

**2002**

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

where available

**Jurisdiction Report**

**86**

Smyth County  
Town of Marion  
Town of Chilhowie  
Town of Saltville

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

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

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

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

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

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

## **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

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

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

**QC:** Quality of Classification Data:

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

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

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

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - 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  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Smyth Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Smyth County</b>																	
11	0.04	2700	G	From: Washington County Line						F	0.114	F	0.603	2700	G	2002	
				To: WCL Chilhowie													
<b>Town of Chilhowie</b>																	
11	1.13	2700	N	From: WCL Chilhowie						N	0.114	N	0.603	2700	N	2002	
				To: SR 107 Chilhowie													
11	1.51	7200	G	From: SR 107 Chilhowie						F	0.102	F	0.617	7300	G	2002	
				To: ECL Chilhowie													
<b>Smyth County</b>																	
11	2.80	7200	N	From: ECL Chilhowie						N	0.102	N	0.617	7300	N	2002	
				To: 86-645													
11	4.32	3200	G	From: 86-645						F	0.09	F	0.537	3300	G	2002	
				To: Rt F007													
11	0.66	11000	G	From: Rt F007						F	0.088	F	0.643	11000	G	2002	
				To: WCL Marion													
<b>Town of Marion</b>																	
11	S Main St	0.52	9900	G	From: WCL Marion						C	0.089	F	0.615	10000	G	2002
					To: Greenway Ave												
11	S Main St	0.40	10000	G	From: Greenway Ave						F	0.087	F	0.604	10000	G	2002
					To: Anderson St												
11	Main St	0.41	11000	G	From: Anderson St						F	0.081	F	0.511	11000	G	2002
					To: SR 16												
11	Main St	1.19	19000	G	From: SR 16						C	0.085	F	0.501	20000	G	2002
					To: SR 16 Commerce St												
11	E Main St	0.20	18000	G	From: SR 16 Commerce St						F	0.082	F	0.523	19000	G	2002
					To: N Main St												
11	Main St	0.04	23000	G	From: N Main St						F	0.088	F	0.538	24000	G	2002
					To: Pendleton St												
11	Main St	0.13	18000	G	From: Pendleton St						F	0.084	F	0.502	19000	G	2002
					To: Staley St												
11	Main St	0.07	14000	G	From: Staley St						F	0.089	F	0.583	15000	G	2002
					To: Park St												
11	N Main St	0.41	11000	G	From: Park St						C	0.098	F	0.51	12000	G	2002
					To: Keller St												
<b>Smyth County</b>																	
11	3.18	6900	G	From: ECL Marion						F	0.105	F	0.624	7000	G	2002	
				To: 86-622 Atkins													
11	3.97	3900	G	From: 86-622 Atkins						F	0.095	F	0.584	3900	G	2002	
				To: 86-683													
11	2.65	2900	G	From: 86-683						F	0.088	F	0.622	3000	G	2002	
				To: Wythe County Line													
<b>Town of Grayson</b>																	
16	4.48	1500	G	From: Grayson County Line						F	0.087	F	0.621	1500	G	2002	
				To: 86-676													
16	1.38	1600	G	From: 86-676						F	0.081	F	0.594	1600	G	2002	
				To: 86-601 Sugar Grove													
16	9.25	3000	G	From: 86-601 Sugar Grove						F	0.080	F	0.659	3100	G	2002	
				To: SCL Marion													

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Marion</b>																	
16	S Commerce Street	0.05	9000	G	89%	2%	4%	1%	3%	0%	F	0.091	F	0.582	9300	G	2002
						From: I-81											
						To: SR 217											
16	S Commerce Street	0.68	9100	G	89%	2%	4%	1%	3%	0%	F	0.091	F	0.521	9500	G	2002
						From: SR 217											
						To: US 11 Main St											
16	11 Main St	1.19	19000	G	97%	0%	1%	1%	1%	0%	C	0.085	F	0.501	20000	G	2002
						From: US 11 Main St											
						To: US 11 Main St											
16	Park Blvd	1.27	4400	G	98%	0%	1%	0%	0%	0%	C	0.091	F	0.594	4600	G	2002
						From: US 11 Main St											
						To: NCL Marion											
<b>Smyth County</b>																	
16		0.59	2200	G	98%	0%	1%	0%	1%	0%	F	0.081	F	0.7	2200	G	2002
						From: NCL Marion											
						To: 86-617 North of Marion											
16		1.93	1400	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.675	1500	G	2002
						From: 86-617 North of Marion											
						To: SR 348 Hungry Mother State Pk											
16		9.43	610	G	96%	0%	1%	1%	2%	0%	F	0.098	F	0.754	620	G	2002
						From: SR 348 Hungry Mother State Pk											
						To: S SR 42											
16		0.32	570	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.658	580	G	2002
						From: S SR 42											
						To: N SR 42											
16		2.96	190	G	96%	0%	1%	1%	2%	0%	F	0.111	F	0.609	190	G	2002
						From: N SR 42											
						To: Tazewell County Line											
42		2.91	770	G	95%	1%	1%	2%	1%	0%	F	0.150	F	0.5	780	G	2002
						From: SR 91 Broadford											
						To: 86-630											
42		6.68	370	G	95%	1%	1%	2%	1%	0%	F	0.090	F	0.636	380	G	2002
						From: 86-630											
						To: SR 16 West Intersection											
42	16	0.32	570	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.658	580	G	2002
						From: SR 16 West Intersection											
						To: SR 16 East Intersection											
42		8.29	240	G	94%	0%	1%	1%	4%	0%	F	0.121	F	0.639	240	G	2002
						From: SR 16 East Intersection											
						To: Bland County Line											
North 81		0.94	14000	G	74%	1%	2%	1%	22%	1%	F	0.069	F		14000	G	2002
						From: Washington County Line											
						To: SCL Chilhowie											
Combined Traffic:			32000	G	75%	1%	2%	1%	20%	1%	F	0.069	F		32000	G	
<b>Town of Chilhowie</b>																	
North 81		0.11	14000	G	74%	1%	2%	1%	22%	1%	F	0.069	F		14000	G	2002
						From: SCL Chilhowie											
						To: SR 107											
Combined Traffic:			32000	G	75%	1%	2%	1%	20%	1%	F	0.069	F		32000	G	
<b>Smyth County</b>																	
North 81		3.44	15000	G	74%	1%	2%	1%	22%	1%	F	0.074	F		16000	G	2002
						From: NCL Chilhowie											
						To: US 11; 86-645											
Combined Traffic:			31000	G	75%	1%	2%	1%	20%	1%	F	0.074	F		31000	G	
North 81		4.07	15000	G	74%	1%	2%	1%	22%	1%	F	0.07	F		15000	G	2002
						From: US 11; 86-645											
						To: US 11											
Combined Traffic:			31000	G	75%	1%	2%	1%	20%	1%	F	0.07	F		32000	G	
North 81		1.03	14000	G	74%	1%	2%	1%	22%	1%	F	0.069	F		14000	G	2002
						From: US 11											
						To: 86-730											
Combined Traffic:			29000	G	75%	1%	2%	1%	20%	1%	F	0.069	F		30000	G	



