |       |     | From: Dead End   |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-650       |        |        |        |    |             |    |               |       |    |            |
| (1445)                   | 0.18   | 130  | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-670       |        |        |        |    |             |    |               |       |    |            |
| (1446)                   | 0.31   | 80   | R  |       |     | From: Begin Loop |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-1445      |        |        |        |    |             |    |               |       |    |            |
| (1450)                   | 0.07   | 980  | R  |       |     | From: 95-649     |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1453      |        |        |        |    |             |    |               |       |    |            |
| (1450)                   | 0.07   | 690  | R  |       |     | From: 95-1453    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1454      |        |        |        |    |             |    |               |       |    |            |
| (1450)                   | 0.19   | 450  | R  |       |     | From: 95-1454    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1455      |        |        |        |    |             |    |               |       |    |            |
| (1450)                   | 0.06   | 350  | R  |       |     | From: 95-1455    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1456      |        |        |        |    |             |    |               |       |    |            |
| (1450)                   | 0.26   | 150  | R  |       |     | From: 95-1456    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1452      |        |        |        |    |             |    |               |       |    |            |
| (1451)                   | 0.19   | 140  | R  |       |     | From: 95-1454    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1455      |        |        |        |    |             |    |               |       |    |            |
| (1452)                   | 0.08   | 160  | R  |       |     | From: 95-1453    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1454      |        |        |        |    |             |    |               |       |    |            |
| (1452)                   | 0.20   | 150  | R  |       |     | From: 95-1454    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1455      |        |        |        |    |             |    |               |       |    |            |
| (1452)                   | 0.35   | 100  | R  |       |     | From: 95-1455    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1450      |        |        |        |    |             |    |               |       |    |            |
| (1452)                   | 0.03   | 30   | R  |       |     | From: 95-1450    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |               |       |    |            |
| (1453)                   | 0.12   | 240  | R  |       |     | From: 95-1452    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1450      |        |        |        |    |             |    |               |       |    |            |
| (1454)                   | 0.06   | 70   | R  |       |     | From: 95-1452    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1451      |        |        |        |    |             |    |               |       |    |            |
| (1454)                   | 0.06   | 180  | R  |       |     | From: 95-1451    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1450      |        |        |        |    |             |    |               |       |    |            |
| (1455)                   | 0.06   | 48   | R  |       |     | From: 95-1452    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1451      |        |        |        |    |             |    |               |       |    |            |
| (1455)                   | 0.06   | 90   | R  |       |     | From: 95-1451    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1450      |        |        |        |    |             |    |               |       |    |            |
| (1456)                   | 0.18   | 190  | R  |       |     | From: 95-1450    |        |        |        |    |             | NA |               | NA    |    | 1998       |
|                          |        |      |    |       |     | To: 95-1452      |        |        |        |    |             |    |               |       |    |            |
| (1460)                   | 0.21   | 120  | R  |       |     | From: 95-648     |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-1461      |        |        |        |    |             |    |               |       |    |            |



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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>Washington County</b> |        |      |    |       |     |                               |        |        |        |    |             |    |               |       |    |            |
| (1461)                   | 0.07   | 40   | R  |       |     | From: 95-1460                 |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: Cul-de-Sac                |        |        |        |    |             |    |               |       |    |            |
| (1490)                   | 0.12   | 270  | R  |       |     | From: 95-1491                 |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-1492                   |        |        |        |    |             |    |               |       |    |            |
| (1490)                   | 0.08   | 250  | R  |       |     | From: 95-1492                 |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: Tennessee State Line      |        |        |        |    |             |    |               |       |    |            |
| (1491)                   | 0.04   | 60   | R  |       |     | From: Cul-de-Sac              |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-1490                   |        |        |        |    |             |    |               |       |    |            |
| (1492)                   | 0.05   | 70   | R  |       |     | From: Tennessee State Line    |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-1490                   |        |        |        |    |             |    |               |       |    |            |
| (1500)                   | 0.28   | 90   | R  |       |     | From: SR 75                   |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: Cul-de-Sac                |        |        |        |    |             |    |               |       |    |            |
| (1501)                   | 0.06   | 460  | R  |       |     | From: 95-1502                 |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1503                   |        |        |        |    |             |    |               |       |    |            |
| (1501)                   | 0.27   | 310  | R  |       |     | From: 95-1503                 |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: US 19                     |        |        |        |    |             |    |               |       |    |            |
| (1502)                   | 0.28   | 420  | R  |       |     | From: 95-1505                 |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1508                   |        |        |        |    |             |    |               |       |    |            |
| (1502)                   | 0.43   | 410  | R  |       |     | From: 95-1508                 |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1504                   |        |        |        |    |             |    |               |       |    |            |
| (1502)                   | 0.18   | 450  | R  |       |     | From: 95-1504                 |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                          |        |      |    |       |     | To: 95-1501                   |        |        |        |    |             |    |               |       |    |            |
| (1502)                   | 0.19   | 890  | R  |       |     | From: 95-1501                 |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                          |        |      |    |       |     | To: US 19                     |        |        |        |    |             |    |               |       |    |            |
| (1503)                   | 0.54   | 410  | R  |       |     | From: 95-1505                 |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1504                   |        |        |        |    |             |    |               |       |    |            |
| (1503)                   | 0.05   | 460  | R  |       |     | From: 95-1504                 |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1501                   |        |        |        |    |             |    |               |       |    |            |
| (1504)                   | 0.16   | 230  | R  |       |     | From: 95-1502                 |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1503                   |        |        |        |    |             |    |               |       |    |            |
| (1505)                   | 0.18   | 230  | R  |       |     | From: 95-1502                 |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1503                   |        |        |        |    |             |    |               |       |    |            |
| (1505)                   | 0.07   | 80   | R  |       |     | From: 95-1503                 |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: Dead End                  |        |        |        |    |             |    |               |       |    |            |
| (1506)                   | 0.11   | 30   | R  |       |     | From: US 58 ALT; NCL Abingdon |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: Dead End                  |        |        |        |    |             |    |               |       |    |            |
| (1507)                   | 0.08   | NA   |    |       |     | From: 95-670; 95-1514         |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: 95-1509                   |        |        |        |    |             |    |               |       |    |            |
| (1508)                   | 0.06   | 710  | R  |       |     | From: 95-681                  |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1502                   |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                  |        |        |        |    |             |    |               |       |    |            |
| (1509)                   | 0.14   | NA   |    |       |     | From: Cul-de-Sac |        |        |        |    | NA          |    |               | NA    |    |            |
| (1509)                   | 0.13   | NA   |    |       |     | To: 95-1507      |        |        |        |    | NA          |    |               | NA    |    |            |
