

**2005**

**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  
Traffic Engineering Division**

In Cooperation With

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

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

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

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

**QA: Quality of AADT:**

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

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

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

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

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

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

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

**QC: Quality of Classification Data:**

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

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

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

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



Interstate Route

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



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: State St 11 421 Euclid Ave	City of Bristol	0.75	14000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.506	15000	G
To: Vance St 11 421 Euclid Ave	City of Bristol	0.19	16000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.505	18000	G
From: Bob Morrison Blvd 11 421 Euclid Ave	City of Bristol	0.18	19000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.505	21000	G
To: SR 381 Commonwealth Ave 11 19 Euclid Ave	City of Bristol	0.48	9500	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.543	10000	G
From: Piedmont Ave 11 19 Euclid Ave	City of Bristol	0.56	7100	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.532	7800	G
To: Moore St 11 19 Lee Highway	City of Bristol	0.48	14000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.518	16000	G
From: Valley Dr 11 19 Lee Highway	City of Bristol	1.26	14000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.518	15000	G
To: I-81 11 19 Lee Highway	City of Bristol	1.36	17000	G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.569	18000	G
From: Ramp to I-81 11 19 Lee Highway	City of Bristol	0.51	16000	G	98%	0%	1%	1%	1%	0%	F	0.090	F	0.574	17000	G
To: Bonham Rd 11 19 Lee Highway	City of Bristol	0.68	11000	G	98%	0%	1%	1%	1%	0%	F	0.102	F	0.527	12000	G
From: Old Airport Rd 11 19 Lee Highway	City of Bristol	0.68	11000	G	98%	0%	1%	1%	1%	0%	F	0.102	F	0.527	12000	G
To: NCL Bristol 11 19 Lee Highway	Washington County	2.83	8400	A	98%	0%	1%	1%	1%	0%	C	0.107	A	0.508	8700	A
From: 95-1717 Wash Co Ind Park Rd 11 19 Lee Highway	Washington County	0.80	8700	F	98%	0%	1%	1%	1%	0%	F	0.094	F	0.625	9500	F
To: 95-869 Astor Rd 11 19 Lee Highway	Washington County	1.28	9100	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.613	9900	G
From: 95-611 Diver Rd 11 19 Lee Highway	Washington County	1.72	8600	G	98%	0%	1%	1%	1%	0%	F	NA		8700	G	
To: WCL Abingdon 11 19 Main St	Town of Abingdon	0.55	8600	G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9400	G
From: SR 140 Jonesboro Rd 11 19 Main St	Town of Abingdon	0.43	24000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.535	26000	G
To: Colonial Rd 11 19 Main St	Town of Abingdon	0.47	23000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.536	25000	G
From: US 19 11 Main St	Town of Abingdon	0.47	17000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.506	19000	G
To: Palmer St																

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							2Axle	3+Axle	1Trail	2Trail						
11 Main St	From: Palmer St Town of Abingdon	0.35	15000	F	98%	0%	1%	0%	0%	0%	C	0.094	F	0.553	17000	F
11 ALT 58 Main St	To: US ALT 58, Russell St From: Town of Abingdon	0.24	12000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.525	13000	F
11 Main St	To: US Alt 58, SR 75, Cummings St From: Town of Abingdon	0.66	11000	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.523	12000	G
11 Main St	To: Tanner St From: Town of Abingdon	0.93	13000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.503	15000	G
11 Main St	To: Radio Dr From: Town of Abingdon	0.13	17000	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.509	18000	F
11 Main St	To: Hillman Hwy From: Town of Abingdon	0.74	15000	F	99%	0%	1%	0%	0%	0%	C	0.091	F	0.628	16000	F
11 Lee Highway	To: ECL Abingdon From: Washington County	0.20	16000	F	96%	0%	1%	1%	2%	0%	C	0.087	F	0.576	17000	F
11 58 Lee Highway	To: I-81, US 58 From: Washington County	0.30	18000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.593	19000	G
11 Lee Highway	To: US 58 East of Abingdon From: Washington County	2.58	4400	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.543	4600	G
11 Lee Highway	To: 95-704 From: Washington County	2.09	4600	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.57	4700	G
11 Lee Highway	To: SR 80 Cedarville From: Washington County	4.46	2800	G	97%	0%	1%	1%	1%	0%	C	0.097	F	0.596	2900	G
11 Lee Highway	To: SR 91 From: Washington County	2.81	1500	G	97%	0%	1%	1%	1%	0%	F	0.128	F	0.725	1500	G
11 Lee Highway	To: I-81 West of Chllhowie From: Washington County	2.21	2500	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.519	2600	G
Truck 11 421 19 Goode St	To: Smyth County Line From: City of Bristol (Maint: 95)	0.21	8500	G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.517	9300	G
Truck 11 421 19 Cumberland St	To: 102-3305 Piedmont Ave From: City of Bristol (Maint: 95)	0.34	9100	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.55	10000	G
Truck 11 19 Randall St	To: State St From: City of Bristol	0.93	6900	F	99%	0%	0%	0%	0%	0%	C	0.089	F	0.542	7600	F
Truck 11 113 19 Moore St	To: Cumberland St From: City of Bristol	0.12	9000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9800	G
	To: Euclid Ave															



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							2Axle	3+Axle	1Trail	2Trail						
	From: State St, Tennessee State Line															
19 381 421 Commonwealth Ave	City of Bristol	0.23	17000	F	93%	1%	1%	1%	4%	0%	F	0.084	F	0.518	19000	F
	To: SR 113 Cumberland Ave															
19 381 421 Commonwealth Ave	City of Bristol	0.16	19000	G	96%	1%	1%	0%	3%	0%	F	0.085	F	0.551	20000	G
	To: SR 133 Par Sycamore St															
19 381 421 Commonwealth Ave	City of Bristol	0.19	22000	G	96%	1%	1%	0%	3%	0%	F	0.082	F	0.562	23000	G
	To: US 11 Euclid Ave															
19 11 Euclid Ave	City of Bristol	0.48	9500	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.543	10000	G
	To: SR 381 Commonwealth Ave															
	From: Piedmont Ave															
19 11 Euclid Ave	City of Bristol	0.56	7100	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.532	7800	G
	To: Moore St															
19 11 Lee Highway	City of Bristol	0.48	14000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.518	16000	G
	To: Valley Dr															
19 11 Lee Highway	City of Bristol	1.26	14000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.518	15000	G
	To: Overhill Rd															
	From: Ramp to I-81															
19 11 Lee Highway	City of Bristol	1.36	17000	G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.569	18000	G
	To: Bonham Rd															
19 11 Lee Highway	City of Bristol	0.51	16000	G	98%	0%	1%	1%	1%	0%	F	0.090	F	0.574	17000	G
	To: Old Airport Rd															
19 11 Lee Highway	City of Bristol	0.68	11000	G	98%	0%	1%	1%	1%	0%	F	0.102	F	0.527	12000	G
	To: NCL Bristol															
19 11 Lee Highway	Washington County	2.83	8400	A	98%	0%	1%	1%	1%	0%	C	0.107	A	0.508	8700	A
	To: 95-1717 Wash Co Ind Park Rd															
19 11 Lee Highway	Washington County	0.80	8700	F	98%	0%	1%	1%	1%	0%	F	0.094	F	0.625	9500	F
	To: 95-869 Astor Rd															
19 11 Lee Highway	Washington County	1.28	9100	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.613	9900	G
	To: 95-611 Diver Rd															
19 11 Lee Highway	Washington County	1.72	8600	G	98%	0%	1%	1%	1%	0%	F	NA		8700	G	
	To: WCL Abingdon															
19 11 Main St	Town of Abingdon	0.55	8600	G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9400	G
	To: SR 140 Jonesboro Rd															
19 11 Main St	Town of Abingdon	0.43	24000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.535	26000	G
	To: Colonial Rd															
19 11 Main St	Town of Abingdon	0.47	23000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.536	25000	G
	To: US 11 Main St															
19 Porterfield Rd	Town of Abingdon	0.45	16000	F	92%	1%	1%	1%	5%	0%	C	0.084	F	0.553	17000	F
	To: Alt US 58															

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							2Axle	3+Axle	1Trail	2Trail							
19 ALT 58 Porterfield Rd	From: Alt US 58 Town of Abingdon	0.21	20000	F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.628	22000	F	
	To: NCL Abingdon																
19 ALT 58	From: 95-700 Washington County	3.79	18000	G	94%	0%	1%	1%	4%	0%	F	0.084	F	0.56	19000	G	
	To: 95-700																
19 ALT 58	From: 95-802 Washington County	3.03	17000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.538	18000	G	
	To: Russell County Line																
Truck 19 Truck 421 11 Goode St	From: SR 381 Commonwealth Ave City of Bristol (Maint: 95)	0.21	8500	G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.517	9300	G	
	To: 102-3305 Piedmont Ave																
Truck 19 Truck 421 11 Cumberland St	From: Truck US 11 Randall St City of Bristol (Maint: 95)	0.34	9100	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.55	10000	G	
	To: State St																
Truck 19 Truck 11 Randall St	From: Cumberland St City of Bristol	0.93	6900	F	99%	0%	0%	0%	0%	0%	C	0.089	F	0.542	7600	F	
	To: Oakview Ave																
Truck 19 Truck 113 11 Moore St	From: Euclid Ave City of Bristol	0.12	9000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9800	G	
	To: Scott County Line																
58 421 Gate City Hwy	From: 95-700 Washington County	2.65	1200	G	93%	1%	2%	0%	3%	0%	F	0.096	F	0.544	1300	G	
	To: WCL Bristol																
58 421 Gate City Hwy	From: I-81; US 421 City of Bristol (Maint: 95)	0.50	5300	G	97%	0%	1%	1%	1%	0%	C	0.089	F	0.675	5900	G	
	To: US 58; US 421																
58 81 Gate City Hwy	City of Bristol (Maint: 95)	2.44	See I-81 for directional traffic volume estimates for this segment.														
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		41000	G	77%	1%	1%	1%	20%	1%	F	NA			42000	G	
	To: I-381																
58 81 Gate City Hwy	From: I-381 City of Bristol (Maint: 95)	1.39	See I-81 for directional traffic volume estimates for this segment.														
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		52000	G	77%	1%	1%	1%	20%	1%	F	0.075	F	0.507	53000	G	
	To: US 11, US 19																
58 81 Gate City Hwy	From: Old Airport Rd City of Bristol (Maint: 95)	2.13	See I-81 for directional traffic volume estimates for this segment.														
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	G	77%	1%	1%	1%	20%	1%	F	NA			47000	G	
	To: NCL Bristol																



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							2Axle	3+Axle	1Trail	2Trail							
ALT 58 19	From: Russell County Line Washington County	3.25	16000	G	94%	0%	1%	1%	4%	0%	F	0.082	F	0.581	17000	G	
	To: 95-802																
ALT 58 19	From: 95-700 Washington County	3.79	18000	G	94%	0%	1%	1%	4%	0%	F	0.084	F	0.56	19000	G	
	To: NCL Abingdon																
ALT 58 19	Porterfield Rd Town of Abingdon	0.21	20000	F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.628	22000	F	
	To: US 19																
ALT 58	Russell Rd Town of Abingdon	1.01	7000	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.677	7700	G	
	To: Valley Street																
ALT 58 11	Main St Town of Abingdon	0.24	12000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.525	13000	F	
	To: Main St																
ALT 58 75	Town of Abingdon	0.78	17000	F	98%	0%	1%	0%	0%	0%	C	0.095	F	0.547	18000	F	
	To: US 11																
	To: I-81																
75	From: Tennessee State Line Washington County	4.29	1500	G	97%	0%	1%	1%	1%	0%	F	0.111	F	0.521	1500	G	
	To: 95-670 Green Springs																
75	From: 95-670 Green Springs Washington County	4.46	4000	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.634	4100	G	
	To: SCL Abingdon																
75	From: SCL Abingdon Town of Abingdon	0.98	8300	F	96%	1%	1%	1%	1%	0%	C	0.077	F	0.664	9100	F	
	To: I-81																
75 ALT 58	Town of Abingdon	0.78	17000	F	98%	0%	1%	0%	0%	0%	C	0.095	F	0.547	18000	F	
	To: US 11																
80	From: US 11 Cedarville Washington County	1.06	3000	G	97%	1%	1%	0%	0%	0%	F	0.119	F	0.748	3100	G	
	To: 95-609 Meadowview																
80	From: 95-609 Meadowview Washington County	2.19	950	G	97%	1%	1%	0%	0%	0%	F	0.089	F	0.648	990	G	
	To: 95-740 N, Old Saltworks Rd																
80	From: 95-740 N, Old Saltworks Rd Washington County	6.00	760	G	97%	1%	1%	0%	0%	0%	C	0.101	F	0.643	780	G	
	To: 95-689 Hayters Gap																
80	From: 95-689 Hayters Gap Washington County	2.06	470	G	97%	1%	1%	0%	0%	0%	F	0.099	F	0.56	480	G	
	To: 95-613																
80	From: 95-613 Washington County	3.67	250	G	97%	1%	1%	0%	0%	0%	F	0.119	F	0.642	260	G	
	To: Russell County Line																