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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Smyth County</b>																	
North 81						From: 86-730											
	0.69	15000	G	74%	1%	2%	1%	22%	1%	F	0.068	F		15000	G	2002	
	Combined Traffic:		30000	G	75%	1%	2%	1%	20%	1%	F	0.068	F	31000	G		
						To: WCL Marion											
<b>Town of Marion</b>																	
North 81						From: WCL Marion											
	0.22	15000	G	74%	1%	2%	1%	22%	1%	F	0.068	F		15000	G	2002	
	Combined Traffic:		30000	G	75%	1%	2%	1%	20%	1%	F	0.068	F	31000	G		
						To: ECL Marion											
<b>Smyth County</b>																	
North 81						From: ECL Marion											
	0.28	15000	G	74%	1%	2%	1%	22%	1%	F	0.068	F		15000	G	2002	
	Combined Traffic:		30000	G	75%	1%	2%	1%	20%	1%	F	0.068	F	31000	G		
						To: SCL Marion											
<b>Town of Marion</b>																	
North 81						From: SCL Marion											
	0.27	15000	G	74%	1%	2%	1%	22%	1%	F	0.068	F		15000	G	2002	
	Combined Traffic:		30000	G	75%	1%	2%	1%	20%	1%	F	0.068	F	31000	G		
						To: SR 16											
North 81						From: SR 16											
	0.68	14000	G	74%	1%	2%	1%	22%	1%	F	0.07	F		15000	G	2002	
	Combined Traffic:		31000	G	75%	1%	2%	1%	20%	1%	F	0.07	F	32000	G		
						To: NCL Marion											
<b>Smyth County</b>																	
North 81						From: NCL Marion											
	1.41	14000	G	74%	1%	2%	1%	22%	1%	F	0.07	F		15000	G	2002	
	Combined Traffic:		31000	G	75%	1%	2%	1%	20%	1%	F	0.07	F	32000	G		
						To: RT F-10											
North 81						From: RT F-10											
	2.99	14000	G	74%	1%	2%	1%	22%	1%	F	0.071	F		14000	G	2002	
	Combined Traffic:		28000	G	75%	1%	2%	1%	20%	1%	F	0.071	F	28000	G		
						To: 86-622											
North 81						From: 86-622											
	3.98	14000	G	74%	1%	2%	1%	22%	1%	F	0.069	F		14000	G	2002	
	Combined Traffic:		27000	G	75%	1%	2%	1%	20%	1%	F	0.069	F	28000	G		
						To: 86-683											
North 81						From: 86-683											
	2.80	12000	G	74%	1%	2%	1%	22%	1%	F	0.07	F		13000	G	2002	
	Combined Traffic:		24000	G	75%	1%	2%	1%	20%	1%	F	0.071	F	0.507	25000	G	
						To: Wythe County Line											
South 81						From: Washington County Line											
	0.92	17000	G	77%	1%	2%	1%	19%	1%	F	0.069	F		18000	G	2002	
	Combined Traffic:		32000	G	75%	1%	2%	1%	20%	1%	F	0.069	F	32000	G		
						To: SCL Chilhowie											
<b>Town of Chilhowie</b>																	
South 81						From: SCL Chilhowie											
	0.37	17000	G	77%	1%	2%	1%	19%	1%	F	0.069	F		18000	G	2002	
	Combined Traffic:		32000	G	75%	1%	2%	1%	20%	1%	F	0.069	F	32000	G		
						To: SR 107											
South 81						From: SR 107											
	0.15	15000	G	77%	1%	2%	1%	19%	1%	F	0.077	F		15000	G	2002	
	Combined Traffic:		31000	G	75%	1%	2%	1%	20%	1%	F	NA		31000	G		
						To: NCL Chilhowie											
<b>Smyth County</b>																	
South 81						From: NCL Chilhowie											
	3.72	15000	G	77%	1%	2%	1%	19%	1%	F	0.077	F		15000	G	2002	
	Combined Traffic:		31000	G	75%	1%	2%	1%	20%	1%	F	0.074	F	31000	G		
						To: US 11 S											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
South 81	3.80	16000	G	77%	1%	US 11 S				F	0.082	F		16000	G	2002
	Combined Traffic:	31000	G	75%	1%	2%	1%	19%	1%	F	NA			32000	G	
South 81	1.01	15000	G	77%	1%	US 11 N				F	0.069	F		15000	G	2002
	Combined Traffic:	29000	G	75%	1%	2%	1%	20%	1%	F	NA			30000	G	
South 81	0.66	16000	G	77%	1%	86-730				F	0.083	F		16000	G	2002
	Combined Traffic:	30000	G	75%	1%	2%	1%	20%	1%	F	NA			31000	G	
<b>Town of Marion</b>																
South 81	0.22	16000	G	77%	1%	WCL Marion				F	0.083	F		16000	G	2002
	Combined Traffic:	30000	G	75%	1%	2%	1%	20%	1%	F	0.068	F		31000	G	
<b>Smyth County</b>																
South 81	0.05	16000	G	77%	1%	ECL Marion				F	0.083	F		16000	G	2002
	Combined Traffic:	30000	G	75%	1%	2%	1%	20%	1%	F	0.068	F		31000	G	
<b>Town of Marion</b>																
South 81	0.90	16000	G	77%	1%	SCL Marion				F	0.083	F		16000	G	2002
	Combined Traffic:	30000	G	75%	1%	2%	1%	20%	1%	F	0.068	F		31000	G	
South 81	0.37	17000	G	77%	1%	SR 16				F	0.075	F		17000	G	2002
	Combined Traffic:	31000	G	75%	1%	2%	1%	20%	1%	F	NA			32000	G	
<b>Smyth County</b>																
South 81	1.90	17000	G	77%	1%	NCL Marion				F	0.075	F		17000	G	2002
	Combined Traffic:	31000	G	75%	1%	2%	1%	20%	1%	F	0.07	F		32000	G	
South 81	2.64	14000	G	77%	1%	US 11				F	0.075	F		14000	G	2002
	Combined Traffic:	28000	G	75%	1%	2%	1%	20%	1%	F	NA			28000	G	
South 81	4.22	14000	G	77%	1%	86-622				F	0.066	F		14000	G	2002
	Combined Traffic:	27000	G	75%	1%	2%	1%	20%	1%	F	NA			28000	G	
South 81	2.30	12000	G	77%	1%	86-683				F	0.074	F		12000	G	2002
	Combined Traffic:	24000	G	75%	1%	2%	1%	20%	1%	F	0.071	F	0.507	25000	G	
<b>Town of Saltville</b>																
91	0.52	3500	G	96%	0%	WCL Saltville				C	0.081	F	0.565	3500	G	2002
91	1.15	2600	G	94%	1%	Smyth County Line Washington County Line				C	0.086	F	0.515	2600	G	2002
91	0.26	8600	G	94%	1%	Palmer Ave				F	0.092	F	0.555	8800	G	2002
91	1.96	2900	G	97%	1%	SR 107				C	0.091	F	0.633	3000	G	2002
						NCL Saltville										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
91	0.17	2900	N	97%	1%	From: NCL Saltville To: 86-633				N	0.091	N	0.633	3000	N	2002
91	4.66	1500	G	97%	1%	From: 86-633 To: SR 42 Broadford				F	0.091	F	0.567	1500	G	2002
91	0.54	590	G	97%	1%	From: SR 42 Broadford To: Tazewell County Line				F	0.091	F	0.727	600	G	2002
<b>Town of Chilhowie</b>																
107	0.32	11000	G	89%	1%	From: 86-762 To: US 11				F	0.08	F	0.504	11000	G	2002
107	0.79	5500	G	94%	0%	From: US 11 To: NCL Chilhowie				F	0.079	F	0.618	5600	G	2002
<b>Smyth County</b>																
107	4.62	5500	N	94%	0%	From: NCL Chilhowie To: SCL Saltville				N	0.079	N	0.618	5600	N	2002
<b>Town of Saltville</b>																
107	2.66	4500	G	89%	1%	From: SCL Saltville To: SR 91				C	0.098	F	0.581	4600	G	2002
<b>Town of Marion</b>																
217	2.20	1100	G	99%	0%	From: Dead End To: SR 16				C	0.158	F	0.827	1200	G	2002
<b>Smyth County</b>																
600	5.17	140	G	97%	1%	From: Grayson County Line To: 86-603 SOUTH				F	0.124	F	0.585	140	G	2002
600	0.08	910	G	97%	1%	From: 86-603 SOUTH To: 86-603 NORTH				F	0.101	F	0.5	920	G	2002
600	3.48	610	G			From: 2.61 M FRM 86-603 N To: 86-604 SOUTH					0.094	F	0.555	610	G	2002
600	0.34	1200	R			From: 86-604 SOUTH To: 86-604 NORTH					NA			NA		1998
600	1.17	1600	R			From: 86-604 NORTH To: 86-605 WEST					NA			NA		1998
600	0.27	2300	R			From: 86-605 WEST To: 0.27 M FRM 86-605 W					NA			NA		1998
600	0.88	2200	G	97%	1%	From: 0.27 M FRM 86-605 W To: 86-762 SOUTH				C	0.089	F	0.741	2200	G	2002
600	0.41	970	G	97%	1%	From: 86-762 SOUTH To: 86-660				F	0.104	F	0.729	980	G	2002
600	1.26	330	R			From: 86-660 To: 86-762 NORTH					NA			NA		1998
601	2.70	330	G	95%	2%	From: Grayson County Line To: 86-676 EAST				C	0.103	F	0.639	340	G	2002
601	0.81	840	G	95%	2%	From: 86-676 EAST To: SR 16 EAST				F	0.094	F	0.611	850	G	2002
601	0.72	670	G	95%	2%	From: SR 16 EAST To: 86-674				F	0.085	F	0.661	680	G	2002
601	1.80	560	G	95%	2%	From: 86-674 To: 86-670				F	0.089	F	0.562	560	G	2002