| (1510)                   | 0.41   | 100  | R  |       |     | From: Begin Loop |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1510)                   | 0.11   | 310  | R  |       |     | To: End Loop     |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1511)                   | 0.19   | 390  | R  |       |     | To: 95-692       |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1511)                   | 0.19   | 390  | R  |       |     | From: End Loop   |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1511)                   | 0.86   | 420  | R  |       |     | To: 95-1513      |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1511)                   | 0.16   | 810  | R  |       |     | From: Begin Loop |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1512)                   | 0.25   | NA   |    |       |     | To: US 19        |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1512)                   | 0.25   | NA   |    |       |     | From: 95-670     |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1513)                   | 0.23   | 130  | R  |       |     | To: Cul-de-Sac   |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1514)                   | 0.12   | 80   | R  |       |     | From: Dead End   |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1514)                   | 0.07   | 240  | R  |       |     | To: 95-1511      |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (1514)                   | 0.07   | 240  | R  |       |     | From: Cul-de-Sac |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (1515)                   | 0.12   | 140  | R  |       |     | To: 95-1515      |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (1515)                   | 0.12   | 140  | R  |       |     | From: 95-670     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (1516)                   | 0.12   | NA   |    |       |     | To: 95-1514      |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (1516)                   | 0.12   | NA   |    |       |     | From: Cul-de-Sac |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (1517)                   | 0.33   | NA   |    |       |     | To: 95-1517      |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (1517)                   | 0.07   | NA   |    |       |     | From: 95-766     |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (1517)                   | 0.68   | NA   |    |       |     | To: 95-1516      |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (1517)                   | 0.68   | NA   |    |       |     | From: 95-1518    |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (1518)                   | 0.25   | NA   |    |       |     | To: Cul-de-Sac   |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (1518)                   | 0.25   | NA   |    |       |     | From: 95-1517    |        |        |        |    | NA          |    |               | NA    |    | 1998       |
| (1519)                   | 0.28   | 120  | R  |       |     | To: 95-1521      |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1520)                   | 0.09   | 140  | R  |       |     | From: 95-1520    |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1520)                   | 0.09   | 140  | R  |       |     | To: Dead End     |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1520)                   | 0.07   | 490  | R  |       |     | From: 95-1525    |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1520)                   | 0.07   | 510  | R  |       |     | To: 95-1523      |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |
| (1520)                   | 0.07   | 510  | R  |       |     | From: 95-1519    |        |        |        |    | NA          |    |               | NA    |    | 11/05/2001 |

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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>Washington County</b> |        |      |    |       |     |                  |        |        |        |    |             |    |               |       |    |            |
| (1520)                   | 0.09   | 750  | R  |       |     | From: 95-1519    |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1520)                   | 0.18   | 830  | R  |       |     | To: 95-1522      |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1521)                   | 0.25   | 440  | R  |       |     | To: 95-647       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1521)                   | 0.07   | 450  | R  |       |     | From: 95-678     |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1521)                   | 0.07   | 560  | R  |       |     | To: 95-1543      |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1521)                   | 0.07   | 810  | R  |       |     | From: 95-1542    |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1521)                   | 0.07   | 1100 | R  |       |     | To: 95-1525      |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1521)                   | 0.07   | 1200 | R  |       |     | From: 95-1523    |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1521)                   | 0.07   | 1200 | R  |       |     | To: 95-1519      |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1521)                   | 0.07   | 1200 | R  |       |     | From: 95-1522    |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1522)                   | 0.27   | 220  | R  |       |     | To: 95-647       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1523)                   | 0.43   | 220  | R  |       |     | From: 95-1521    |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1523)                   | 0.29   | 220  | R  |       |     | To: 95-1520      |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1524)                   | 0.14   | 80   | R  |       |     | From: Dead End   |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1525)                   | 0.58   | 210  | R  |       |     | To: 95-647       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1525)                   | 0.22   | 430  | R  |       |     | From: Begin Loop |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1525)                   | 0.28   | 140  | R  |       |     | To: End Loop     |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1525)                   | 0.09   | 80   | R  |       |     | From: 95-1521    |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1526)                   | 0.48   | 130  | R  |       |     | To: 95-1520      |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1526)                   | 0.08   | 270  | R  |       |     | From: Dead End   |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1527)                   | 0.05   | 520  | R  |       |     | To: Begin Loop   |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1527)                   | 0.21   | 350  | R  |       |     | From: End Loop   |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1527)                   | 0.07   | 370  | R  |       |     | To: 95-647       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1527)                   |        |      |    |       |     | From: 95-645     |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1527)                   |        |      |    |       |     | To: 95-1528      |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1527)                   |        |      |    |       |     | From: 95-1530    |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1527)                   |        |      |    |       |     | To: 95-681       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |

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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>Washington County</b> |        |      |    |       |     |                     |        |        |        |    |             |    |               |       |    |            |
| (1528)                   | 0.09   | 250  | R  |       |     | From: 95-1527       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
| (1528)                   | 0.06   | 110  | R  |       |     | From: 95-1529       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1531         |        |        |        |    |             |    |               |       |    |            |
| (1529)                   | 0.19   | 100  | R  |       |     | From: 95-1528       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1530         |        |        |        |    |             |    |               |       |    |            |
| (1530)                   | 0.10   | 110  | R  |       |     | From: 95-1527       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1529         |        |        |        |    |             |    |               |       |    |            |
| (1530)                   | 0.06   | 130  | R  |       |     | From: 95-1531       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1531         |        |        |        |    |             |    |               |       |    |            |
| (1531)                   | 0.19   | 110  | R  |       |     | From: 95-1528       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1530         |        |        |        |    |             |    |               |       |    |            |
| (1531)                   | 0.07   | 150  | R  |       |     | From: 95-1530       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-681; 95-9864 |        |        |        |    |             |    |               |       |    |            |
| (1532)                   | 0.17   | NA   |    |       |     | From: 95-1534       |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: 95-681          |        |        |        |    |             |    |               |       |    |            |
| (1533)                   | 0.05   | 470  | R  |       |     | From: US 19         |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-766          |        |        |        |    |             |    |               |       |    |            |
| (1534)                   | 0.19   | NA   |    |       |     | From: Cul-de-Sac    |        |        |        |    |             | NA |               | NA    |    |            |
|                          |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |             |    |               |       |    |            |
| (1535)                   | 0.24   | 330  | R  |       |     | From: 95-647        |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1536         |        |        |        |    |             |    |               |       |    |            |
| (1536)                   | 0.43   | 330  | R  |       |     | From: 95-1535       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1538         |        |        |        |    |             |    |               |       |    |            |
| (1536)                   | 0.18   | 150  | R  |       |     | From: Dead End      |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                          |        |      |    |       |     | To: Dead End        |        |        |        |    |             |    |               |       |    |            |
| (1538)                   | 0.24   | 280  | R  |       |     | From: 95-1536       |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                          |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |             |    |               |       |    |            |
| (1539)                   | 0.29   | 45   | R  |       |     | From: 95-1538 SOUTH |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                          |        |      |    |       |     | To: 95-1538 NORTH   |        |        |        |    |             |    |               |       |    |            |
