

**2006**

**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 K Factor 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 Design Hour Factor (K 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  
 2006  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Washington Maintenance 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
To: 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
To: 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
To: 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
To: 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
To: 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	8300	A	98%	0%	1%	1%	1%	0%	C	0.106	A	0.679	8600	A
To: 95-1717 Wash Co Ind Park Rd 11 19 Lee Highway	Washington County	0.80	8600	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.625	9400	G
To: 95-869 Astor Rd 11 19 Lee Highway	Washington County	1.28	9000	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.613	9900	G
To: 95-611 Diver Rd 11 19 Lee Highway	Washington County	1.72	8700	G	98%	0%	1%	1%	1%	0%	F	NA		8800	G	
To: 95-611 Spring Creek Rd 11 19 Lee Highway	Washington County	1.72	8700	G	98%	0%	1%	1%	1%	0%	F	NA		8800	G	
To: WCL Abingdon 11 19 Main St	Town of Abingdon	0.55	8500	G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9400	G
To: 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
To: 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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Washington Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
11 Main St	Town of Abingdon	0.35	15000	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.553	16000	G
11 ALT 58 Main St	Town of Abingdon	0.24	12000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.525	13000	G
11 Main St	Town of Abingdon	0.66	11000	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.523	12000	G
11 Main St	Town of Abingdon	0.93	13000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.503	15000	G
11 Main St	Town of Abingdon	0.13	17000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.509	18000	G
11 Main St	Town of Abingdon	0.74	15000	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.628	16000	G
11 Lee Highway	Washington County	0.20	15000	N	99%	0%	1%	0%	0%	0%	N	0.087	F	0.576	16000	N
11 58 Lee Highway	Washington County	0.30	19000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.593	19000	G
11 Lee Highway	Washington County	2.58	4500	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.543	4700	G
11 Lee Highway	Washington County	2.09	4700	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.57	4800	G
11 Lee Highway	Washington County	4.46	2900	G	97%	0%	1%	1%	1%	0%	C	0.097	F	0.596	3000	G
11 Lee Highway	Washington County	2.81	1500	G	97%	0%	1%	1%	1%	0%	F	0.128	F	0.725	1500	G
11 Lee Highway	Washington County	2.21	2600	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.519	2600	G
Truck 11 421 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
Truck 11 421 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
Truck 11 19 Randall St	City of Bristol	0.93	6900	G	99%	0%	0%	0%	0%	0%	C	0.089	F	0.542	7600	G
Truck 11 113 19 Moore St	City of Bristol	0.12	9000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9800	G



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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	G	93%	1%	1%	1%	4%	0%	F	0.084	F	0.518	19000	G
	To: SR 113 Cumberland Ave															
19 381 421 Commonwealth Ave	City of Bristol	0.16	18000	G	96%	0%	1%	0%	2%	0%	F	0.085	F	0.551	19000	G
	To: SR 133 Par Sycamore St															
19 381 421 Commonwealth Ave	City of Bristol	0.19	21000	G	96%	0%	1%	0%	2%	0%	F	0.082	F	0.562	22000	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	8300	A	98%	0%	1%	1%	1%	0%	C	0.106	A	0.679	8600	A
	To: 95-1717 Wash Co Ind Park Rd															
19 11 Lee Highway	Washington County	0.80	8600	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.625	9400	G
	To: 95-869 Astor Rd															
19 11 Lee Highway	Washington County	1.28	9000	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	8700	G	98%	0%	1%	1%	1%	0%	F	NA		8800	G	
	To: WCL Abingdon															
19 11 Main St	Town of Abingdon	0.55	8500	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	G	92%	1%	1%	1%	5%	0%	C	0.084	F	0.553	17000	G
	To: Alt US 58															

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Annual Average Daily Traffic Volume Estimates By Section of Route  
Washington Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
19 ALT 58 Porterfield Rd	From: Alt US 58 Town of Abingdon	0.21	20000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.628	22000	G
	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	20000	G
	To: 95-802															
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	G	99%	0%	0%	0%	0%	0%	C	0.089	F	0.542	7600	G
	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	1300	G	93%	1%	3%	1%	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	5800	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:		42000	G	73%	1%	1%	1%	23%	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:		53000	G	73%	1%	1%	1%	23%	1%	F	0.075	F	0.507	53000	G
	To: US 11, US 19															
58 81 Gate City Hwy	From: US 11, US 19 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:		47000	G	73%	1%	1%	1%	23%	1%	F	NA			48000	G
	To: Old Airport Rd															
58 81 Gate City Hwy	From: Old Airport Rd City of Bristol (Maint: 95)	0.93	See I-81 for directional traffic volume estimates for this segment.													
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	73%	1%	1%	1%	24%	1%	F	0.078	F	0.537	49000	G
	To: NCL Bristol															

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							2Axle	3+Axle	1Trail	2Trail						
58 81	From: NCL Bristol															
	Washington County	3.84														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			48000	G	73%	1%	1%	1%	24%	1%	F	NA		49000	G	
58 81	From: FR-310															
	Washington County	0.99														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			46000	G	77%	1%	1%	1%	19%	1%	F	0.072	F	0.51	47000	G
58 81	From: 95-611															
	Washington County	2.00														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			46000	G	77%	1%	1%	1%	19%	1%	F	NA		47000	G	
58 81	From: SR 140															
	Washington County	1.93														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			43000	A	77%	1%	1%	1%	19%	1%	C	0.092	A	0.512	44000	A
58 81	From: SCL Abingdon															
	Town of Abingdon (Maint: 95)	0.14														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			43000	A	77%	1%	1%	1%	19%	1%	C	NA		44000	A	
58 81	From: SR 75															
	Town of Abingdon (Maint: 95)	1.06														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	G	77%	1%	1%	1%	19%	1%	F	0.077	F	0.534	43000	G
58 81	From: NCL Abingdon															
	Washington County	1.43														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	G	77%	1%	1%	1%	19%	1%	F	NA		43000	G	
58 11	From: US 11, US 58															
	Lee Highway	0.30	19000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.593	19000	G
58	From: US 11 East of Abingdon															
	Jeb Stuart Hwy	5.53	8000	G	93%	1%	1%	1%	5%	0%	F	0.091	F	0.641	8300	G
58	From: E 95-708															
	Jeb Stuart Hwy	3.57	5300	G	93%	1%	1%	1%	5%	0%	C	0.084	F	0.564	5500	G
58	From: WCL Damascus															
	Town of Damascus (Maint: 95)	1.38	5300	N	93%	1%	1%	1%	5%	0%	N	0.084	N	0.564	5500	N
58 91	From: SR 91 W, Greenway Ave															
	Douglas Dr	0.45	4100	G	93%	1%	1%	1%	5%	0%	F	0.078	F	0.5	4300	G
58 91	From: ECL Damascus															
	Jeb Stuart Hwy	0.54	4100	N	93%	1%	1%	1%	5%	0%	N	0.078	N	0.5	4300	N
58	From: SR 91 E, Mountain City Rd															
	Jeb Stuart Hwy	9.63	720	G	97%	0%	1%	0%	1%	0%	F	0.090	F	0.607	750	G
58	From: 95-603 Rhymer Rd															
	Jeb Stuart Hwy	5.80	450	G	97%	0%	1%	0%	1%	0%	C	0.095	F	0.544	460	G
	To: Grayson County Line															

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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							
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	3.03	17000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.538	18000	G	
	To: 95-700																
ALT 58 19	From: NCL Abingdon Town of Abingdon	0.21	20000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.628	22000	G	
	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	
	From: Valley Street Town of Abingdon	0.24	12000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.525	13000	G	
	To: Main St																
ALT 58 75	From: US 11 Town of Abingdon	0.78	17000	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.547	18000	G	
	To: I-81																
	From: Tennessee State Line Washington County	4.29	1500	G	97%	0%	1%	1%	1%	0%	F	0.111	F	0.521	1600	G	
	To: 95-670 Green Springs																
75	From: 95-670 Green Springs Washington County	4.46	4100	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.634	4200	G	
	To: SCL Abingdon																
75	From: SCL Abingdon Town of Abingdon	0.98	8300	G	96%	1%	1%	1%	1%	0%	C	0.077	F	0.664	9100	G	
	To: I-81																
75 ALT 58	From: I-81 Town of Abingdon	0.78	17000	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.547	18000	G	
	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	970	G	97%	1%	1%	0%	0%	0%	F	0.089	F	0.648	1000	G	
	To: 95-740 N, Old Saltworks Rd																
80	From: 95-740 N, Old Saltworks Rd Washington County	6.00	770	G	97%	1%	1%	0%	0%	0%	C	0.101	F	0.643	800	G	
	To: 95-689 Hayters Gap																
80	From: 95-689 Hayters Gap Washington County	2.06	480	G	97%	1%	1%	0%	0%	0%	F	0.099	F	0.56	490	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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							2Axle	3+Axle	1Trail	2Trail						
North 81	From: Tennessee State Line															
	Washington County	0.65	18000	A	71%	1%	1%	1%	25%	1%	C	0.091	A	18000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		35000	A	73%	1%	1%	1%	23%	1%	C	0.092	A	0.544	35000	A
North 81	To: SCL Bristol															
	City of Bristol (Maint: 95)	0.61	18000	A	71%	1%	1%	1%	25%	1%	C	0.091	A	18000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		35000	A	73%	1%	1%	1%	23%	1%	C	NA			35000	A
North 81 58	To: US 58, US 421															
	City of Bristol (Maint: 95)	2.44	21000	G	71%	1%	1%	1%	25%	1%	F	0.075	F	21000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	73%	1%	1%	1%	23%	1%	F	NA			42000	G
North 81 58	To: I-381															
	City of Bristol (Maint: 95)	1.39	26000	G	71%	1%	1%	1%	25%	1%	F	0.076	F	27000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	G	73%	1%	1%	1%	23%	1%	F	0.075	F	0.507	53000	G
North 81 58	To: US 11, US 19															
	City of Bristol (Maint: 95)	2.13	24000	G	71%	1%	1%	1%	25%	1%	F	0.084	F	24000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	G	73%	1%	1%	1%	23%	1%	F	NA			48000	G
North 81 58	To: Old Airport Rd															
	City of Bristol (Maint: 95)	0.93	25000	G	71%	1%	1%	1%	25%	1%	F	0.079	F	26000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	73%	1%	1%	1%	24%	1%	F	0.078	F	0.537	49000	G
North 81 58	To: NCL Bristol															
	Washington County	3.84	25000	G	71%	1%	1%	1%	25%	1%	F	0.079	F	26000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	73%	1%	1%	1%	24%	1%	F	NA			49000	G
North 81 58	To: FR-310															
	Washington County	0.99	23000	G	75%	1%	1%	1%	21%	1%	F	0.073	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	G	77%	1%	1%	1%	19%	1%	F	0.072	F	0.51	47000	G
North 81 58	To: 95-611															
	Washington County	2.00	22000	G	75%	1%	1%	1%	21%	1%	F	0.078	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	G	77%	1%	1%	1%	19%	1%	F	NA			47000	G
North 81 58	To: SR 140															
	Washington County	1.93	21000	A	75%	1%	1%	1%	21%	1%	C	0.094	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	A	77%	1%	1%	1%	19%	1%	C	0.092	A	0.512	44000	A
North 81 58	To: SCL Abingdon															
	Town of Abingdon (Maint: 95)	0.14	21000	A	75%	1%	1%	1%	21%	1%	C	0.094	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	A	77%	1%	1%	1%	19%	1%	C	NA			44000	A
	To: SR 75															