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
601	0.30	110	R			From: 86-670					NA			NA		1998
601	0.50	60	R			From: 86-719					NA			NA		06/25/2001
601	3.40	20	R			From: 0.50 MN 86-719					NA			NA		06/25/2001
601	1.20	300	R			From: 3.90 MN 86-719					NA			NA		1998
601	0.20	780	R			From: 86-671					NA			NA		1998
						To: SR 16 WEST										
602	1.80	140	R			From: 86-617					NA			NA		06/04/2001
						To: 86-617										
603	1.64	660	G	97%	0%	From: Washington County Line				C	0.091	F	0.537	660	G	2002
						To: 86-600 West										
603	4.76	260	G	97%	0%	From: 86-600 East				F	0.094	F	0.633	260	G	2002
						To: Grayson County Line										
604	1.30	400	R			From: Washington County Line					NA			NA		1998
						To: 86-606										
604	0.40	720	G	96%	1%	From: Functional Class Change				C	0.094	F	0.594	730	G	2002
						To: 86-721										
604	0.50	680	R			From: 86-721					NA			NA		1998
						To: 86-600 SOUTH										
604	5.30	650	R			From: 86-600 NORTH					NA			NA		1998
						To: Smyth County Line										
605	0.56	430	R			From: Washington County Line					NA			NA		1998
						To: 86-649 EAST										
605	1.30	640	R			From: 86-649 EAST					NA			NA		1998
						To: 86-600 WEST										
605	1.70	150	R			From: 86-600					NA			NA		06/25/2001
						To: 86-645										
606	1.90	290	R			From: 86-604					NA			NA		1998
						To: 86-649										
606	0.80	200	R			From: 86-649					NA			NA		1998
						To: 86-605										
606	0.70	60	R			From: 86-605					NA			NA		06/28/2001
						To: Washington County Line										
607	1.20	220	R			From: Washington County Line					NA			NA		1998
						To: 86-649										
607	0.45	2100	G	97%	0%	From: 86-649				C	0.084	F	0.609	2200	G	2002
						To: 86-762										
608	0.90	510	R			From: Washington County Line					NA			NA		1998
						To: SCL Chilhowie										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chilhowie</b>																
(608)	0.30	510	N			From: SCL Chilhowie					NA			0	N	1998
						To: 86-762										
<b>Smyth County</b>																
(609)	1.80	510	R			From: Washington County Line					NA			NA		1998
(609)	0.50	100	G	95%	0%	2%	0%	3%	0%	C	0.101	F	0.546	100	G	2002
						From: SR 107										
						To: 86-774 NORTH										
(609)	0.80	70	R			From: 86-774 SOUTH					NA			NA		06/28/2001
						To: Dead End										
(610)	0.40	1300	G	95%	0%	1%	2%	1%	0%	F	0.083	F	0.584	1300	G	2002
						From: SCL SALTVILLE										
						To: 86-696										
(610)	0.90	1300	G	95%	0%	1%	2%	1%	0%	C	0.084	F	0.598	1300	G	2002
						From: SR 107										
(610)	2.03	1700	G	95%	0%	1%	2%	1%	0%	F	0.091	F	0.67	1700	G	2002
						From: 86-723										
(610)	1.85	1100	G	95%	0%	1%	2%	1%	0%	F	0.089	F	0.642	1200	G	2002
						From: 86-741										
(610)	0.85	750	G	95%	0%	1%	2%	1%	0%	F	0.082	F	0.539	760	G	2002
						From: 86-633										
(610)	2.40	580	G	95%	0%	1%	2%	1%	0%	F	0.090	F	0.547	590	G	2002
						From: 86-630										
(610)	7.50	190	R								NA			NA		1998
						From: SR 16 WEST										
						To: SR 16 EAST										
(610)	2.00	200	R								NA			NA		1998
						From: 86-716										
(610)	3.80	30	R								NA			NA		06/04/2001
						From: 86-622 SOUTH										
						To: 86-622 NORTH										
(610)	3.90	100	R								NA			NA		1998
						From: Bland County Line										
(611)	0.60	250	R			From: Washington County Line					NA			NA		1998
						To: WCL SALTVILLE										
(612)	5.20	320	R			From: 86-614					NA			NA		1998
						To: Wythe County Line										
<b>Wythe County</b>																
(612)	0.10	320	N			From: Wythe County Line					NA			0	N	1998
						To: 86-678; 98-612										
<b>Smyth County</b>																
(613)	1.42	1300	G	98%	0%	1%	0%	1%	0%	C	0.086	F	0.614	1300	G	2002
						From: 86-634										
(613)	0.24	1200	R								NA			NA		1998
						From: 86-698										
(613)	0.44	760	R								NA			NA		1998
						From: 86-747										
(613)	1.09	430	R								NA			NA		1998
						To: 86-667										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
613	1.51	330	R			From: 86-667 To: 86-633					NA			NA		1998
614	2.40	710	G	94%	0%	3%	0%	2%	0%	F	0.086	F	0.561	720	G	2002
614	5.60	410	G	94%	0%	3%	0%	2%	0%	C	0.090	F	0.651	420	G	2002
615	0.10	50	R			From: Dead End To: 0.10 ME Dead End					NA			NA		06/04/2001
615	0.11	200	R			From: US 11 EAST To: US 11 WEST					NA			NA		1998
615	1.80	410	R			From: 86-708 To: 86-679 WEST					NA			NA		1998
615	3.17	180	R			From: 86-616 To: Wythe County Line					NA			NA		1998
615	0.40	700	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.831	710	G	2002
615	1.30	510	R			From: 86-615 To: Wythe County Line					NA			NA		1998
<b>Wythe County</b>																
616	0.20	280	N	98%	0%	1%	0%	0%	0%	N	0.090	N	0.52	280	N	2002
<b>Smyth County</b>																
617	2.60	410	R			From: SR 107 To: 86-637					NA			NA		1998
617	9.98	880	R			From: 86-665 To: SR 16 WEST					NA			NA		1998
617	0.52	1000	R			From: SR 16 EAST To: 86-689 Gap Terminus					NA			NA		1998
617	3.40	490	R			From: Dead End; Gap Terminus To: 86-622 SOUTH					NA			NA		06/04/2001
617	4.40	210	R			From: 86-622 NORTH To: 86-785					NA			NA		1998
617	0.22	160	R			From: 86-683 To: Wythe County Line					NA			NA		06/04/2001
617	2.31	240	R			From: Dead End To: SR 16					NA			NA		1998
618	0.41	120	R			From: 86-610 To: SR 42					NA			NA		06/04/2001
619	2.50	20	R								NA			NA		06/04/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
620	4.50	160	R			From: SR 42					NA			NA		1998
620	0.60	60	R			To: 86-622 WEST					NA			NA		1998
620	0.50	50	R			From: 86-622 EAST					NA			NA		1991
						To: Dead End										
621	2.85	120	R			From: SR 42					NA			NA		1998
621	0.30	30	R			To: 86-754					NA			NA		06/04/2001
						To: Dead End										
622	0.04	130	R			From: SR 16					NA			NA		1998
622	2.90	270	R			To: 0.04 MN SR 16					NA			NA		06/11/2001
622	0.20	350	R			From: 86-686 SOUTH					NA			NA		1998
622	0.70	630	R			To: 86-686 NORTH					NA			NA		1998
622	1.02	1200	R			From: 86-688					NA			NA		1998
622	0.65	2200	R			To: US 11 EAST					NA			NA		1998
						From: US 11 WEST										
622	2.65	630	R			To: 86-778					NA			NA		1998
622	6.30	120	R			From: 86-694					NA			NA		1998
622	2.80	80	R			To: 86-620 WEST					NA			NA		1998
						From: 86-620 EAST										
						To: SR 42										
623	0.60	70	R			From: SR 42					NA			NA		06/07/2001
						To: Dead End										
624	0.43	10	R			From: Dead End					NA			NA		06/07/2001
624	0.87	120	R			To: 0.43 ME Dead End					NA			NA		1998
624	2.70	150	R			From: 86-629					NA			NA		1998
624	0.10	120	R			To: SR 16 WEST					NA			NA		1998
						From: SR 16 EAST										
624	1.60	30	R			To: 86-687					NA			NA		06/07/2001
						To: SR 42										
625	0.07	230	R			From: US 11					NA			NA		1998
						To: 86-686										
626	0.40	170	R			From: US 11					NA			NA		06/04/2001
						To: Dead End										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
627	0.20	3	R			From: Dead End					NA			NA		06/07/2001
						To: 86-628										
628	0.90	70	R			From: SR 42					NA			NA		06/07/2001
						To: Dead End										
629	3.10	250	R			From: 86-610					NA			NA		1998
						To: SR 42										
630	1.80	510	G	89%	6%	4%	1%	1%	0%	F	0.109	F	0.622	520	G	2002
						From: 86-610										
630	0.97	610	G	89%	6%	4%	1%	1%	0%	C	0.164	F	0.594	620	G	2002
						From: 86-631										
						To: SR 42 EAST										
						From: SR 42 WEST										
630	0.80	40	R			From: SR 42 WEST					NA			NA		06/07/2001
						To: Dead End										
631	1.60	80	R			From: 86-610					NA			NA		06/09/2001
						To: 86-630										
632	1.00	420	R			From: SR 91					NA			NA		1998
						To: 1.00 ME SR 91										
632	2.45	120	R			From: 1.00 ME SR 91					NA			NA		06/07/2001
						To: 3.45 ME SR 91										
632	0.04	110	R			From: 3.45 ME SR 91					NA			NA		1995
						To: 86-633										
633	1.90	150	R			From: 86-610					NA			NA		1998
						To: 86-723										
633	0.68	540	G	97%	0%	2%	0%	1%	0%	F	0.095	F	0.636	550	G	2002
						From: 86-723										
						To: 86-632										
633	0.50	570	G	97%	0%	2%	0%	1%	0%	C	0.097	F	0.561	580	G	2002
						From: 86-632										
						To: SR 91 EAST										
633	3.20	990	R			From: SR 91 EAST					NA			NA		1998
						To: SR 91 MID										
						From: SR 91 MID										
						To: SR 91 WEST										
634	0.25	3200	G	97%	0%	1%	1%	1%	0%	C	0.081	F	0.610	3300	G	2002
						From: NCL SALTVILLE										
						To: 86-613										
634	0.70	740	R			From: 86-613					NA			NA		1998
						To: 86-733 NORTH										
634	0.10	240	R			From: 86-733 NORTH					NA			NA		1998
						To: 0.10 MN 86-733 N										
634	0.30	150	R			From: 0.10 MN 86-733 N					NA			NA		06/07/2001
						To: Dead End										
635	2.90	430	R			From: ECL SALTVILLE					NA			NA		1998
						To: 86-610										
636	0.45	70	R			From: 86-610					NA			NA		06/07/2001
						To: Dead End										
637	1.10	980	G	95%	1%	4%	1%	0%	0%	F	0.113	F	0.664	1000	G	2002
						From: 86-774										
						To: 86-638										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
637	1.40	770	G	95%	1%	4%	1%	0%	0%	C	0.123	F	0.819	780	G	2002
				From:	86-638											
				To:	86-617											
638	0.80	230	R								NA		NA		06/25/2001	
				From:	86-645											
638	0.80	60	R								NA		NA		1998	
				From:	86-648											
638	2.52	390	R								NA		NA		1998	
				From:	86-647 SOUTH											
				To:	US 11 WEST											
638	0.40	2000	R								NA		NA		1995	
				From:	US 11 EAST											
638	1.60	1100	R								NA		NA		1998	
				From:	86-644											
				To:	86-637											
<b>Town of Chilhowie</b>																
639	0.18	1200	R								NA		NA		1998	
				From:	US 11											
639	0.30	1100	R								NA		NA		1998	
				From:	86-731											
639	0.40	370	R								NA		NA		1998	
				From:	86-640											
				To:	SR 107											
640	0.34	590	R								NA		NA		1998	
				From:	86-639											
640	0.16	190	R								NA		NA		1998	
				From:	86-736											
				To:	Dead End											
<b>Smyth County</b>																
641	1.10	630	R								NA		NA		1998	
				From:	86-642											
				To:	86-644											
642	1.15	560	R								NA		NA		1998	
				From:	US 11 WEST											
				To:	US 11 EAST											
643	1.90	290	R								NA		NA		1998	
				From:	86-642											
				To:	86-645											
644	2.00	490	R								NA		NA		1998	
				From:	86-638											
644	1.20	310	R								NA		NA		1998	
				From:	86-641											
644	1.20	120	R								NA		NA		06/11/2001	
				From:	1.20 ME 86-641											
				To:	86-645											
645	2.03	730	R								NA		NA		1998	
				From:	86-604											
				To:	86-660 EAST											
645	0.40	570	R								NA		NA		1998	
				From:	86-660 WEST											
645	3.45	1300	R								NA		NA		1998	
				From:	86-638											
645	0.28	2600	R								NA		NA		1998	
				From:	86-657											
				To:	US 11 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
645	5.01	1000	R			From: US 11; FR-4					NA			NA		1998
645	2.44	300	R			From: 86-664 WEST					NA			NA		1998
645	0.40	690	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.586	700	G	2002
645	0.90	1100	G	98%	0%	1%	0%	1%	0%	C	0.09	F	0.589	1200	G	2002
645	0.08	2000	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.574	2000	G	2002
646	0.90	60	R			From: 86-638					NA			NA		06/28/2001
647	1.08	380	R			From: 86-600					NA			NA		1998
647	0.72	270	R			From: 86-739					NA			NA		06/28/2001
647	0.60	210	R			From: 86-638 WEST 86-638 EAST					NA			NA		1998
648	0.60	330	R			From: 86-762					NA			NA		06/28/2001
648	0.40	310	R			From: 86-647 WEST 86-647 EAST					NA			NA		1998
648	2.50	510	R			From: 86-638					NA			NA		1998
648	1.52	140	R			From: 86-660 NORTH 86-660 SOUTH					NA			NA		1998
649	0.60	320	R			From: 86-606					NA			NA		1998
649	0.92	880	R			From: 86-605 WEST 86-605 EAST					NA			NA		1998
649	2.00	1000	G	98%	0%	1%	0%	0%	0%	C	0.102	F	0.713	1000	G	2002
650	5.20	45	R			From: SR 16					NA			NA		06/25/2001
650	3.40	600	G	96%	1%	2%	1%	1%	0%	F	0.098	F	0.551	610	G	2002
650	1.10	1300	G	96%	1%	2%	1%	1%	0%	C	0.089	F	0.595	1300	G	2002
650	1.05	1000	R			From: 86-657					NA			NA		1998
650	1.65	400	R			From: 86-658					NA			NA		1998
651	0.20	50	R			From: 86-660					NA			NA		06/25/2001
						From: 86-605										
						From: 86-645										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(652)	0.50	60	R			From: Dead End To: 86-605					NA			NA		06/25/2001
(653)	0.96	90	R			From: 86-604 To: 86-645 EAST					NA			NA		06/25/2001
(653)	1.40	70	R			From: 86-645 WEST To: 86-648 WEST					NA			NA		06/25/2001
(654)	1.00	320	R			From: 86-604 To: 86-655					NA			NA		1998
(655)	1.40	190	R			From: 86-656 SOUTH To: 86-654					NA			NA		06/25/2001
(655)	1.00	300	R			From: 86-656 NORTH					NA			NA		1998
(656)	1.60	170	R			From: 86-650 EAST To: 86-668					NA			NA		1998
(656)	1.50	680	R			From: 86-655 NORTH					NA			NA		1998
(656)	0.50	1000	R			From: 86-650 WEST To: 86-650 MID					NA			NA		1998
(656)	0.05	50	R			From: 0.05 MN 86-650 MID					NA			NA		1991
(656)	0.25	40	R			From: 86-657					NA			NA		06/26/2001
(657)	2.00	2500	G	98%	0%	1%	0%	1%	0%	C	0.084	F	0.679	2500	G	2002
(657)	2.50	890	R			From: 86-660 EAST To: 86-660 WEST					NA			NA		1998
(658)	0.55	300	R			From: 86-650 To: 86-657					NA			NA		1998
(658)	1.66	580	G	98%	1%	1%	0%	0%	0%	F	0.123	F	0.588	590	G	2002
(658)	3.35	930	G	98%	1%	1%	0%	0%	0%	C	0.108	F	0.68	940	G	2002
(658)	1.50	1200	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.605	1300	G	2002
(658)	1.52	220	R			From: SCL MARION To: 86-655					NA			NA		1998
(658)	1.41	140	R			From: 86-665 To: 86-664 EAST					NA			NA		1998
(659)	0.50	920	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.564	930	G	2002
(659)	0.20	810	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.627	820	G	2002
(659)	2.50	570	R			From: 86-665 To: 86-645 EAST					NA			NA		1998