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Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Washington Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 81	From: Tennessee State Line															
	Washington County	0.65	18000	F	71%	1%	1%	1%	25%	1%	C	0.088	B	18000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	F	72%	1%	1%	1%	24%	1%	C	0.088	B	0.527	34000	F
North 81	From: SCL Bristol															
	City of Bristol (Maint: 95)	0.61	18000	F	71%	1%	1%	1%	25%	1%	C	0.088	B	18000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	F	72%	1%	1%	1%	24%	1%	C	NA		34000	F	
North 81 58	From: US 58, US 421															
	City of Bristol (Maint: 95)	2.44	20000	G	75%	1%	1%	1%	22%	1%	F	0.075	F	21000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		41000	G	77%	1%	1%	1%	20%	1%	F	NA		42000	G	
North 81 58	From: I-381															
	City of Bristol (Maint: 95)	1.39	26000	G	75%	1%	1%	1%	22%	1%	F	0.076	F	26000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		52000	G	77%	1%	1%	1%	20%	1%	F	0.075	F	0.507	53000	G
North 81 58	From: US 11, US 19															
	City of Bristol (Maint: 95)	2.13	24000	G	75%	1%	1%	1%	22%	1%	F	0.084	F	24000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	G	77%	1%	1%	1%	20%	1%	F	NA		47000	G	
North 81 58	From: Old Airport Rd															
	City of Bristol (Maint: 95)	0.93	25000	G	75%	1%	1%	1%	22%	1%	F	0.079	F	26000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	77%	1%	1%	1%	20%	1%	F	0.078	F	0.537	48000	G
North 81 58	From: NCL Bristol															
	Washington County	3.84	25000	G	75%	1%	1%	1%	22%	1%	F	0.079	F	26000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	77%	1%	1%	1%	20%	1%	F	NA		48000	G	
North 81 58	From: FR-310															
	Washington County	0.99	23000	G	75%	1%	1%	1%	22%	1%	F	0.073	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	G	77%	1%	1%	1%	20%	1%	F	0.072	F	0.51	47000	G
North 81 58	From: 95-611															
	Washington County	2.00	22000	G	75%	1%	1%	1%	22%	1%	F	0.078	F	22000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	G	77%	1%	1%	1%	20%	1%	F	NA		46000	G	
North 81 58	From: SR 140															
	Washington County	1.93	21000	A	75%	1%	1%	1%	22%	1%	C	0.094	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	A	77%	1%	1%	1%	20%	1%	C	0.091	A	0.506	44000	A
North 81 58	From: SCL Abingdon															
	Town of Abingdon (Maint: 95)	0.14	21000	A	75%	1%	1%	1%	22%	1%	C	0.094	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	A	77%	1%	1%	1%	20%	1%	C	NA		44000	A	
	From: SR 75															

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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						
North 81 58	From: SR 75															
	Town of Abingdon (Maint: 95)	1.06	21000	G	75%	1%	1%	1%	22%	1%	F	0.083	F	21000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	G	77%	1%	1%	1%	20%	1%	F	0.077	F	43000	G	
North 81 58	From: NCL Abingdon															
	Washington County	1.43	21000	G	75%	1%	1%	1%	22%	1%	F	0.083	F	21000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	G	77%	1%	1%	1%	20%	1%	F	NA		43000	G	
North 81	From: US 11, US 58															
	Washington County	2.62	19000	G	75%	1%	1%	1%	22%	1%	F	0.072	F	19000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	G	77%	1%	1%	1%	20%	1%	F	0.072	F	40000	G	
North 81	From: 95-704															
	Washington County	2.66	18000	G	75%	1%	1%	1%	22%	1%	F	0.070	F	18000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			35000	G	77%	1%	1%	1%	20%	1%	F	NA		35000	G	
North 81	From: SR 80															
	Washington County	1.52	16000	G	75%	1%	1%	1%	22%	1%	F	0.072	F	17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			34000	G	77%	1%	1%	1%	20%	1%	F	0.071	F	35000	G	
North 81	From: 95-737															
	Washington County	2.97	17000	G	75%	1%	1%	1%	22%	1%	F	0.072	F	17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			33000	G	77%	1%	1%	1%	20%	1%	F	0.072	F	34000	G	
North 81	From: SR 91															
	Washington County	2.68	15000	G	75%	1%	1%	1%	22%	1%	F	0.066	F	16000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	77%	1%	1%	1%	20%	1%	F	0.069	F	30000	G	
North 81	From: US 11															
	Washington County	2.31	15000	G	75%	1%	1%	1%	22%	1%	F	0.074	F	15000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			30000	G	77%	1%	1%	1%	20%	1%	F	0.070	F	30000	G	
North 81	From: Smyth County Line															
	Bristol Welcome Center	Washington County	0.09	NA								NA		NA		
North 81	From: Enter Rest Area Parking Lot															
	Bristol Welcome Center	Washington County	0.07	NA								NA		NA		
North 81	From: I-81 North from Rest Area															
	Ramp I-81 N Exit 3 to I-381 S	City of Bristol (Maint: 95)	0.30	1800	G	96%	0%	1%	0%	3%	0%	F	NA	350	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2600	G	96%	0%	1%	0%	3%	0%	F	NA		690	G	
North 81	From: I-381 S															

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							2Axle	3+Axle	1Trail	2Trail						
South 81	From: Tennessee State Line Washington County	1.06	17000	F	73%	1%	1%	1%	23%	2%	C	0.094	B	17000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	F	72%	1%	1%	1%	24%	1%	C	0.088	B	34000	F	
South 81	To: SCL Bristol City of Bristol (Maint: 95)	0.16	17000	F	73%	1%	1%	1%	23%	2%	C	0.094	B	17000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	F	72%	1%	1%	1%	24%	1%	C	NA		34000	F	
South 81 58	To: US 58, US 421 City of Bristol (Maint: 95)	3.58	21000	G	78%	1%	1%	1%	18%	1%	F	0.072	F	21000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		41000	G	77%	1%	1%	1%	20%	1%	F	NA		42000	G	
South 81 58	To: I-381 City of Bristol (Maint: 95)	1.25	26000	G	78%	1%	1%	1%	18%	1%	F	0.079	F	27000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		52000	G	77%	1%	1%	1%	20%	1%	F	0.075	F	53000	G	
South 81 58	To: US 11, US 19 City of Bristol (Maint: 95)	1.99	23000	G	78%	1%	1%	1%	18%	1%	F	0.076	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	G	77%	1%	1%	1%	20%	1%	F	NA		47000	G	
South 81 58	To: Old Airport Rd City of Bristol (Maint: 95)	0.50	22000	G	78%	1%	1%	1%	18%	1%	F	0.077	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	77%	1%	1%	1%	20%	1%	F	0.078	F	48000	G	
South 81 58	To: NCL Bristol Washington County	3.79	22000	G	78%	1%	1%	1%	18%	1%	F	0.077	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	77%	1%	1%	1%	20%	1%	F	NA		48000	G	
South 81 58	To: FR-310 Washington County	1.29	23000	G	78%	1%	1%	1%	18%	1%	F	0.072	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	G	77%	1%	1%	1%	20%	1%	F	0.072	F	47000	G	
South 81 58	To: 95-611 Washington County	1.93	24000	G	78%	1%	1%	1%	18%	1%	F	0.073	F	24000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	G	77%	1%	1%	1%	20%	1%	F	NA		46000	G	
South 81 58	To: SR 140 Washington County	1.40	21000	A	78%	1%	1%	1%	18%	1%	C	0.095	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	A	77%	1%	1%	1%	20%	1%	C	0.091	A	44000	A	
South 81 58	To: SCL Abingdon Town of Abingdon (Maint: 95)	0.69	21000	A	78%	1%	1%	1%	18%	1%	C	0.095	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	A	77%	1%	1%	1%	20%	1%	C	NA		44000	A	
	To: SR 75															

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							2Axle	3+Axle	1Trail	2Trail						
South 81 58	From: [redacted] SR 75															
	Town of Abingdon (Maint: 95)	0.79	21000	G	78%	1%	1%	1%	18%	1%	F	0.078	F	21000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	77%	1%	1%	1%	20%	1%	F	0.077	F	43000	G	
South 81 58	To: [redacted] NCL Abingdon															
	Washington County	1.52	21000	G	78%	1%	1%	1%	18%	1%	F	0.078	F	21000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	77%	1%	1%	1%	20%	1%	F	NA		43000	G	
South 81	To: [redacted] US 11, US 58															
	Washington County	3.04	20000	G	78%	1%	1%	1%	18%	1%	F	0.071	F	21000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	G	77%	1%	1%	1%	20%	1%	F	0.072	F	40000	G	
South 81	To: [redacted] 95-704															
	Washington County	2.56	17000	G	78%	1%	1%	1%	18%	1%	F	0.073	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		35000	G	77%	1%	1%	1%	20%	1%	F	NA		35000	G	
South 81	To: [redacted] SR 80															
	Washington County	1.47	18000	G	78%	1%	1%	1%	18%	1%	F	0.070	F	18000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	G	77%	1%	1%	1%	20%	1%	F	0.071	F	35000	G	
South 81	To: [redacted] 95-737															
	Washington County	2.94	16000	G	78%	1%	1%	1%	18%	1%	F	0.072	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	G	77%	1%	1%	1%	20%	1%	F	0.072	F	34000	G	
South 81	To: [redacted] SR 91															
	Washington County	2.88	14000	G	78%	1%	1%	1%	18%	1%	F	0.074	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	G	77%	1%	1%	1%	20%	1%	F	0.069	F	30000	G	
South 81	To: [redacted] US 11															
	Washington County	1.83	15000	G	78%	1%	1%	1%	18%	1%	F	0.074	F	15000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		30000	G	77%	1%	1%	1%	20%	1%	F	0.070	F	30000	G	
91	To: [redacted] Smyth County Line															
	From: [redacted] Tennessee State Line															
	Washington County	1.62	2600	G	89%	1%	1%	2%	7%	0%	C	0.084	F	2700	G	
91 58 Douglas Dr	To: [redacted] US 58 Douglas Dr; Jeb Stuart Hwy															
	Town of Damascus (Maint: 95)	0.45	4000	G	93%	1%	1%	1%	5%	0%	F	0.078	F	4200	G	
91 58 Jeb Stuart Hwy	To: [redacted] ECL Damascus															
	Washington County	0.54	4000	N	93%	1%	1%	1%	5%	0%	N	0.078	N	4200	N	
91	To: [redacted] US 58															
	Town of Damascus (Maint: 95)	0.70	3500	G	91%	1%	1%	2%	6%	0%	C	0.086	F	3600	G	
91	To: [redacted] NCL Damascus															
	Washington County	6.85	3500	N	91%	1%	1%	2%	6%	0%	N	0.086	N	3600	N	
	To: [redacted] 95-803 South of Lodi															



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							2Axle	3+Axle	1Trail	2Trail						
91	From: 95-803 South of Lodi															
	Washington County	0.97	2000	G	91%	1%	1%	2%	6%	0%	F	0.093	F	0.627	2000	G
91	To: 95-762 North of Lodi															
	Washington County	3.57	2300	G	91%	1%	1%	2%	6%	0%	F	0.08	F	0.621	2400	G
91	To: US 11															
	Washington County	0.51	8800	N	95%	0%	1%	2%	1%	0%	N	0.089	N	0.611	9100	N
91	To: SCL Glade Spring															
	Town of Glade Spring (Maint: 95)	1.37	8800	G	95%	0%	1%	2%	1%	0%	F	0.089	F	0.611	9100	G
91	To: BUS SR 91															
	Town of Glade Spring (Maint: 95)	0.77	3800	G	95%	0%	1%	2%	1%	0%	C	0.094	F	0.565	3900	G
91	To: NCL Glade Spring															
	Washington County	5.43	3000	G	95%	0%	1%	2%	1%	0%	F	0.106	F	0.628	3100	G
91	To: WCL Saltville															
	Town of Saltville (Maint: 95)	0.52	3000	G	95%	1%	1%	3%	1%	0%	C	0.097	F	0.592	3100	G
Bus 91	To: Smyth County Line															
	Town of Glade Spring (Maint: 95)	1.38	720	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.547	740	G
113	From: Commonwealth Ave															
	City of Bristol	0.28	2200	G	98%	1%	0%	0%	0%	0%	C	0.089	F	0.561	2500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3100	G	98%	0%	0%	0%	0%	0%	C	NA		3400	G	
113	To: US 421 Piedmont Ave															
	City of Bristol	0.08	3700	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.501	4000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4500	G	97%	0%	1%	0%	1%	0%	F	NA		5000	G	
113	From: SR 113 P, Sycamore Ave															
	City of Bristol	0.25	3200	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.54	3500	G
113	To: Oakview Ave															
	City of Bristol	0.60	1900	G	97%	0%	1%	1%	1%	0%	C	0.108	F	0.584	2000	G
Truck 113 Truck 11 19	To: Moore St															
	City of Bristol	0.12	9000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9800	G
113	To: Euclid Ave															
	City of Bristol	0.40	900	G	99%	0%	0%	0%	0%	0%	C	0.12	F	0.504	990	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3100	G	98%	0%	0%	0%	0%	0%	C	NA		3400	G	
140	From: SR 381 Commonwealth Ave															
	Town of Abingdon	0.38	20000	F	94%	1%	1%	0%	4%	0%	C	0.093	F	0.504	20000	F