| (1540)                   | 0.08   | 90   | R  |       |     | From: 95-1541       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-678          |        |        |        |    |             |    |               |       |    |            |
| (1541)                   | 0.14   | 90   | R  |       |     | From: Cul-de-Sac    |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1540         |        |        |        |    |             |    |               |       |    |            |
| (1542)                   | 0.12   | 47   | R  |       |     | From: 95-1521       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |             |    |               |       |    |            |
| (1543)                   | 0.11   | 60   | R  |       |     | From: 95-1521       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |             |    |               |       |    |            |
| (1544)                   | 0.45   | 110  | R  |       |     | From: 95-1546       |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1545         |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                  |        |        |        |    |             |    |               |       |    |            |
| (1544)                   | 0.18   | 260  | R  |       |     | From: 95-1545    |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-647       |        |        |        |    |             |    |               |       |    |            |
| (1545)                   | 0.23   | 120  | R  |       |     | From: 95-1544    |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: Cul-de-Sac   |        |        |        |    |             |    |               |       |    |            |
| (1546)                   | 0.22   | 90   | R  |       |     | From: 95-1544    |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1544      |        |        |        |    |             |    |               |       |    |            |
| (1547)                   | 0.16   | 120  | R  |       |     | From: 95-670     |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: Cul-de-Sac   |        |        |        |    |             |    |               |       |    |            |
| (1548)                   | 0.10   | 80   | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1536      |        |        |        |    |             |    |               |       |    |            |
| (1549)                   | 0.26   | 130  | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1536      |        |        |        |    |             |    |               |       |    |            |
| (1550)                   | 0.18   | 90   | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-647       |        |        |        |    |             |    |               |       |    |            |
| (1551)                   | 0.50   | 60   | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-678       |        |        |        |    |             |    |               |       |    |            |
| (1552)                   | 0.04   | 40   | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1551      |        |        |        |    |             |    |               |       |    |            |
| (1555)                   | 0.40   | 400  | R  |       |     | From: US 19      |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1556      |        |        |        |    |             |    |               |       |    |            |
| (1556)                   | 0.24   | 260  | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1555      |        |        |        |    |             |    |               |       |    |            |
| (1557)                   | 0.08   | 100  | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1555      |        |        |        |    |             |    |               |       |    |            |
| (1560)                   | 0.44   | 70   | R  |       |     | From: 95-1502    |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1505      |        |        |        |    |             |    |               |       |    |            |
| (1561)                   | 0.04   | 60   | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 11/05/2001 |
|                          |        |      |    |       |     | To: 95-1560      |        |        |        |    |             |    |               |       |    |            |
| (1700)                   | 0.12   | 120  | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                          |        |      |    |       |     | To: 95-869       |        |        |        |    |             |    |               |       |    |            |
| (1701)                   | 0.11   | 460  | R  |       |     | From: 95-625     |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1703      |        |        |        |    |             |    |               |       |    |            |
| (1701)                   | 0.09   | 390  | R  |       |     | From: 95-1703    |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1704      |        |        |        |    |             |    |               |       |    |            |
| (1701)                   | 0.07   | 240  | R  |       |     | From: 95-1704    |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1702      |        |        |        |    |             |    |               |       |    |            |
| (1702)                   | 0.15   | 170  | R  |       |     | From: 95-1703    |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1701      |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                |        |        |        |    |             |    |               |       |    |            |
| 1702                     | 0.17   | 140  | R  |       |     | From: 95-1701  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-807     |        |        |        |    |             |    |               |       |    |            |
| 1703                     | 0.13   | 120  | R  |       |     | From: 95-1702  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1704    |        |        |        |    |             |    |               |       |    |            |
| 1703                     | 0.10   | 110  | R  |       |     | From: 95-1704  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1701    |        |        |        |    |             |    |               |       |    |            |
| 1704                     | 0.06   | 190  | R  |       |     | From: 95-625   |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1703    |        |        |        |    |             |    |               |       |    |            |
| 1704                     | 0.10   | 110  | R  |       |     | From: 95-1703  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1701    |        |        |        |    |             |    |               |       |    |            |
| 1704                     | 0.15   | 120  | R  |       |     | From: 95-1701  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-807     |        |        |        |    |             |    |               |       |    |            |
| 1705                     | 0.07   | 220  | R  |       |     | From: 95-1706  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1727    |        |        |        |    |             |    |               |       |    |            |
| 1705                     | 0.20   | 280  | R  |       |     | From: 95-1727  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: US 11      |        |        |        |    |             |    |               |       |    |            |
| 1706                     | 0.15   | 50   | R  |       |     | From: Dead End |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1705    |        |        |        |    |             |    |               |       |    |            |
| 1706                     | 0.09   | 120  | R  |       |     | From: 95-1705  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1721    |        |        |        |    |             |    |               |       |    |            |
| 1706                     | 0.03   | 30   | R  |       |     | From: 95-1721  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: Dead End   |        |        |        |    |             |    |               |       |    |            |
| 1707                     | 0.11   | 60   | R  |       |     | From: Dead End |        |        |        |    |             | NA |               | NA    |    | 10/25/2001 |
|                          |        |      |    |       |     | To: 95-1711    |        |        |        |    |             |    |               |       |    |            |
| 1707                     | 0.08   | 80   | R  |       |     | From: 95-1711  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1708    |        |        |        |    |             |    |               |       |    |            |
| 1707                     | 0.02   | 180  | R  |       |     | From: 95-1708  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1710    |        |        |        |    |             |    |               |       |    |            |
| 1707                     | 0.05   | 230  | R  |       |     | From: 95-1710  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1708    |        |        |        |    |             |    |               |       |    |            |
| 1707                     | 0.03   | 210  | R  |       |     | From: 95-1708  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: FR-21      |        |        |        |    |             |    |               |       |    |            |
| 1708                     | 0.20   | 60   | R  |       |     | From: 95-1707  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1707    |        |        |        |    |             |    |               |       |    |            |
| 1709                     | 0.08   | 150  | R  |       |     | From: 95-1711  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1710    |        |        |        |    |             |    |               |       |    |            |
| 1709                     | 0.10   | 330  | R  |       |     | From: 95-1710  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: FR-21      |        |        |        |    |             |    |               |       |    |            |
| 1710                     | 0.11   | 60   | R  |       |     | From: 95-1709  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1707    |        |        |        |    |             |    |               |       |    |            |
| 1711                     | 0.12   | 90   | R  |       |     | From: 95-1709  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1707    |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                          |        |        |        |    |             |    |               |       |    |            |
| (1712)                   | 0.40   | 2200 | R  |       |     | From: US 11              |        |        |        |    | NA          |    |               | NA    |    | 1989       |
| (1712)                   | 0.10   | 1600 | R  |       |     | From: 95-1720            |        |        |        |    | NA          |    |               | NA    |    | 1986       |