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(659)	1.80	400	R			From: 86-645 WEST					NA			NA		1998
						To: 86-617 SOUTH										
(659)	0.70	50	R			From: 86-617 NORTH					NA			NA		06/11/2001
						To: Dead End										
(660)	0.26	190	R			From: Dead End					NA			NA		1998
						To: US 11 EAST										
(660)	0.16	1400	G	98%	0%	1%	1%	0%	0%	F	0.106	F	0.669	1400	G	2002
						To: 86-659										
(660)	0.93	1200	G	98%	0%	1%	1%	0%	0%	C	0.118	F	0.58	1200	G	2002
						To: FR-5										
(660)	0.56	5300	G	96%	0%	2%	1%	1%	0%	C	0.084	F	0.673	5400	G	2002
						To: US 11 WEST; FR-6										
(660)	1.10	4700	G	96%	0%	2%	1%	1%	0%	F	0.083	F	0.700	4800	G	2002
						To: 86-749										
(660)	0.51	2500	G	96%	0%	2%	1%	1%	0%	F	0.085	F	0.66	2600	G	2002
						To: 86-657 EAST										
(660)	0.25	2300	G	96%	0%	2%	1%	1%	0%	F	0.086	F	0.617	2400	G	2002
						To: 86-661										
(660)	0.86	800	G	96%	0%	2%	1%	1%	0%	F	0.096	F	0.586	810	G	2002
						To: 86-718										
(660)	1.08	690	G	96%	0%	2%	1%	1%	0%	F	0.096	F	0.577	700	G	2002
						To: 86-648 EAST										
(660)	1.87	930	G	96%	0%	2%	1%	1%	0%	F	0.106	F	0.565	940	G	2002
						To: 86-648 WEST										
(660)	1.57	580	R			From: 86-600					NA			NA		1998
						To: 86-649										
(661)	1.39	170	R			From: Dead End					NA			NA		06/25/2001
						To: 1.39 ME Dead End										
(661)	0.11	380	R			From: 86-660					NA			NA		06/25/2001
						To: 86-660										
(662)	1.30	280	R			From: 86-660					NA			NA		1998
						To: 86-707										
(663)	0.40	380	R			From: 86-656					NA			NA		1998
						To: 86-720										
(663)	0.70	720	R			From: 86-650					NA			NA		1998
						To: Dead End										
(664)	0.50	60	R			From: Dead End					NA			NA		06/11/2001
						To: 0.50 MS Dead End										
(664)	0.40	110	R			From: 86-659 WEST					NA			NA		06/11/2001
						To: 86-659 EAST										
(664)	0.40	50	R			From: Dead End					NA			NA		06/11/2001
						To: 0.40 MS 86-669 EAST										
(664)	0.50	30	R			From: 86-658 EAST					NA			NA		06/11/2001
						To: 86-658 WEST										
(664)	0.90	70	R			From: Dead End					NA			NA		06/11/2001
						To: 86-645 SOUTH										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(664)	0.90	150	R			From: 86-645 NORTH To: 86-617					NA			NA		06/11/2001
(665)	0.80	520	G	97%	0%	2%	0%	1%	0%	C	0.107	F	0.533	530	G	2002
(665)	1.20	390	G	97%	0%	2%	0%	1%	0%	F	0.105	F	0.537	390	G	2002
(665)	0.40	840	R			From: 86-645 WEST To: 86-645 EAST To: 86-617					NA			NA		1998
(666)	1.00	100	R			From: 86-658 To: 86-665					NA			NA		06/11/2001
(667)	0.30	40	R			From: 86-613 To: Dead End					NA			NA		06/07/2001
(668)	0.70	160	R			From: Dead End To: 86-656					NA			NA		06/25/2001
(669)	0.50	200	R			From: Dead End To: 0.50 MN Dead End					NA			NA		06/14/2001
(669)	0.60	230	R			From: 0.50 MN Dead End To: 86-752					NA			NA		1998
(670)	3.90	280	G	95%	2%	2%	0%	1%	0%	C	0.11	F	0.625	290	G	2002
(670)	1.10	70	R			From: 86-650 To: 86-601 WEST To: 86-601 EAST					NA			NA		06/25/2001
(671)	1.30	500	R			From: Dead End To: 86-601					NA			NA		1998
(672)	2.90	60	R			From: 86-670 To: 86-673					NA			NA		06/25/2001
(672)	1.00	160	R			From: 86-673 To: 86-601					NA			NA		1998
(673)	0.50	8	R			From: Dead End To: 86-672					NA			NA		06/25/2001
(674)	0.20	90	R			From: 86-601 To: 86-675					NA			NA		1995
(674)	1.50	60	R			From: 86-675 To: Dead End					NA			NA		06/18/2001
(675)	1.40	390	R			From: 86-674 To: SR 16					NA			NA		06/15/2001
(675)	0.27	50	R			From: SR 16 To: 86-695 WEST To: 86-695 EAST					NA			NA		06/15/2001
(675)	3.00	160	R			From: 86-695 EAST To: 86-677					NA			NA		1998
(675)	2.90	40	R			From: 86-677 To: 86-612 WEST					NA			NA		06/18/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(675)	2.98	180	R			From: 86-612 EAST To: 86-614					NA			NA		1998
(676)	1.90	210	R			From: SR 16 To: 86-601 WEST					NA			NA		1998
(676)	0.60	70	R			From: 86-601 EAST To: 0.60ME 86-601 EAS					NA			NA		1998
(676)	0.40	100	R			From: 0.60 ME 86-601 EAST To: 86-675 WEST					NA			NA		06/18/2001
(676)	1.20	30	R			From: 86-675 EAST To: 86-614					NA			NA		06/18/2001
(677)	1.30	30	R			From: 86-675 To: 86-612					NA			NA		06/18/2001
(678)	2.30	40	R			From: 86-612 WEST To: Wythe County Line					NA			NA		06/18/2001
<b>Wythe County</b>																
(678)	0.20	40	R			From: Wythe County Line To: 86-612 EAST					NA			NA		06/18/2001
<b>Smyth County</b>																
(679)	2.50	210	R			From: 86-615 SOUTH To: 86-615 NORTH					NA			NA		1998
(679)	0.86	1000	G	98%	0%	1%	1%	0%	0%	C	0.101	F	0.712	1000	G	2002
(680)	0.50	60	R			From: 86-679 To: Dead End					NA			NA		06/04/2001
(681)	0.50	290	R			From: US 11 To: 86-617					NA			NA		1998
(682)	0.90	90	R			From: 86-615 To: 86-729					NA			NA		06/04/2001
(682)	1.10	210	R			From: 86-729 To: US 11					NA			NA		1998
(683)	1.60	230	R			From: 86-615 To: US 11 WEST					NA			NA		1998
(683)	0.08	4000	R			From: US 11 EAST To: RAMP TO I-81					NA			NA		1998
(683)	0.12	1800	R			From: RAMP TO I-81 To: RAMP TO I-81					NA			NA		1998
(683)	0.53	480	R			From: RAMP TO I-81 To: 86-617					NA			NA		1998
(684)	0.20	100	R			From: US 11 WEST To: US 11 EAST					NA			NA		1998
(684)	0.24	30	R			From: US 11 EAST To: Dead End					NA			NA		06/04/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
685	0.72	520	R			From: Dead End					NA		NA			1998
						To: 86-617										
686	1.60	150	R			From: 86-688					NA		NA			1998
						To: 86-622 WEST										
686	2.63	610	R			From: 86-622 EAST					NA		NA			1998
						To: 86-795										
686	0.17	960	R			From: US 11					NA		NA			1998
						To: 86-625										
686	0.07	50	R			From: Dead End					NA		NA			1998
						To: 86-610										
687	1.20	60	R			From: 86-610					NA		NA			06/07/2001
						To: 86-624										
688	1.40	890	R			From: SR 16					NA		NA			1998
						To: 86-689 SOUTH										
688	2.00	730	R			From: 86-689 NORTH					NA		NA			1998
						To: 86-622										
689	3.81	920	R			From: SR 16					NA		NA			1998
						To: US 11 EAST										
689	1.30	310	R			From: US 11 WEST					NA		NA			1998
						To: 86-617										
689	0.19	40	R			From: Dead End					NA		NA			06/11/2001
						To: 86-689										
690	0.62	320	R			From: 86-689					NA		NA			1998
						To: 86-766										
690	0.68	130	R			From: 86-782					NA		NA			06/11/2001
						To: 0.31 MN 86-782										
690	0.31	220	R			From: US 11					NA		NA			06/11/2001
						To: US 11										
691	0.60	1100	R			From: SCL MARION					NA		NA			1998
						To: 86-704										
691	1.35	570	R			From: 86-689					NA		NA			1998
						To: 86-689										
692	0.59	640	R			From: NCL MARION					NA		NA			1998
						To: Dead End										
693	0.15	8	R			From: US 11					NA		NA			06/11/2001
						To: Dead End										
694	1.65	140	R			From: 86-622					NA		NA			06/04/2001
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
695	0.60	150	R			From: SR 16 SOUTH					NA			NA		1998
						To: 86-601 WEST										
695	0.05	750	R			From: 86-601 EAST					NA			NA		1998
						To: SR 16 W MID										
695	0.56	720	G	96%	1%	3%	0%	1%	0%	C	0.096	F	0.573	730	G	2002
						From: SR 16 E MID										
695	0.64	560	G	96%	1%	3%	0%	1%	0%	F	0.092	F	0.594	570	G	2002
						From: 86-675 EAST										
						To: SR 16 NORTH										
696	0.80	180	R			From: Dead End					NA			NA		06/28/2001
						To: 86-746										
696	0.20	240	R			From: 86-610					NA			NA		06/28/2001
						To: 86-610										
697	0.05	30	R			From: Dead End					NA			NA		1998
						To: FR-8										
698	1.00	510	R			From: 86-613					NA			NA		1998
						To: Dead End										
699	0.95	150	R			From: SR 16					NA			NA		06/18/2001
						To: Dead End										
700	0.52	360	R			From: NCL MARION					NA			NA		06/11/2001
						To: 86-617										
701	0.55	30	R			From: Dead End					NA			NA		06/25/2001
						To: 86-672										
702	0.50	60	R			From: Dead End					NA			NA		06/25/2001
						To: 86-658										