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							2Axle	3+Axle	1Trail	2Trail						
North 381	From: SR 381 Commonwealth Ave City of Bristol (Maint: 95)	1.14	8400	A	96%	1%	1%	0%	3%	0%	C	0.109	A	8800	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		17000	A	96%	0%	1%	0%	3%	0%	C	0.1	A	17000	A	
North 381	Ramp I-381 N to I-81 N City of Bristol (Maint: 95)	0.25	7600	G	96%	1%	1%	0%	3%	0%	F	0.093	F	7900	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		14000	G	96%	0%	1%	0%	3%	0%	F	0.087	F	15000	G	
North 381	Ramp I-381 N to I-81 S City of Bristol (Maint: 95)	0.31	780	G	96%	1%	1%	0%	3%	0%	F	NA		340	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		2600	G	96%	0%	1%	0%	3%	0%	F	NA		690	G	
South 381	From: SR 381 Commonwealth Ave City of Bristol (Maint: 95)	1.06	8100	A	96%	0%	1%	0%	3%	0%	C	0.106	A	8600	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		17000	A	96%	0%	1%	0%	3%	0%	C	0.1	A	17000	A	
South 381	Ramp I-381 S from I-81 S City of Bristol (Maint: 95)	0.61	6400	G	96%	0%	1%	0%	3%	0%	F	0.091	F	6800	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		14000	G	96%	0%	1%	0%	3%	0%	F	0.087	F	15000	G	
381 19 421	Commonwealth Ave City of Bristol	0.23	17000	F	93%	1%	1%	1%	4%	0%	F	0.084	F	0.518	19000	F
381 19 421	Commonwealth Ave City of Bristol	0.16	19000	G	96%	1%	1%	0%	3%	0%	F	0.085	F	0.551	20000	G
381 19 421	Commonwealth Ave City of Bristol	0.19	22000	G	96%	1%	1%	0%	3%	0%	F	0.082	F	0.562	23000	G
381	Commonwealth Ave City of Bristol	0.63	22000	G	96%	1%	1%	0%	3%	0%	F	0.092	F	0.533	23000	G
421 58	Gate City Hwy Washington County	2.65	1200	G	93%	1%	2%	0%	3%	0%	F	0.096	F	0.544	1300	G
421 58	Gate City Hwy Washington County	3.59	5200	G	93%	1%	2%	0%	3%	0%	F	0.094	F	0.642	5300	G
421 58	Gate City Hwy City of Bristol (Maint: 95)	0.50	5300	G	97%	0%	1%	1%	1%	0%	C	0.089	F	0.675	5900	G
421	City of Bristol (Maint: 95)	0.21	9400	G	98%	0%	1%	0%	1%	0%	C	0.094	F	0.567	10000	G
421	City of Bristol	0.80	9700	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.584	11000	G

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
							From: W US 11									
421 11 Euclid Ave	City of Bristol	0.75	14000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.506	15000	G
							To: Vance St									
421 11 Euclid Ave	City of Bristol	0.19	16000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.505	18000	G
							To: Bob Morrison Blvd									
421 11 Euclid Ave	City of Bristol	0.18	19000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.505	21000	G
							To: E RT 11									
421 381 19 Commonwealth Ave	City of Bristol	0.19	22000	G	96%	1%	1%	0%	3%	0%	F	0.082	F	0.562	23000	G
							To: SR 133 Par Sycamore St									
421 381 19 Commonwealth Ave	City of Bristol	0.16	19000	G	96%	1%	1%	0%	3%	0%	F	0.085	F	0.551	20000	G
							To: SR 113 Cumberland Ave									
421 381 19 Commonwealth Ave	City of Bristol	0.23	17000	F	93%	1%	1%	1%	4%	0%	F	0.084	F	0.518	19000	F
							To: << Invalid Overlap >>									
							From: SR 381 Commonwealth Ave									
Truck Truck 421 11 19 Goode St	City of Bristol (Maint: 95)	0.21	8500	G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.517	9300	G
							To: 102-3305 Piedmont Ave									
Truck Truck 421 11 19 Cumberland St	City of Bristol (Maint: 95)	0.34	9100	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.55	10000	G
							To: Truck US 11 Randall St									
421 State St	City of Bristol (Maint: 95)	0.28	9600	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.576	11000	G
							To: Goodson St; Tennessee State Line									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(F20)	0.40	NA					From: 95-1712					NA				NA
							To: Dead End									
(F21)	0.66	NA					From: 95-1707					NA				NA
							To: Dead End									
(F22)	1.14	NA					From: Dead End					NA				NA
							To: 95-808									
(F23)	0.30	NA					From: Dead End					NA				NA
							To: 95-611									
(F24)	1.29	NA					From: Dead End					NA				NA
							To: 95-647									
(F25)	0.41	NA					From: Dead End					NA				NA
							To: 95-794									
(F27)	0.28	NA					From: Dead End					NA				NA
							To: 95-793									
(F28)	0.13	NA					From: Dead End					NA				NA
							To: 95-793									
(F29)	0.63	NA					From: Dead End					NA				NA
							To: US 11									
(F30)	1.00	NA					From: Dead End					NA				NA
							To: US 11 RAMP TO I-81									
(F31)	0.78	NA					From: Dead End					NA				NA
							To: 95-737									
(F32)	0.08	NA					From: 95-767					NA				NA
							To: Dead End									
(F33)	1.98	NA					From: US 11; 95-751 RAMP TO I-81 N					NA				NA
							To: 95-1312									
(F34)	1.57	NA					From: Dead End					NA				NA
							To: US 11 Lee Highway; 95-751									
<b>City of Bristol</b>																
(F35)	0.60	NA					From: Dead End					NA				NA
							To: Dead End									
<b>Washington County</b>																
(F274)	0.87	NA					From: Dead End					NA				NA
							To: 95-879									
(F310)	0.18	NA					From: FR-21					NA				NA
							To: US 11									
(F346)	0.17	NA					From: Dead End					NA				NA
							To: 95-704									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(F958)	0.12	NA														
(600)	0.45	220	R											NA		04/22/2004
(600)	1.00	290	R											NA		04/22/2004
(601)	0.15	10	R											NA		04/22/2004
(601)	2.30	50	R											NA		04/22/2004
(602)	1.20	80	R											NA		04/22/2004
(602)	0.70	90	R											NA		04/22/2004
(602)	0.30	310	R											NA		04/22/2004
(602)	0.26	40	R											NA		04/22/2004
(603)	0.56	550	G	99%	0%	0%	0%	1%	0%	C	0.113	F	0.54	570	G	2005
(603)	0.35	610	G	99%	0%	0%	0%	1%	0%	F	0.114	F	0.556	630	G	2005
(603)	0.25	590	G	99%	0%	0%	0%	1%	0%	F	0.092	F	0.532	610	G	2005
(604)	1.00	100	R											NA		04/28/2004
(604)	1.20	250	R											NA		04/28/2004
(604)	0.80	380	R											NA		04/28/2004
(604)	1.30	240	G	98%	1%	1%	0%	0%	0%	C	0.135	F	0.594	250	G	2005
(605)	1.37	980	R											NA		1998
(605)	3.05	430	R											NA		1998
(605)	3.75	480	R											NA		1998
(605)	1.90	170	R											NA		1998
(606)	0.58	0	R											NA		04/28/2004
(607)	0.17	120	R											NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(607)	1.00	170	R				From: 95-736 EAST To: Smyth County Line				NA			NA		1998
(608)	1.69	230	R				From: 95-762 To: 95-736; 95-761				NA			NA		04/28/2004
(608)	3.30	310	R				From: 95-736; 95-761 To: Smyth County Line				NA			NA		04/28/2004
(609)	1.18	2100	G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.555	2100	G	2005
(609)	0.61	2300	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.531	2400	G	2005
(609)	1.02	1500	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.586	1600	G	2005
(609)	0.11	1700	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.699	1700	G	2005
(609)	1.10	1200	A	99%	0%	0%	0%	0%	0%	C	0.120	A	0.544	1300	A	2005
(609)	0.36	1300	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.521	1400	G	2005
(609)	1.48	880	F	99%	0%	0%	0%	0%	0%	F	0.110	F	0.51	910	F	2005
(609)	0.07	2700	G	99%	0%	0%	0%	0%	0%	F	0.121	F	0.583	2800	G	2005
(609)	0.55	2100	G	99%	0%	0%	0%	0%	0%	F	NA			2200	G	2005
(609)	2.53	1800	G	98%	1%	0%	0%	0%	0%	C	0.11	F	0.657	1900	G	2005
<b>Town of Glade Spring</b>																
(609)	0.42	1800	N	98%	1%	0%	0%	0%	0%	N	0.11	N	0.657	1900	N	2005
(609)	0.06	3300	G	98%	1%	0%	0%	0%	0%	F	0.100	F	0.527	3400	G	2005
(609)	0.16	940	R				From: SR 91 BUS; Gap Terminus To: 95-1309; Gap Terminus				NA			NA		05/05/2004
(609)	0.62	660	F	98%	1%	0%	0%	0%	0%	F	0.095	F	0.512	680	F	2005
<b>Washington County</b>																
(609)	0.41	660	N	98%	1%	0%	0%	0%	0%	N	0.095	N	0.512	680	N	2005
(609)	0.65	620	R				From: 95-751 To: 95-753				NA			NA		04/27/2004
(609)	1.29	450	R				From: 95-753 To: Smyth County Line				NA			NA		04/27/2004
(610)	0.10	90	R				From: 95-645 To: Dead End				NA			NA		1998
(611)	0.40	60	R				From: Dead End To: 95-647 EAST				NA			NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(611)	0.48	1400	R											NA	NA	1998
(611)	0.08	3300	R											NA	NA	1998
(611)	0.06	4900	R											NA	NA	1998
(611)	1.70	920	R											NA	NA	1998
(611)	0.90	350	R											NA	NA	1998
(611)	1.70	250	R											NA	NA	1998
(611)	1.60	320	R											NA	NA	1998
(611)	3.69	130	R											NA	NA	10/18/2001
(611)	0.08	100	R											NA	NA	1998
(611)	5.51	530	R											NA	NA	05/19/2004
(611)	4.74	240	R											NA	NA	05/19/2004
(611)	6.30	260	R											NA	NA	1998
(611)	3.40	150	R											NA	NA	10/22/2001
(612)	3.20	30	R											NA	NA	10/25/2001
(613)	3.93	470	G	99%	1%	0%	0%	0%	0%	F	0.096	F	0.714	490	G	2005
(613) Poor Valley Rd	0.57	700	G	99%	1%	0%	0%	0%	0%	C	0.1	F	0.514	720	G	2005
(613) Poor Valley Rd	2.47	1000	G	99%	1%	0%	0%	0%	0%	F	0.092	F	0.626	1100	G	2005
(614) AP Carter Hwy	1.37	280	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.583	290	G	2005
(614)	0.20	240	R											NA	NA	1998
(614)	0.30	170	R											NA	NA	10/15/2001
(614)	3.70	130	R											NA	NA	1998
(614) Mendota Rd	1.26	410	G	97%	1%	1%	0%	1%	0%	C	0.095	F	0.524	430	G	2005
(614)	0.84	220	R											NA	NA	1998

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
614	1.50	110	R													10/15/2001
614	0.50	10	R													10/15/2001
614	1.00	40	R													10/15/2001
614	1.60	80	R													10/15/2001
614	2.70	140	R													10/15/2001
614	2.20	330	R													1998
614	2.00	210	R													1998
614	1.80	140	R													11/05/2001
615	1.69	240	R													1998
616	2.80	70	R													10/15/2001
616	0.10	60	R													10/15/2001
616	2.50	70	R													10/15/2001
616	1.40	150	R													1998
616	1.17	710	G	95%	1%	1%	1%	1%	0%	C	0.095	F	0.662	740	G	2005
616	1.50	160	R													1998
616	2.90	100	R													1998
616	1.00	130	R													1998
616	1.80	70	R													10/15/2001
616	1.40	46	R													10/18/2001
617	0.60	60	R													10/15/2001
617	1.10	120	R													10/15/2001
617	3.50	280	R													1998
617	2.40	330	R													1998