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							2Axle	3+Axle	1Trail	2Trail							
North 81 58	From: SR 75																
	Town of Abingdon (Maint: 95)	1.06	21000	G	75%	1%	1%	1%	21%	1%	F	0.083	F	21000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	G	77%	1%	1%	1%	19%	1%	F	0.077	F	0.534	43000	G
North 81 58	From: NCL Abingdon																
	Washington County	1.43	21000	G	75%	1%	1%	1%	21%	1%	F	0.083	F	21000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	G	77%	1%	1%	1%	19%	1%	F	NA			43000	G
North 81	From: US 11, US 58																
	Washington County	2.62	19000	G	75%	1%	1%	1%	21%	1%	F	0.072	F	19000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	G	77%	1%	1%	1%	19%	1%	F	0.072	F	0.52	40000	G
North 81	From: 95-704																
	Washington County	2.66	18000	G	75%	1%	1%	1%	21%	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			36000	G
North 81	From: SR 80																
	Washington County	1.52	16000	G	75%	1%	1%	1%	21%	1%	F	0.072	F	17000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			34000	G	77%	1%	1%	1%	19%	1%	F	0.071	F	0.514	35000	G
North 81	From: 95-737																
	Washington County	2.97	17000	G	75%	1%	1%	1%	21%	1%	F	0.072	F	17000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			33000	G	77%	1%	1%	1%	19%	1%	F	0.072	F	0.504	34000	G
North 81	From: SR 91																
	Washington County	2.68	15000	G	75%	1%	1%	1%	21%	1%	F	0.066	F	16000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			30000	G	77%	1%	1%	1%	20%	1%	F	0.069	F	0.518	30000	G
North 81	From: US 11																
	Washington County	2.31	15000	G	75%	1%	1%	1%	21%	1%	F	0.074	F	15000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			30000	G	77%	1%	1%	1%	19%	1%	F	0.070	F	0.545	31000	G
North 81	From: Smyth County Line																
	Bristol Welcome Center	0.07	700	F								0.168	B	700	F		
North 81	From: I-81 North from Welcome Center																
	Ramp I-81 N Exit 3 to I-381 S	0.30	1800	G	96%	0%	1%	0%	3%	0%	F	NA		340	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2500	G	96%	0%	1%	0%	3%	0%	F	NA			680	G
South 81	From: Tennessee State Line																
	Washington County	1.06	17000	A	74%	1%	1%	1%	22%	1%	C	0.099	A	17000	A		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			35000	A	73%	1%	1%	1%	23%	1%	C	0.092	A	0.544	35000	A
	To: SCL Bristol																

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							2Axle	3+Axle	1Trail	2Trail						
South 81	From: SCL Bristol															
	City of Bristol (Maint: 95)	0.16	17000	A	74%	1%	1%	1%	22%	1%	C	0.099	A	17000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		35000	A	73%	1%	1%	1%	23%	1%	C	NA		35000	A	
South 81 58	From: US 58, US 421															
	City of Bristol (Maint: 95)	3.58	21000	G	74%	1%	1%	1%	22%	1%	F	0.072	F	21000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	73%	1%	1%	1%	23%	1%	F	NA		42000	G	
South 81 58	From: I-381															
	City of Bristol (Maint: 95)	1.25	26000	G	74%	1%	1%	1%	22%	1%	F	0.079	F	27000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	G	73%	1%	1%	1%	23%	1%	F	0.075	F	0.507	53000	G
South 81 58	From: US 11, US 19															
	City of Bristol (Maint: 95)	1.99	23000	G	74%	1%	1%	1%	22%	1%	F	0.076	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	G	73%	1%	1%	1%	23%	1%	F	NA		48000	G	
South 81 58	From: Old Airport Rd															
	City of Bristol (Maint: 95)	0.50	23000	G	74%	1%	1%	1%	22%	1%	F	0.077	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	73%	1%	1%	1%	24%	1%	F	0.078	F	0.537	49000	G
South 81 58	From: NCL Bristol															
	Washington County	3.79	23000	G	74%	1%	1%	1%	22%	1%	F	0.077	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	73%	1%	1%	1%	24%	1%	F	NA		49000	G	
South 81 58	From: FR-310															
	Washington County	1.29	23000	G	79%	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%	19%	1%	F	0.072	F	0.51	47000	G
South 81 58	From: 95-611															
	Washington County	1.93	24000	G	79%	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%	19%	1%	F	NA		47000	G	
South 81 58	From: SR 140															
	Washington County	1.40	21000	A	79%	1%	1%	1%	18%	1%	C	0.097	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	A	77%	1%	1%	1%	19%	1%	C	0.092	A	0.512	44000	A
South 81 58	From: SCL Abingdon															
	Town of Abingdon (Maint: 95)	0.69	21000	A	79%	1%	1%	1%	18%	1%	C	0.097	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	A	77%	1%	1%	1%	19%	1%	C	NA		44000	A	
South 81 58	From: SR 75															
	Town of Abingdon (Maint: 95)	0.79	21000	G	79%	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%	19%	1%	F	0.077	F	0.534	43000	G
	To: NCL Abingdon															

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							2Axle	3+Axle	1Trail	2Trail						
South 81 58	From: NCL Abingdon Washington County	1.64	21000	G	79%	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%	19%	1%	F	NA		43000	G	
South 81	From: US 11, US 58 Washington County	2.92	20000	G	79%	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%	19%	1%	F	0.072	F	0.52	40000	G
South 81	From: 95-704 Washington County	2.56	17000	G	79%	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		36000	G	
South 81	From: SR 80 Washington County	1.47	18000	G	79%	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%	19%	1%	F	0.071	F	0.514	35000	G
South 81	From: 95-737 Washington County	2.94	17000	G	79%	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%	19%	1%	F	0.072	F	0.504	34000	G
South 81	From: SR 91 Washington County	2.88	14000	G	79%	1%	1%	1%	18%	1%	F	0.074	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		30000	G	77%	1%	1%	1%	20%	1%	F	0.069	F	0.518	30000	G
South 81	From: US 11 Washington County	1.83	15000	G	79%	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%	19%	1%	F	0.070	F	0.545	31000	G
91	From: Smyth County Line Washington County	1.62	2700	G	89%	1%	1%	2%	7%	0%	C	0.084	F	0.535	2800	G
91 58 Douglas Dr	To: US 58 Douglas Dr; Jeb Stuart Hwy From: US 58 Town of Damascus (Maint: 95)	0.45	4100	G	93%	1%	1%	1%	5%	0%	F	0.078	F	0.5	4300	G
91 58 Jeb Stuart Hwy	To: ECL Damascus From: Washington County	0.54	4100	N	93%	1%	1%	1%	5%	0%	N	0.078	N	0.5	4300	N
91	To: US 58 From: Town of Damascus (Maint: 95)	0.70	3500	G	91%	1%	1%	2%	6%	0%	C	0.086	F	0.530	3700	G
91	To: NCL Damascus From: Washington County	6.85	3500	N	91%	1%	1%	2%	6%	0%	N	0.086	N	0.530	3700	N
91	To: 95-803 South of Lodi From: Washington County	0.97	2000	G	91%	1%	1%	2%	6%	0%	F	0.093	F	0.627	2100	G
	To: 95-762 North of Lodi															



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							2Axle	3+Axle	1Trail	2Trail						
	From: 95-762 North of Lodi															
91	Washington County	3.57	2400	G	91%	1%	1%	2%	6%	0%	F	0.08	F	0.621	2400	G
	To: US 11															
91	Washington County	0.51	9000	N	95%	0%	1%	2%	1%	0%	N	0.089	N	0.611	9300	N
	To: SCL Glade Spring															
91	Town of Glade Spring (Maint: 95)	1.37	9000	G	95%	0%	1%	2%	1%	0%	F	0.089	F	0.611	9300	G
	To: BUS SR 91															
91	Town of Glade Spring (Maint: 95)	0.77	3900	G	95%	0%	1%	2%	1%	0%	C	0.094	F	0.565	4000	G
	To: NCL Glade Spring															
91	Washington County	5.43	3000	G	95%	0%	1%	2%	1%	0%	F	0.106	F	0.628	3100	G
	To: WCL Saltville															
91	Town of Saltville (Maint: 95)	0.52	3000	G	95%	1%	1%	3%	1%	0%	C	0.097	F	0.592	3100	G
	To: Smyth County Line															
Bus	From: S SR 91 Glade Spring															
91	Town of Glade Spring (Maint: 95)	1.38	730	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.547	760	G
	To: N SR 91 Glade Spring															
	From: Commonwealth Ave															
113	Cumberland St	City of Bristol	0.28	2200	G	98%	1%	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
	To: US 421 Piedmont Ave															
	From: Cumberland St															
113	Piedmont Ave	City of Bristol	0.08	3600	G	97%	0%	1%	1%	1%	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
	To: SR 113 P, Sycamore Ave															
113	Piedmont Ave	City of Bristol	0.25	3200	G	97%	0%	1%	1%	1%	F	0.09	F	0.54	3500	G
	To: Oakview Ave															
	From: Piedmont Ave															
113	Oakview Ave	City of Bristol	0.60	1800	G	97%	0%	1%	1%	1%	C	0.108	F	0.584	2000	G
	To: Moore St															
	From: Oakview Ave															
113	Truck Truck Moore St	City of Bristol	0.12	9000	G	97%	0%	1%	1%	1%	F	0.087	F	0.508	9800	G
	To: Euclid Ave															
	From: SR 381 Commonwealth Ave															
113	Sycamore St	City of Bristol	0.40	900	G	99%	0%	0%	0%	0%	C	0.12	F	0.504	980	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		3100	G	98%	0%	0%	0%	0%	0%	C	NA			3400	G
	To: Piedmont Ave															
	From: SCL Abingdon															
140	Jonesboro Rd	Town of Abingdon	0.38	20000	G	94%	1%	1%	0%	4%	C	0.093	F	0.504	20000	G
	To: US 11 Main St															