703	3.49	80	R			From: Dead End					NA			NA		1991
						To: SR 16 Gap Terminus										
703	1.00	240	R			From: SR 348 Gap Terminus					NA			NA		06/14/2001
						To: Dead End										
704	0.50	290	R			From: 86-691					NA			NA		06/11/2001
						To: Dead End										
705	0.20	40	R			From: Dead End					NA			NA		06/18/2001
						To: 86-715										
705	0.10	60	R			From: 86-614					NA			NA		06/18/2001
						To: 86-614										
706	0.06	140	R			From: US 11					NA			NA		06/04/2001
						To: Dead End										
707	2.09	470	R			From: 86-658					NA			NA		06/04/2001
						To: US 11										
708	0.70	480	R			From: 86-615					NA			NA		06/04/2001
						To: US 11										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
709	0.54	200	R			From: 86-720					NA			NA		06/25/2001
						To: 86-650 WEST										
709	1.00	180	R			From: 86-650 EAST					NA			NA		06/25/2001
						To: Dead End										
710	0.10	90	R			From: 86-613					NA			NA		06/07/2001
						To: 0.10 MN 86-613										
710	0.20	90	R			From: Dead End					NA			NA		06/07/2001
						To: Dead End										
711	0.23	140	R			From: SR 16					NA			NA		06/18/2001
						To: SR 16										
712	0.32	60	R			From: SR 16					NA			NA		06/18/2001
						To: Dead End										
713	0.94	310	R			From: 86-685					NA			NA		06/04/2001
						To: 86-617										
714	0.90	70	R			From: US 11					NA			NA		06/11/2001
						To: Dead End										
715	0.25	20	R			From: 86-705					NA			NA		06/18/2001
						To: Dead End										
716	0.70	140	R			From: 86-610					NA			NA		06/04/2001
						To: 86-620										
717	0.10	10	R			From: Dead End					NA			NA		06/04/2001
						To: SR 42										
718	0.95	1600	R			From: 86-650					NA			NA		06/25/2001
						To: 86-660										
719	0.50	20	R			From: 86-601					NA			NA		06/25/2001
						To: Dead End										
720	1.00	260	R			From: 86-663					NA			NA		06/25/2001
						To: 86-650										
721	1.60	480	G	95%	0%	4%	0%	0%	0%	C	0.117	F	0.638	490	G	2002
						From: 86-604										
						To: 86-605										
722	0.10	20	R			From: Dead End					NA			NA		06/28/2001
						To: 86-660										
723	2.60	500	G	91%	1%	7%	0%	1%	0%	C	0.089	F	0.778	510	G	2002
						From: 86-610										
						To: 86-633										
724	0.39	30	R			From: Dead End					NA			NA		06/25/2001
						To: 86-601										
725	0.40	20	R			From: 86-631					NA			NA		06/07/2001
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(726)	1.10	290	R			From: 86-633								NA	NA	06/07/2001
(726)	0.70	60	R			To: 1.10 MN 86-633								NA	NA	06/07/2001
(727)	0.50	40	R			From: Dead End								NA	NA	06/07/2001
(728)	0.65	80	R			To: SR 42								NA	NA	06/18/2001
(729)	0.80	60	R			From: Dead End								NA	NA	06/14/2001
(730)	0.03	20	R			To: 86-614								NA	NA	06/14/2001
(730)	0.17	2500	R			From: 86-615								NA	NA	06/14/2001
(730)						To: 86-682										
(730)						From: Dead End								NA	NA	06/14/2001
(730)						To: FR-8								NA	NA	06/14/2001
(730)						From: SCL MARION										
<b>Town of Chilhowie</b>																
(731)	0.25	530	R			From: 86-639								NA	NA	07/12/2001
(731)	0.90	2300	R			To: NCL CHILHOWIE								NA	NA	07/12/2001
(731)	0.28	230	R			From: 86-774								NA	NA	07/12/2001
(731)						To: US 11										
<b>Smyth County</b>																
(732)	0.50	240	R			From: 86-606								NA	NA	06/28/2001
(733)	0.40	120	R			To: 86-721								NA	NA	06/07/2001
(734)	0.07	47	R			From: 86-634								NA	NA	06/14/2001
(735)	0.15	46	R			To: Dead End								NA	NA	06/14/2001
(735)						From: 86-645								NA	NA	06/18/2001
(735)						To: SR 16								NA	NA	06/18/2001
(735)						From: 86-601										
<b>Town of Chilhowie</b>																
(736)	0.24	190	R			To: 86-640								NA	NA	07/12/2001
(736)	0.08	60	R			From: 86-737								NA	NA	07/12/2001
(737)	0.08	10	R			To: Dead End								NA	NA	07/12/2001
(737)						From: 86-736								NA	NA	07/12/2001
(737)						To: Dead End										
<b>Smyth County</b>																
(738)	0.80	50	R			From: 86-675								NA	NA	06/18/2001
(739)	1.22	1100	R			To: Dead End								NA	NA	06/28/2000
(739)						From: 86-762								NA	NA	06/28/2000
(739)						To: 86-647										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(740)	0.24	20	R			From: Dead End					NA			NA		06/18/2001
						To: SR 16										
(741)	0.62	190	R			From: 86-610					NA			NA		06/07/2001
						To: Dead End										
(742)	1.20	9	R			From: Dead End					NA			NA		06/04/2001
						To: Bland County Line										
(743)	0.06	210	R			From: SR 91					NA			NA		06/07/2001
						To: 86-744										
(744)	0.04	120	R			From: Dead End					NA			NA		06/07/2001
(744)	0.06	100	R			From: 86-743					NA			NA		06/07/2001
						To: Dead End										
(745)	0.76	230	R			From: Dead End					NA			NA		06/18/2001
						To: 86-601										
(746)	1.40	260	R			From: 86-696					NA			NA		06/28/2001
(746)	0.06	270	R			From: 1.40 ME 86-696					NA			NA		06/28/2001
						To: SR 107										
(747)	0.30	110	R			From: 86-613					NA			NA		06/07/2001
						To: Dead End										
(748)	0.17	80	R			From: 86-613					NA			NA		06/07/2001
						To: Dead End										
(749)	0.74	530	R			From: 86-660					NA			NA		06/14/2001
						To: Dead End										
(750)	0.12	80	R			From: 86-617					NA			NA		06/14/2001
						To: Dead End										
(751)	0.05	130	R			From: SR 42					NA			NA		06/07/2001
(751)	0.35	70	R			From: 0.05 MN SR 42					NA			NA		06/07/2001
						To: Dead End										
(752)	0.82	160	R			From: 86-669					NA			NA		06/14/2001
						To: Dead End										
(753)	0.05	90	R			From: US 11					NA			NA		06/11/2001
						To: Dead End										
(754)	0.20	30	R			From: 86-621					NA			NA		06/04/2001
						To: Dead End										
(755)	0.18	20	R			From: 86-630					NA			NA		06/07/2001
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(756)	0.25	30	R			From: 86-630					NA			NA		06/07/2001
						To: Dead End										
(757)	0.06	20	R			From: 86-755					NA			NA		06/07/2001
						To: 86-630										
(758)	0.17	530	R			From: NCL MARION					NA			NA		06/14/2001
						To: NCL MARION										
(759)	0.15	50	R			From: US 11					NA			NA		06/11/2001
						To: Dead End										
(760)	1.00	60	R			From: 86-600					NA			NA		1995
						To: Dead End										
(761)	0.05	30	R			From: 86-620					NA			NA		06/04/2001
						To: 0.05 MN 86-620										
(761)	0.93	30	R			From: 86-620					NA			NA		06/04/2001
						To: Dead End										
(762)	1.83	880	G	97%	1%	1%	1%	1%	0%	F	0.116	F	0.523	890	G	2002
						From: Washington County Line										
(762)	2.31	3000	G	97%	1%	1%	1%	1%	0%	C	0.084	F	0.57	3100	G	2002
						From: 86-600 SOUTH										
(762)	0.84	5800	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.624	5900	G	2002
						From: 86-607										
						To: SCL Chilhowie										
<b>Town of Chilhowie</b>																
(762)	0.68	5800	N	97%	1%	1%	1%	1%	0%	N	0.089	N	0.624	5900	N	2002
						From: SCL Chilhowie										
(762)	0.04	12000	G	97%	1%	1%	1%	1%	0%	F	0.082	F	0.637	12000	G	2002
						From: 86-608										
						To: I-81 NB Ramps										
<b>Smyth County</b>																
(763)	0.75	10	R			From: Dead End					NA			NA		06/07/2001
						To: 86-610										
(764)	0.20	110	R			From: 86-688					NA			NA		06/11/2001
						To: Dead End										
(765)	0.70	60	R			From: 86-707					NA			NA		06/14/2001
						To: Dead End										
(766)	0.50	50	R			From: 86-690					NA			NA		06/11/2001
						To: Dead End										
(767)	0.61	1400	R			From: ECL MARION					NA			NA		06/11/2001
						To: 86-691										
(768)	0.06	90	R			From: Dead End					NA			NA		1995
						To: US 11										
(769)	0.17	130	R			From: 86-600					NA			NA		06/28/2001
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(770)	0.38	130	R			From: NCL MARION To: 86-692					NA			NA		06/11/2001
(771)	0.30	120	R			From: SR 91 To: Dead End					NA			NA		06/07/2001
(772)	0.05	40	R			From: Dead End To: 86-617					NA			NA		06/28/2001