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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(618) Grindstone Branch Rd	2.80	130	R								NA			NA		10/15/2001
(619)	0.80	60	R								NA			NA		10/22/2001
(620)	0.90	45	R								NA			NA		10/15/2001
(621)	0.30	370	G	97%	0%	2%	0%	1%	0%	C	0.094	F	0.514	380	G	2005
(622) Nordyke Rd	1.57	1100	G	97%	0%	0%	1%	2%	0%	C	0.086	F	0.654	1200	G	2005
(622) Nordyke Rd	2.57	800	G	97%	0%	0%	1%	2%	0%	F	0.091	F	0.669	830	G	2005
(622) Nordyke Rd	1.07	640	G	97%	0%	0%	1%	2%	0%	F	0.087	F	0.629	660	G	2005
(623)	0.50	60	R								NA			NA		10/15/2001
(624)	0.70	20	R								NA			NA		10/15/2001
(625)	1.20	130	R								NA			NA		10/15/2001
(625)	2.00	210	R								NA			NA		1998
(625)	2.37	300	R								NA			NA		1998
(625)	1.23	390	R								NA			NA		1998
(625)	1.45	1200	R								NA			NA		1998
(625)	2.06	1000	R								NA			NA		1998
(626)	4.40	130	R								NA			NA		10/18/2001
(627)	2.00	90	R								NA			NA		11/08/2001
(627)	1.10	230	R								NA			NA		1998
(627)	2.10	470	R								NA			NA		1998
(627)	0.60	570	R								NA			NA		1998
(627)	1.40	170	R								NA			NA		11/08/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(628)	4.00	10	R											NA		10/15/2001
(629)	4.10	150	R											NA		1998
(629)	0.05	0	R											NA		10/15/2001
(630)	0.20	470	R											NA		1998
(630)	1.20	290	R											NA		10/15/2001
(630)	1.70	290	R											NA		1998
(630)	2.30	230	R											NA		1998
(630)	1.00	60	R											NA		10/15/2001
(630)	0.61	150	R											NA		10/15/2001
(631)	1.20	190	R											NA		10/15/2001
(632)	2.30	150	R											NA		10/15/2001
(633) Reedy Creek Rd	1.50	570	G	99%	0%	1%	0%	0%	0%	C	0.086	F	0.593	580	G	2005
(633)	1.96	1300	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.570	1400	G	2005
(633)	2.56	890	G	98%	0%	1%	0%	1%	0%	C	0.107	F	0.631	930	G	2005
(633)	2.26	730	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.528	760	G	2005
(633)	1.73	1800	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.594	1900	G	2005
(633)	1.05	210	R											NA		1998
(633)	1.23	210	R											NA		1998
(633)	0.78	770	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.807	800	G	2005
(633)	2.23	710	G	98%	0%	1%	0%	1%	0%	F	0.113	F	0.701	730	G	2005
(633)	1.95	790	G	98%	0%	1%	0%	1%	0%	F	0.101	F	0.568	820	G	2005
(633)	0.48	530	R											NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(634)	1.60	70	R								NA		NA			11/08/2001
(635)	0.60	130	R								NA		NA			1998
(636)	1.90	210	R								NA		NA			1998
(637)	0.94	380	R								NA		NA			1998
(637)	0.50	120	R								NA		NA			1998
(638)	0.24	40	R								NA		NA			06/11/2004
(639)	0.99	310	R								NA		NA			1998
(640)	0.60	2200	N	99%	0%	0%	0%	0%	0%	N	0.095	N	0.654	2200	N	2005
(640)	0.35	2200	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.654	2200	G	2005
(640)	1.36	2200	N	99%	0%	0%	0%	0%	0%	N	0.095	N	0.654	2200	N	2005
(640)	1.33	2000	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.648	2100	G	2005
(640)	1.25	2400	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.616	2500	G	2005
(640) Benhams Rd	0.78	810	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.578	840	G	2005
(641) Camp Ground Rd	0.02	1200	G	99%	0%	0%	0%	0%	0%	F	NA			1300	G	2005
(641)	2.59	500	G	99%	0%	0%	0%	0%	0%	C	0.106	F	0.644	520	G	2005
(641)	0.97	330	R								NA		NA			1998
(641)	0.92	280	R								NA		NA			1998
(642)	0.63	160	R								NA		NA			1998
(643)	0.19	50	R								NA		NA			06/09/2004
(644)	0.50	360	R								NA		NA			1998
(645)	1.25	1600	G	98%	1%	1%	1%	0%	0%	F	0.088	F	0.547	1600	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(645) Wallace Pike	0.68	2200	G	98%	1%	1%	1%	0%	0%	F	0.082	F	0.549	2200	G	2005
(645)	0.13	1900	G	98%	1%	1%	1%	0%	0%	F	0.117	F	0.62	2100	G	2005
(645) Clear Creek Rd	0.31	4400	G	98%	1%	1%	1%	0%	0%	C	0.091	F	0.504	4800	G	2005
(645)	0.76	3400	G	98%	1%	1%	1%	0%	0%	F	0.098	F	0.522	3700	G	2005
(645) Wyndalle Rd	0.71	2900	G	98%	1%	1%	1%	0%	0%	F	0.091	F	0.589	3000	G	2005
(645) Wallace Pike	1.02	1900	G	98%	1%	1%	1%	0%	0%	F	0.092	F	0.538	2000	G	2005
(645)	2.54	1600	R								NA		NA			1998
(645)	1.65	1300	R								NA		NA			1998
(645)	1.67	1500	R								NA		NA			1998
(646)	0.36	40	R								NA		NA			06/09/2004
(647)	1.77	4700	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.632	5100	G	2005
(647)	1.91	3300	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.554	3600	G	2005
(647)	2.94	2700	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.613	2800	G	2005
(647)	1.72	2400	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.616	2500	G	2005
(647)	1.36	2300	G	98%	0%	0%	1%	0%	0%	F	0.09	F	0.512	2400	G	2005
(647)	0.24	3900	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.625	4000	G	2005
(647)	0.28	5200	G	98%	0%	0%	1%	0%	0%	C	0.094	F	0.593	5300	G	2005
(647)	0.03	5800	G	98%	0%	0%	1%	0%	0%	F	0.089	F	0.580	6000	G	2005
(647)	0.15	13000	F	98%	0%	0%	1%	0%	0%	F	0.092	F	0.518	14000	F	2005
(648)	0.80	1900	R								NA		NA			1998
(648)	0.70	1200	R								NA		NA			1998
(649)	0.40	3200	G	99%	0%	1%	0%	0%	0%	C	0.102	F	0.638	3500	G	2005
(649)	0.70	650	R								NA		NA			1998

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(649)	0.10	650	R			From: 95-1450 To: 95-648					NA			NA		1998
(650)	0.30	3500	G	99%	0%	1%	0%	0%	0%	C	0.099	F	0.618	3800	G	2005
(650)	0.70	390	R			From: Tennessee State Line To: 95-649 To: 95-654					NA			NA		1998
(651)	0.20	46	R			From: 95-609 To: 95-737					NA			NA		05/05/2004
(652)	0.20	50	R			From: 95-609 To: 95-753					NA			NA		04/27/2004
(653)	0.20	50	R			From: 95-663 To: Dead End					NA			NA		06/18/2004
(654)	1.70	490	R			From: 95-647 To: 95-666					NA			NA		1998
(655)	2.10	560	R			From: 95-640 To: 95-645					NA			NA		1998
(656)	0.43	700	R			From: 95-627 To: Urban Boundary					NA			NA		1998
(656)	0.07	700	R			From: 95-640 NORTH To: 95-640 SOUTH					NA			NA		1998
(656)	2.10	870	R			From: 95-645 To: 95-657					NA			NA		1998
(657)	0.45	1500	R			From: 95-645 Wallace Pike To: 95-1021					NA			NA		1998
(657)	1.80	1200	R			From: 95-659 SOUTH To: 95-659 NORTH					NA			NA		1998
(657)	0.80	890	R			From: 95-625 NORTH To: 95-625 SOUTH					NA			NA		1998
(657)	1.40	390	R			From: 95-661 To: 95-661					NA			NA		1998
(658)	0.41	440	R			From: SR 75 To: 95-670					NA			NA		06/18/2004
(659) Clear Creek Rd	1.07	5000	G	97%	1%	1%	1%	0%	0%	C	0.094	F	0.525	5500	G	2005
(659) Parigin Rd	2.19	1100	G	97%	1%	1%	1%	0%	0%	F	0.091	F	0.552	1200	G	2005
(659) Old Bufflo Pond Rd	2.06	130	G	97%	1%	1%	1%	0%	0%	F	0.116	F	0.533	130	G	2005
(659)	0.70	80	R			From: 95-660 To: 95-700					NA			NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
660	0.40	60	R								NA		NA			11/05/2001
661	0.40	1000	G	99%	0%	1%	0%	0%	0%	C	0.106	F	0.714	1100	G	2005
661	0.80	750	G	99%	0%	1%	0%	0%	0%	F	0.112	F	0.726	780	G	2005
662	0.77	270	R								NA		NA			1998
662	0.55	160	R								NA		NA			1998
663	4.40	530	R								NA		NA			06/18/2004
663	0.48	410	R								NA		NA			06/18/2004
663	0.78	350	R								NA		NA			06/18/2004
663	0.29	280	R								NA		NA			06/18/2004
664	0.92	60	R								NA		NA			06/18/2004
664	1.46	660	R								NA		NA			06/18/2004
664	1.57	510	R								NA		NA			06/18/2004
664	1.07	420	R								NA		NA			06/18/2004
664	4.63	80	R								NA		NA			06/16/2004
665	0.30	540	R								NA		NA			06/18/2004
665	3.12	770	R								NA		NA			06/18/2004
665	0.90	810	R								NA		NA			06/18/2004
666	0.75	610	R								NA		NA			1998
666	1.17	690	R								NA		NA			1998
666	0.90	1200	R								NA		NA			1998
666	0.02	740	R								NA		NA			06/18/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
667	0.30	20	R											NA		06/09/2004
668	0.19	140	R											NA		1998
669	0.52	520	R											NA		1998
670	0.72	2800	R											NA		06/18/2004
670	4.56	1600	R											NA		06/18/2004
670	0.39	710	R											NA		06/18/2004
670	0.03	1600	R											NA		06/18/2004
670	0.43	2100	R											NA		06/18/2004
670	2.88	2000	R											NA		06/18/2004
670	0.60	470	R											NA		1998
671	1.40	170	R											NA		06/18/2004
672	2.51	1300	R											NA		06/18/2004
673	1.10	430	R											NA		06/16/2004
673	1.70	210	R											NA		06/16/2004
674	1.20	720	R											NA		06/16/2004
674	0.50	570	R											NA		06/16/2004
674	3.00	620	R											NA		06/16/2004
675	0.70	NA												NA		
675	1.79	970	R											NA		06/18/2004
675	1.10	680	R											NA		06/18/2004
676	1.91	70	R											NA		06/18/2004

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						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	G	98%	1%	1%	0%	0%	0%	F	0.125	F	0.66	1100	G	2005
(677)	2.80	1600	G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.572	1700	G	2005
(677)	1.20	2200	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.587	2300	G	2005
(677)	2.10	1700	R				From: SR 75				NA			NA		06/11/2004
							To: US 58									
							From: US 11									
							To: Dead End									
(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				NA			NA		05/19/2004
							To: 95-700 EAST									
(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
							To: 95-745 SOUTH									
(686)	1.50	80	R				From: 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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						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)	3.10	800	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.793	830	G	2005
(689)	0.50	580	G	95%	1%	3%	1%	1%	0%	C	0.107	F	0.567	600	G	2005
(689)	6.90	190	G	97%	1%	2%	1%	0%	0%	C	0.158	F	0.559	200	G	2005
(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	G	98%	0%	0%	1%	0%	0%	C	0.093	F	0.650	1700	G	2005
(692)	0.41	1200	G	98%	0%	0%	1%	0%	0%	F	0.086	F	0.571	1200	G	2005
(692)	2.56	860	G	98%	0%	0%	1%	0%	0%	F	0.085	F	0.659	890	G	2005
(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 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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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(695)	1.30	90	R											NA		1998
(695)	0.70	8	R											NA		05/19/2004
(696)	1.55	130	R											NA		05/25/2004
(697)	1.84	420	R											NA		05/19/2004
(698)	0.12	60	R											NA		06/18/2004
(699)	2.94	2400	R											NA		05/25/2004
(699)	0.90	570	R											NA		05/25/2004
(700)	0.04	1200	G	98%	0%	0%	1%	0%	0%	F	0.090	F	0.543	1200	G	2005
(700)	Rich Valley Rd	1.36	620	G	98%	0%	0%	1%	0%	C	0.097	F	0.565	650	G	2005
(700)	Rich Valley Rd	1.50	470	G	98%	0%	0%	1%	0%	F	0.083	F	0.512	480	G	2005
(700)	Rich Valley Rd	1.29	420	G	98%	0%	0%	1%	0%	F	0.096	F	0.517	430	G	2005
(700)	Benhams Rd	0.95	640	G	98%	0%	0%	1%	0%	F	0.094	F	0.599	670	G	2005
(700)		1.70	410	R										NA		1998
(700)		1.75	450	R										NA		1998
(700)		3.75	420	R										NA		1998
(700)		3.40	1400	R										NA		1998
(700)		0.07	770	R										NA		05/19/2004
(700)		1.00	700	R										NA		05/19/2004
(700)		3.31	570	R										NA		05/19/2004
(700)		3.10	440	R										NA		05/19/2004
(700)		1.80	340	R										NA		05/19/2004
(700)		6.41	350	R										NA		05/19/2004
(701)		0.23	1300	R										NA		06/18/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(702)	0.15	840	R											NA		05/25/2004
(703)	1.40	780	R											NA		05/25/2004
(703)	1.30	360	R											NA		05/25/2004
(703)	2.74	230	R											NA		05/25/2004
(704)	0.72	2300	G	84%	1%	1%	2%	11%	0%	F	0.111	F	0.558	2300	G	2005
(704)	0.03	1900	G	84%	1%	1%	2%	11%	0%	F	0.111	N	0.558	2100	G	2005
(704)	0.35	4400	G	84%	1%	1%	2%	11%	0%	C	0.092	F	0.622	4500	G	2005
(705)	1.23	260	R											NA		06/11/2004
(705)	0.70	580	R											NA		06/11/2004
(706)	0.30	830	R											NA		06/11/2004
(706)	2.18	490	R											NA		06/11/2004
(706)	1.90	220	R											NA		06/11/2004
(707)	1.30	40	R											NA		06/11/2004
(708)	2.80	1900	R											NA		06/09/2004
(708)	1.37	110	R											NA		06/16/2004
(708)	1.05	760	R											NA		06/16/2004
(709)	0.90	340	R											NA		06/09/2004
(710)	2.70	270	R											NA		1998
(710)	1.52	750	R											NA		06/16/2004
(710)	1.40	340	R											NA		06/16/2004
(711)	1.50	190	G	98%	2%	0%	0%	0%	0%	F	0.143	F	0.564	200	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(711)	1.31	250	G	98%	2%	0%	0%	0%	0%	C	0.119	F	0.667	260	G	2005
(711)	0.03	40	R								NA		NA			06/16/2004
(711)	0.46	240	R								NA		NA			06/16/2004
(712)	1.20	80	R								NA		NA			06/09/2004
(712)	0.50	140	R								NA		NA			06/09/2004
(712)	1.43	360	R								NA		NA			11/01/2001
(712)	1.10	240	R								NA		NA			06/09/2004
(713)	0.70	20	R								NA		NA			06/16/2004
(714)	1.50	190	R								NA		NA			04/28/2004
(714)	1.15	220	R								NA		NA			04/28/2004
(714)	1.60	420	R								NA		NA			04/28/2004
(714)	0.40	570	R								NA		NA			04/28/2004
(714)	1.80	1200	R								NA		NA			04/28/2004
(714)	0.08	30	R								NA		NA			04/28/2004
(715)	1.49	260	R								NA		NA			06/16/2004
(715)	0.43	70	R								NA		NA			1998
(716)	0.79	680	G	98%	1%	1%	0%	0%	0%	F	0.133	F	0.614	710	G	2005
<b>Town of Damascus</b>																
(716)	0.26	680	N	98%	1%	1%	0%	0%	0%	N	0.133	N	0.614	710	N	2005
(716)	0.48	970	G	98%	1%	1%	0%	0%	0%	C	0.110	F	0.631	1000	G	2005
(716)	0.14	1300	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.607	1400	G	2005
(716)	0.09	1700	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.603	1700	G	2005
(716)	0.07	460	R								NA		NA			1998