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							2Axle	3+Axle	1Trail	2Trail						
North 381	From: SR 381 Commonwealth Ave City of Bristol (Maint: 95)	1.14	8200	A	96%	0%	1%	0%	2%	0%	C	0.107	A	8600	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	A	96%	0%	1%	0%	3%	0%	C	0.100	A	17000	A	
North 381	Ramp I-381 N to I-81 N City of Bristol (Maint: 95)	0.25	7400	G	96%	0%	1%	0%	2%	0%	F	0.093	F	7700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		14000	G	96%	0%	1%	0%	3%	0%	F	0.087	F	14000	G	
North 381	Ramp I-381 N to I-81 S City of Bristol (Maint: 95)	0.31	770	G	96%	0%	1%	0%	2%	0%	F	NA		340	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		2500	G	96%	0%	1%	0%	3%	0%	F	NA		680	G	
South 381	From: SR 381 Commonwealth Ave City of Bristol (Maint: 95)	1.06	7900	A	96%	0%	1%	0%	3%	0%	C	0.104	A	8400	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	A	96%	0%	1%	0%	3%	0%	C	0.100	A	17000	A	
South 381	Ramp I-381 S from I-81 S City of Bristol (Maint: 95)	0.61	6200	G	96%	0%	1%	0%	3%	0%	F	0.091	F	6600	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		14000	G	96%	0%	1%	0%	3%	0%	F	0.087	F	14000	G	
381 19 421	Commonwealth Ave City of Bristol	0.23	17000	G	93%	1%	1%	1%	4%	0%	F	0.084	F	19000	G	
381 19 421	Commonwealth Ave City of Bristol	0.16	18000	G	96%	0%	1%	0%	2%	0%	F	0.085	F	19000	G	
381 19 421	Commonwealth Ave City of Bristol	0.19	21000	G	96%	0%	1%	0%	2%	0%	F	0.082	F	22000	G	
381	Commonwealth Ave City of Bristol	0.63	21000	G	96%	0%	1%	0%	2%	0%	F	0.092	F	22000	G	
421 58	Gate City Hwy Washington County	2.65	1300	G	93%	1%	3%	1%	3%	0%	F	0.096	F	1300	G	
421 58	Gate City Hwy Washington County	3.59	5300	G	93%	1%	3%	1%	3%	0%	F	0.094	F	5400	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	5800	G	
421	Gate City Hwy City of Bristol (Maint: 95)	0.21	9400	G	98%	0%	1%	0%	1%	0%	C	0.094	F	10000	G	
421	City of Bristol	0.80	9700	G	98%	0%	1%	0%	1%	0%	F	0.094	F	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	21000	G	96%	0%	1%	0%	2%	0%	F	0.082	F	0.562	22000	G
							To: SR 133 Par Sycamore St									
421 381 19 Commonwealth Ave	City of Bristol	0.16	18000	G	96%	0%	1%	0%	2%	0%	F	0.085	F	0.551	19000	G
							To: SR 113 Cumberland Ave									
421 381 19 Commonwealth Ave	City of Bristol	0.23	17000	G	93%	1%	1%	1%	4%	0%	F	0.084	F	0.518	19000	G
							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	10000	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													04/22/2004
(600)	1.00	290	R													04/22/2004
(601)	0.15	10	R													04/22/2004
(601)	2.30	50	R													04/22/2004
(602)	1.20	80	R													04/22/2004
(602)	0.70	90	R													04/22/2004
(602)	0.30	310	R													04/22/2004
(602)	0.26	40	R													04/22/2004
(603)	0.56	570	G	99%	0%	0%	0%	1%	0%	C	0.113	F	0.54	590	G	2006
(603)	0.35	620	G	99%	0%	0%	0%	1%	0%	F	0.114	F	0.556	640	G	2006
(603)	0.25	610	G	99%	0%	0%	0%	1%	0%	F	0.092	F	0.532	630	G	2006
(604)	1.00	100	R													04/28/2004
(604)	1.20	250	R													04/28/2004
(604)	0.80	380	R													04/28/2004
(604)	1.30	250	G	98%	1%	1%	0%	0%	0%	C	0.135	F	0.594	260	G	2006
(605)	1.37	980	R													1998
(605)	3.05	430	R													1998
(605)	3.75	480	R													1998
(605)	1.90	170	R													1998
(606)	0.58	0	R													04/28/2004
(607)	0.17	120	R													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	2200	G	2006
(609)	0.61	2400	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.531	2500	G	2006
(609)	1.02	1600	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.586	1600	G	2006
(609)	0.11	1700	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.699	1800	G	2006
(609)	1.10	1300	A	99%	0%	0%	0%	0%	0%	C	0.128	A	0.512	1400	A	2006
(609)	0.36	1400	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.521	1400	G	2006
(609)	1.48	900	G	99%	0%	0%	0%	0%	0%	F	0.110	F	0.51	930	G	2006
(609)	0.07	2700	G	99%	0%	0%	0%	0%	0%	F	0.121	F	0.583	2800	G	2006
(609)	0.55	2200	G	99%	0%	0%	0%	0%	0%	F	NA			2200	G	2006
(609)	2.53	1900	G	98%	1%	0%	0%	0%	0%	C	0.11	F	0.657	1900	G	2006
<b>Town of Glade Spring</b>																
(609)	0.42	1900	N	98%	1%	0%	0%	0%	0%	N	0.11	N	0.657	1900	N	2006
(609)	0.06	3400	G	98%	1%	0%	0%	0%	0%	F	0.100	F	0.527	3500	G	2006
(609)	0.16	940	R				From: SR 91 BUS; Gap Terminus To: 95-1309; Gap Terminus				NA			NA	05/05/2004	
(609)	0.62	670	G	98%	1%	0%	0%	0%	0%	F	0.095	F	0.512	690	G	2006
<b>Washington County</b>																
(609)	0.41	670	N	98%	1%	0%	0%	0%	0%	N	0.095	N	0.512	690	N	2006
(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													1998
(611)	0.08	3300	R													1998
(611)	0.06	4900	R													1998
(611)	1.70	920	R													1998
(611)	0.90	350	R													1998
(611)	1.70	250	R													1998
(611)	1.60	320	R													1998
(611)	3.69	130	R													10/18/2001
(611)	0.08	100	R													1998
(611)	5.51	530	R													05/19/2004
(611)	4.74	240	R													05/19/2004
(611)	6.30	260	R													1998
(611)	3.40	150	R													10/22/2001
(612)	3.20	30	R													10/25/2001
(613)	3.93	480	G	99%	1%	0%	0%	0%	0%	F	0.096	F	0.714	500	G	2006
(613) Poor Valley Rd	0.57	710	G	99%	1%	0%	0%	0%	0%	C	0.1	F	0.514	730	G	2006
(613) Poor Valley Rd	2.47	1100	G	99%	1%	0%	0%	0%	0%	F	0.092	F	0.626	1100	G	2006
(614) AP Carter Hwy	1.37	280	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.583	290	G	2006
(614)	0.20	240	R													1998
(614)	0.30	170	R													10/15/2001
(614)	3.70	130	R													1998
(614) Mendota Rd	1.26	420	G	97%	1%	1%	0%	1%	0%	C	0.095	F	0.524	430	G	2006
(614)	0.84	220	R													1998

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
614	1.50	110	R				From: 95-856					NA		NA		10/15/2001
614	0.50	10	R				From: 95-623					NA		NA		10/15/2001
614	1.00	40	R				To: Dead End; Gap Terminus					NA		NA		10/15/2001
614	1.60	80	R				From: 95-798; Gap Terminus					NA		NA		10/15/2001
614	2.70	140	R				To: Dead End; Gap Terminus					NA		NA		10/15/2001
614	2.20	330	R				From: 95-624; Gap Terminus					NA		NA		10/15/2001
614	2.00	210	R				From: 95-625					NA		NA		1998
614	1.80	140	R				To: 95-626					NA		NA		11/05/2001
614	1.80	140	R				From: 95-700 WEST					NA		NA		1998
614	1.80	140	R				To: 95-700 EAST					NA		NA		1998
614	1.80	140	R				From: 95-633 WEST					NA		NA		11/05/2001
614	1.80	140	R				To: 95-633 EAST					NA		NA		11/05/2001
615	1.69	240	R				From: Scott County Line					NA		NA		1998
616	2.80	70	R				To: 95-614					NA		NA		10/15/2001
616	0.10	60	R				From: Scott County Line					NA		NA		10/15/2001
616	2.50	70	R				To: 95-629 WEST					NA		NA		10/15/2001
616	1.40	150	R				From: 95-629 EAST					NA		NA		10/15/2001
616	1.17	730	G	95%	1%	1%	1%	1%	0%	C	0.095	F	0.662	750	G	2006
616	1.50	160	R				To: 95-628					NA		NA		1998
616	2.90	100	R				From: 95-622 WEST					NA		NA		1998
616	1.00	130	R				To: 95-622 EAST					NA		NA		1998
616	1.80	70	R				From: 95-798					NA		NA		1998
616	1.40	46	R				To: 95-625 WEST					NA		NA		1998
617	0.60	60	R				From: 95-625 EAST					NA		NA		10/15/2001
617	1.10	120	R				To: 95-614 NORTH					NA		NA		10/15/2001
617	3.50	280	R				From: 95-614 SOUTH					NA		NA		10/18/2001
617	2.40	330	R				To: 95-626					NA		NA		1998
617	1.10	120	R				From: Scott County Line					NA		NA		10/15/2001
617	3.50	280	R				To: 95-618					NA		NA		10/15/2001
617	2.40	330	R				From: 95-630 SOUTH					NA		NA		1998
617	2.40	330	R				To: 95-630 NORTH					NA		NA		1998
617	2.40	330	R				From: 95-700 NORTH					NA		NA		1998
617	2.40	330	R				To: 95-700 SOUTH					NA		NA		1998
617	2.40	330	R				From: 95-633					NA		NA		1998
617	2.40	330	R				To: 95-633					NA		NA		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	380	G	97%	0%	2%	0%	1%	0%	C	0.094	F	0.514	390	G	2006
(622) Nordyke Rd	1.57	1200	G	97%	0%	0%	1%	2%	0%	C	0.086	F	0.654	1200	G	2006
(622) Nordyke Rd	2.57	820	G	97%	0%	0%	1%	2%	0%	F	0.091	F	0.669	840	G	2006
(622) Nordyke Rd	1.07	650	G	97%	0%	0%	1%	2%	0%	F	0.087	F	0.629	680	G	2006
(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	580	G	99%	0%	1%	0%	0%	0%	C	0.086	F	0.593	600	G	2006
(633)	1.96	1400	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.570	1400	G	2006
(633)	2.56	890	G	98%	0%	1%	0%	1%	0%	C	0.107	F	0.631	920	G	2006
(633)	2.26	750	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.528	770	G	2006
(633)	1.73	1800	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.594	1900	G	2006
(633)	1.05	210	R											NA		1998
(633)	1.23	210	R											NA		1998
(633)	0.78	790	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.807	810	G	2006
(633)	2.23	720	G	98%	0%	1%	0%	1%	0%	F	0.113	F	0.701	750	G	2006
(633)	1.95	810	G	98%	0%	1%	0%	1%	0%	F	0.101	F	0.568	840	G	2006
(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	2006
(640)	0.35	2200	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.654	2200	G	2006
(640)	1.36	2200	N	99%	0%	0%	0%	0%	0%	N	0.095	N	0.654	2200	N	2006
(640)	1.33	2000	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.648	2100	G	2006
(640)	1.25	2400	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.616	2500	G	2006
(640) Benhams Rd	0.78	830	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.578	860	G	2006
(641) Camp Ground Rd	0.02	1200	G	99%	0%	0%	0%	0%	0%	F	NA			1300	G	2006
(641)	2.59	500	G	99%	0%	0%	0%	0%	0%	C	0.106	F	0.644	520	G	2006
(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	2006