| (1712)                   | 0.07   | 1200 | R  |       |     | From: 95-1713 NORTH      |        |        |        |    | NA          |    |               | NA    |    | 1986       |
| (1712)                   | 0.13   | 950  | R  |       |     | From: 95-1713 SOUTH      |        |        |        |    | NA          |    |               | NA    |    | 1986       |
| (1712)                   | 0.09   | 870  | R  |       |     | From: 95-1733            |        |        |        |    | NA          |    |               | NA    |    | 1986       |
| (1712)                   | 0.08   | 750  | R  |       |     | From: 95-1730 WEST       |        |        |        |    | NA          |    |               | NA    |    | 1986       |
| (1712)                   | 0.07   | 730  | R  |       |     | From: 95-1730 EAST       |        |        |        |    | NA          |    |               | NA    |    | 1986       |
| (1712)                   | 0.07   | 290  | R  |       |     | From: 95-1732            |        |        |        |    | NA          |    |               | NA    |    | 1986       |
| (1712)                   | 0.04   | 190  | R  |       |     | From: 95-1736 WEST       |        |        |        |    | NA          |    |               | NA    |    | 1986       |
| (1712)                   | 0.08   | 220  | R  |       |     | From: 95-1732 WEST       |        |        |        |    | NA          |    |               | NA    |    | 1986       |
| (1712)                   | 0.08   | 270  | R  |       |     | From: 95-1736 EAST       |        |        |        |    | NA          |    |               | NA    |    | 1986       |
| (1712)                   | 0.08   | 270  | R  |       |     | From: 95-1732 EAST       |        |        |        |    | NA          |    |               | NA    |    | 1986       |
| (1713)                   | 0.21   | 210  | R  |       |     | From: 95-1712 SOUTH      |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (1713)                   | 0.28   | 120  | R  |       |     | From: 95-1730            |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (1713)                   | 0.11   | 320  | R  |       |     | From: 95-1735            |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (1713)                   | 0.08   | 560  | R  |       |     | From: 95-1714            |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (1714)                   | 0.05   | 60   | R  |       |     | From: 95-1713            |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (1715)                   | 0.13   | 1200 | R  |       |     | From: US 11              |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (1715)                   | 0.07   | 860  | R  |       |     | From: 95-1722            |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (1716)                   | 0.05   | 660  | R  |       |     | From: Dead End           |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (1716)                   | 0.10   | 250  | R  |       |     | From: 95-1715            |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (1717)                   | 0.48   | 5300 | F  | 92%   | 0%  | From: US 11              |        |        |        | C  | 0.156       | F  | 0.672         | 5900  | F  | 2004       |
| (1717)                   | 0.80   | 3000 | F  | 92%   | 0%  | From: 95-1729            |        |        |        | F  | 0.126       | F  | 0.615         | 3300  | F  | 2004       |
| (1717)                   | 1.07   | 2000 | F  | 92%   | 0%  | From: 95-1728            |        |        |        | F  | 0.106       | F  | 0.683         | 2200  | F  | 2004       |
|                          |        |      |    |       |     | From: 1.07 M FRM 95-1728 |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b>  |        |      |    |       |     |   |        |        |        |    |             |    |               |       |    |            |
| (1717) Industrial Park Rd | 0.01   | 1500 | F  | 92%   | 0%  | From: 1.07 M FRM 95-1728                          |        |        |        | F  | 0.121       | F  | 0.670         | 1700  | F  | 2004       |
| (1717) Industrial Park Rd | 0.25   | 1500 | F  | 92%   | 0%  | From: 1.08 M FRM 95-1728                          |        |        |        | F  | 0.109       | F  | 0.747         | 1600  | F  | 2004       |
|                           |        |      |    |       |     | To: 95-645  |        |        |        |    |             |    |               |       |    |            |
| (1718)                    | 0.62   | 1900 | R  |       |     | From: US 11                                       |        |        |        |    | NA          |    |               | NA    |    | 1993       |
| (1718)                    | 0.05   | 850  | R  |       |     | From: 95-1741                                     |        |        |        |    | NA          |    |               | NA    |    | 1993       |
|                           |        |      |    |       |     | To: Dead End                                      |        |        |        |    |             |    |               |       |    |            |
| (1719)                    | 0.16   | 150  | R  |       |     | From: Dead End                                    |        |        |        |    | NA          |    |               | NA    |    | 1993       |
|                           |        |      |    |       |     | To: US 11   |        |        |        |    |             |    |               |       |    |            |
| (1720)                    | 0.17   | 170  | R  |       |     | From: 95-1712                                     |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To: Dead End                                      |        |        |        |    |             |    |               |       |    |            |
| (1721)                    | 0.11   | 100  | R  |       |     | From: 95-1706                                     |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To: Dead End                                      |        |        |        |    |             |    |               |       |    |            |
| (1722)                    | 0.17   | 120  | R  |       |     | From: 95-1715                                     |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To: 95-1716                                       |        |        |        |    |             |    |               |       |    |            |
| (1723)                    | 0.25   | 460  | R  |       |     | From: US 11                                       |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To: Dead End                                      |        |        |        |    |             |    |               |       |    |            |
| (1724)                    | 0.07   | 120  | R  |       |     | From: US 11                                       |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (1724)                    | 0.08   | 20   | R  |       |     | From: 95-1725                                     |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To: Dead End                                      |        |        |        |    |             |    |               |       |    |            |
| (1725)                    | 0.05   | 40   | R  |       |     | From: Dead End                                    |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (1725)                    | 0.15   | 80   | R  |       |     | From: 95-1724                                     |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To: Dead End                                      |        |        |        |    |             |    |               |       |    |            |
| (1726)                    | 0.07   | 200  | R  |       |     | From: 95-1725                                     |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To: US 11   |        |        |        |    |             |    |               |       |    |            |
| (1727)                    | 0.10   | 80   | R  |       |     | From: Dead End                                    |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (1727)                    | 0.10   | 100  | R  |       |     | From: 95-1705                                     |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To: Dead End                                      |        |        |        |    |             |    |               |       |    |            |
| (1728)                    | 0.04   | 2100 | R  |       |     | From: 95-1717 WEST                                |        |        |        |    | NA          |    |               | NA    |    | 1993       |
| (1728)                    | 0.41   | 1800 | R  |       |     | From: Dead End; Gap Terminus<br>0.41 MW 95-1717 E |        |        |        |    | NA          |    |               | NA    |    | 1993       |
|                           |        |      |    |       |     | To: 95-1717 EAST                                  |        |        |        |    |             |    |               |       |    |            |
| (1729)                    | 0.20   | 310  | R  |       |     | From: Dead End                                    |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
| (1729)                    | 0.45   | 520  | R  |       |     | From: 95-1746                                     |        |        |        |    | NA          |    |               | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To: 95-1717                                       |        |        |        |    |             |    |               |       |    |            |



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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>Washington County</b> |        |      |    |       |     |                     |        |        |        |    |             |    |               |       |    |            |
| (1730)                   | 0.07   | 90   | R  |       |     | From: 95-1713       |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
| (1730)                   | 0.28   | 70   | R  |       |     | From: 95-1712 NORTH |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
| (1730)                   | 0.07   | 190  | R  |       |     | From: 95-1712 SOUTH |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
| (1730)                   | 0.14   | 220  | R  |       |     | From: 95-1734       |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1731         |        |        |        |    |             |    |               |       |    |            |
| (1731)                   | 0.40   | 240  | R  |       |     | From: 95-1730       |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1735         |        |        |        |    |             |    |               |       |    |            |
| (1732)                   | 0.42   | 170  | R  |       |     | From: 95-1712 MID   |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
| (1732)                   | 0.21   | 180  | R  |       |     | From: 95-1712 EAST  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
| (1732)                   | 0.38   | 260  | R  |       |     | From: 95-1738       |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1712 WEST    |        |        |        |    |             |    |               |       |    |            |