(773)	0.35	1900	R			From: SR 107 To: 86-610					NA			NA		06/28/2001
<b>Town of Chilhowie</b>																
(774)	0.12	2500	G	98%	0%	1%	0%	1%	0%	F	0.105	F	0.683	2500	G	2002
(774)	0.36	2000	G	98%	0%	1%	0%	1%	0%	C	0.115	F	0.756	2000	G	2002
<b>Smyth County</b>																
(774)	0.27	2000	N	98%	0%	1%	0%	1%	0%	N	0.115	N	0.756	2000	N	2002
(774)	0.86	1000	G	98%	0%	1%	0%	1%	0%	F	0.122	F	0.776	1000	G	2002
(774)	0.83	990	R			From: 86-609 NORTH To: SR 107					NA			NA		06/28/2001
(775)	0.06	360	R			From: US 11 To: Dead End					NA			NA		06/11/2001
(776)	0.20	80	R			From: Dead End To: 86-635					NA			NA		1995
(777)	0.90	70	R			From: 86-610 To: Dead End					NA			NA		06/07/2001
(778)	0.02	NA				From: 86-622 WEST To: 86-778 Y Int; Gap Terminus					NA			NA		
(778)	0.03	NA				From: 86-622 EAST; Gap Terminus To: 86-778 Y Int					NA			NA		
(778)	0.05	NA				From: 86-778 Y Int To: Dead End					NA			NA		
(779)	0.10	NA				From: Dead End To: 86-779 Y Int; Gap Terminus					NA			NA		
(779)	0.10	NA				From: Dead End; Gap Terminus To: 86-779 Y Int					NA			NA		
(779)	0.01	NA				From: 86-779 Y Int To: 86-645					NA			NA		
(780)	0.40	70	R			From: 86-610 To: Dead End					NA			NA		06/07/2001
(781)	0.39	540	R			From: SR 16 To: 86-675					NA			NA		06/18/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
782	0.40	150	R			From: 86-690					NA		NA			06/11/2001
						To: Dead End										
783	0.12	NA				From: 86-643					NA		NA			
						To: Dead End										
785	0.20	70	R			From: 86-617					NA		NA			06/04/2001
						To: 86-683										
786	0.35	110	R			From: Cul-de-Sac					NA		NA			06/25/2001
						To: 86-658										
787	0.30	220	R			From: 86-645					NA		NA			06/14/2001
						To: 86-657										
790	0.17	150	R			From: 86-657					NA		NA			1998
						To: Dead End										
795	0.62	3000	R			From: 86-622; FR-11					NA		NA			06/04/2001
						To: 86-686										
796	0.14	NA				From: Cul-de-Sac/					NA		NA			
						To: US-0011(B)/										
797	0.22	NA				From: Cul-de-Sac/					NA		NA			
						To: 86-00796(B)/										
798	2.60	90	R			From: Grayson County Line					NA		NA			06/18/2001
						To: 86-612										
799	0.26	420	R			From: 86-638					NA		NA			06/28/2001
						To: Cul-de-Sac										
990	0.08	NA				From: 86-00645(B)/					NA		NA			
						To: 86-00992(R)/										
991	0.11	NA				From: 86-00645(B)/					NA		NA			
						To: 86-00992(L)/										
992	0.08	NA				From: 86-00990(R)/					NA		NA			
						To: 86-00991(R)/										
<b>Town of Chilhowie</b>																
1001	0.04	360	R			From: 86-1004					NA		NA			07/12/2001
						To: US 11										
1001	0.05	400	R			From: US 11					NA		NA			07/12/2001
						To: 86-1002										
1001	0.14	420	R			From: 86-1002					NA		NA			07/12/2001
						To: 86-731										
1002	0.04	230	R			From: 86-1023					NA		NA			07/12/2001
						To: 86-1005										
1002	0.08	210	R			From: 86-1005					NA		NA			07/12/2001
						To: 86-1001										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chilhowie</b>																
1002	0.29	450	R			From: 86-1001										07/12/2001
1002	0.05	360	R			To: 86-1007										07/12/2001
1002	0.06	320	R			From: 86-1008										07/12/2001
1002	0.08	210	R			To: 86-1003										07/12/2001
						From: 86-1009										
1003	0.05	1000	R			From: US 11										07/12/2001
1003	0.10	560	R			To: 86-1002										07/12/2001
1003	0.09	490	R			From: 86-1010										07/12/2001
						To: 86-731										
1004	0.19	1600	R			From: US 11										07/12/2001
1004	0.05	2400	R			To: 86-1006										07/12/2001
1004	0.07	960	R			From: SR 107										07/12/2001
1004	0.06	540	R			To: 86-1023										07/12/2001
1004	0.06	320	R			From: 86-1005										07/12/2001
						To: 86-1001										
1005	0.04	260	R			From: 86-1004										07/12/2001
						To: US 11 EAST										
1005	0.05	120	R			From: US 11 WEST										07/12/2001
						To: 86-1002										
1006	0.04	850	R			From: US 11										07/12/2001
						To: 86-1004										
1007	0.05	50	R			From: 86-1002										07/12/2001
						To: Dead End										
1008	0.15	530	R			From: Dead End										07/12/2001
						To: US 11										
1008	0.05	170	R			From: 86-1002										07/12/2001
1009	0.03	1400	R			From: US 11; 86-9812										07/12/2001
						To: 86-1002										
1009	0.10	650	R			From: 86-1010										07/12/2001
						To: 86-731										
1010	0.08	50	R			From: 86-1009										07/12/2001
						To: 86-1003										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chilhowie</b>																
1010	0.03	NA				From: 86-1003					NA			NA		
						To: Dead End										
1011	0.06	80	R			From: 86-731					NA			NA		07/12/2001
						To: 86-1013										
1012	0.06	100	R			From: 86-731					NA			NA		07/12/2001
						To: 86-1013										
1013	0.06	90	R			From: 86-1011					NA			NA		07/12/2001
						To: 86-1012										
1014	0.10	100	R			From: SR 107					NA			NA		07/12/2001
						To: 86-731										
1015	0.05	830	R			From: US 11					NA			NA		07/12/2001
						To: 86-1028										
1015	0.04	790	R			From: 86-1028					NA			NA		07/12/2001
						To: 86-1016										
1016	0.07	660	R			From: 86-1020					NA			NA		07/12/2001
						To: 86-1022										
1016	0.03	680	R			From: 86-1022					NA			NA		07/12/2001
						To: 86-1015										
1016	0.11	270	R			From: 86-1015					NA			NA		07/12/2001
						To: 86-1018										
1016	0.07	500	R			From: 86-1018					NA			NA		07/12/2001
						To: 86-1017										
1016	0.04	80	R			From: 86-1017					NA			NA		07/12/2001
						To: Dead End										
1017	0.03	1100	R			From: US 11					NA			NA		07/12/2001
						To: 86-1028										
1017	0.05	960	R			From: 86-1028					NA			NA		07/12/2001
						To: 86-1016										
1017	0.12	540	R			From: 86-1016					NA			NA		07/12/2001
						To: 86-1019										
1018	0.06	160	R			From: 86-1019					NA			NA		07/12/2001
						To: 86-1021										
1019	0.06	250	R			From: 86-1021					NA			NA		07/12/2001
						To: 86-1025										
1019	0.22	380	R			From: 86-1025					NA			NA		07/12/2001
						To: 86-1017										
1020	0.11	420	R			From: 86-1017					NA			NA		1986
						To: 86-1019										
1021	0.16	60	R			From: 86-1019					NA			NA		1986
						To: 86-1018										
1022	0.06	80	R			From: 86-1018					NA			NA		1986
						To: 86-1016										
						To: 86-1021										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chilhowie</b>																
1023	0.04	910	R			From: 86-1004					NA			NA		07/12/2001
1023	0.05	200	R			To: US 11					NA			NA		07/12/2001
1023	0.13	180	R			From: 86-1002					NA			NA		07/12/2001
1023						To: 86-731										
1024	0.19	1900	R			From: Dead End					NA			NA		07/12/2001
1024						To: US 11										
1025	0.05	200	R			From: 86-1019					NA			NA		1986
1025						To: 86-1026										
1026	0.21	NA				From: Dead End					NA			NA		
1026	0.07	40	R			To: 86-1025					NA			NA		1986
1026						To: Dead End										
1027	0.17	440	R			From: Dead End					NA			NA		07/12/2001
1027						To: 86-1024										
1028	0.19	80	R			From: 86-1015					NA			NA		07/12/2001
1028						To: 86-1017										
<b>Smyth County</b>																
1029	0.09	320	R			From: 86-1032					NA			NA		1998
1029						To: 86-645										
1030	0.14	120	R			From: 86-1031					NA			NA		1998
1030						To: 86-1029										
1031	0.07	80	R			From: 86-1032					NA			NA		1998
1031						To: 86-1030										
1032	0.23	110	R			From: 86-1031					NA			NA		1998
1032						To: Dead End										
<b>Town of Chilhowie</b>																
1033	0.17	NA				From: US 11					NA			NA		
1033						To: 86-731										
1034	0.38	260	R			From: 86-762					NA			NA		1998
1034						To: 86-762										
1035	0.04	690	R			From: 86-762					NA			NA		07/12/2001
1035						To: 86-1036										
1036	0.25	690	R			From: 86-1035					NA			NA		07/12/2001
1036						To: Dead End										
1037	0.28	60	R			From: 86-731					NA			NA		07/12/2001
1037						To: Cul-de-Sac										