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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	2006
(645)	0.13	1900	G	98%	1%	1%	1%	0%	0%	F	0.117	F	0.62	2100	G	2006
(645) Clear Creek Rd	0.31	4300	G	98%	1%	1%	1%	0%	0%	C	0.091	F	0.504	4800	G	2006
(645)	0.76	3400	G	98%	1%	1%	1%	0%	0%	F	0.098	F	0.522	3700	G	2006
(645) Wyndalle Rd	0.71	2900	G	98%	1%	1%	1%	0%	0%	F	0.091	F	0.589	3000	G	2006
(645) Wallace Pike	1.02	2000	G	98%	1%	1%	1%	0%	0%	F	0.092	F	0.538	2000	G	2006
(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	2006
(647)	1.91	3300	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.554	3600	G	2006
(647)	2.94	2700	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.613	2800	G	2006
(647)	1.72	2400	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.616	2500	G	2006
(647)	1.36	2300	G	98%	0%	0%	1%	0%	0%	F	0.09	F	0.512	2400	G	2006
(647)	0.24	4000	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.625	4100	G	2006
(647)	0.28	5300	G	98%	0%	0%	1%	0%	0%	C	0.094	F	0.593	5500	G	2006
(647)	0.03	5900	G	98%	0%	0%	1%	0%	0%	F	0.089	F	0.580	6100	G	2006
(647)	0.15	13000	G	98%	0%	0%	1%	0%	0%	F	0.092	F	0.518	14000	G	2006
(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	2006
(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				95-1450				NA		NA			1998
							95-648									
(650)	0.30	3500	G	99%	0%	1%	0%	0%	0%	C	0.099	F	0.618	3800	G	2006
(650)	0.70	390	R				95-649				NA		NA			1998
							95-654									
(651)	0.20	46	R				95-609				NA		NA			05/05/2004
							95-737									
(652)	0.20	50	R				95-609				NA		NA			04/27/2004
							95-753									
(653)	0.20	50	R				95-663				NA		NA			06/18/2004
							Dead End									
(654)	1.70	490	R				95-647				NA		NA			1998
							95-666									
(655)	2.10	560	R				95-640				NA		NA			1998
							95-645									
(656)	0.43	700	R				95-627				NA		NA			1998
							Urban Boundary									
(656)	0.07	700	R				95-640 NORTH				NA		NA			1998
							95-640 SOUTH									
(656)	2.10	870	R				95-645				NA		NA			1998
							95-657									
(657)	0.45	1500	R				95-645 Wallace Pike				NA		NA			1998
							95-1021									
(657)	1.80	1200	R				95-659 SOUTH				NA		NA			1998
							95-659 NORTH									
(657)	0.80	890	R				95-625 NORTH				NA		NA			1998
							95-625 SOUTH									
(657)	1.40	390	R				95-661				NA		NA			1998
							SR 75									
(658)	0.41	440	R				95-670				NA		NA			06/18/2004
							NCL Bristol									
(659) Clear Creek Rd	1.07	5000	G	97%	1%	1%	1%	0%	0%	C	0.094	F	0.525	5500	G	2006
							95-645 SOUTH									
(659) Parigin Rd	2.19	1200	G	97%	1%	1%	1%	0%	0%	F	0.091	F	0.552	1200	G	2006
							95-633 EAST									
(659) Old Bufflo Pond Rd	2.06	130	G	97%	1%	1%	1%	0%	0%	F	0.116	F	0.533	130	G	2006
							95-660									
(659)	0.70	80	R				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	1100	G	99%	0%	1%	0%	0%	0%	C	0.106	F	0.714	1100	G	2006
661	0.80	760	G	99%	0%	1%	0%	0%	0%	F	0.112	F	0.726	790	G	2006
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	2006
(677)	2.80	1600	G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.572	1700	G	2006
(677)	1.20	2200	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.587	2300	G	2006
(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)	1.12	280	R			From: 95-891					NA			NA		05/19/2004
(684)	3.80	70	R			From: 95-700 MID					NA			NA		05/19/2004
						From: 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	820	G	98%	0%	From: US 19				C	0.097	F	0.793	850	G	2006
(689)	0.50	590	G	95%	1%	From: 95-688				C	0.107	F	0.567	610	G	2006
(689)	6.90	190	G	97%	1%	From: 95-687				C	0.158	F	0.559	200	G	2006
(690)	2.00	440	R			From: SR 80										
(690)						From: US 19					NA			NA		1998
(691)	1.00	80	R			From: Dead End										
(691)						From: SR 80					NA			NA		10/18/2001
(691)						From: Dead End										
(692)	0.46	1700	G	98%	0%	From: NCL Abingdon				C	0.093	F	0.650	1800	G	2006
(692)	0.41	1200	G	98%	0%	From: 95-1510				F	0.086	F	0.571	1200	G	2006
(692)	2.56	880	G	98%	0%	From: 95-695				F	0.085	F	0.659	910	G	2006
(692)	1.28	530	R			From: 95-700										
(692)						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: 95-611										
(693)						From: 95-699					NA			NA		05/25/2004
(693)						From: 95-700										
(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										
(694)						From: 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										
(695)						From: 95-692					NA			NA		1998
(695)	1.70	140	R			From: 95-697					NA			NA		1998
(695)						From: 95-696										

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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	2006
(700)	Rich Valley Rd	1.36	640	G	98%	0%	0%	1%	0%	C	0.097	F	0.565	660	G	2006
(700)	Rich Valley Rd	1.50	480	G	98%	0%	0%	1%	0%	F	0.083	F	0.512	490	G	2006
(700)	Rich Valley Rd	1.29	430	G	98%	0%	0%	1%	0%	F	0.096	F	0.517	440	G	2006
(700)	Benhams Rd	0.95	660	G	98%	0%	0%	1%	0%	F	0.094	F	0.599	680	G	2006
(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	2400	G	2006
704	0.04	2000	G	84%	1%	1%	2%	11%	0%	F	0.111	N	0.558	2100	G	2006
704	0.34	4500	G	84%	1%	1%	2%	11%	0%	C	0.092	F	0.622	4600	G	2006
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	2006

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(711)	1.31	260	G	98%	2%	0%	0%	0%	0%	C	0.119	F	0.667	270	G	2006
(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	700	G	98%	1%	1%	0%	0%	0%	F	0.133	F	0.614	720	G	2006
<b>Town of Damascus</b>																
(716)	0.26	700	N	98%	1%	1%	0%	0%	0%	N	0.133	N	0.614	720	N	2006
(716)	0.48	990	G	98%	1%	1%	0%	0%	0%	C	0.110	F	0.631	1000	G	2006
(716)	0.14	1300	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.607	1400	G	2006
(716)	0.09	1700	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.603	1800	G	2006
(716)	0.07	460	R								NA		NA			1998

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
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 US 58					NA		NA		04/22/2004
(727)	0.60	120	R				Tennessee State Line 95-726					NA		NA		04/22/2004
(728)	0.95	50	R				Dead End US 58					NA		NA		04/22/2004
(729)	0.67	120	R				US 58 95-602					NA		NA		04/22/2004
(730)	0.90	110	R				Dead End 95-604					NA		NA		04/28/2004
(731)	2.80	760	R				SR 91 95-605 WEST					NA		NA		04/28/2004
(731)	1.33	150	R				95-605 EAST					NA		NA		04/28/2004
(732)	0.90	220	R				95-733 95-605					NA		NA		04/28/2004
(733)	2.25	80	R				95-714 95-605					NA		NA		04/28/2004
(734)	1.90	130	R				95-803 SR 91					NA		NA		06/09/2004
(735)	2.30	490	R				US 11 95-803 WEST 95-803 EAST					NA		NA		06/11/2004
(735)	2.70	360	R				95-736					NA		NA		06/09/2004
(736)	0.20	120	R				95-762 95-607 EAST					NA		NA		04/28/2004
(736)	2.30	180	R				95-607 WEST 95-608 EAST 95-608 WEST					NA		NA		04/28/2004
(736)	1.80	270	R				95-714 SOUTH 95-714 NORTH					NA		NA		04/28/2004
(736)	2.30	120	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	06/09/2004	
						From: SR 91 NORTH										
(736)	2.30	320	R											NA	06/09/2004	
						From: 95-735										
(736)	0.10	70	R											NA	1998	
						From: US 11										
(736)	0.38	90	R											NA	11/13/2001	
						From: 95-754 WEST										
						To: 95-754 EAST										
						To: Dead End										
(737)	0.58	1600	G	98%	1%	0%	0%	0%	0%	C	0.095	F	0.533	1600	G	2006
						From: US 11										
(737)	0.57	3400	G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.594	3600	G	2006
						From: I-81										
(737)	0.67	1100	R											NA	05/05/2004	
						From: 95-609 WEST										
						To: 95-609 EAST										
(737)	0.48	360	R											NA	05/05/2004	
						From: 95-744										
(737)	0.25	30	R											NA	05/05/2004	
						From: 95-870										
						To: Dead End										
(738)	0.10	190	R											NA	1998	
						From: SR 80										
(738)	0.20	260	R											NA	1998	
						From: 95-806 WEST										
(738)	0.56	130	R											NA	1998	
						From: 95-806 EAST										
						To: 95-609										
(739)	0.90	80	R											NA	05/05/2004	
						From: 95-609										
						To: Dead End										
(740)	Old Saltworks Rd	1.24	1900	G	99%	0%	1%	0%	0%	F	0.092	F	0.693	2000	G	2006
						From: NCL Abingdon										
(740)	Old Saltworks Rd	1.64	1400	G	99%	0%	1%	0%	0%	C	0.095	F	0.676	1400	G	2006
						From: 95-699										
(740)	Old Saltworks Rd	0.43	1500	G	99%	1%	1%	0%	0%	C	0.088	F	0.697	1600	G	2006
						From: 95-694 EAST										
(740)	Old Saltworks Rd	1.60	1000	G	99%	1%	1%	0%	0%	F	0.096	F	0.691	1000	G	2006
						From: 95-703										
(740)	1.01	460	R											NA	05/05/2004	
						From: SR 80 WEST										
						To: SR 80 EAST										
(740)	1.67	130	R											NA	05/05/2004	
						From: 95-744 EAST										
						To: 95-737										
(741)	1.40	120	R											NA	05/25/2004	
						From: 95-742										
						To: 95-703 EAST										
(741)	1.80	250	R											NA	05/19/2004	
						From: 95-703 WEST										
(741)	0.67	0	R											NA	05/19/2004	
						From: 95-700 EAST										
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(742)	0.20	100	R			From: SR 80					NA			NA		05/25/2004
(742)	0.60	45	R			From: 95-741					NA			NA		05/25/2004
						To: 95-743										
(743)	1.20	46	R			From: 95-703					NA			NA		05/25/2004
						To: SR 80										
(744)	0.60	360	R			From: SR 80					NA			NA		05/05/2004
						To: 95-740 WEST										
(744)	1.30	680	R			From: 95-740 EAST					NA			NA		05/05/2004
						To: 95-737										
(745) Old Saltworks Rd	3.24	570	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.713	590	G	2006
						From: 95-746										
(745) Old Saltworks Rd	1.65	520	G	98%	0%	1%	1%	1%	0%	F	0.090	F	0.68	540	G	2006
						From: 95-748										
(745) Old Saltworks Rd	0.95	650	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.549	670	G	2006
						From: 95-700										
(745) Old Saltworks Rd	0.70	1000	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.502	1100	G	2006
						From: 95-750										
(745) Old Saltworks Rd	1.00	1100	G	98%	0%	1%	1%	1%	0%	C	0.094	F	0.5	1100	G	2006
						From: SR 91										
(746)	2.00	120	R			From: 95-745					NA			NA		1998
						To: 95-700										
(746)	0.08	30	R			From: Dead End					NA			NA		10/22/2001
						To: 95-611										
(747)	0.80	270	R			From: 95-613 WEST					NA			NA		1998
						To: 95-613 EAST										
(747)	2.00	110	R			From: Dead End					NA			NA		10/22/2001
						To: 95-745										
(748)	1.40	410	R			From: 95-750 NORTH					NA			NA		1998
						To: 95-750 SOUTH										
(748)	2.30	270	R			From: SR 91					NA			NA		04/27/2004
						To: 95-609										
<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	2006
						From: 95-751 SOUTH										
(750)	0.38	1500	G	97%	1%	0%	1%	0%	0%	F	0.104	F	0.558	1500	G	2006
						From: NCL Glade Spring										
<b>Washington County</b>																
(750)	1.44	1300	G	97%	1%	0%	1%	0%	0%	C	0.098	F	0.599	1300	G	2006
						From: NCL Glade Spring										
(750) Old Mill Rd	1.00	990	G	97%	1%	0%	1%	0%	0%	F	0.099	F	0.628	1000	G	2006
						From: 95-751 NORTH										
(750) Old Mill Rd	2.20	350	G	97%	1%	0%	1%	0%	0%	F	0.124	F	0.640	360	G	2006
						From: 95-748 SOUTH										
						To: 95-745										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(751)	0.72	70	R								NA			NA		04/27/2004
(751)	1.40	530	G	99%	0%	0%	1%	0%	0%	C	0.104	F	0.566	550	G	2006
(751)	1.00	580	R								NA			NA		04/27/2004
(751)	1.60	290	R								NA			NA		04/27/2004
(751)	1.71	350	R								NA			NA		04/27/2004
<b>Town of Glade Spring</b>																
(751)	0.49	410	R								NA			NA		04/27/2004
(752)	0.63	460	R								NA			NA		05/05/2004
<b>Washington County</b>																
(753)	1.50	40	R								NA			NA		04/27/2004
(753)	0.30	310	R								NA			NA		04/27/2004
(754)	1.40	350	R								NA			NA		1998
(755)	0.68	110	R								NA			NA		04/22/2004
(756)	0.10	40	R								NA			NA		04/22/2004
(757)	1.20	1400	R								NA			NA		1998
(758)	0.40	10	R								NA			NA		06/09/2004
(759)	0.15	70	R								NA			NA		06/16/2004
(759)	0.15	170	R								NA			NA		06/16/2004
(759)	0.80	240	R								NA			NA		06/16/2004
<b>Town of Glade Spring</b>																
(760)	0.10	120	R								NA			NA		05/05/2004
(760)	0.10	60	R								NA			NA		05/05/2004