| (1733)                   | 0.05   | 40   | R  |       |     | From: Cul-de-Sac    |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1712         |        |        |        |    |             |    |               |       |    |            |
| (1734)                   | 0.05   | 50   | R  |       |     | From: Cul-de-Sac    |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1730         |        |        |        |    |             |    |               |       |    |            |
| (1735)                   | 0.06   | 250  | R  |       |     | From: 95-1713       |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1731         |        |        |        |    |             |    |               |       |    |            |
| (1736)                   | 0.07   | 60   | R  |       |     | From: 95-1712 WEST  |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
| (1736)                   | 0.14   | 110  | R  |       |     | From: 95-1737       |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1712 EAST    |        |        |        |    |             |    |               |       |    |            |
| (1737)                   | 0.06   | 30   | R  |       |     | From: Cul-de-Sac    |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1736         |        |        |        |    |             |    |               |       |    |            |
| (1738)                   | 0.07   | 49   | R  |       |     | From: 95-1732       |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |             |    |               |       |    |            |
| (1739)                   | 0.07   | 130  | R  |       |     | From: Dead End      |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1717         |        |        |        |    |             |    |               |       |    |            |
| (1740)                   | 0.25   | 420  | R  |       |     | From: Dead End      |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
|                          |        |      |    |       |     | To: 95-1717         |        |        |        |    |             |    |               |       |    |            |
| (1741)                   | 0.08   | 100  | R  |       |     | From: End Loop      |        |        |        |    |             | NA |               | NA    |    | 1995       |
| (1741)                   | 0.01   | 140  | R  |       |     | From: 95-1748       |        |        |        |    |             | NA |               | NA    |    | 10/02/2001 |
| (1741)                   | 0.34   | 70   | R  |       |     | From: 95-1742 EAST  |        |        |        |    |             | NA |               | NA    |    | 10/02/2001 |
| (1741)                   | 0.07   | 60   | R  |       |     | From: 95-1742 WEST  |        |        |        |    |             | NA |               | NA    |    | 10/02/2001 |
|                          |        |      |    |       |     | To: 95-1743         |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                      |        |        |        |    |             |    |               |       |    |            |
| (1741)                   | 0.08   | 270  | R  |       |     | From: 95-1743        |        |        |        |    |             | NA |               | NA    |    | 1995       |
| (1741)                   | 0.28   | 160  | R  |       |     | From: 95-1747        |        |        |        |    |             | NA |               | NA    |    | 10/02/2001 |
| (1741)                   | 0.15   | 260  | R  |       |     | From: Begin Loop     |        |        |        |    |             | NA |               | NA    |    | 10/02/2001 |
| (1741)                   |        |      |    |       |     | To: 95-1718          |        |        |        |    |             |    |               |       |    |            |
| (1742)                   | 0.16   | 70   | R  |       |     | From: 95-1741 WEST   |        |        |        |    |             | NA |               | NA    |    | 10/02/2001 |
| (1742)                   | 0.06   | 50   | R  |       |     | From: 95-1743        |        |        |        |    |             | NA |               | NA    |    | 10/02/2001 |
| (1742)                   |        |      |    |       |     | To: 95-1741 EAST     |        |        |        |    |             |    |               |       |    |            |
| (1743)                   | 0.23   | 40   | R  |       |     | From: 95-1741        |        |        |        |    |             | NA |               | NA    |    | 10/02/2001 |
| (1743)                   |        |      |    |       |     | To: 95-1742          |        |        |        |    |             |    |               |       |    |            |
| (1746)                   | 0.12   | 110  | R  |       |     | From: 95-1729        |        |        |        |    |             | NA |               | NA    |    | 10/15/2001 |
| (1746)                   |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |             |    |               |       |    |            |
| (1747)                   | 0.08   | 40   | R  |       |     | From: Cul-de-Sac     |        |        |        |    |             | NA |               | NA    |    | 10/02/2001 |
| (1747)                   |        |      |    |       |     | To: 95-1741          |        |        |        |    |             |    |               |       |    |            |
| (1748)                   | 0.21   | 90   | R  |       |     | From: 95-1741        |        |        |        |    |             | NA |               | NA    |    | 10/02/2001 |
| (1748)                   |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |             |    |               |       |    |            |
| (1750)                   | 0.05   | 390  | R  |       |     | From: US 58          |        |        |        |    |             | NA |               | NA    |    | 1995       |
| (1750)                   |        |      |    |       |     | To: 95-1751          |        |        |        |    |             |    |               |       |    |            |
| (1751)                   | 0.05   | 110  | R  |       |     | From: 95-1752        |        |        |        |    |             | NA |               | NA    |    | 1995       |
| (1751)                   | 0.45   | 110  | R  |       |     | From: 95-1750        |        |        |        |    |             | NA |               | NA    |    | 1995       |
| (1751)                   |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |             |    |               |       |    |            |
| (1752)                   | 0.10   | 50   | R  |       |     | From: 95-1751        |        |        |        |    |             | NA |               | NA    |    | 1998       |
| (1752)                   |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |             |    |               |       |    |            |
| (1753)                   | 0.08   | 30   | R  |       |     | From: 95-1751        |        |        |        |    |             | NA |               | NA    |    | 1998       |
| (1753)                   |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |             |    |               |       |    |            |
| (1760)                   | 0.67   | 320  | R  |       |     | From: US 11          |        |        |        |    |             | NA |               | NA    |    | 1995       |
| (1760)                   |        |      |    |       |     | To: End Loop         |        |        |        |    |             |    |               |       |    |            |
| (1761)                   | 0.76   | NA   |    |       |     | From: Dead End       |        |        |        |    |             | NA |               | NA    |    |            |
| (1761)                   |        |      |    |       |     | To: FR-20            |        |        |        |    |             |    |               |       |    |            |
| (1769)                   | 0.06   | NA   |    |       |     | From: Dead End       |        |        |        |    |             | NA |               | NA    |    |            |
| (1769)                   |        |      |    |       |     | To: 95-1715          |        |        |        |    |             |    |               |       |    |            |
| (1770)                   | 0.07   | 240  | R  |       |     | From: 95-645         |        |        |        |    |             | NA |               | NA    |    | 1995       |
| (1770)                   |        |      |    |       |     | To: 95-1771          |        |        |        |    |             |    |               |       |    |            |
| (1771)                   | 0.56   | 80   | R  |       |     | From: 95-1770        |        |        |        |    |             | NA |               | NA    |    | 1995       |
| (1771)                   |        |      |    |       |     | To: 95-1770 End Loop |        |        |        |    |             |    |               |       |    |            |
| (1772)                   | 0.09   | 70   | R  |       |     | From: 95-1771        |        |        |        |    |             | NA |               | NA    |    | 1995       |
| (1772)                   |        |      |    |       |     | To: Cul-de-Sac       |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                  |        |        |        |    |             |    |               |       |    |            |
| (1780)                   | 0.37   | 210  | R  |       |     | From: 95-1782    |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                          |        |      |    |       |     | To: 95-645       |        |        |        |    |             |    |               |       |    |            |
| (1781)                   | 0.54   | 60   | R  |       |     | From: Dead End   |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                          |        |      |    |       |     | To: 95-1780      |        |        |        |    |             |    |               |       |    |            |
| (1782)                   | 0.77   | 240  | R  |       |     | From: 95-645     |        |        |        |    |             | NA |               | NA    |    | 1995       |
|                          |        |      |    |       |     | To: 95-1780      |        |        |        |    |             |    |               |       |    |            |
| (1801)                   | 0.08   | 210  | R  |       |     | From: 95-1802    |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: US 11        |        |        |        |    |             |    |               |       |    |            |
| (1802)                   | 0.08   | 60   | R  |       |     | From: Dead End   |        |        |        |    |             | NA |               | NA    |    | 11/18/2001 |
| (1802)                   | 0.11   | 80   | R  |       |     | To: 95-1801      |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: Dead End     |        |        |        |    |             |    |               |       |    |            |
| (1805)                   | 0.38   | 200  | R  |       |     | From: Begin Loop |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