1038	0.03	NA				From: 86-01004(B)/					NA			NA		
1038						To: US-00011(B)/										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(1040)	0.32	470	R			From: 86-638					NA		NA			1998
(1040)	0.13	90	R			From: 86-1041					NA		NA			1998
						To: Cul-de-Sac										
(1041)	0.14	90	R			From: 86-1040					NA		NA			1998
						To: Cul-de-Sac										
(1045)	0.13	NA				From: Cul-de-Sac					NA		NA			
						To: 86-658										
(1101)	0.30	730	R			From: 86-660					NA		NA			06/14/2001
(1101)	0.22	200	R			From: 86-1102					NA		NA			06/14/2001
						To: Dead End										
(1102)	0.19	340	R			From: 86-1101					NA		NA			06/14/2001
						To: 86-1103										
(1103)	0.31	710	R			From: 86-660					NA		NA			06/14/2001
(1103)	0.22	330	R			From: 86-1102					NA		NA			06/14/2001
						To: Dead End										
(1104)	0.25	160	R			From: 86-660					NA		NA			06/14/2001
						To: Dead End										
(1110)	0.18	100	R			From: FR-5					NA		NA			06/14/2001
						To: FR-5										
(1112)	0.12	140	R			From: 86-1113					NA		NA			1998
						To: 86-758										
(1113)	0.23	180	R			From: NCL MARION					NA		NA			1998
						To: 86-1112										
(1115)	0.45	100	R			From: BEGIN LOOP					NA		NA			1998
(1115)	0.04	70	R			To: END LOOP					NA		NA			06/14/2001
(1115)	0.18	140	R			From: 86-1116					NA		NA			06/14/2001
						To: 86-659										
(1116)	0.07	20	R			From: Cul-de-Sac					NA		NA			06/14/2001
						To: 86-1115										
(1120)	0.07	200	R			From: Dead End					NA		NA			06/11/2001
						To: FR-10										
(1125)	0.26	210	R			From: BEGIN LOOP					NA		NA			1998
(1125)	0.02	220	R			To: END LOOP					NA		NA			1998
						To: FR-4										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
1140	0.09	NA				From: 86-658					NA			NA		
						To: Cul-de-Sac										
1141	0.26	NA				From: Cul-de-Sac					NA			NA		
						To: Cul-de-Sac										
1201	0.11	60	R			From: Dead End					NA			NA		06/28/2001
1201	0.33	260	R			From: 86-1202; 86-1203					NA			NA		06/28/2001
						To: 86-610										
1202	0.08	810	R			From: 86-610					NA			NA		06/28/2001
1202	0.08	760	R			From: 86-1203					NA			NA		06/28/2001
						To: 86-1201; 86-1205										
1203	0.11	70	R			From: Dead End					NA			NA		06/28/2001
						To: 86-1202										
1204	0.18	140	R			From: 86-1205					NA			NA		06/28/2001
						To: 86-610										
1205	0.08	120	R			From: 86-610					NA			NA		06/28/2001
1205	0.09	110	R			From: 86-1204					NA			NA		06/28/2001
1205	0.09	520	R			From: 86-1201; 86-1202					NA			NA		06/28/2001
1205	0.10	340	R			From: 86-1206 SOUTH					NA			NA		06/28/2001
						To: 86-1206 NORTH										
1206	0.41	160	R			From: 86-1205					NA			NA		06/28/2001
						To: 86-1205										
1207	0.13	20	R			From: Dead End					NA			NA		06/28/2001
						To: 86-1205; 86-1206 NORTH										
1301	0.07	60	R			From: 86-762					NA			NA		06/28/2001
						To: 86-1302										
1302	0.12	50	R			From: 86-1301					NA			NA		06/28/2001
						To: 86-1303										
1303	0.07	60	R			From: 86-762					NA			NA		06/28/2001
1303	0.07	30	R			From: 86-1302					NA			NA		06/28/2001
						To: Cul-de-Sac										
1310	0.37	130	R			From: Cul-de-Sac					NA			NA		06/28/2001
						To: 86-600										
1311	0.27	60	R			From: 86-1310 WEST					NA			NA		06/28/2001
						To: 86-1310 EAST										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Smyth County</b>																
(1401)	0.09	330	R			From: 86-718					NA			NA		06/25/2001
(1401)	0.35	220	R			From: 86-1402					NA			NA		06/25/2001
						To: 86-1403										
(1402)	0.09	130	R			From: 86-1403					NA			NA		06/25/2001
						To: 86-1401										
(1403)	0.07	260	R			From: 86-718					NA			NA		06/25/2001
(1403)	0.29	210	R			From: 86-1402					NA			NA		06/25/2001
						To: 86-1401										
(1420)	0.38	320	R			From: 86-648					NA			NA		06/25/2001
						To: Cul-de-Sac										
(1421)	0.07	20	R			From: Cul-de-Sac					NA			NA		1998
						To: 86-1420										
(1422)	0.09	40	R			From: Cul-de-Sac					NA			NA		1998
						To: 86-1420										
(1423)	0.12	70	R			From: Cul-de-Sac					NA			NA		1998
						To: 86-1420										
<b>Town of Chilhowie</b>																
(9812)	0.23	1100	R			From: CHILHOWIE HIGH SCH					NA			NA		1995
						To: US 11; 86-1009										
<b>Smyth County</b>																
(9813)	0.34	370	R			From: 86-630					NA			NA		1995
						To: NORTHWOOD MID SCH										
(9814)	0.11	360	R			From: 86-601					NA			NA		1995
						To: SUGAR GROVE ELEM SCH										
(9858)	0.15	570	R			From: CHILHOWIE ELEM SCH					NA			NA		1995
						To: US 11										
(9859)	0.16	NA				From: 86-634					NA			NA		
						To: Dead End										
(749/98)	0.15	1400	N	97%	0%	2%	0%	1%	0%	N	0.093	N	0.564	1400	N	2002
						From: Wythe County Line										
						To: 86-614 Smyth County Line										
<b>Town of Marion</b>																
(1/119)	N. Church St	0.22	NA			From: Lee Street					NA			NA		
						To: Catron Street										
(2/119)	Fowler St	0.02	1100	G	98%	0%	2%	0%	0%	C	0.103	F	0.521	1200	G	2002
						From: WCL Marion										
						To: Chatham Hill Cir										
(3/119)	Pendleton St	0.11	5000	G		From: Commerce St					NA			5100	G	2002
						To: E Main St										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Marion</b>																
4452 119 Poston St	0.39	380	G	98%	0%	1%	1%	1%	0%	F	0.111	F	0.758	400	G	2002
				From:	US 11 Main St											
				To:	W Cherry St											
4452 119 E Cherry St	0.21	3500	G	98%	0%	1%	1%	1%	0%	C	0.100	F	0.594	3600	G	2002
				From:	S Park St											
				To:	SR 16 Commerce St											
4453 119 Church St	0.77	2600	G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.555	2700	G	2002
				From:	SCL Marion											
				To:	US 11 Main St											
4453 119 Church St	0.11	1500	G	98%	0%	1%	0%	1%	0%	C	0.107	F	0.585	1600	G	2002
				From:	Main St											
				To:	Lee St											
4453 119 Church St	0.31	1500	G	96%	0%	2%	1%	1%	0%	C	0.103	F	0.595	1600	G	2002
				From:	Main St US 11											
				To:	Chilhowie St											
4453 119 Chatham Hill Rd	1.16	2400	G	96%	1%	1%	1%	1%	0%	C	0.093	F	0.589	2500	G	2002
				From:	Chilhowie St											
				To:	NCL Marion											
4454 119 Chilhowie St	0.96	1900	G	97%	0%	1%	0%	1%	0%	C	0.09	F	0.514	2000	G	2002
				From:	WCL Marion											
				To:	Chatham Hill Cir											
4454 119 Chilhowie St	0.14	2000	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.946	2000	G	2002
				From:	Main St											
				To:	Main St											
4459 119 Keller La	0.70	1500	G	98%	0%	1%	0%	0%	0%	C	0.105	F	0.537	1500	G	2002
				From:	N Main St											
				To:	NCL Marion											
4461 119 Johnston Rd	0.15	2600	G	93%	0%	2%	2%	2%	0%	C	0.132	F	0.731	2700	G	2002
				From:	ECL Marion											
				To:	US 11 Main St											
<b>Town of Saltville</b>																
1206 295 Palmer Ave	1.83	1400	G	98%	0%	1%	0%	1%	0%	C	0.111	F	0.503	1400	G	2002
				From:	SCL Saltville											
				To:	Lake Dr											
1206 295 Palmer Ave	0.48	3100	G	98%	0%	1%	0%	1%	0%	F	0.103	F	0.540	3100	G	2002
				From:	SR 91											
				To:	SR 91											
1206 295 Allison Gap Rd	1.05	3800	G	96%	0%	1%	1%	1%	0%	C	0.098	F	0.55	3900	G	2002
				From:	SR 91											
				To:	NCL Saltville											
1st Street		410	G								0.109	F		430	G	2002
				From:	Look Ave											
				To:	Lincoln Ave											
Catron St		320	G								0.119	F	0.65	340	G	2002
				From:	Springle Ave											
				To:	Wolfe Ave											
Catron St		620	G								0.107	F	0.586	650	G	2002
				From:	Prescott Ave											
				To:	Chilhowie St											
Chilhowie St		2100	G								0.121	F	0.977	2200	G	2002
				From:	North of Main St											
				To:	North of Main St											
Cumberland St		390	G								0.087	F	0.528	410	G	2002
				From:	Clinton Ave											
				To:	Hulldale Ave											
Dalton St		270	G								0.097	F	0.571	280	G	2002
				From:	Hulldale Ave											
				To:	Greenway St											