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(761)	0.20	50	R								NA			NA		04/28/2004
(762)	2.52	690	G	98%	0%	1%	0%	0%	0%	C	0.112	F	0.697	720	G	2006
(762)	3.63	560	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.532	580	G	2006
(763)	0.30	60	R								NA			NA		11/08/2001
(764)	0.30	100	R								NA			NA		1998
(765)	1.00	40	R								NA			NA		05/19/2004
(766)	1.08	130	R								NA			NA		1998
(767)	1.00	560	R								NA			NA		05/05/2004
(768)	0.60	20	R								NA			NA		05/19/2004
(769)	0.30	80	R								NA			NA		1998
(770)	0.11	0	R								NA			NA		10/15/2001
(771)	0.15	46	R								NA			NA		06/11/2004
(772)	0.22	8	R								NA			NA		1998
(773)	0.21	140	R								NA			NA		06/09/2004
(774)	0.45	90	R								NA			NA		06/09/2004
(774)	1.30	90	R								NA			NA		06/09/2004
(775)	0.16	160	R								NA			NA		05/19/2004
(775)	0.04	720	R								NA			NA		05/19/2004
(775)	0.10	10	R								NA			NA		05/19/2004
(776)	0.22	100	R								NA			NA		06/09/2004

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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		1998	
(791)	0.40	230	R											NA		1998	
(792)	0.45	40	R											NA		05/19/2004	
(793)	1.05	250	R											NA		1998	
(794)	0.91	1900	R											NA		06/18/2004	
(795)	0.38	90	R											NA		1998	
(796)	0.25	70	R											NA		10/15/2001	
(797)	0.50	260	R											NA		11/13/2001	
(798)	3.64	160	R											NA		10/15/2001	
(799)	1.50	70	R											NA		11/08/2001	
(800)	0.19	100	R											NA		11/13/2001	
(801)	0.80	80	R											NA		06/09/2004	
(801)	0.10	110	R											NA		10/29/2001	
(802)	0.23	320	G	98%	0%	0%	1%	1%	0%	F	0.103	F	0.547	340	G	2006	
(802)	1.94	370	G	98%	0%	0%	1%	1%	0%	C	0.094	F	0.641	390	G	2006	
(802)	5.21	300	G	98%	0%	0%	1%	1%	0%	F	0.105	F	0.541	310	G	2006	
(802)	Mendota Rd	3.12	170	G	98%	0%	0%	1%	1%	0%	F	0.107	F	0.619	180	G	2006
(802)	Mendota Rd	2.09	170	G	98%	0%	0%	1%	1%	0%	F	0.088	F	0.629	170	G	2006
(802)	Mendota Rd	3.21	390	G	98%	0%	0%	1%	1%	0%	F	0.104	F	0.511	410	G	2006
(803)		4.20	1900	R										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		NA		10/25/2001
						To: SR 91										
(804)	1.80	130	R			From: 95-662						NA		NA		11/05/2001
						To: 95-645										
(805)	0.07	740	R			From: SR 80						NA		NA		1998
						To: 95-738										
(806)	0.55	90	R			From: 95-738						NA		NA		11/13/2001
						To: 95-738										
(807)	0.30	300	R			From: US 11						NA		NA		1998
						To: 95-1702										
(807)	0.12	60	R			From: Dead End						NA		NA		1998
						To: 95-647										
(808)	1.31	1300	R			From: 95-647						NA		NA		1998
						To: US 11										
(809)	0.60	60	R			From: 95-700						NA		NA		11/08/2001
						To: Dead End										
(810)	1.40	90	R			From: Dead End						NA		NA		06/16/2004
						To: 95-711										
(811)	0.60	100	R			From: 95-694						NA		NA		10/25/2001
						To: Dead End										
(812)	1.50	80	R			From: Dead End						NA		NA		10/15/2001
						To: 95-622										
(813)	0.60	120	R			From: 95-689						NA		NA		10/18/2001
						To: Dead End										
(814)	0.19	60	R			From: 95-795						NA		NA		10/22/2001
						To: Dead End										
(815)	0.70	70	R			From: 95-674						NA		NA		06/16/2004
						To: Dead End										
(816)	0.19	240	R			From: 95-609						NA		NA		11/13/2001
						To: Dead End										
(817)	0.15	10	R			From: 95-745						NA		NA		10/22/2001
						To: Dead End										
(818)	0.30	60	R			From: Dead End						NA		NA		06/18/2004
						To: SR 75										
(819)	0.50	40	R			From: 95-751						NA		NA		04/27/2004
						To: Dead End										
(820)	0.45	110	R			From: US 11						NA		NA		10/25/2001
						To: Dead End										

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						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	430	G	99%	0%	0%	0%	0%	0%	0%	C	0.092	F	0.634	440	G	2006
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: 95-866; Gap					NA		NA		1993
							To: 95-839; Gap									
(838)	0.06	30	R				From: 95-816; Gap					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: Dead End									
(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: 95-737									
(870)	0.73	70	R				From: Dead End					NA		NA		05/05/2004
							To: 95-605									
(871)	1.88	20	R				From: Dead End					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		10/18/2001
							To: 95-802									
(878)	0.41	70	R				From: US 58 SOUTH							NA		11/08/2001
							To: US 58 NORTH									
(879)	0.57	580	R				From: Dead End							NA		11/08/2001
							To: 95-609									
(880)	0.30	220	R				From: 95-633							NA		11/08/2001
							To: 95-640									
(881)	0.25	80	R				From: Dead End							NA		11/08/2001
							To: 95-700									
(882)	0.01	480	R				From: 95-869							NA		11/05/2001
							To: 95-645									
(883)	1.69	360	R				From: 95-611							NA		11/05/2001
							To: WCL Abingdon									
(884)	0.95	110	R				From: Dead End							NA		06/16/2004
							To: 95-674									
(885)	0.25	90	R				From: US 58							NA		04/22/2004
							To: Dead End									
(886)	0.70	70	R				From: 95-753							NA		04/27/2004
							To: Dead End									
(887)	0.20	130	R				From: Dead End							NA		11/13/2001
							To: 95-609									
(888)	0.25	60	R				From: 95-603							NA		04/22/2004
							To: Dead End									
(889)	0.15	30	R				From: 95-603							NA		04/22/2004
							To: Dead End									
(890)	0.12	60	R				From: US 58							NA		04/22/2004
							To: Dead End									
(891)	1.30	400	R				From: 95-633							NA		11/05/2001
							To: 95-684									
(892)	0.50	60	R				From: 95-684							NA		05/19/2004
							To: Dead End									
(894)	0.65	40	R				From: 95-751							NA		04/27/2004
							To: Dead End									
(895)	0.25	90	R				From: US 11							NA		11/08/2001
							To: Dead End									
(897)	0.18	130	R				From: 95-609							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			From: 95-684					NA		NA			05/19/2004
						To: Dead End										
(899)	0.85	47	R			From: Dead End					NA		NA			04/22/2004
						To: 95-600										
(900)	0.30	50	R			From: Dead End					NA		NA			06/16/2004
						To: Tennessee State Line										
(901)	0.76	510	R			From: 95-803					NA		NA			10/25/2001
						To: Dead End										
(902)	0.40	1200	R			From: 95-677					NA		NA			11/08/2001
						To: SR 75										
(903)	0.14	20	R			From: SR 75					NA		NA			11/08/2001
						To: Dead End										
(904)	0.10	410	R			From: 95-705					NA		NA			06/11/2004
						To: Dead End										
(905)	0.26	240	R			From: US 58					NA		NA			1995
						To: End Loop										
(905)	0.08	60	R			From: End Loop					NA		NA			1986
						To: Begin Loop										
(906)	0.40	90	R			From: Dead End					NA		NA			06/18/2004
						To: 95-676										
(907)	0.55	70	R			From: Dead End					NA		NA			06/16/2004
						To: 95-711										
(908)	0.13	20	R			From: 95-670					NA		NA			11/01/2001
						To: 95-670										
(909)	0.45	80	R			From: 95-659					NA		NA			11/05/2001
						To: Dead End										
(910)	0.25	70	R			From: Dead End					NA		NA			11/05/2001
(910)	0.20	70	R			From: 0.25 MN Dead End					NA		NA			11/05/2001
						To: US 19										
(911)	0.12	170	R			From: 95-665					NA		NA			1993
						To: SR 75; 95-670										
(920)	0.17	260	R			From: 95-901					NA		NA			10/25/2001
						To: US 11										
(923)	0.59	NA				From: Cul-de-Sac					NA		NA			
						To: 95-699										
(1010)	0.32	NA				From: Cul-de-Sac					NA		NA			
						To: FR-22										

