

2002

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

where available

Jurisdiction Report

95

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

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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 30th 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
 Washington Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
11	Euclid Ave	0.75	16000	G	98%	0%	1%	0%	0%	F	0.085	F	0.525	17000	G	2002
					From	State St										
					To	Vance St										
11	Euclid Ave	0.19	18000	G	98%	0%	1%	0%	0%	F	0.087	F	0.562	19000	G	2002
					From	Bob Morrison Blvd										
					To	Commonwealth Ave										
11	Euclid Ave	0.18	21000	G	98%	0%	1%	0%	0%	F	0.085	F	0.601	21000	G	2002
					From	Piedmont Ave										
					To	Moore St										
11	Euclid Ave	0.48	11000	G	98%	0%	1%	0%	0%	F	0.091	F	0.525	11000	G	2002
					From	Valley Dr										
					To	Overhill Rd										
11	Lee Hwy	0.77	17000	G	98%	0%	1%	0%	0%	F	0.088	F	0.564	18000	G	2002
					From	Island Rd										
					To	Bonham Rd										
11	Lee Hwy	0.70	15000	G	98%	0%	0%	0%	1%	C	NA			15000	G	2002
					From	Old Airport Rd										
					To	NCL Bristol										
11	Lee Hwy	0.73	16000	G	96%	0%	2%	0%	1%	F	0.086	F	0.554	17000	G	2002
					From	NCL Bristol										
					To	95-1717 Wash Co Ind Park Rd										
11	Lee Hwy	1.25	19000	G	96%	0%	2%	0%	1%	F	0.095	F	0.58	20000	G	2002
					From	95-808 Halls Bottom Rd										
					To	95-611 Diver Rd										
11	Lee Hwy	0.30	18000	G	96%	0%	2%	0%	1%	F	0.095	F	0.582	19000	G	2002
					From	WCL Abingdon										
					To											
11	Lee Hwy	0.68	12000	G	96%	0%	2%	0%	1%	F	0.098	F	0.529	13000	G	2002
					From											
					To											
Washington County																
11		2.83	10000	A	96%	0%	2%	0%	1%	A	0.132	A	0.654	10000	A	2002
					From	NCL Bristol										
					To	95-1717 Wash Co Ind Park Rd										
11		0.31	10000	N	96%	0%	2%	0%	1%	N	0.082	N	0.552	10000	N	2002
					From	95-808 Halls Bottom Rd										
					To	95-611 Diver Rd										
11		1.77	10000	G	96%	0%	2%	0%	1%	F	0.082	F	0.552	10000	G	2002
					From	WCL Abingdon										
					To											
11		1.72	8800	G	96%	0%	2%	0%	1%	F	0.083	F	0.513	8900	G	2002
					From											
					To											
Town of Abingdon																
11	Main St	0.55	9900	G	96%	0%	2%	0%	1%	F	0.094	F	0.52	10000	G	2002
					From	WCL Abingdon										
					To	SR 140 Jonesboro Rd										
11	Main St	0.43	25000	G	95%	1%	2%	0%	2%	F	0.087	F	0.527	26000	G	2002
					From	Colonial Rd										
					To	US 19										
11	Main St	0.47	24000	G	95%	1%	2%	0%	2%	F	0.088	F	0.512	25000	G	2002
					From	Palmer St										
					To	US ALT 58, Russell St										
11	Main St	0.47	15000	G	95%	1%	2%	0%	2%	F	0.086	F	0.503	16000	G	2002
					From	US Alt 58, SR 75, Cummings St										
					To	Tanner St										
11	Main St	0.35	12000	G	95%	1%	2%	0%	2%	C	0.080	F	0.52	12000	G	2002
					From	Radio Dr										
					To	Hillman Hwy										
11	Main St	0.24	12000	G	95%	1%	2%	0%	2%	F	0.084	F	0.600	13000	G	2002
					From											
					To											
11	Main St	0.66	11000	G	92%	0%	2%	2%	3%	F	0.083	F	0.511	11000	G	2002
					From											
					To											
11	Main St	0.93	11000	G	92%	0%	2%	2%	3%	F	0.083	F	0.595	12000	G	2002
					From											
					To											
11	Main St	0.13	14000	G	92%	0%	2%	2%	3%	F	0.107	F	0.505	15000	G	2002
					From											
					To											