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Dogwood Dr		130	G			From: Magnolia St To: Dead End					0.123	F	0.636	140	G	2002
E. Main St		1600	G			From: Action Pl To: Oak St					0.106	F	0.757	1700	G	2002
Hulldale Ave		100	G			From: Cumberland St To: Dead End					0.174	F	0.539	110	G	2002
Look Ave		510	G			From: 1St Street To: Chilhowie St					0.109	F	0.5	540	G	2002
Magnolia St		230	G			From: Dogwood Dr To: Hemlock St					0.145	F	0.507	240	G	2002
Magnolia St		270	G			From: Hemlock St To: Veteran St					0.130	F	0.583	280	G	2002
Mt View Dr		170	G			From: Golf View To: Country Club Rd					0.13	F	0.565	180	G	2002
Park St		490	G			From: Cherry St To: Dead End S Of Cherry					0.089	F	0.544	520	G	2002
Patton Ave		90	G			From: Cumberland St To: Dead End					0.129	F	0.565	90	G	2002
Pearl St		700	G			From: E. Cherry St To: E. High St					0.1	F	0.635	720	G	2002
Pendleton St		NA				From: Main St To: Commerce St					NA			NA		
S. Iron St		1100	G			From: E. High St To: Walnut St					0.099	F	0.513	1200	G	2002
Wassona Dr		2000	G			From: Wassona Dr To: Hemlock St					0.091	F	0.624	2100	G	2002
Wassona Dr		2000	G	98%	0%	1%	0%	1%	0%	C	0.1	F	0.505	2100	G	2002
Wolfe Ave		250	G			From: Oakley St To: Dover St					0.143	F	0.527	260	G	2002
Some Rd		430	M			From: Someplace To: Anyplace					NA			NA		2002