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
717	0.80	20	R											NA		06/18/2004
718	0.12	90	R											NA		1998
718	0.97	870	R											NA		1998
719	2.11	250	R											NA		06/09/2004
720	2.40	370	R											NA		06/09/2004
721	0.70	400	R											NA		06/09/2004
721	1.30	300	R											NA		06/09/2004
721	0.72	20	R											NA		06/09/2004
722	1.80	820	R											NA		06/16/2004
722	0.90	890	R											NA		06/09/2004
722	2.50	520	R											NA		06/09/2004
722	0.79	160	R											NA		06/09/2004
722	0.05	100	R											NA		06/09/2004
722	0.36	90	R											NA		06/09/2004
722	0.30	60	R											NA		06/09/2004
723	0.81	20	R											NA		06/09/2004
724	1.70	160	R											NA		06/09/2004
724	1.75	210	R											NA		06/09/2004
725	1.60	410	R											NA		04/22/2004
725	0.60	180	R											NA		04/22/2004
726	0.50	250	R											NA		04/22/2004

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

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(736)	1.20	580	R								NA			NA		06/09/2004
(736)	2.30	320	R								NA			NA		06/09/2004
(736)	0.10	70	R								NA			NA		1998
(736)	0.38	90	R								NA			NA		11/13/2001
(737)	0.58	1500	G	98%	1%	0%	0%	0%	0%	C	0.095	F	0.533	1600	G	2005
(737)	0.57	3400	G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.594	3500	G	2005
(737)	0.67	1100	R								NA			NA		05/05/2004
(737)	0.48	360	R								NA			NA		05/05/2004
(737)	0.25	30	R								NA			NA		05/05/2004
(738)	0.10	190	R								NA			NA		1998
(738)	0.20	260	R								NA			NA		1998
(738)	0.56	130	R								NA			NA		1998
(739)	0.90	80	R								NA			NA		05/05/2004
(740)	Old Saltworks Rd	1.24	1900	G	99%	0%	1%	0%	0%	F	0.092	F	0.693	1900	G	2005
(740)	Old Saltworks Rd	1.64	1300	G	99%	0%	1%	0%	0%	C	0.095	F	0.676	1400	G	2005
(740)	Old Saltworks Rd	0.43	1500	G	99%	1%	1%	0%	0%	C	0.088	F	0.697	1600	G	2005
(740)	Old Saltworks Rd	1.60	980	G	99%	1%	1%	0%	0%	F	0.096	F	0.691	1000	G	2005
(740)		1.01	460	R							NA			NA		05/05/2004
(740)		1.67	130	R							NA			NA		05/05/2004
(741)		1.40	120	R							NA			NA		05/25/2004
(741)		1.80	250	R							NA			NA		05/19/2004
(741)		0.67	0	R							NA			NA		05/19/2004

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						2Axle	3+Axle	1Trail	2Trail								
<b>Washington County</b>																	
(742)	0.20	100	R													05/25/2004	
(742)	0.60	45	R													05/25/2004	
(743)	1.20	46	R													05/25/2004	
(744)	0.60	360	R													05/05/2004	
(744)	1.30	680	R													05/05/2004	
(745)	Old Saltworks Rd	3.24	560	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.713	580	G	2005
(745)	Old Saltworks Rd	1.65	510	G	98%	0%	1%	1%	1%	0%	F	0.090	F	0.68	530	G	2005
(745)	Old Saltworks Rd	0.95	640	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.549	660	G	2005
(745)	Old Saltworks Rd	0.70	1000	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.502	1000	G	2005
(745)	Old Saltworks Rd	1.00	1100	G	98%	0%	1%	1%	1%	0%	C	0.094	F	0.5	1100	G	2005
(746)		2.00	120	R													1998
(746)		0.08	30	R													10/22/2001
(747)		0.80	270	R													1998
(747)		2.00	110	R													10/22/2001
(748)		1.40	410	R													1998
(748)		2.30	270	R													04/27/2004
<b>Town of Glade Spring</b>																	
(750)	Old Mill Rd	0.08	2100	G	97%	1%	0%	1%	0%	0%	F	0.107	F	0.654	2200	G	2005
(750)		0.38	1500	G	97%	1%	0%	1%	0%	0%	F	0.104	F	0.558	1500	G	2005
<b>Washington County</b>																	
(750)		1.44	1200	G	97%	1%	0%	1%	0%	0%	C	0.098	F	0.599	1300	G	2005
(750)	Old Mill Rd	1.00	970	G	97%	1%	0%	1%	0%	0%	F	0.099	F	0.628	1000	G	2005
(750)	Old Mill Rd	2.20	340	G	97%	1%	0%	1%	0%	0%	F	0.124	F	0.640	350	G	2005



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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(751)	0.72	70	R								NA			NA		04/27/2004
From: Dead End																
To: US 11; FR-34																
(751)	1.40	520	G	99%	0%	0%	1%	0%	0%	C	0.104	F	0.566	540	G	2005
From: US 11; FR-34																
To: 95-609																
(751)	1.00	580	R								NA			NA		04/27/2004
From: 95-609																
To: SR 91 SOUTH																
(751)	1.60	290	R								NA			NA		04/27/2004
From: SR 91 NORTH																
To: 95-750 NORTH																
(751)	1.71	350	R								NA			NA		04/27/2004
From: 95-750 NORTH																
To: WCL Glade Spring																
<b>Town of Glade Spring</b>																
(751)	0.49	410	R								NA			NA		04/27/2004
From: WCL Glade Spring																
To: 95-750 SOUTH																
(752)	0.63	460	R								NA			NA		05/05/2004
From: 95-609; 95-1309																
To: SR 91																
<b>Washington County</b>																
(753)	1.50	40	R								NA			NA		04/27/2004
From: 95-751																
To: 95-652																
(753)	0.30	310	R								NA			NA		04/27/2004
From: 95-652																
To: 95-609																
(754)	1.40	350	R								NA			NA		1998
From: US 11 WEST																
To: US 11 EAST																
(755)	0.68	110	R								NA			NA		04/22/2004
From: US 58																
To: 95-603																
(756)	0.10	40	R								NA			NA		04/22/2004
From: US 58																
To: 95-601																
(757)	1.20	1400	R								NA			NA		1998
From: Dead End																
To: US 58																
(758)	0.40	10	R								NA			NA		06/09/2004
From: Dead End																
To: 95-605																
(759)	0.15	70	R								NA			NA		06/16/2004
From: Tennessee State Line																
To: 95-673																
(759)	0.15	170	R								NA			NA		06/16/2004
From: 95-673																
To: Tenn State Line; Gap Terminus																
(759)	0.80	240	R								NA			NA		06/16/2004
From: Tenn State Line; Gap Terminus																
To: 95-674																
<b>Town of Glade Spring</b>																
(760)	0.10	120	R								NA			NA		05/05/2004
From: 95-750 SOUTH																
To: 0.10 MN 95-750																
(760)	0.10	60	R								NA			NA		05/05/2004
From: 0.10 MN 95-750																
To: 95-750 NORTH																

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(761)	0.20	50	R				From: 95-608; 95-736				NA			NA		04/28/2004
							To: Dead End									
(762)	2.52	680	G	98%	0%	1%	0%	0%	0%	C	0.112	F	0.697	700	G	2005
							From: SR 91									
(762)	3.63	550	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.532	570	G	2005
							From: 95-608									
							To: Smyth County Line									
(763)	0.30	60	R				From: Dead End				NA			NA		11/08/2001
							To: 95-640									
(764)	0.30	100	R				From: 95-869				NA			NA		1998
							To: Dead End									
(765)	1.00	40	R				From: Dead End				NA			NA		05/19/2004
							To: 95-692									
(766)	1.08	130	R				From: US 19				NA			NA		1998
							To: US 19; 95-848									
(767)	1.00	560	R				From: US 11				NA			NA		05/05/2004
							To: 95-609									
(768)	0.60	20	R				From: Dead End				NA			NA		05/19/2004
							To: 95-700									
(769)	0.30	80	R				From: US 58				NA			NA		1998
							To: US 58									
(770)	0.11	0	R				From: Dead End				NA			NA		10/15/2001
							To: 95-630									
(771)	0.15	46	R				From: Dead End				NA			NA		06/11/2004
							To: US 58									
(772)	0.22	8	R				From: SR 80				NA			NA		1998
							To: SR 80									
(773)	0.21	140	R				From: SR 91				NA			NA		06/09/2004
							To: Dead End									
(774)	0.45	90	R				From: Dead End				NA			NA		06/09/2004
(774)	1.30	90	R				From: SR 91				NA			NA		06/09/2004
							To: 95-722									
(775)	0.17	160	R				From: US 19				NA			NA		05/19/2004
(775)	0.03	720	R				From: 95-700 NORTH				NA			NA		05/19/2004
(775)	0.10	10	R				From: 95-700 SOUTH				NA			NA		05/19/2004
							To: Dead End									
(776)	0.22	100	R				From: SR 91				NA			NA		06/09/2004
							To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(777)	0.40	70	R											NA		04/22/2004
(778)	0.24	10	R											NA		06/09/2004
(779)	0.70	190	R											NA		05/25/2004
(779)	0.10	160	R											NA		05/25/2004
(779)	0.10	130	R											NA		05/25/2004
(779)	0.60	110	R											NA		05/25/2004
(780)	0.40	70	R											NA		05/25/2004
(781)	1.50	210	R											NA		1998
(782)	0.60	80	R											NA		1998
(783)	1.50	50	R											NA		06/16/2004
(784)	0.60	80	R											NA		11/05/2001
(784)	1.20	60	R											NA		11/05/2001
(785)	0.60	110	R											NA		11/05/2001
(786)	0.40	190	R											NA		06/09/2004
(787)	1.04	140	R											NA		06/11/2004
(787)	0.16	150	R											NA		06/11/2004
(788)	1.29	110	R											NA		11/01/2001
(788)	0.07	90	R											NA		11/01/2001
(788)	0.19	270	R											NA		1998
(788)	0.70	600	R											NA		1998
(789)	0.15	20	R											NA		10/29/2001

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						2Axle	3+Axle	1Trail	2Trail								
<b>Washington County</b>																	
(790)	0.35	180	R											NA	NA	1998	
(791)	0.40	230	R											NA	NA	1998	
(792)	0.45	40	R											NA	NA	05/19/2004	
(793)	1.05	250	R											NA	NA	1998	
(794)	0.91	1900	R											NA	NA	06/18/2004	
(795)	0.38	90	R											NA	NA	1998	
(796)	0.25	70	R											NA	NA	10/15/2001	
(797)	0.50	260	R											NA	NA	11/13/2001	
(798)	3.64	160	R											NA	NA	10/15/2001	
(799)	1.50	70	R											NA	NA	11/08/2001	
(800)	0.19	100	R											NA	NA	11/13/2001	
(801)	0.80	80	R											NA	NA	06/09/2004	
(801)	0.10	110	R											NA	NA	10/29/2001	
(802)	0.23	320	G	98%	0%	0%	1%	1%	0%	F	0.103	F	0.547	330	G	2005	
(802)	1.94	360	G	98%	0%	0%	1%	1%	0%	C	0.094	F	0.641	380	G	2005	
(802)	5.21	290	G	98%	0%	0%	1%	1%	0%	F	0.105	F	0.541	300	G	2005	
(802)	Mendota Rd	3.12	170	G	98%	0%	0%	1%	1%	0%	F	0.107	F	0.619	180	G	2005
(802)	Mendota Rd	2.09	160	G	98%	0%	0%	1%	1%	0%	F	0.088	F	0.629	170	G	2005
(802)	Mendota Rd	3.21	380	G	98%	0%	0%	1%	1%	0%	F	0.104	F	0.511	400	G	2005
(803)		4.20	1900	R										NA	NA	10/25/2001	