| (1805)                   | 0.10   | 240  | R  |       |     | To: End Loop     |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-677       |        |        |        |    |             |    |               |       |    |            |
| (1810)                   | 0.06   | 50   | R  |       |     | From: Dead End   |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
| (1810)                   | 0.25   | 160  | R  |       |     | To: 95-1815      |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-677       |        |        |        |    |             |    |               |       |    |            |
| (1811)                   | 0.28   | 90   | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-677       |        |        |        |    |             |    |               |       |    |            |
| (1812)                   | 0.20   | 60   | R  |       |     | From: Cul-de-Sac |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-1811      |        |        |        |    |             |    |               |       |    |            |
| (1815)                   | 0.07   | 150  | R  |       |     | From: 95-1810    |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
| (1815)                   | 0.07   | 150  | R  |       |     | To: 95-1818      |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
| (1815)                   | 0.06   | 150  | R  |       |     | To: 95-1816 WEST |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
| (1815)                   | 0.06   | 170  | R  |       |     | To: 95-1819      |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
| (1815)                   | 0.10   | 200  | R  |       |     | To: 95-1816 EAST |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
| (1815)                   | 0.24   | 320  | R  |       |     | To: 95-1817      |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-677       |        |        |        |    |             |    |               |       |    |            |
| (1816)                   | 0.09   | 60   | R  |       |     | From: 95-1817    |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
| (1816)                   | 0.20   | 80   | R  |       |     | To: 95-1815 WEST |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-1815 EAST |        |        |        |    |             |    |               |       |    |            |
| (1817)                   | 0.07   | 100  | R  |       |     | From: 95-1818    |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-1816      |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b> |        |      |    |       |     |                               |        |        |        |    |             |    |               |       |    |            |
| (1817)                   | 0.07   | 230  | R  |       |     | From: 95-1816                 |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
| (1817)                   | 0.11   | 240  | R  |       |     | From: 95-1819                 |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-1815                   |        |        |        |    |             |    |               |       |    |            |
| (1818)                   | 0.11   | 80   | R  |       |     | From: 95-1815                 |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-1817                   |        |        |        |    |             |    |               |       |    |            |
| (1819)                   | 0.10   | 100  | R  |       |     | From: 95-1817                 |        |        |        |    |             | NA |               | NA    |    | 11/08/2001 |
|                          |        |      |    |       |     | To: 95-1815                   |        |        |        |    |             |    |               |       |    |            |
| (9408)                   | 0.15   | 370  | R  |       |     | From: Damascus Elem Sch       |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: 95-757                    |        |        |        |    |             |    |               |       |    |            |
| (9409)                   | 0.10   | 380  | R  |       |     | From: SR 80                   |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: Meadowview Sch            |        |        |        |    |             |    |               |       |    |            |
| (9410)                   | 0.15   | 250  | R  |       |     | From: 95-700                  |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: Greendale Elem Sch        |        |        |        |    |             |    |               |       |    |            |
| (9411)                   | 0.15   | 420  | R  |       |     | From: 95-645                  |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: Wallace Elem Sch          |        |        |        |    |             |    |               |       |    |            |
| (9415)                   | 0.14   | 510  | R  |       |     | From: 95-677                  |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: Wataugua Elem Sch         |        |        |        |    |             |    |               |       |    |            |
| (9416)                   | 0.30   | 300  | R  |       |     | From: Rhea Valley Sch         |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: 95-708                    |        |        |        |    |             |    |               |       |    |            |
| (9680)                   | 0.20   | 270  | R  |       |     | From: N V Inst                |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: US 58                     |        |        |        |    |             |    |               |       |    |            |
| (9681)                   | 0.10   | 70   | R  |       |     | From: Dead End                |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                          |        |      |    |       |     | To: SR 80                     |        |        |        |    |             |    |               |       |    |            |
| (9683)                   | 0.10   | 100  | R  |       |     | From: 95-802                  |        |        |        |    |             | NA |               | NA    |    | 1986       |
|                          |        |      |    |       |     | To: 95-802                    |        |        |        |    |             |    |               |       |    |            |
| (9767)                   | 0.10   | 350  | R  |       |     | From: John Battle High School |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: 0.10 ME School            |        |        |        |    |             |    |               |       |    |            |
| (9767)                   | 0.10   | 980  | R  |       |     | From: 0.10 ME School          |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: 0.20 ME School            |        |        |        |    |             |    |               |       |    |            |
| (9767)                   | 0.40   | 980  | R  |       |     | From: 0.20 ME School          |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: US 11                     |        |        |        |    |             |    |               |       |    |            |
| (9768)                   | 0.13   | 420  | R  |       |     | From: 95-609                  |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: Patrick Henry HS          |        |        |        |    |             |    |               |       |    |            |
| (9863)                   | 0.15   | 560  | R  |       |     | From: 95-648                  |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: High Point School         |        |        |        |    |             |    |               |       |    |            |
| (9864)                   | 0.17   | 350  | R  |       |     | From: Abingdon Elem School    |        |        |        |    |             | NA |               | NA    |    | 1993       |
|                          |        |      |    |       |     | To: 95-681                    |        |        |        |    |             |    |               |       |    |            |

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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>Washington County</b>    |                      |      |       |       |     |   |        |        |        |    |          |       |            |       |       |      |      |
| (9865)                      | 0.13                 | 320  | R     |       |     | From: Holston High School<br>To: SR 91                  |        |        |        |    | NA       |       |            | NA    |       | 1993 |      |
| <b>Town of Glade Spring</b> |                      |      |       |       |     |   |        |        |        |    |          |       |            |       |       |      |      |
| (9919)                      | 0.25                 | 600  | R     |       |     | From: Glade Spring School<br>To: 95-1312                |        |        |        |    | NA       |       |            | NA    |       | 1993 |      |
| <b>City of Bristol</b>      |                      |      |       |       |     |   |        |        |        |    |          |       |            |       |       |      |      |
| (102) 1                     | Benham Rd            | 0.03 | 4500  | F     | 94% | 0%  | 0%     | 1%     | 2%     | 2% | C        | 0.093 | F          | 0.647 | 4900  | F    | 2004 |
|                             |                      |      |       |       |     | From: Island Rd<br>To: NCL Bristol                      |        |        |        |    |          |       |            |       |       |      |      |
| (102) 2                     | Goodson St           | 0.36 | 3600  | F     | 97% | 0%  | 1%     | 1%     | 1%     | 0% | C        | 0.098 | F          | 0.607 | 4000  | F    | 2004 |
|                             |                      |      |       |       |     | From: State St<br>To: Mary St                           |        |        |        |    |          |       |            |       |       |      |      |
| (102) 5                     | Commonwealth Ave Ext | 0.33 | 4200  | F     | 97% | 0%  | 1%     | 0%     | 1%     | 0% | C        | 0.086 | F          | 0.572 | 4600  | F    | 2004 |
|                             |                      |      |       |       |     | From: Keys St<br>To: Pittstown Rd                       |        |        |        |    |          |       |            |       |       |      |      |
| (102) 6                     | Glenway Ave          | 0.42 | 4000  | F     | 98% | 0%  | 1%     | 0%     | 0%     | 0% | C        | 0.1   | F          | 0.566 | 4400  | F    | 2004 |
|                             |                      |      |       |       |     | From: Commonwealth Ave<br>To: Piedmont Ave              |        |        |        |    |          |       |            |       |       |      |      |
| (102) 8                     | Pittstown Rd         | 0.45 | 3900  | F     | 99% | 0%  | 1%     | 0%     | 0%     | 0% | C        | 0.101 | F          | 0.619 | 4200  | F    | 2004 |
|                             |                      |      |       |       |     | From: Commonwealth Ave<br>To: Island Rd                 |        |        |        |    |          |       |            |       |       |      |      |