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						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									
(1031)	0.13	NA					From: Cul-de-Sac					NA		NA		
							To: 95-647									
(1101)	0.15	280		R			From: US 58					NA		NA		10/15/2001
							To: 95-1102									
(1102)	0.07	70		R			From: 95-1101					NA		NA		10/15/2001
							To: Dead End									
(1106)	0.11	510		R			From: 95-1106					NA		NA		1995
							To: 95-1111									
(1106)	0.04	130		R			From: 95-1107					NA		NA		1986
							To: 95-1107									
(1106)	0.23	170		R			From: End Loop					NA		NA		1986
							To: End Loop									
(1106)	0.37	970		R			From: NCL Bristol					NA		NA		10/15/2001
							To: NCL Bristol									
(1107)	0.05	110		R			From: 95-1106					NA		NA		10/15/2001
							To: 95-1106									
(1108)	0.22	200		R			From: 95-633					NA		NA		10/15/2001
							To: 95-1109									
(1108)	0.44	140		R			From: End Loop					NA		NA		10/15/2001
							To: End Loop									
(1109)	0.10	60		R			From: Cul-de-Sac					NA		NA		10/15/2001
							To: 95-1108									
(1111)	0.06	500		R			From: 95-1106					NA		NA		10/15/2001
							To: 95-1112									
(1111)	0.07	210		R			From: 95-1113					NA		NA		10/15/2001
							To: 95-1113									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1112)	0.24	290	R			From: 95-1111						NA		NA		10/15/2001
(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										
(1203)	0.09	680	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: 95-1205										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Damascus</b>																
(1205)	0.05	140	R				From: 95-1204					NA		NA		11/01/2001
							To: 95-716									
(1206)	0.07	190	R				From: 95-716					NA		NA		11/01/2001
							To: 95-1221									
(1206)	0.07	80	R				From: 95-1221					NA		NA		11/01/2001
							To: 95-1207									
(1207)	0.05	80	R				From: 95-1206					NA		NA		11/01/2001
							To: US 58									
(1208)	0.14	130	R				From: 95-1209					NA		NA		11/01/2001
							To: US 58									
(1208)	0.15	320	R				From: US 58					NA		NA		11/01/2001
							To: 95-1217									
(1209)	0.06	90	R				From: 95-1208					NA		NA		11/01/2001
							To: US 58									
(1209)	0.09	70	R				From: US 58					NA		NA		11/01/2001
							To: Dead End									
(1210)	0.06	110	R				From: 95-716					NA		NA		11/01/2001
							To: Dead End									
(1211)	0.06	80	R				From: 95-716					NA		NA		11/01/2001
							To: Dead End									
(1212)	0.41	290	R				From: US 58					NA		NA		11/01/2001
							To: SCL Damascus									
<b>Washington County</b>																
(1212)	0.63	150	R				From: SCL Damascus					NA		NA		11/01/2001
							To: SR 91									
<b>Town of Damascus</b>																
(1213)	0.04	60	R				From: US 58					NA		NA		1993
							To: 95-1214									
(1214)	0.08	48	R				From: Dead End					NA		NA		1993
							To: 95-1213									
(1215)	0.06	70	R				From: 95-1208					NA		NA		1993
							To: US 58									
(1215)	0.06	120	R				From: US 58					NA		NA		1993
							To: ECL Damascus									
<b>Washington County</b>																
(1215)	0.33	NA					From: ECL Damascus					NA		NA		
							To: Dead End									
<b>Town of Damascus</b>																
(1216)	0.07	90	R				From: 95-1208					NA		NA		1993
							To: SR 91									
(1216)	0.07	80	R				From: SR 91					NA		NA		1993
							To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Damascus</b>																
(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	
(1219)	0.14	150	R				95-1220				NA		NA		1993	
(1220)	0.20	80	R				SR 91				NA		NA		1993	
(1221)	0.06	190	R				95-1206				NA		NA		1993	
(1221)	0.06	210	R				US 58				NA		NA		1993	
(1222)	0.05	10	R				Dead End				NA		NA		1993	
(1222)	0.07	330	R				95-1223				NA		NA		1993	
(1222)	0.07	160	R				95-716				NA		NA		1993	
(1223)	0.05	1200	R				Dead End				NA		NA		1993	
(1223)	0.06	1600	R				US 58				NA		NA		1993	
(1224)	0.14	190	R				95-1226				NA		NA		1993	
(1225)	0.17	160	R				95-1226				NA		NA		1993	
(1226)	0.07	80	R				95-1225				NA		NA		1993	
<b>Washington County</b>																
(1227)	0.51	140	R				95-706				NA		NA		1986	
(1230)	0.25	170	R				End Loop				NA		NA		1993	
(1235)	0.39	140	R				95-711				NA		NA		1986	
(1240)	0.47	230	R				Dead End				NA		NA		11/13/2001	
(1240)	0.40	120	R				95-708				NA		NA		1986	
(1240)	0.47	230	R				End Loop				NA		NA		11/13/2001	
(1240)	0.40	120	R				95-842				NA		NA		11/13/2001	
(1240)	0.40	120	R				95-1241				NA		NA		11/13/2001	
(1240)	0.40	120	R				Cul-de-Sac				NA		NA		11/13/2001	

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1241)	0.42	60	R			From: 95-1240								NA		11/13/2001
						To: Cul-de-Sac										
<b>Town of Glade Spring</b>																
(1301)	0.07	200	R			From: Bus SR 91								NA		1993
(1301)	0.23	220	R			From: 95-1313								NA		1993
						To: 95-1304										
(1302)	0.07	40	R			From: Bus SR 91								NA		1993
						To: Dead End										
(1303)	0.32	270	R			From: SR 91								NA		1993
(1303)	0.08	300	R			From: 95-1304								NA		1993
						To: Bus SR 91										
(1304)	0.03	120	R			From: Dead End								NA		1995
(1304)	0.10	150	R			From: 95-1301								NA		1993
						To: 95-1303										
(1305)	0.17	170	R			From: SR 91								NA		1993
(1305)	0.15	340	R			From: 95-1307								NA		1993
						To: Bus SR 91										
(1306)	0.06	180	R			From: 95-1307								NA		1993
(1306)	0.06	60	R			From: Bus SR 91								NA		1993
						To: Dead End										
(1307)	0.22	130	R			From: 95-1306								NA		1993
(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
(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
(1310)	0.06	160	R			From: 95-1311								NA		1993
(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										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Glade Spring</b>																
(1311)	0.18	190	R				From: 95-1310					NA		NA		1993
(1311)	0.03	200	R				From: 95-1308					NA		NA		1993
							To: 95-1307									
<b>Washington County</b>																
(1312)	0.69	1400	R				From: SR 91 SOUTH					NA		NA		11/13/2001
(1312)	0.38	570	R				From: FR-33					NA		NA		11/13/2001
(1312)	0.25	690	R				From: 95-1318					NA		NA		11/13/2001
							To: 95-1317; SCL Glade Spring									
<b>Town of Glade Spring</b>																
(1312)	0.23	1400	R				From: 95-1317; SCL Glade Spring					NA		NA		11/13/2001
							To: SR 91 NORTH									
(1313)	0.19	170	R				From: SR 91					NA		NA		1993
							To: 95-1301									
(1314)	0.09	90	R				From: Dead End					NA		NA		1993
							To: 95-1310									
<b>Washington County</b>																
(1315)	0.07	120	R				From: SR 91					NA		NA		11/13/2001
(1315)	0.12	70	R				From: 95-1316 SOUTH					NA		NA		11/13/2001
							To: 95-1316 NORTH									
(1316)	0.23	120	R				From: 95-1315 SOUTH					NA		NA		11/13/2001
(1316)	0.07	130	R				From: 95-1315 NORTH					NA		NA		11/13/2001
							To: SR 91; SCL Glade Spring									
<b>Town of Glade Spring</b>																
(1317)	0.14	60	R				From: 95-1312; SCL Glade Spring					NA		NA		11/13/2001
							To: Dead End									
<b>Washington County</b>																
(1318)	0.15	30	R				From: Dead End					NA		NA		11/13/2001
							To: 95-1312									
(1319)	0.23	20	R				From: Cul-de-Sac					NA		NA		1995
							To: 95-1316									
(1320)	0.31	110	R				From: SR 91 NORTH					NA		NA		1995
							To: SR 91 SOUTH									
<b>Town of Glade Spring</b>																
(1321)	0.53	NA					From: 95-1322					NA		NA		
							To: Bus SR 91									
(1322)	0.20	NA					From: 95-1321					NA		NA		
							To: Cul-de-Sac									