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 Washington Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
Town of Abingdon																		
11 Main St	0.74	12000	G	92%	0%	2%	2%	3%	1%	C	0.083	F	0.657	13000	G	2002		
				From:	Hillman Hwy													
				To:	ECL Abingdon													
Washington County																		
11	0.20	17000	G	92%	0%	2%	2%	3%	1%	F	0.073	F	0.554	17000	G	2002		
				From:	ECL Abingdon													
				To:	I-81, US 58													
11	0.30	NA									NA		NA					
				From:	US 58 East of Abingdon													
				To:	95-704													
11	2.58	4500	G	96%	0%	2%	1%	1%	0%	F	0.085	F	0.540	4500	G	2002		
				From:	US 58 East of Abingdon													
				To:	95-704													
11	2.09	4100	G	96%	0%	2%	1%	1%	0%	F	0.091	F	0.596	4200	G	2002		
				From:	95-704													
				To:	SR 80 Cedarville													
11	4.33	2900	G	96%	0%	2%	1%	1%	0%	F	0.088	F	0.571	2900	G	2002		
				From:	SR 80 Cedarville													
				To:	SR 91 S													
11	0.13	6400	G	96%	0%	2%	1%	1%	0%	F	0.081	F	0.557	6500	G	2002		
				From:	SR 91 S													
				To:	SR 91 South of Glade Spring													
11	2.81	1300	G	96%	0%	2%	1%	1%	0%	F	0.088	F	0.598	1300	G	2002		
				From:	SR 91 South of Glade Spring													
				To:	I-81 West of Chllhowie													
11	2.21	2600	G	96%	0%	2%	1%	1%	0%	F	0.093	F	0.593	2700	G	2002		
				From:	I-81 West of Chllhowie													
				To:	Smyth County Line													
City of Bristol																		
Truck 11 421 State St	0.21	10000	G	92%	0%	2%	1%	4%	0%	F	0.088	F	0.547	11000	G	2002		
				From:	SR 381 Commonwealth Ave													
				To:	102-3305 Piedmont Ave													
Truck 11 421 State St	0.34	9900	G	92%	0%	2%	1%	4%	0%	F	0.087	F	0.537	10000	G	2002		
				From:	102-3305 Piedmont Ave													
				To:	STATE ST													
Truck 11 Randall St	0.93	7500	G	97%	0%	1%	1%	1%	0%	C	0.086	F	0.507	7800	G	2002		
				From:	STATE ST													
				To:	Cumberland St													
Truck 11 113 Moore St	0.12	10000	G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.513	11000	G	2002		
				From:	Cumberland St													
				To:	Euclid Ave													
19 381 Commonwealth A	0.16	20000	G	94%	0%	3%	0%	2%	0%	F	0.084	F	0.532	21000	G	2002		
				From:	Euclid Ave													
				To:	US 421													
19 381 Commonwealth A	0.16	21000	G	94%	1%	2%	1%	3%	0%	F	0.087	F	0.551	21000	G	2002		
				From:	US 421													
				To:	SR 113 Cumberland Ave													
19 381 Commonwealth A	0.19	21000	G	94%	1%	2%	1%	3%	0%	F	0.087	F	0.569	21000	G	2002		
				From:	SR 113 Cumberland Ave													
				To:	SR 133 Par Sycamore St													
19 11 Euclid Ave	0.48	11000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.525	11000	G	2002		
				From:	RT 381													
				To:	Piedmont Ave													
19 11 Euclid Ave	0.56	8100	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.505	8400	G	2002		
				From:	Piedmont Ave													
				To:	Moore St													
19 11 Lee Hwy	0.77	17000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.564	18000	G	2002		
				From:	Moore St													
				To:	Valley Dr													
19 11 Lee Hwy	0.70	15000	G	98%	0%	0%	0%	1%	0%	C	NA			15000	G	2002		
				From:	Valley Dr													
				To:	Overhill Rd													
19 11 Lee Hwy	0.73	16000	G	96%	0%	2%	0%	1%	0%	F	0.086	F	0.554	17000	G	2002		
				From:	Overhill Rd													
				To:	Island Rd													
19 11 Lee Hwy	1.25	19000	G	96%	0%	2%	0%	1%	0%	F	0.095	F	0.58	20000	G	2002		
				From:	Island Rd													
				To:	Bonham Rd													
19 11 Lee Hwy	0.30	18000	G	96%	0%	2%	0%	1%	0%	F	0.095	F	0.582	19000	G	2002		
				From:	Bonham Rd													
				To:	Old Airport Rd													