| (102) 9                     | Randolph Ave         | 0.22 | 3700  | F     | 99% | 0%  | 0%     | 0%     | 0%     | 0% | F        | 0.1   | F          | 0.562 | 4100  | F    | 2004 |
|                             |                      |      |       |       |     | From: Vance St<br>To: Wagner Rd                         |        |        |        |    |          |       |            |       |       |      |      |
| (102) 9                     | Randolph Ave         | 0.51 | 4800  | F     | 99% | 0%  | 0%     | 0%     | 0%     | 0% | C        | 0.097 | F          | 0.552 | 5300  | F    | 2004 |
|                             |                      |      |       |       |     | From: Wagner Rd<br>To: Spurgeon Ln                      |        |        |        |    |          |       |            |       |       |      |      |
| (102) 10                    | Rhode Island Rd      | 0.35 | 1400  | F     | 99% | 0%  | 1%     | 0%     | 0%     | 0% | C        | 0.1   | F          | 0.517 | 1500  | F    | 2004 |
|                             |                      |      |       |       |     | From: Fairview St<br>To: Texas Ave                      |        |        |        |    |          |       |            |       |       |      |      |
| (102) 11                    | Spurgeon Ln          | 0.12 | 4900  | F     | 99% | 0%  | 1%     | 0%     | 0%     | 0% | C        | 0.091 | F          | 0.541 | 5400  | F    | 2004 |
|                             |                      |      |       |       |     | From: Randolph Ave<br>To: Commonwealth Ave              |        |        |        |    |          |       |            |       |       |      |      |
| (102) 12                    | Texas St             | 0.49 | 2000  | F     | 97% | 1%  | 1%     | 0%     | 1%     | 0% | C        | 0.114 | F          | 0.529 | 2200  | F    | 2004 |
|                             |                      |      |       |       |     | From: Rhode Island Ave<br>To: E Valley Dr               |        |        |        |    |          |       |            |       |       |      |      |
| (102) 13                    | Vance St             | 0.13 | 2800  | F     | 99% | 0%  | 1%     | 0%     | 0%     | 0% | C        | 0.09  | F          | 0.578 | 3100  | F    | 2004 |
|                             |                      |      |       |       |     | From: US 11 Euclid Ave<br>To: Randolph Ave              |        |        |        |    |          |       |            |       |       |      |      |
| (102) 3300                  | State St             | 0.55 | 16000 | F     | 98% | 0%  | 1%     | 0%     | 1%     | 0% | C        | 0.084 | F          | 0.520 | 17000 | F    | 2004 |
|                             |                      |      |       |       |     | From: US 11 Euclid Ave<br>To: Peters St                 |        |        |        |    |          |       |            |       |       |      |      |
| (102) 3300                  | State St             | 0.67 | 14000 | F     | 98% | 0%  | 1%     | 0%     | 1%     | 0% | F        | 0.083 | F          | 0.507 | 16000 | F    | 2004 |
|                             |                      |      |       |       |     | From: Commonwealth Ave<br>To: SR 381 JB-TN              |        |        |        |    |          |       |            |       |       |      |      |
| (102) 3300                  |                      | 0.43 | 10000 | F     | 98% | 0%  | 1%     | 0%     | 1%     | 0% | F        | 0.087 | F          | 0.605 | 11000 | F    | 2004 |
|                             |                      |      |       |       |     | From: SR 381 JB-TN<br>To: Edgemont Ave                  |        |        |        |    |          |       |            |       |       |      |      |
| (102) 3301                  | Bob Morrison Blvd    | 0.45 | 3600  | F     | 98% | 0%  | 1%     | 0%     | 1%     | 0% | C        | 0.094 | F          | 0.549 | 4000  | F    | 2004 |
|                             |                      |      |       |       |     | From: W State St<br>To: US 11 W Euclid Ave              |        |        |        |    |          |       |            |       |       |      |      |
| (102) 3305                  | Piedmont Ave         | 0.05 | 4100  | F     | 99% | 0%  | 1%     | 0%     | 0%     | 0% | F        | 0.092 | F          | 0.571 | 4400  | F    | 2004 |
|                             |                      |      |       |       |     | From: 102-3300; State Street<br>To: US 421 Gap Terminus |        |        |        |    |          |       |            |       |       |      |      |
| (102) 3305                  | Piedmont Ave         | 0.15 | 2300  | F     | 99% | 0%  | 1%     | 0%     | 0%     | 0% | C        | 0.099 | F          | 0.656 | 2600  | F    | 2004 |
|                             |                      |      |       |       |     | From: Oakview Ave<br>To: W Mary St                      |        |        |        |    |          |       |            |       |       |      |      |

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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>City of Bristol</b>           |        |      |    |       |                       |       |        |        |        |    |          |    |            |       |    |      |
| 3305<br>102<br>Piedmont Ave      | 0.15   | 4500 | F  | 99%   | 0%                    | 1%    | 0%     | 0%     | 0%     | F  | 0.097    | F  | 0.516      | 4900  | F  | 2004 |
|                                  |        |      |    | From: | Mary St               |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | Euclid Ave US 11      |       |        |        |        |    |          |    |            |       |    |      |
| 3307<br>102<br>Moore St          | 0.41   | 810  | F  | 99%   | 0%                    | 0%    | 0%     | 0%     | 0%     | C  | 0.114    | F  |            | 890   | F  | 2004 |
|                                  |        |      |    | From: | State St              |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | Cumberland St         |       |        |        |        |    |          |    |            |       |    |      |
| 3307<br>102<br>Moore St          | 0.43   | 1600 | F  | 99%   | 0%                    | 0%    | 0%     | 0%     | 0%     | F  | 0.089    | F  | 0.549      | 1800  | F  | 2004 |
|                                  |        |      |    | From: | Mary St               |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | Oakview St            |       |        |        |        |    |          |    |            |       |    |      |
| 3308<br>102<br>Fairview St       | 0.27   | 3100 | F  | 95%   | 0%                    | 2%    | 2%     | 1%     | 0%     | F  | 0.095    | F  | 0.644      | 3400  | F  | 2004 |
|                                  |        |      |    | From: | Mary St               |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | Rhode Island Ave      |       |        |        |        |    |          |    |            |       |    |      |
| 3308<br>102<br>Massachusetts Ave | 0.37   | 1800 | F  | 95%   | 0%                    | 2%    | 2%     | 1%     | 0%     | C  | 0.094    | F  | 0.544      | 2000  | F  | 2004 |
|                                  |        |      |    | From: | Texas Ave             |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | Texas Ave             |       |        |        |        |    |          |    |            |       |    |      |
| 3308<br>102<br>Massachusetts Ave | 0.15   | 1800 | N  | 95%   | 0%                    | 2%    | 2%     | 1%     | 0%     | N  | 0.094    | N  | 0.544      | 2000  | N  | 2004 |
|                                  |        |      |    | From: | Hillside Ave          |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | Hillside Ave          |       |        |        |        |    |          |    |            |       |    |      |
| 3308<br>102<br>Kings Mill Pike   | 0.46   | 4100 | F  | 97%   | 0%                    | 1%    | 1%     | 1%     | 0%     | F  | 0.092    | F  | 0.532      | 4500  | F  | 2004 |
|                                  |        |      |    | From: | E Valley Dr           |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | Valley Dr             |       |        |        |        |    |          |    |            |       |    |      |
| 3308<br>102<br>Kings Mill Pike   | 1.12   | 6400 | F  | 97%   | 0%                    | 1%    | 1%     | 1%     | 0%     | C  | 0.093    | F  | 0.557      | 7000  | F  | 2004 |
|                                  |        |      |    | From: | Old Airport Rd        |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | ECL Bristol           |       |        |        |        |    |          |    |            |       |    |      |
| 3312<br>102<br>W Valley Dr       | 1.00   | 1500 | F  | 98%   | 0%                    | 1%    | 1%     | 0%     | 0%     | F  | 0.098    | F  | 0.536      | 1700  | F  | 2004 |
|                                  |        |      |    | From: | Piedmont Ave          |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | US 11 Lee Hwy         |       |        |        |        |    |          |    |            |       |    |      |
| 3312<br>102<br>E Valley Dr       | 0.56   | 6400 | F  | 98%   | 0%                    | 1%    | 1%     | 0%     | 0%     | F  | 0.107    | F  | 0.549      | 7000  | F  | 2004 |
|                                  |        |      |    | From: | Old Abingdon Pike     |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | Kingsmill Pike        |       |        |        |        |    |          |    |            |       |    |      |
| 3312<br>102<br>E Vallet Dr       | 0.72   | 3800 | F  | 98%   | 0%                    | 1%    | 1%     | 0%     | 0%     | C  | 0.092    | F  | 0.566      | 4200  | F  | 2004 |
|                                  |        |      |    | From: | 102-1 Pittston Rd     |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | 102-3319 Wallace Pike |       |        |        |        |    |          |    |            |       |    |      |
| 3314<br>102<br>Island Road       | 2.01   | 2800 | F  | 98%   | 1%                    | 1%    | 0%     | 1%     | 0%     | F  | 0.1      | F  | 0.583      | 3100  | F  | 2004 |
|                                  |        |      |    | From: | Wallace Pike          |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | US 11 Lee Hwy         |       |        |        |        |    |          |    |            |       |    |      |
| 3318<br>102<br>Old Airport Rd    | 0.96   | 8800 | F  |       |                       |       |        |        |        |    | 0.085    | F  | 0.549      | 9600  | F  | 2004 |
|                                  |        |      |    | From: | 102-3308 King Mill Rd |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | Bonham Rd             |       |        |        |        |    |          |    |            |       |    |      |
| 3318<br>102<br>Old Airport Rd    | 0.98   | NA   |    |       |                       |       |        |        |        |    | NA       |    |            | NA    |    |      |
|                                  |        |      |    | From: | I-81                  |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | US 11                 |       |        |        |        |    |          |    |            |       |    |      |