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Glade Spring</b>																
1323	0.12	50	R								NA			NA		1995
1324	0.19	NA									NA			NA		
<b>Washington County</b>																
1325	0.50	NA									NA			NA		
1401	0.17	120	R								NA			NA		11/08/2001
1402	0.30	120	R								NA			NA		11/08/2001
1405	0.37	70	R								NA			NA		1995
1407	0.34	NA									NA			NA		
1422	0.17	NA									NA			NA		
1423	0.17	NA									NA			NA		
1424	0.26	180	R								NA			NA		1998
1425	0.26	200	R								NA			NA		1998
1426	0.73	NA									NA			NA		
1427	0.10	NA									NA			NA		
1442	0.46	NA									NA			NA		
1445	0.18	130	R								NA			NA		11/08/2001
1446	0.31	80	R								NA			NA		11/08/2001
1450	0.07	980	R								NA			NA		1998
1450	0.07	690	R								NA			NA		1998
1450	0.19	450	R								NA			NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1450)	0.06	350	R				From: 95-1455					NA		NA		1998
(1450)	0.26	150	R				From: 95-1456					NA		NA		1998
							To: 95-1452									
(1451)	0.19	140	R				From: 95-1454					NA		NA		1998
							To: 95-1455									
(1452)	0.08	160	R				From: 95-1453					NA		NA		1998
							To: 95-1454									
(1452)	0.20	150	R				From: 95-1454					NA		NA		1998
							To: 95-1455									
(1452)	0.35	100	R				From: 95-1455					NA		NA		1998
							To: 95-1450									
(1452)	0.03	30	R				From: 95-1450					NA		NA		1998
							To: Dead End									
(1453)	0.12	240	R				From: 95-1452					NA		NA		1998
							To: 95-1450									
(1454)	0.06	70	R				From: 95-1452					NA		NA		1998
							To: 95-1451									
(1454)	0.06	180	R				From: 95-1451					NA		NA		1998
							To: 95-1450									
(1455)	0.06	48	R				From: 95-1452					NA		NA		1998
							To: 95-1451									
(1455)	0.06	90	R				From: 95-1451					NA		NA		1998
							To: 95-1450									
(1456)	0.18	190	R				From: 95-1450					NA		NA		1998
							To: 95-1452									
(1460)	0.21	120	R				From: 95-648					NA		NA		11/08/2001
							To: 95-1461									
(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									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1490)	0.12	270	R				From: 95-1491							NA		11/08/2001
(1490)	0.08	250	R				To: 95-1492							NA		11/08/2001
							To: Tennessee State Line									
(1491)	0.04	60	R				From: Cul-de-Sac							NA		11/08/2001
							To: 95-1490									
(1492)	0.05	70	R				From: Tennessee State Line							NA		11/08/2001
							To: 95-1490									
(1500)	0.28	90	R				From: SR 75							NA		11/08/2001
							To: Cul-de-Sac									
(1501)	0.06	460	R				From: 95-1502							NA		11/05/2001
(1501)	0.27	310	R				To: 95-1503							NA		11/05/2001
							To: US 19									
(1502)	0.28	420	R				From: 95-1505							NA		11/05/2001
(1502)	0.43	410	R				To: 95-1508							NA		11/05/2001
(1502)	0.18	450	R				To: 95-1504							NA		1986
(1502)	0.19	890	R				From: 95-1501							NA		1986
							To: US 19									
(1503)	0.54	410	R				From: 95-1505							NA		11/05/2001
(1503)	0.05	460	R				To: 95-1504							NA		11/05/2001
							To: 95-1501									
(1504)	0.16	230	R				From: 95-1502							NA		11/05/2001
							To: 95-1503									
(1505)	0.18	230	R				From: 95-1502							NA		11/05/2001
(1505)	0.07	80	R				To: 95-1503							NA		11/05/2001
							To: Dead End									
(1506)	0.11	30	R				From: US 58 ALT: NCL Abingdon							NA		11/05/2001
							To: Dead End									
(1507)	0.08	NA					From: 95-670; 95-1514							NA		
							To: 95-1509									
(1508)	0.06	710	R				From: 95-681							NA		11/05/2001
							To: 95-1502									
(1509)	0.14	NA					From: Cul-de-Sac							NA		
(1509)	0.13	NA					To: 95-1507							NA		
							To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1510)	0.41	100	R									NA		NA		11/05/2001
(1510)	0.11	310	R									NA		NA		11/05/2001
(1511)	0.19	390	R									NA		NA		11/05/2001
(1511)	0.86	420	R									NA		NA		11/05/2001
(1511)	0.16	810	R									NA		NA		11/05/2001
(1512)	0.25	NA										NA		NA		
(1513)	0.23	130	R									NA		NA		11/05/2001
(1514)	0.12	80	R									NA		NA		1998
(1514)	0.07	240	R									NA		NA		1998
(1515)	0.12	140	R									NA		NA		1998
(1516)	0.12	NA										NA		NA		
(1517)	0.33	NA										NA		NA		
(1517)	0.07	NA										NA		NA		
(1517)	0.68	NA										NA		NA		
(1518)	0.25	NA										NA		NA		
(1519)	0.28	120	R									NA		NA		11/05/2001
(1520)	0.19	140	R									NA		NA		11/05/2001
(1520)	0.07	490	R									NA		NA		11/05/2001
(1520)	0.07	510	R									NA		NA		11/05/2001
(1520)	0.09	750	R									NA		NA		11/05/2001
(1520)	0.18	830	R									NA		NA		11/05/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1521)	0.25	440	R				From: 95-678									11/05/2001
(1521)	0.07	450	R				To: 95-1543									11/05/2001
(1521)	0.07	560	R				From: 95-1542									11/05/2001
(1521)	0.07	810	R				To: 95-1525									11/05/2001
(1521)	0.08	1100	R				From: 95-1523									11/05/2001
(1521)	0.07	1200	R				To: 95-1519									11/05/2001
(1521)	0.07	1200	R				From: 95-1522									11/05/2001
(1522)	0.27	220	R				To: 95-647									11/05/2001
(1522)	0.27	220	R				From: 95-1521									11/05/2001
(1522)	0.27	220	R				To: 95-1520									11/05/2001
(1523)	0.43	220	R				From: Dead End									11/05/2001
(1523)	0.29	220	R				To: 95-1521									11/05/2001
(1523)	0.29	220	R				From: 95-1520									11/05/2001
(1524)	0.14	80	R				To: Dead End									11/05/2001
(1524)	0.14	80	R				From: 95-647									11/05/2001
(1525)	0.58	210	R				To: Begin Loop									11/05/2001
(1525)	0.22	430	R				From: End Loop									11/05/2001
(1525)	0.28	140	R				To: 95-1521									11/05/2001
(1525)	0.09	80	R				From: 95-1520									11/05/2001
(1525)	0.09	80	R				To: Dead End									11/05/2001
(1526)	0.48	130	R				From: Begin Loop									11/05/2001
(1526)	0.08	270	R				To: End Loop									11/05/2001
(1526)	0.08	270	R				From: 95-647									11/05/2001
(1527)	0.05	520	R				To: 95-645									11/05/2001
(1527)	0.21	350	R				From: 95-1528									11/05/2001
(1527)	0.07	370	R				To: 95-1530									11/05/2001
(1527)	0.07	370	R				From: 95-681									11/05/2001
(1528)	0.09	250	R				To: 95-1527									11/05/2001
(1528)	0.06	110	R				From: 95-1529									11/05/2001
(1528)	0.06	110	R				To: 95-1531									11/05/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
1529	0.19	100	R				95-1528				NA			NA		11/05/2001
							95-1530									
1530	0.10	110	R				95-1527				NA			NA		11/05/2001
							95-1529									
1530	0.06	130	R				95-1531				NA			NA		11/05/2001
							95-1528									
1531	0.19	110	R				95-1530				NA			NA		11/05/2001
							95-681; 95-9864									
1531	0.07	150	R								NA			NA		11/05/2001
							95-1534									
1532	0.17	NA					95-681				NA			NA		
							US 19									
1533	0.05	470	R				95-766				NA			NA		11/05/2001
							Cul-de-Sac									
1534	0.19	NA					Cul-de-Sac				NA			NA		
							95-647									
1535	0.24	330	R				95-1536				NA			NA		11/05/2001
							95-1535									
1536	0.43	330	R				95-1538				NA			NA		11/05/2001
							Dead End									
1536	0.18	150	R								NA			NA		1995
							95-1536									
1538	0.24	280	R				Cul-de-Sac				NA			NA		1995
							95-1538 SOUTH									
1539	0.29	45	R				95-1538 NORTH				NA			NA		1995
							95-1541									
1540	0.08	90	R				95-678				NA			NA		11/05/2001
							Cul-de-Sac									
1541	0.14	90	R				95-1540				NA			NA		11/05/2001
							95-1521									
1542	0.12	47	R				Cul-de-Sac				NA			NA		11/05/2001
							95-1521									
1543	0.30	60	R				95-1520				NA			NA		11/05/2001
							95-1546									
1544	0.45	110	R				95-1545				NA			NA		11/05/2001
							95-647									
1544	0.18	260	R				95-1544				NA			NA		11/05/2001
							Cul-de-Sac									
1545	0.23	120	R								NA			NA		11/05/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
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										
1553	0.08	NA				From: 95-645					NA			NA		
						To: 95-1554										
1554	0.17	NA				From: Cul-de-Sac					NA			NA		
						To: Cul-de-Sac										
1555	0.40	400	R			From: US 19					NA			NA		11/05/2001
						To: 95-848										
1556	0.24	260	R			From: Cul-de-Sac					NA			NA		11/05/2001
						To: 95-1555										
1557	0.08	100	R			From: Cul-de-Sac					NA			NA		11/05/2001
						To: 95-1555										
1558	0.15	NA				From: Dead End					NA			NA		
						To: 95-681										
1559	0.17	NA				From: 95-702					NA			NA		
						To: Cul-de-Sac										
1560	0.44	70	R			From: 95-1502					NA			NA		11/05/2001
						To: 95-1505										
1561	0.04	60	R			From: Cul-de-Sac					NA			NA		11/05/2001
						To: 95-1560										
1570	0.30	NA				From: SR 75					NA			NA		
						To: Cul-de-Sac										
1571	0.09	NA				From: 95-1570					NA			NA		
						To: Cul-de-Sac										
1575	0.11	NA				From: 95-678					NA			NA		
						To: 95-1543										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1576)	0.07	NA												NA		
(1577)	0.05	NA												NA		
(1700)	0.12	120	R											NA		1995
(1701)	0.11	460	R											NA		10/15/2001
(1701)	0.09	390	R											NA		10/15/2001
(1701)	0.07	240	R											NA		10/15/2001
(1702)	0.15	170	R											NA		10/15/2001
(1702)	0.17	140	R											NA		10/15/2001
(1703)	0.13	120	R											NA		10/15/2001
(1703)	0.10	110	R											NA		10/15/2001
(1704)	0.06	190	R											NA		10/15/2001
(1704)	0.10	110	R											NA		10/15/2001
(1704)	0.15	120	R											NA		10/15/2001
(1705)	0.07	220	R											NA		10/15/2001
(1705)	0.20	280	R											NA		10/15/2001
(1706)	0.15	50	R											NA		10/15/2001
(1706)	0.09	120	R											NA		10/15/2001
(1706)	0.03	30	R											NA		10/15/2001
(1707)	0.11	60	R											NA		10/25/2001
(1707)	0.08	80	R											NA		10/15/2001
(1707)	0.02	180	R											NA		10/15/2001
(1707)	0.05	230	R											NA		10/15/2001



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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(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									
(1712)	0.07	730	R				From: 95-1730 EAST							NA		1986
							To: 95-1732									
(1712)	0.07	290	R				From: 95-1732							NA		1986
							To: 95-1736 WEST									
(1712)	0.04	190	R				From: 95-1736 WEST							NA		1986
							To: 95-1732 WEST									
(1712)	0.08	220	R				From: 95-1732 WEST							NA		1986
							To: 95-1736 EAST									
(1712)	0.08	270	R				From: 95-1736 EAST							NA		1986
							To: 95-1732 EAST									
(1713)	0.21	210	R				From: 95-1712 SOUTH							NA		10/15/2001
							To: 95-1730									
(1713)	0.28	120	R				From: 95-1730							NA		10/15/2001
							To: 95-1735									
(1713)	0.11	320	R				From: 95-1735							NA		10/15/2001
							To: 95-1714									
(1713)	0.08	560	R				From: 95-1714							NA		10/15/2001
							To: 95-1712 NORTH									
(1714)	0.05	60	R				From: 95-1713							NA		10/15/2001
							To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail								
<b>Washington County</b>																	
(1715)	0.13	1200	R											NA		10/15/2001	
(1715)	0.07	860	R											NA		10/15/2001	
(1716)	0.05	660	R											NA		10/15/2001	
(1716)	0.10	250	R											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	2006
(1717)	Industrial Park Rd	0.80	3000	G	92%	0%	1%	2%	4%	0%	F	0.126	F	0.615	3300	G	2006
(1717)	Industrial Park Rd	1.07	2000	G	92%	0%	1%	2%	4%	0%	F	0.106	F	0.683	2200	G	2006
(1717)	Industrial Park Rd	0.01	1500	G	92%	0%	1%	2%	4%	0%	F	0.121	F	0.670	1600	G	2006
(1717)	Industrial Park Rd	0.25	1500	G	92%	0%	1%	2%	4%	0%	F	0.109	F	0.747	1600	G	2006
(1718)		0.62	1900	R										NA		1993	
(1718)		0.22	850	R										NA		1993	
(1719)		0.16	150	R										NA		1993	
(1720)		0.17	170	R										NA		10/15/2001	
(1721)		0.11	100	R										NA		10/15/2001	
(1722)		0.17	120	R										NA		10/15/2001	
(1723)		0.25	460	R										NA		10/15/2001	
(1724)		0.07	120	R										NA		10/15/2001	
(1724)		0.08	20	R										NA		10/15/2001	
(1725)		0.05	40	R										NA		10/15/2001	
(1725)		0.15	80	R										NA		10/15/2001	
(1726)		0.07	200	R										NA		10/15/2001	

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1727)	0.10	80	R											NA		10/15/2001
(1727)	0.10	100	R											NA		10/15/2001
(1728)	0.04	2100	R											NA		1993
(1728)	0.41	1800	R											NA		1993
(1729)	0.20	310	R											NA		10/15/2001
(1729)	0.45	520	R											NA		10/15/2001
(1730)	0.07	90	R											NA		10/15/2001
(1730)	0.28	70	R											NA		10/15/2001
(1730)	0.07	190	R											NA		10/15/2001
(1730)	0.14	220	R											NA		10/15/2001
(1731)	0.40	240	R											NA		10/15/2001
(1732)	0.42	170	R											NA		10/15/2001
(1732)	0.21	180	R											NA		10/15/2001
(1732)	0.38	260	R											NA		10/15/2001
(1733)	0.05	40	R											NA		10/15/2001
(1734)	0.05	50	R											NA		10/15/2001
(1735)	0.06	250	R											NA		10/15/2001
(1736)	0.07	60	R											NA		10/15/2001
(1736)	0.14	110	R											NA		10/15/2001
(1737)	0.06	30	R											NA		10/15/2001
(1738)	0.07	49	R											NA		10/15/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1739)	0.07	130	R											NA		10/15/2001
(1740)	0.25	420	R											NA		10/15/2001
(1741)	0.08	100	R											NA		1995
(1741)	0.01	140	R											NA		10/02/2001
(1741)	0.34	70	R											NA		10/02/2001
(1741)	0.07	60	R											NA		10/02/2001
(1741)	0.08	270	R											NA		1995
(1741)	0.28	160	R											NA		10/02/2001
(1741)	0.15	260	R											NA		10/02/2001
(1742)	0.16	70	R											NA		10/02/2001
(1742)	0.06	50	R											NA		10/02/2001
(1743)	0.23	40	R											NA		10/02/2001
(1744)	0.05	NA												NA		
(1745)	0.26	NA												NA		
(1745)	0.22	NA												NA		
(1746)	0.12	110	R											NA		10/15/2001
(1747)	0.08	40	R											NA		10/02/2001
(1748)	0.21	90	R											NA		10/02/2001
(1750)	0.05	390	R											NA		1995
(1751)	0.05	110	R											NA		1995
(1751)	0.45	110	R											NA		1995