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(803)	2.25	180	R				From: 95-709							NA		10/25/2001
							To: SR 91									
(804)	1.80	130	R				From: 95-662							NA		11/05/2001
							To: 95-645									
(805)	0.07	740	R				From: SR 80							NA		1998
							To: 95-738									
(806)	0.55	90	R				From: 95-738							NA		11/13/2001
							To: 95-738									
(807)	0.30	300	R				From: US 11							NA		1998
							To: 95-1702									
(807)	0.12	60	R				From: Dead End							NA		1998
							To: 95-647									
(808)	1.31	1300	R				From: 95-647							NA		1998
							To: US 11									
(809)	0.60	60	R				From: 95-700							NA		11/08/2001
							To: Dead End									
(810)	1.40	90	R				From: Dead End							NA		06/16/2004
							To: 95-711									
(811)	0.60	100	R				From: 95-694							NA		10/25/2001
							To: Dead End									
(812)	1.50	80	R				From: Dead End							NA		10/15/2001
							To: 95-622									
(813)	0.60	120	R				From: 95-689							NA		10/18/2001
							To: Dead End									
(814)	0.19	60	R				From: 95-795							NA		10/22/2001
							To: Dead End									
(815)	0.70	70	R				From: 95-674							NA		06/16/2004
							To: Dead End									
(816)	0.19	240	R				From: 95-609							NA		11/13/2001
							To: Dead End									
(817)	0.15	10	R				From: 95-745							NA		10/22/2001
							To: Dead End									
(818)	0.30	60	R				From: Dead End							NA		06/18/2004
							To: SR 75									
(819)	0.50	40	R				From: 95-751							NA		04/27/2004
							To: Dead End									
(820)	0.45	110	R				From: US 11							NA		10/25/2001
							To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail								
<b>Washington County</b>																	
821	0.80	180	R											NA		10/22/2001	
822	0.50	80	R											NA		11/08/2001	
823	0.39	90	R											NA		11/08/2001	
824	0.75	60	R											NA		05/19/2004	
825	0.73	1600	R											NA		11/05/2001	
826	0.70	150	R											NA		11/08/2001	
827	0.54	60	R											NA		11/08/2001	
828	0.52	70	R											NA		10/22/2001	
829	1.00	100	R											NA		06/18/2004	
830	0.63	40	R											NA		10/22/2001	
831	0.40	10	R											NA		10/18/2001	
<b>Town of Glade Spring</b>																	
832	0.13	100	R											NA		11/13/2001	
<b>Washington County</b>																	
833	0.09	420	G	99%	0%	0%	0%	0%	0%	0%	C	0.092	F	0.634	430	G	2005
834	0.10	20	R											NA		10/22/2001	
835	1.82	60	R											NA		06/16/2004	
836	1.10	340	R											NA		05/25/2004	
837	0.12	70	R											NA		11/05/2001	
838	0.08	40	R											NA		1993	

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						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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						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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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(898)	0.40	46	R				95-684				NA			NA		05/19/2004
							Dead End									
(899)	0.85	47	R				Dead End				NA			NA		04/22/2004
							95-600									
(900)	0.30	50	R				Dead End				NA			NA		06/16/2004
							Tennessee State Line									
(901)	0.76	510	R				95-803				NA			NA		10/25/2001
							Dead End									
(902)	0.40	1200	R				95-677				NA			NA		11/08/2001
							SR 75									
(903)	0.14	20	R				SR 75				NA			NA		11/08/2001
							Dead End									
(904)	0.10	410	R				95-705				NA			NA		06/11/2004
							Dead End									
(905)	0.26	240	R				US 58				NA			NA		1995
							End Loop									
(905)	0.08	60	R				Begin Loop				NA			NA		1986
							Dead End									
(906)	0.40	90	R				95-676				NA			NA		06/18/2004
							Dead End									
(907)	0.55	70	R				95-711				NA			NA		06/16/2004
							95-670									
(908)	0.13	20	R				95-670				NA			NA		11/01/2001
							95-659									
(909)	0.45	80	R				95-659				NA			NA		11/05/2001
							Dead End									
(910)	0.25	70	R				Dead End				NA			NA		11/05/2001
							0.25 MN Dead End									
(910)	0.20	70	R				US 19				NA			NA		11/05/2001
							95-665									
(911)	0.12	170	R				95-665				NA			NA		1993
							SR 75; 95-670									
(920)	0.17	260	R				95-901				NA			NA		10/25/2001
							US 11									
(923)	0.59	NA					Cul-de-Sac				NA			NA		
							95-699									
(1010)	0.32	NA					Cul-de-Sac				NA			NA		
							FR-22									

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						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									
1028	0.45	NA					From: Cul-de-Sac				NA			NA		
							To: 95-675									
1029	0.05	NA					From: 95-1028				NA			NA		
							To: Cul-de-Sac									
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: End Loop									
1106	0.23	170		R			From: 95-1107				NA			NA		1986
							To: End Loop									
1106	0.37	970		R			From: 95-1106				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: 95-1109				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: 95-1112				NA			NA		10/15/2001
							To: 95-1113									
1112	0.24	290		R			From: 95-1111				NA			NA		10/15/2001
							To: 95-1113									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1112)	0.18	160	R				From: 95-1113					NA		NA		10/15/2001
							To: Dead End									
(1113)	0.17	140	R				From: 95-1111					NA		NA		10/15/2001
							To: 95-1112									
(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: 95-1224					NA		NA		11/01/2001
							To: US 58									
(1202)	0.02	780	R				From: 95-1202					NA		NA		11/01/2001
							To: 95-1204									
(1203)	0.06	820	R				From: 95-716					NA		NA		11/01/2001
							To: 95-1203									
(1204)	0.16	130	R				From: 95-1205					NA		NA		11/01/2001
							To: 95-1204									
(1205)	0.05	140	R				From: 95-716					NA		NA		11/01/2001
							To: 95-716									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Damascus</b>																
(1206)	0.07	190	R				95-716					NA		NA		11/01/2001
(1206)	0.07	80	R				95-1221					NA		NA		11/01/2001
(1207)	0.05	80	R				95-1206					NA		NA		11/01/2001
(1208)	0.14	130	R				95-1209					NA		NA		11/01/2001
(1208)	0.15	320	R				US 58					NA		NA		11/01/2001
(1209)	0.06	90	R				95-1208					NA		NA		11/01/2001
(1209)	0.09	70	R				US 58					NA		NA		11/01/2001
(1210)	0.06	110	R				95-716					NA		NA		11/01/2001
(1211)	0.06	80	R				95-716					NA		NA		11/01/2001
(1212)	0.41	290	R				US 58					NA		NA		11/01/2001
<b>Washington County</b>																
(1212)	0.63	150	R				SCL Damascus					NA		NA		11/01/2001
<b>Town of Damascus</b>																
(1213)	0.04	60	R				US 58					NA		NA		1993
(1214)	0.08	48	R				Dead End					NA		NA		1993
(1215)	0.06	70	R				95-1208					NA		NA		1993
(1215)	0.06	120	R				US 58					NA		NA		1993
(1216)	0.07	90	R				95-1208					NA		NA		1993
(1216)	0.07	80	R				SR 91					NA		NA		1993
(1217)	0.03	230	R				95-1218					NA		NA		1993
(1217)	0.07	90	R				SR 91					NA		NA		1993
(1218)	0.17	190	R				95-1217					NA		NA		1993
							95-1219									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Damascus</b>																
(1219)	0.14	150	R				From: 95-1220					NA		NA		1993
							To: 95-1218									
(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: 95-1222									
(1222)	0.05	10	R				From: Dead End					NA		NA		1993
							To: 95-1223									
(1222)	0.07	330	R				From: 95-716					NA		NA		1993
							To: 95-1221									
(1223)	0.05	1200	R				From: Dead End					NA		NA		1993
							To: US 58									
(1223)	0.06	1600	R				From: 95-1222					NA		NA		1993
							To: 95-1222									
(1224)	0.14	190	R				From: 95-1226					NA		NA		1993
							To: 95-1202									
(1225)	0.17	160	R				From: 95-1226					NA		NA		1993
							To: 95-1202									
(1226)	0.07	80	R				From: 95-1225					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: Cul-de-Sac									
(1241)	0.42	60	R				From: 95-1240					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: 95-1304									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Glade Spring</b>																
(1302)	0.07	40	R			From: Bus SR 91								NA		1993
						To: Dead End										
(1303)	0.32	270	R			From: SR 91								NA		1993
						To: 95-1304										
(1303)	0.08	300	R			From: 95-1304								NA		1993
						To: Bus SR 91										
(1304)	0.03	120	R			From: Dead End								NA		1995
						To: 95-1301										
(1304)	0.10	150	R			From: 95-1301								NA		1993
						To: 95-1303										
(1305)	0.17	170	R			From: SR 91								NA		1993
						To: 95-1307										
(1305)	0.15	340	R			From: 95-1307								NA		1993
						To: Bus SR 91										
(1306)	0.06	180	R			From: 95-1307								NA		1993
						To: Bus SR 91										
(1306)	0.06	60	R			From: Bus SR 91								NA		1993
						To: Dead End										
(1307)	0.22	130	R			From: 95-1306								NA		1993
						To: 95-1311										
(1307)	0.08	200	R			From: 95-1311								NA		1993
						To: 95-1305										
(1308)	0.06	120	R			From: 95-1310								NA		1993
						To: 95-1311										
(1309)	0.08	1500	R			From: Bus SR 91								NA		11/13/2001
						To: 95-609; 95-752										
(1309)	0.29	630	R			From: 95-609; 95-752								NA		11/13/2001
						To: SR 91										
(1310)	0.07	360	R			From: SR 91								NA		1993
						To: 95-1311										
(1310)	0.06	160	R			From: 95-1311								NA		1993
						To: 95-1314										
(1310)	0.04	120	R			From: 95-1314								NA		1993
						To: 95-1308										
(1311)	0.09	80	R			From: Dead End								NA		1993
						To: 95-1310										
(1311)	0.18	190	R			From: 95-1310								NA		1993
						To: 95-1308										
(1311)	0.03	200	R			From: 95-1308								NA		1993
						To: 95-1307										
<b>Washington County</b>																
(1312)	0.69	1400	R			From: SR 91 SOUTH								NA		11/13/2001
						To: FR-33										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1312)	0.38	570	R				From: FR-33							NA		11/13/2001
(1312)	0.25	690	R				From: 95-1318							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		11/13/2001
							To: SR 91 NORTH									
(1313)	0.19	170	R				From: SR 91							NA		1993
							To: 95-1301									
(1314)	0.09	90	R				From: Dead End							NA		1993
							To: 95-1310									
<b>Washington County</b>																
(1315)	0.07	120	R				From: SR 91							NA		11/13/2001
(1315)	0.12	70	R				From: 95-1316 SOUTH							NA		11/13/2001
							To: 95-1316 NORTH									
(1316)	0.23	120	R				From: 95-1315 SOUTH							NA		11/13/2001
(1316)	0.07	130	R				From: 95-1315 NORTH							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		11/13/2001
							To: Dead End									
<b>Washington County</b>																
(1318)	0.15	30	R				From: Dead End							NA		11/13/2001
							To: 95-1312									
(1319)	0.23	20	R				From: Cul-de-Sac							NA		1995
							To: 95-1316									
(1320)	0.31	110	R				From: SR 91 NORTH							NA		1995
							To: SR 91 SOUTH									
<b>Town of Glade Spring</b>																
(1321)	0.27	NA					From: Cul-de-Sac							NA		
							To: C1SR 91									
(1323)	0.12	50	R				From: Dead End							NA		1995
							To: 95-1304									
<b>Washington County</b>																
(1325)	0.50	NA					From: 95-609							NA		
							To: 95-609; 17-1093									
(1401)	0.17	120	R				From: 95-1402							NA		11/08/2001
							To: 95-664									
(1402)	0.30	120	R				From: Cul-de-Sac							NA		11/08/2001
							To: 95-1401									