| 3318<br>102<br>Old Airport Rd    | 0.20   | NA   |    |       |                       |       |        |        |        |    | NA       |    |            | NA    |    |      |
|                                  |        |      |    | From: | Island Rd             |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | NCL Bristol           |       |        |        |        |    |          |    |            |       |    |      |
| 3319<br>102<br>Wallace Pike      | 0.33   | 1900 | F  | 99%   | 0%                    | 0%    | 0%     | 0%     | 0%     | C  | 0.096    | F  | 0.665      | 2100  | F  | 2004 |
|                                  |        |      |    | From: | Valley Dr             |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | US 11 Lee Hwy         |       |        |        |        |    |          |    |            |       |    |      |
| 3320<br>102<br>Old Abingdon Pike | 1.27   | 3400 | F  | 96%   | 0%                    | 1%    | 1%     | 2%     | 0%     | C  | 0.096    | F  | 0.604      | 3700  | F  | 2004 |
|                                  |        |      |    | From: | US 11 Lee Hwy         |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | US 11 Lee Hwy         |       |        |        |        |    |          |    |            |       |    |      |
| 3321<br>102<br>Clear Creek Rd    | 0.13   | 5100 | F  | 98%   | 1%                    | 1%    | 0%     | 0%     | 0%     | C  | 0.098    | F  | 0.544      | 5500  | F  | 2004 |
|                                  |        |      |    | From: | US 11 Lee Hwy         |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | NCL Bristol           |       |        |        |        |    |          |    |            |       |    |      |
| 3323<br>102<br>Peters St         | 0.28   | 2300 | F  | 99%   | 0%                    | 1%    | 0%     | 0%     | 0%     | C  | 0.104    | F  | 0.548      | 2500  | F  | 2004 |
|                                  |        |      |    | From: | W State St            |       |        |        |        |    |          |    |            |       |    |      |
|                                  |        |      |    | To:   | US 11 Euclid Ave      |       |        |        |        |    |          |    |            |       |    |      |

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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>City of Bristol</b>         |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| 3325<br>107<br>Piedmont Ave    | 0.16   | 1800  | F  | 99%   | 0%  | 1%    | 0%     | 0%     | 0%     | F  | 0.106    | F  | 0.568      | 1900  | F  | 2004 |
| From: 102-6 Glenway Ave        |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: 102-3312 Valley Dr         |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| 3326<br>102<br>W Mary St       | 0.45   | 3100  | F  | 99%   | 0%  | 1%    | 0%     | 0%     | 0%     | C  | 0.107    | F  | 0.503      | 3400  | F  | 2004 |
| From: Piedmont Ave             |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: Randall St                 |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| 3326<br>107<br>W Mary St       | 0.23   | 4700  | F  | 99%   | 0%  | 1%    | 0%     | 0%     | 0%     | F  | 0.094    | F  | 0.597      | 5200  | F  | 2004 |
| From: Randall St               |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: Fairview St                |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| 3328<br>102<br>Bonham Rd       | 0.32   | 7200  | F  | 99%   | 0%  | 1%    | 0%     | 0%     | 0%     | F  | 0.091    | F  | 0.54       | 7900  | F  | 2004 |
| From: Old Airport Rd           |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: I-81                       |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| 3328<br>107<br>Bonham Rd       | 0.45   | 9200  | F  | 99%   | 0%  | 1%    | 0%     | 0%     | 0%     | C  | 0.092    | F  | 0.518      | 10000 | F  | 2004 |
| From: I-81                     |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: US 11 Lee Hwy              |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| <b>Town of Abingdon</b>        |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| 3002<br>140<br>Cummings St     | 0.08   | 6200  | F  | 99%   | 0%  | 0%    | 0%     | 0%     | 0%     | F  | 0.088    | F  | 0.578      | 6800  | F  | 2004 |
| From: US 11                    |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: Valley St                  |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| 3003<br>140<br>Valley St       | 0.72   | 10000 | F  | 99%   | 0%  | 0%    | 0%     | 0%     | 0%     | C  | 0.094    | F  | 0.539      | 11000 | F  | 2004 |
| From: Russell Rd; ALT 58       |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: Court St                   |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| 3003<br>140<br>Valley St       | 0.14   | 7500  | F  | 99%   | 0%  | 0%    | 0%     | 0%     | 0%     | F  | 0.100    | F  | 0.614      | 8200  | F  | 2004 |
| From: Court St                 |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: Whites Mill Rd             |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| 3004<br>140<br>Tanner St       | 0.08   | 1500  | F  | 98%   | 0%  | 1%    | 0%     | 0%     | 0%     | F  | 0.096    | F  | 0.527      | 1700  | F  | 2004 |
| From: US 11 Main St            |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: Valley St                  |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| 3004<br>140<br>Whites Mill Rd  | 0.87   | 3100  | F  | 98%   | 0%  | 1%    | 0%     | 0%     | 0%     | C  | 0.091    | F  | 0.599      | 3400  | F  | 2004 |
| From: Valley St                |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: New NCL Abingdon           |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| 3005<br>140<br>Hillman Hwy     | 1.35   | 4000  | F  | 99%   | 0%  | 0%    | 0%     | 0%     | 0%     | C  | 0.096    | F  | 0.578      | 4400  | F  | 2004 |
| From: US 11                    |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: ECL Abingdon               |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| 3006<br>140<br>Tunnel Street   | 0.08   | 1800  | F  | 98%   | 0%  | 1%    | 0%     | 0%     | 0%     | F  | 0.104    | F  | 0.692      | 1900  | F  | 2004 |
| From: 140-3005 Hillman Hwy     |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: 95-740 JB-140 NCL Abingdon |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| <b>City of Bristol</b>         |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Chester St                     |        | 350   | F  |       |     |       |        |        |        |    | 0.126    | F  | 0.576      | 390   | F  | 2004 |
| From: Glenway Ave              |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: Arlington Ave              |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Cheyenne Rd                    |        | 150   | F  |       |     |       |        |        |        |    | 0.138    | F  | 0.522      | 170   | F  | 2004 |
| From: Shawnee Rd               |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: Sherwood Dr                |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Daniel St                      |        | 370   | F  |       |     |       |        |        |        |    | 0.149    | F  | 0.861      | 410   | F  | 2004 |
| From: Newton St                |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: Tennessee State Line       |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Jefferson Dr                   |        | 400   | F  |       |     |       |        |        |        |    | 0.135    | F  | 0.689      | 440   | F  | 2004 |
| From: Cherry Ln                |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: Cedar Ln                   |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Lester St                      |        | 690   | F  |       |     |       |        |        |        |    | 0.088    | F  | 0.596      | 760   | F  | 2004 |
| From: Moore St                 |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: Russell St                 |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Pearl St                       |        | 90    | F  |       |     |       |        |        |        |    | 0.128    | F  | 0.52       | 100   | F  | 2004 |
| From: Prospect Ave             |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: Arlington Ave              |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Poplar St                      |        | 70    | F  |       |     |       |        |        |        |    | 0.253    | F  | 0.59       | 80    | F  | 2004 |
| From: Oakview Dr               |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| To: Meadow Dr                  |        |       |    |       |     |       |        |        |        |    |          |    |            |       |    |      |

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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>City of Bristol</b>  |        |      |    |       |     |                       |        |        |        |       |             |       |               |       |      |      |
| Spring Branch Rd        |        | 45   | F  |       |     | From: Overlake Dr     |        |        |        | 0.31  | F           | 0.516 | 50            | F     | 2004 |      |
|                         |        |      |    |       |     | To: Vale Dr           |        |        |        |       |             |       |               |       |      |      |
| <b>Town of Abingdon</b> |        |      |    |       |     |                       |        |        |        |       |             |       |               |       |      |      |
| Augusta Dr              |        | 450  | F  |       |     | From: Sawgrass Circle |        |        |        | 0.099 | F           | 0.536 | 490           | F     | 2004 |      |
|                         |        |      |    |       |     | To: Winterham Dr      |        |        |        |       |             |       |               |       |      |      |
| Bradley St              |        | 1500 | F  |       |     | From: Preston St      |        |        |        | 0.103 | F           | 0.641 | 1600          | F     | 2004 |      |
|                         |        |      |    |       |     | To: Fuller St         |        |        |        |       |             |       |               |       |      |      |
| Fairway Dr              |        | 520  | F  |       |     | From: Bogie Hollow Dr |        |        |        | 0.107 | F           | 0.588 | 570           | F     | 2004 |      |
|                         |        |      |    |       |     | To: Dead End          |        |        |        |       |             |       |               |       |      |      |
| Oak Hill St             |        | 390  | F  |       |     | From: Hillside Dr     |        |        |        | 0.115 | F           | 0.588 | 420           | F     | 2004 |      |
|                         |        |      |    |       |     | To: Stonewall Heights |        |        |        |       |             |       |               |       |      |      |