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(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										
(1782)	0.77	240	R			From: 95-645					NA			NA		1995
						To: 95-1780										
(1801)	0.08	210	R			From: 95-1802					NA			NA		11/08/2001
						To: US 11										
(1802)	0.08	60	R			From: Dead End					NA			NA		11/18/2001
(1802)	0.11	80	R			To: 95-1801					NA			NA		11/08/2001
						To: Dead End										
(1805)	0.38	200	R			From: Begin Loop					NA			NA		11/08/2001
(1805)	0.10	240	R			To: End Loop					NA			NA		11/08/2001
						To: 95-677										
(1810)	0.06	50	R			From: Dead End					NA			NA		11/08/2001
(1810)	0.25	160	R			To: 95-1815					NA			NA		11/08/2001
						To: 95-677										
(1811)	0.28	90	R			From: Cul-de-Sac					NA			NA		11/08/2001
						To: 95-677										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Washington County</b>																
(1812)	0.20	60	R											NA		11/08/2001
(1815)	0.07	150	R											NA		11/08/2001
(1815)	0.07	150	R											NA		11/08/2001
(1815)	0.06	150	R											NA		11/08/2001
(1815)	0.06	170	R											NA		11/08/2001
(1815)	0.10	200	R											NA		11/08/2001
(1815)	0.24	320	R											NA		11/08/2001
(1816)	0.09	60	R											NA		11/08/2001
(1816)	0.20	80	R											NA		11/08/2001
(1817)	0.07	100	R											NA		11/08/2001
(1817)	0.07	230	R											NA		11/08/2001
(1817)	0.11	240	R											NA		11/08/2001
(1818)	0.11	80	R											NA		11/08/2001
(1819)	0.10	100	R											NA		11/08/2001
(9408)	0.15	370	R											NA		1993
(9409)	0.10	380	R											NA		1993
(9410)	0.15	250	R											NA		1993
(9411)	0.15	420	R											NA		1993
(9415)	0.14	510	R											NA		1993
(9416)	0.30	300	R											NA		1993
(9680)	0.20	270	R											NA		1993

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						2Axle	3+Axle	1Trail	2Trail								
<b>Washington County</b>																	
(9681)	0.10	70	R								NA		NA			1986	
(9683)	0.10	100	R								NA		NA			1986	
(9767)	0.10	350	R								NA		NA			1993	
(9767)	0.10	980	R								NA		NA			1993	
(9767)	0.40	980	R								NA		NA			1993	
(9768)	0.13	420	R								NA		NA			1993	
(9863)	0.15	560	R								NA		NA			1993	
(9864)	0.17	350	R								NA		NA			1993	
(9865)	0.13	320	R								NA		NA			1993	
<b>Town of Glade Spring</b>																	
(9919)	0.25	600	R								NA		NA			1993	
<b>City of Bristol</b>																	
(1 <sub>102</sub> )	Benham Rd	0.03	4700	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.647	5100	G	2006
(2 <sub>102</sub> )	Goodson St	0.36	3600	G	97%	0%	1%	1%	1%	0%	C	0.098	F	0.607	3900	G	2006
(3 <sub>102</sub> )		2.36	NA								NA		NA				
(4 <sub>102</sub> )		0.56	NA								NA		NA				
(5 <sub>102</sub> )	Commonwealth Ave Ext	0.33	4100	G	97%	0%	1%	0%	1%	0%	C	0.086	F	0.572	4500	G	2006
(6 <sub>102</sub> )	Glenway Ave	0.42	4000	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.566	4300	G	2006
(8 <sub>102</sub> )	Pittstown Rd	0.45	3800	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.619	4200	G	2006
(9 <sub>102</sub> )	Randolph Ave	0.22	3600	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.562	4000	G	2006
(9 <sub>102</sub> )	Randolph Ave	0.51	4800	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.552	5200	G	2006

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(10) 107 Rhode Island Rd	0.35	1300	G	99%	0%	1%	0%	0%	0%	C	0.1	F	0.517	1500	G	2006
						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	2006
						From: Randolph Ave										
						To: Commonwealth Ave										
(12) 107 Texas St	0.49	2000	G	97%	1%	1%	0%	1%	0%	C	0.114	F	0.529	2100	G	2006
						From: Rhode Island Ave										
						To: E Valley Dr										
(13) 107 Vance St	0.13	2800	G	99%	0%	1%	0%	0%	0%	C	0.09	F	0.578	3100	G	2006
						From: US 11 Euclid Ave										
						To: Randolph Ave										
(13) 102 Vance St	0.44	NA									NA			NA		
						From: 102-4										
						To: 102-4										
(14) 102	0.58	NA									NA			NA		
						From: US 421										
						To: 102-13										
(15) 107	0.23	NA									NA			NA		
						From: SR 113 Piedmont Ave										
						To: Truck US 11										
(3300) 102 State St	0.55	16000	G	98%	0%	1%	0%	1%	0%	C	0.084	F	0.520	17000	G	2006
						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	2006
						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	2006
						From: Edgemont Ave										
						To: Edgemont Ave										
(3301) 102 Bob Morrison Blvd	0.45	3600	G	98%	0%	1%	0%	1%	0%	C	0.094	F	0.549	3900	G	2006
						From: W State St										
						To: US 11 W Euclid Ave										
(3305) 102 Piedmont Ave	0.05	4000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.571	4400	G	2006
						From: 102-3300; State Street										
						To: US 421 Gap Terminus										
(3305) 102 Piedmont Ave	0.15	2300	G	99%	0%	1%	0%	0%	0%	C	0.099	F	0.656	2500	G	2006
						From: Oakview Ave										
						To: W Mary St										
(3305) 102 Piedmont Ave	0.15	4400	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.516	4900	G	2006
						From: Mary St										
						To: Euclid Ave US 11										
(3307) 102 Moore St	0.41	800	G	99%	0%	0%	0%	0%	0%	C	0.114	F		870	G	2006
						From: US 421										
						To: Cumberland St										
(3307) 102 Moore St	0.43	1600	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.549	1700	G	2006
						From: Mary St										
						To: Oakview St										
(3308) 102 Fairview St	0.27	3000	G	95%	0%	2%	2%	1%	0%	F	0.095	F	0.644	3300	G	2006
						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	2006
						From: Texas Ave										
						To: Texas Ave										
(3308) 102 Massachusetts Ave	0.15	1800	N	95%	0%	2%	2%	1%	0%	N	0.094	N	0.544	2000	N	2006
						From: Hillside Ave										
						To: Hillside Ave										
(3308) 102 Kings Mill Pike	0.46	4000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.532	4400	G	2006
						From: E Valley Dr										
						To: Valley Dr										
(3308) 102 Kings Mill Pike	1.12	6300	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.557	6900	G	2006
						From: Valley Dr										
						To: Old Airport Rd										



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
3308 102 Kings Mill Rd	0.36	7400	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.678	8100	G	2006
						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	2006
						From: Piedmont Ave										
						To: US 11 Lee Highway										
3312 102 E Valley Dr	0.56	6300	G	98%	0%	1%	1%	0%	0%	F	0.107	F	0.549	6900	G	2006
						From: Old Abingdon Pike										
						To: Kingsmill Pike										
3314 102 Island Road	2.01	2800	G	98%	1%	1%	0%	1%	0%	F	0.1	F	0.583	3000	G	2006
						From: NCL Bristol; 102-1 Pittston Rd										
						To: 102-3319 Wallace Pike										
3314 102 Island Rd	0.31	3600	G	98%	1%	1%	0%	1%	0%	C	0.102	F	0.575	4000	G	2006
						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	2006
						From: 102-3308 King Mill Rd										
						To: Bonham Rd										
3318 102 Old Airport Rd	0.98	8900	G	95%	0%	1%	1%	2%	1%	C	0.094	F	0.547	9800	G	2006
						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	2006
						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	3600	G	2006
						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	2006
						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	2006
						From: W State St										
						To: US 11 Euclid Ave										
3325 102 Piedmont Ave	0.30	NA									NA			NA		
						From: US 11 Euclid Ave										
						To: 102-6 Glenway Ave										
3325 102 Piedmont Ave	0.16	1700	G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.568	1900	G	2006
						From: 102-3312 Valley Dr										
						To: Piedmont Ave										
3326 102 W Mary St	0.45	3100	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.503	3300	G	2006
						From: Randall St										
						To: Fairview St										
3328 102 Bonham Rd	0.32	7100	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.54	7800	G	2006
						From: Old Airport Rd										
						To: I-81										
3328 102 Bonham Rd	0.45	9000	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.518	9900	G	2006
						From: I-81										
						To: US 11 Lee Highway										
<b>Town of Abingdon</b>																
1 140	0.63	NA									NA			NA		
						From: SR 140 Jonesboro Rd										
						To: Faculty Parking										

Virginia Department of Transportation  
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2006  
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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year					
						2Axle	3+Axle	1Trail	2Trail												
<b>Town of Abingdon</b>																					
② 140	0.10	NA	From: 140-1													NA	NA				
			To: Virginia Highlands Community College Parking Lot																		
③ 140	1.07	NA	From: WCL Abingdon													NA	NA				
			To: US 11 Main St																		
④ 140	0.19	NA	From: US 11 Main St													NA	NA				
			To: STANLEY STREET																		
⑥ 140	Court St	0.08	NA	From: 140-3003 Valley St													NA	NA			
				To: US 11 Main St																	
③002 140	Cummings St	0.08	6100	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.578	6700	G	2006				
																		From: US 11			
③003 140	Valley St	0.72	10000	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.539	11000	G	2006				
																		From: Russell Rd; ALT 58			
③003 140	Valley St	0.14	7400	G	99%	0%	0%	0%	0%	0%	F	0.100	F	0.614	8100	G	2006				
																		From: Court St			
③004 140	Tanner St	0.08	1500	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.527	1600	G	2006				
																		From: US 11 Main St			
③004 140	Whites Mill Rd	0.87	3000	G	98%	0%	1%	0%	0%	0%	C	0.091	F	0.599	3300	G	2006				
																		From: Valley St			
③005 140	Hillman Hwy	1.35	3900	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.578	4300	G	2006				
																		From: Whites Mill Rd			
③006 140	Tunnel Street	0.08	1700	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.692	1900	G	2006				
																		From: US 11			
<b>Washington County</b>																					
US 11	NA	From: Sugar Hollow Rd													NA	NA					
		To: Battle Hill Dr																			
US 11	NA	From: SR 310													NA	NA					
		To: Bordwine Rd																			
<b>City of Bristol</b>																					
Chester St	350	G	From: Glenway Ave													0.126	F	0.576	380	G	2006
			To: Arlington Ave																		
Cheyenne Rd	150	G	From: Shawnee Rd													0.138	F	0.522	160	G	2006
			To: Sherwood Dr																		
Daniel St	370	G	From: Newton St													0.149	F	0.861	400	G	2006
			To: Tennessee State Line																		
Jefferson Dr	390	G	From: Cherry Lane													0.135	F	0.689	430	G	2006
			To: Cedar Lane																		
Lester St	680	G	From: Moore St													0.088	F	0.596	750	G	2006
			To: Russell St																		
Pearl St	90	G	From: Prospect Ave													0.128	F	0.52	100	G	2006
			To: Arlington Ave																		

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
Poplar St		70	G							0.253	F	0.59	80	G	2006	
Spring Branch Rd		40	G							0.31	F	0.516	49	G	2006	
<b>Town of Abingdon</b>																
Augusta Dr		440	G							0.099	F	0.536	480	G	2006	
Bradley St		1500	G							0.103	F	0.641	1600	G	2006	
Fairway Dr		510	G							0.107	F	0.588	560	G	2006	
Oak Hill St		380	G							0.115	F	0.588	420	G	2006	