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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(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									
(1423)	0.17	NA					From: Cul-de-Sac				NA			NA		
							To: 95-1422									
(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									
(1442)	0.46	NA					From: 95-664				NA			NA		
							To: Cul-de-Sac									
(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									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1455)	0.06	48	R			From: 95-1452					NA		NA			1998
(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										
(1461)	0.07	40	R			From: 95-1460					NA		NA			11/08/2001
						To: Cul-de-Sac										
(1462)	0.27	NA				From: Cul-de-Sac					NA		NA			
						To: 95-647										
(1463)	0.15	NA				From: 95-1464					NA		NA			
						To: 95-1462										
(1464)	0.35	NA				From: Cul-de-Sac					NA		NA			
						To: Cul-de-Sac										
(1465)	0.06	NA				From: 95-1462					NA		NA			
						To: 95-1466										
(1466)	0.30	NA				From: Cul-de-Sac					NA		NA			
						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: Tennessee State Line					NA		NA			11/08/2001
						To: Cul-de-Sac										
(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										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
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									
1509	0.14	NA					From: Cul-de-Sac					NA		NA		
							To: 95-1507									
1509	0.13	NA					From: 95-1507					NA		NA		
							To: Cul-de-Sac									
1510	0.41	100	R				From: Begin Loop					NA		NA		11/05/2001
							To: End Loop									
1510	0.11	310	R				From: End Loop					NA		NA		11/05/2001
							To: 95-692									
1511	0.19	390	R				From: End Loop					NA		NA		11/05/2001
							To: 95-1513									
1511	0.86	420	R				From: 95-1513					NA		NA		11/05/2001
							To: Begin Loop									
1511	0.16	810	R				From: Begin Loop					NA		NA		11/05/2001
							To: US 19									
1512	0.25	NA					From: 95-670					NA		NA		
							To: Cul-de-Sac									
1513	0.23	130	R				From: Dead End					NA		NA		11/05/2001
							To: 95-1511									
1514	0.12	80	R				From: Cul-de-Sac					NA		NA		1998
							To: 95-1515									
1514	0.07	240	R				From: 95-1515					NA		NA		1998
							To: 95-670									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
1515	0.12	140	R				From: 95-1514				NA			NA		1998
							To: Cul-de-Sac									
1516	0.12	NA					From: 95-1517				NA			NA		
							To: Cul-de-Sac									
1517	0.33	NA					From: 95-766				NA			NA		
							To: 95-1516									
1517	0.07	NA					From: 95-1516				NA			NA		
							To: 95-1518									
1517	0.68	NA					From: 95-1518				NA			NA		
							To: Cul-de-Sac									
1518	0.25	NA					From: 95-1517				NA			NA		
							To: Cul-de-Sac									
1519	0.28	120	R				From: 95-1521				NA			NA		11/05/2001
							To: 95-1520									
1520	0.19	140	R				From: 95-1543				NA			NA		11/05/2001
							To: 95-1525									
1520	0.07	490	R				From: 95-1525				NA			NA		11/05/2001
							To: 95-1523									
1520	0.07	510	R				From: 95-1523				NA			NA		11/05/2001
							To: 95-1519									
1520	0.09	750	R				From: 95-1519				NA			NA		11/05/2001
							To: 95-1522									
1520	0.18	830	R				From: 95-1522				NA			NA		11/05/2001
							To: 95-647									
1521	0.25	440	R				From: 95-678				NA			NA		11/05/2001
							To: 95-1543									
1521	0.07	450	R				From: 95-1543				NA			NA		11/05/2001
							To: 95-1542									
1521	0.07	560	R				From: 95-1542				NA			NA		11/05/2001
							To: 95-1525									
1521	0.07	810	R				From: 95-1525				NA			NA		11/05/2001
							To: 95-1523									
1521	0.08	1100	R				From: 95-1523				NA			NA		11/05/2001
							To: 95-1519									
1521	0.07	1200	R				From: 95-1519				NA			NA		11/05/2001
							To: 95-1522									
1521	0.07	1200	R				From: 95-1522				NA			NA		11/05/2001
							To: 95-647									
1522	0.27	220	R				From: 95-1521				NA			NA		11/05/2001
							To: 95-1520									
1523	0.43	220	R				From: Dead End				NA			NA		11/05/2001
							To: 95-1521									
1523	0.29	220	R				From: 95-1521				NA			NA		11/05/2001
							To: 95-1520									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
1524	0.14	80	R											NA		11/05/2001
1525	0.58	210	R											NA		11/05/2001
1525	0.22	430	R											NA		11/05/2001
1525	0.28	140	R											NA		11/05/2001
1525	0.09	80	R											NA		11/05/2001
1526	0.48	130	R											NA		11/05/2001
1526	0.08	270	R											NA		11/05/2001
1527	0.05	520	R											NA		11/05/2001
1527	0.21	350	R											NA		11/05/2001
1527	0.07	370	R											NA		11/05/2001
1528	0.09	250	R											NA		11/05/2001
1528	0.06	110	R											NA		11/05/2001
1529	0.19	100	R											NA		11/05/2001
1530	0.10	110	R											NA		11/05/2001
1530	0.06	130	R											NA		11/05/2001
1531	0.19	110	R											NA		11/05/2001
1531	0.07	150	R											NA		11/05/2001
1532	0.17	NA												NA		
1533	0.05	470	R											NA		11/05/2001
1534	0.19	NA												NA		
1535	0.24	330	R											NA		11/05/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1536)	0.43	330	R				From: 95-1535				NA			NA		11/05/2001
(1536)	0.18	150	R				From: 95-1538				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)	0.30	60	R				From: 95-1521				NA			NA		11/05/2001
							To: 95-1520									
(1544)	0.45	110	R				From: 95-1546				NA			NA		11/05/2001
							To: 95-1545									
(1544)	0.18	260	R				From: 95-647				NA			NA		11/05/2001
							To: 95-1544									
(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									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1556)	0.24	260	R									NA		NA		11/05/2001
(1557)	0.08	100	R									NA		NA		11/05/2001
(1559)	0.17	NA										NA		NA		
(1560)	0.44	70	R									NA		NA		11/05/2001
(1561)	0.04	60	R									NA		NA		11/05/2001
(1570)	0.30	NA										NA		NA		
(1571)	0.09	NA										NA		NA		
(1575)	0.11	NA										NA		NA		
(1576)	0.07	NA										NA		NA		
(1577)	0.05	NA										NA		NA		
(1700)	0.12	120	R									NA		NA		1995
(1701)	0.11	460	R									NA		NA		10/15/2001
(1701)	0.09	390	R									NA		NA		10/15/2001
(1701)	0.07	240	R									NA		NA		10/15/2001
(1702)	0.15	170	R									NA		NA		10/15/2001
(1702)	0.17	140	R									NA		NA		10/15/2001
(1703)	0.13	120	R									NA		NA		10/15/2001
(1703)	0.10	110	R									NA		NA		10/15/2001
(1704)	0.06	190	R									NA		NA		10/15/2001
(1704)	0.10	110	R									NA		NA		10/15/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1704)	0.15	120	R				From: 95-1701							NA		10/15/2001
							To: 95-807									
(1705)	0.07	220	R				From: 95-1706							NA		10/15/2001
							To: 95-1727									
(1705)	0.20	280	R				From: 95-1727							NA		10/15/2001
							To: US 11									
(1706)	0.15	50	R				From: Dead End							NA		10/15/2001
							To: 95-1705									
(1706)	0.09	120	R				From: 95-1705							NA		10/15/2001
							To: 95-1721									
(1706)	0.03	30	R				From: 95-1721							NA		10/15/2001
							To: Dead End									
							To: Dead End									
(1707)	0.11	60	R				From: Dead End							NA		10/25/2001
							To: 95-1711									
(1707)	0.08	80	R				From: 95-1711							NA		10/15/2001
							To: 95-1708									
(1707)	0.02	180	R				From: 95-1708							NA		10/15/2001
							To: 95-1710									
(1707)	0.05	230	R				From: 95-1710							NA		10/15/2001
							To: 95-1708									
(1707)	0.03	210	R				From: 95-1708							NA		10/15/2001
							To: FR-21									
(1708)	0.20	60	R				From: 95-1707							NA		10/15/2001
							To: 95-1707									
(1709)	0.08	150	R				From: 95-1711							NA		10/15/2001
							To: 95-1710									
(1709)	0.10	330	R				From: 95-1710							NA		10/15/2001
							To: FR-21									
(1710)	0.11	60	R				From: 95-1709							NA		10/15/2001
							To: 95-1707									
(1711)	0.12	90	R				From: 95-1709							NA		10/15/2001
							To: 95-1707									
(1712)	0.40	2200	R				From: US 11							NA		1989
							To: 95-1720									
(1712)	0.10	1600	R				From: 95-1720							NA		1986
							To: 95-1713 NORTH									
(1712)	0.07	1200	R				From: 95-1713 NORTH							NA		1986
							To: 95-1713 SOUTH									
(1712)	0.13	950	R				From: 95-1713 SOUTH							NA		1986
							To: 95-1733									
(1712)	0.09	870	R				From: 95-1733							NA		1986
							To: 95-1730 WEST									
(1712)	0.08	750	R				From: 95-1730 WEST							NA		1986
							To: 95-1730 EAST									



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						2Axle	3+Axle	1Trail	2Trail								
<b>Washington County</b>																	
(1712)	0.07	730	R											NA	NA	1986	
(1712)	0.07	290	R											NA	NA	1986	
(1712)	0.04	190	R											NA	NA	1986	
(1712)	0.08	220	R											NA	NA	1986	
(1712)	0.08	270	R											NA	NA	1986	
(1713)	0.21	210	R											NA	NA	10/15/2001	
(1713)	0.28	120	R											NA	NA	10/15/2001	
(1713)	0.11	320	R											NA	NA	10/15/2001	
(1713)	0.08	560	R											NA	NA	10/15/2001	
(1714)	0.05	60	R											NA	NA	10/15/2001	
(1715)	0.13	1200	R											NA	NA	10/15/2001	
(1715)	0.07	860	R											NA	NA	10/15/2001	
(1716)	0.05	660	R											NA	NA	10/15/2001	
(1716)	0.10	250	R											NA	NA	10/15/2001	
(1717)	Industrial Park Rd	0.48	5300	G	92%	0%	1%	2%	4%	0%	C	0.156	F	0.672	5800	G	2005
(1717)	Industrial Park Rd	0.80	3000	G	92%	0%	1%	2%	4%	0%	F	0.126	F	0.615	3300	G	2005
(1717)	Industrial Park Rd	1.07	2000	G	92%	0%	1%	2%	4%	0%	F	0.106	F	0.683	2200	G	2005
(1717)	Industrial Park Rd	0.01	1500	G	92%	0%	1%	2%	4%	0%	F	0.121	F	0.670	1600	G	2005
(1717)	Industrial Park Rd	0.25	1500	G	92%	0%	1%	2%	4%	0%	F	0.109	F	0.747	1600	G	2005
(1718)		0.62	1900	R										NA	NA	1993	
(1718)		0.22	850	R										NA	NA	1993	
(1719)		0.16	150	R										NA	NA	1993	

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
1720	0.17	170	R				95-1712				NA			NA		10/15/2001
							Dead End									
1721	0.11	100	R				95-1706				NA			NA		10/15/2001
							Dead End									
1722	0.17	120	R				95-1715				NA			NA		10/15/2001
							95-1716									
1723	0.25	460	R				US 11				NA			NA		10/15/2001
							Dead End									
1724	0.07	120	R				US 11				NA			NA		10/15/2001
							95-1725									
1724	0.08	20	R				95-1725				NA			NA		10/15/2001
							Dead End									
1725	0.05	40	R				Dead End				NA			NA		10/15/2001
							95-1724									
1725	0.15	80	R				95-1724				NA			NA		10/15/2001
							Dead End									
1726	0.07	200	R				95-1725				NA			NA		10/15/2001
							US 11									
1727	0.10	80	R				Dead End				NA			NA		10/15/2001
							95-1705									
1727	0.10	100	R				95-1705				NA			NA		10/15/2001
							Dead End									
1728	0.04	2100	R				95-1717 WEST				NA			NA		1993
							Dead End; Gap Terminus									
1728	0.41	1800	R				0.41 MW 95-1717 E				NA			NA		1993
							95-1717 EAST									
1729	0.20	310	R				Dead End				NA			NA		10/15/2001
							95-1746									
1729	0.45	520	R				95-1746				NA			NA		10/15/2001
							95-1717									
1730	0.07	90	R				95-1713				NA			NA		10/15/2001
							95-1712 NORTH									
1730	0.28	70	R				95-1712 NORTH				NA			NA		10/15/2001
							95-1712 SOUTH									
1730	0.07	190	R				95-1712 SOUTH				NA			NA		10/15/2001
							95-1734									
1730	0.14	220	R				95-1734				NA			NA		10/15/2001
							95-1731									
1731	0.40	240	R				95-1730				NA			NA		10/15/2001
							95-1735									
1732	0.42	170	R				95-1712 MID				NA			NA		10/15/2001
							95-1712 EAST									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(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
(1733)	0.05	40	R			To: 95-1712 WEST						NA		NA		10/15/2001
(1734)	0.05	50	R			From: Cul-de-Sac						NA		NA		10/15/2001
(1735)	0.06	250	R			To: 95-1712						NA		NA		10/15/2001
(1736)	0.07	60	R			From: Cul-de-Sac						NA		NA		10/15/2001
(1736)	0.14	110	R			To: 95-1730						NA		NA		10/15/2001
(1737)	0.06	30	R			From: 95-1713						NA		NA		10/15/2001
(1738)	0.07	49	R			To: 95-1731						NA		NA		10/15/2001
(1739)	0.07	130	R			From: 95-1712 WEST						NA		NA		10/15/2001
(1740)	0.25	420	R			To: 95-1737						NA		NA		10/15/2001
(1741)	0.08	100	R			From: Cul-de-Sac						NA		NA		1995
(1741)	0.01	140	R			To: 95-1736						NA		NA		10/02/2001
(1741)	0.34	70	R			From: 95-1732						NA		NA		10/02/2001
(1741)	0.07	60	R			To: Cul-de-Sac						NA		NA		10/02/2001
(1741)	0.08	270	R			From: Dead End						NA		NA		1995
(1741)	0.28	160	R			To: 95-1717						NA		NA		10/02/2001
(1741)	0.15	260	R			From: End Loop						NA		NA		10/02/2001
(1742)	0.16	70	R			To: 95-1748						NA		NA		10/02/2001
(1742)	0.06	50	R			From: 95-1742 EAST						NA		NA		10/02/2001
(1743)	0.23	40	R			To: 95-1742 WEST						NA		NA		10/02/2001
(1743)	0.23	40	R			From: 95-1743						NA		NA		10/02/2001
(1743)	0.23	40	R			To: 95-1741						NA		NA		10/02/2001
(1743)	0.23	40	R			From: 95-1741 WEST						NA		NA		10/02/2001
(1743)	0.23	40	R			To: 95-1743						NA		NA		10/02/2001
(1743)	0.23	40	R			From: 95-1741 EAST						NA		NA		10/02/2001
(1743)	0.23	40	R			To: 95-1742						NA		NA		10/02/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1744)	0.05	NA					From: 95-1732					NA		NA		
							To: Cul-de-Sac									
(1745)	0.26	NA					From: Cul-de-Sac					NA		NA		
							To: 95-1718									
(1745)	0.22	NA					From: 95-1718					NA		NA		
							To: Cul-de-Sac									
(1746)	0.12	110		R			From: 95-1729					NA		NA		10/15/2001
							To: Cul-de-Sac									
(1747)	0.08	40		R			From: Cul-de-Sac					NA		NA		10/02/2001
							To: 95-1741									
(1748)	0.21	90		R			From: 95-1741					NA		NA		10/02/2001
							To: Cul-de-Sac									
(1750)	0.05	390		R			From: US 58					NA		NA		1995
							To: 95-1751									
(1751)	0.05	110		R			From: 95-1752					NA		NA		1995
							To: 95-1750									
(1751)	0.45	110		R			From: 95-1750					NA		NA		1995
							To: Cul-de-Sac									
(1752)	0.10	50		R			From: 95-1751					NA		NA		1998
							To: Cul-de-Sac									
(1753)	0.08	30		R			From: 95-1751					NA		NA		1998
							To: Cul-de-Sac									
(1760)	0.67	320		R			From: US 11					NA		NA		1995
							To: End Loop									
(1761)	0.76	NA					From: Dead End					NA		NA		
							To: FR-20									
(1769)	0.06	NA					From: Dead End					NA		NA		
							To: 95-1715									
(1770)	0.07	240		R			From: 95-645					NA		NA		1995
							To: 95-1771									
(1771)	0.56	80		R			From: 95-1770					NA		NA		1995
							To: 95-1770 End Loop									
(1772)	0.09	70		R			From: 95-1771					NA		NA		1995
							To: Cul-de-Sac									
(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									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(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				From: 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				From: 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				From: 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				From: 95-1818					NA		NA		11/08/2001
(1815)	0.06	150	R				From: 95-1816 WEST					NA		NA		11/08/2001
(1815)	0.06	170	R				From: 95-1819					NA		NA		11/08/2001
(1815)	0.10	200	R				From: 95-1816 EAST					NA		NA		11/08/2001
(1815)	0.24	320	R				From: 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				From: 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
(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									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(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: Watauga 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										
(9865)	0.13	320	R			From: Holston High School					NA			NA		1993
						To: SR 91										
<b>Town of Glade Spring</b>																
(9919)	0.25	600	R			From: Glade Spring School					NA			NA		1993
						To: 95-1312										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(1) 102 Benham Rd	0.03	4700	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.647	5200	G	2005
						From: Island Rd										
						To: NCL Bristol										
(2) 102 Goodson St	0.36	3600	G	97%	0%	1%	1%	1%	0%	C	0.098	F	0.607	3900	G	2005
						From: State St										
						To: Mary St										
(5) 102 Commonwealth Ave Ext	0.33	4100	G	97%	0%	1%	0%	1%	0%	C	0.086	F	0.572	4500	G	2005
						From: Keys St										
						To: Pittstown Rd										
(6) 102 Glenway Ave	0.42	4000	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.566	4400	G	2005
						From: Commonwealth Ave										
						To: Piedmont Ave										
(8) 102 Pittstown Rd	0.45	3800	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.619	4200	G	2005
						From: Commonwealth Ave										
						To: Island Rd										
(9) 102 Randolph Ave	0.22	3700	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.562	4000	G	2005
						From: Vance St										
						To: Wagner Rd										
(9) 102 Randolph Ave	0.51	4800	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.552	5200	G	2005
						From: Spurgeon Lane										
						To: Fairview St										
(10) 102 Rhode Island Rd	0.35	1300	G	99%	0%	1%	0%	0%	0%	C	0.1	F	0.517	1500	G	2005
						From: Fairview St										
						To: Texas Ave										
(11) 102 Spurgeon Ln	0.12	4800	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.541	5300	G	2005
						From: Randolph Ave										
						To: Commonwealth Ave										
(12) 102 Texas St	0.49	2000	G	97%	1%	1%	0%	1%	0%	C	0.114	F	0.529	2200	G	2005
						From: Rhode Island Ave										
						To: E Valley Dr										
(13) 102 Vance St	0.13	2800	G	99%	0%	1%	0%	0%	0%	C	0.09	F	0.578	3100	G	2005
						From: US 11 Euclid Ave										
						To: Randolph Ave										
(3300) 102 State St	0.55	16000	G	98%	0%	1%	0%	1%	0%	C	0.084	F	0.520	17000	G	2005
						From: US 11 Euclid Ave										
						To: Peters St										
(3300) 102 State St	0.67	14000	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.507	16000	G	2005
						From: Commonwealth Ave										
						To: SR 381 JB-TN										
(3300) 102	0.43	10000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.605	11000	G	2005
						From: Edgemont Ave										
						To: W State St										
(3301) 102 Bob Morrison Blvd	0.45	3600	G	98%	0%	1%	0%	1%	0%	C	0.094	F	0.549	3900	G	2005
						From: US 11 W Euclid Ave										
						To: 102-3300; State Street										
(3305) 102 Piedmont Ave	0.05	4000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.571	4400	G	2005
						From: US 421 Gap Terminus										
						To: Oakview Ave										
(3305) 102 Piedmont Ave	0.15	2300	G	99%	0%	1%	0%	0%	0%	C	0.099	F	0.656	2500	G	2005
						From: W Mary St										
						To: Mary St										
(3305) 102 Piedmont Ave	0.15	4400	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.516	4900	G	2005
						From: Euclid Ave US 11										
						To: State St										
(3307) 102 Moore St	0.41	800	G	99%	0%	0%	0%	0%	0%	C	0.114	F		870	G	2005
						From: Cumberland St										
						To: Mary St										
(3307) 102 Moore St	0.43	1600	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.549	1700	G	2005
						From: Oakview St										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
3308 102 Fairview St	0.27	3100	G	95%	0%	2%	2%	1%	0%	F	0.095	F	0.644	3300	G	2005
			From: Mary St													
			To: Rhode Island Ave													
3308 102 Massachusetts Ave	0.37	1800	G	95%	0%	2%	2%	1%	0%	C	0.094	F	0.544	2000	G	2005
			From: Texas Ave													
			To: Hillside Ave													
3308 102 Massachusetts Ave	0.15	1800	N	95%	0%	2%	2%	1%	0%	N	0.094	N	0.544	2000	N	2005
			From: Hillside Ave													
			To: E Valley Dr													
3308 102 Kings Mill Pike	0.46	4000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.532	4400	G	2005
			From: Valley Dr													
			To: Old Airport Rd													
3308 102 Kings Mill Pike	1.12	6300	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.557	6900	G	2005
			From: Old Airport Rd													
			To: ECL Bristol													
3312 102 W Valley Dr	1.00	1500	G	98%	0%	1%	1%	0%	0%	F	0.098	F	0.536	1700	G	2005
			From: US 11 Lee Highway													
			To: Old Abingdon Pike													
3312 102 E Valley Dr	0.56	6300	G	98%	0%	1%	1%	0%	0%	F	0.107	F	0.549	6900	G	2005
			From: Old Abingdon Pike													
			To: Kingsmill Pike													
3312 102 E Valley Dr	0.72	3800	G	98%	0%	1%	1%	0%	0%	C	0.092	F	0.566	4200	G	2005
			From: Kingsmill Pike													
			To: 102-1 Pittston Rd													
3314 102 Island Road	2.01	2800	G	98%	1%	1%	0%	1%	0%	F	0.1	F	0.583	3000	G	2005
			From: 102-3319 Wallace Pike													
			To: Wallace Pike													
3314 102 Island Rd	0.31	3700	G	98%	1%	1%	0%	1%	0%	C	0.102	F	0.575	4000	G	2005
			From: Wallace Pike													
			To: US 11 Lee Highway													
3318 102 Old Airport Rd	0.96	8500	G	95%	0%	1%	1%	2%	1%	F	0.085	F	0.549	9300	G	2005
			From: 102-3308 King Mill Rd													
			To: Bonham Rd													
3318 102 Old Airport Rd	0.98	9000	F	95%	0%	1%	1%	2%	1%	C	0.094	F	0.547	9800	F	2005
			From: Bonham Rd													
			To: I-81													
3318 102 Old Airport Rd	0.20	16000	F	95%	0%	1%	1%	2%	1%	F	0.084	F	0.545	17000	F	2005
			From: I-81													
			To: US 11													
3319 102 Wallace Pike	0.33	1900	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.665	2100	G	2005
			From: Island Rd													
			To: NCL Bristol													
3320 102 Old Abingdon Pike	1.27	3300	G	96%	0%	1%	1%	2%	0%	C	0.096	F	0.604	3700	G	2005
			From: Valley Dr													
			To: US 11 Lee Highway													
3321 102 Clear Creek Rd	0.13	5000	G	98%	1%	1%	0%	0%	0%	C	0.098	F	0.544	5500	G	2005
			From: US 11 Lee Highway													
			To: NCL Bristol													
3323 102 Peters St	0.28	2200	G	99%	0%	1%	0%	0%	0%	C	0.104	F	0.548	2400	G	2005
			From: W State St													
			To: US 11 Euclid Ave													
3325 102 Piedmont Ave	0.16	1700	G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.568	1900	G	2005
			From: 102-6 Glenway Ave													
			To: 102-3312 Valley Dr													
3326 102 W Mary St	0.45	3100	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.503	3400	G	2005
			From: Piedmont Ave													
			To: Randall St													
3326 102 W Mary St	0.23	4700	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.597	5100	G	2005
			From: Randall St													
			To: Fairview St													



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
3328 107 Bonham Rd	0.32	7100	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.54	7800	G	2005
						From: Old Airport Rd										
						To: I-81										
3328 107 Bonham Rd	0.45	9000	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.518	9900	G	2005
						From: US 11 Lee Highway										
<b>Town of Abingdon</b>																
1 140	0.63	NA									NA		NA			
						From: SR 140 Jonesboro Rd										
						To: Faculty Parking										
2 140	0.10	NA									NA		NA			
						From: 140-1										
						To: Virginia Highlands Community College Parking Lot										
3002 140 Cummings St	0.08	6100	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.578	6700	G	2005
						From: US 11										
						To: Valley St										
3003 140 Valley St	0.72	10000	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.539	11000	G	2005
						From: Russell Rd; ALT 58										
						To: Court St										
3003 140 Valley St	0.14	7400	G	99%	0%	0%	0%	0%	0%	F	0.100	F	0.614	8100	G	2005
						From: Whites Mill Rd										
						To: US 11 Main St										
3004 140 Tanner St	0.08	1500	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.527	1600	G	2005
						From: Valley St										
						To: Whites Mill Rd										
3004 140 Whites Mill Rd	0.87	3000	G	98%	0%	1%	0%	0%	0%	C	0.091	F	0.599	3300	G	2005
						From: New NCL Abingdon										
						To: US 11										
3005 140 Hillman Hwy	1.35	3900	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.578	4300	G	2005
						From: ECL Abingdon										
						To: US 11										
3006 140 Tunnel Street	0.08	1800	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.692	1900	G	2005
						From: 140-3005 Hillman Hwy										
						To: 95-740 JB-140 NCL Abingdon										
<b>City of Bristol</b>																
Chester St		350	G								0.126	F	0.576	380	G	2005
						From: Glenway Ave										
						To: Arlington Ave										
Cheyenne Rd		150	G								0.138	F	0.522	160	G	2005
						From: Shawnee Rd										
						To: Sherwood Dr										
Daniel St		370	G								0.149	F	0.861	410	G	2005
						From: Newton St										
						To: Tennessee State Line										
Jefferson Dr		390	G								0.135	F	0.689	430	G	2005
						From: Cherry Lane										
						To: Cedar Lane										
Lester St		690	G								0.088	F	0.596	750	G	2005
						From: Moore St										
						To: Russell St										
Pearl St		90	G								0.128	F	0.52	100	G	2005
						From: Prospect Ave										
						To: Arlington Ave										
Poplar St		70	G								0.253	F	0.59	80	G	2005
						From: Oakview Dr										
						To: Meadow Dr										
Spring Branch Rd		40	G								0.31	F	0.516	49	G	2005
						From: Overlake Dr										
						To: Vale Dr										

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

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b><u>Town of Abingdon</u></b>																
Augusta Dr		440	G			From: Sawgrass Circle				0.099	F	0.536	480	G	2005	
						To: Winterham Dr										
Bradley St		1500	G			From: Preston St				0.103	F	0.641	1600	G	2005	
						To: Fuller St										
Fairway Dr		520	G			From: Bogie Hollow Dr				0.107	F	0.588	560	G	2005	
						To: Dead End										
Oak Hill St		380	G			From: Hillside Dr				0.115	F	0.588	420	G	2005	
						To: Stonewall Heights										