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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							
City of Bristol																
(19) (11) Lee Hwy	0.68	12000	G	96%	0%	From: Old Airport Rd To: NCL Bristol				F	0.098	F	0.529	13000	G	2002
Washington County																
(19) (11)	2.83	10000	A	96%	0%	From: NCL Bristol To:				A	0.132	A	0.654	10000	A	2002
(19) (11)	0.31	10000	N	96%	0%	From: 95-1717 Wash Co Ind Park Rd To:				N	0.082	N	0.552	10000	N	2002
(19) (11)	1.77	10000	G	96%	0%	From: 95-808 Halls Bottom Rd To:				F	0.082	F	0.552	10000	G	2002
(19) (11)	1.72	8800	G	96%	0%	From: 95-611 Diver Rd To: WCL Abingdon				F	0.083	F	0.513	8900	G	2002
Town of Abingdon																
(19) (11) Main St	0.55	9900	G	96%	0%	From: WCL Abingdon To:				F	0.094	F	0.52	10000	G	2002
(19) (11) Main St	0.43	25000	G	95%	1%	From: SR 140 Jonesboro Rd To:				F	0.087	F	0.527	26000	G	2002
(19) (11) Main St	0.47	24000	G	95%	1%	From: Colonial Rd To:				F	0.088	F	0.512	25000	G	2002
(19) Porterfield Rd	0.45	16000	G	91%	0%	From: US 11 MAIN ST To:				F	0.087	F	0.562	16000	G	2002
(19) Porterfield Rd	0.21	22000	G	91%	0%	From: Alt US 58 To: NCL Abingdon				F	0.087	F	0.567	23000	G	2002
Washington County																
(19)	3.79	20000	G	91%	0%	From: NCL Abingdon To:				F	0.079	F	0.577	20000	G	2002
(19)	3.03	18000	G	91%	0%	From: 95-700 To:				F	0.08	F	0.588	18000	G	2002
(19)	3.25	17000	G	91%	0%	From: 95-802 To: Russell County Line				F	0.082	F	0.577	17000	G	2002
City of Bristol																
Truck (19) (421) State St	0.21	10000	G	92%	0%	From: SR 381 Commonwealth Ave To:				F	0.088	F	0.547	11000	G	2002
Truck (19) (421) State St	0.34	9900	G	92%	0%	From: 102-3305 Piedmont Ave To: TRUCK US 11 Randall St				F	0.087	F	0.537	10000	G	2002
Truck (19) (11) Randall St	0.93	7500	G	97%	0%	From: STATE ST To: CUMBERLAND ST				C	0.086	F	0.507	7800	G	2002
Truck (19) (113) Moore St	0.12	10000	G	96%	0%	From: Oakview Ave To: Euclid Ave				F	0.087	F	0.513	11000	G	2002
Washington County																
(58)	2.65	1200	G	89%	1%	From: Scott County Line To:				F	0.097	F	0.596	1200	G	2002
(58)	3.59	5100	G	89%	1%	From: 95-700 To: WCL Bristol				F	0.087	F	0.628	5100	G	2002
City of Bristol																
(58) Gate City Hwy	0.50	5200	G	97%	0%	From: WCL Bristol To: I-81; US 421				C	0.088	F	0.635	5400	G	2002

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
58 81	2.44	32000	G	75%	1%	From: US 58; US 421				F	0.068	F	0.506	32000	G	
						See I-81 for directional traffic volume estimates for this segment.										
58 81	1.39	48000	G	75%	1%	From: I-381				F	0.075	F	48000	G		
						See I-81 for directional traffic volume estimates for this segment.										
58 81	2.13	43000	G	75%	1%	From: US 11; US 19				F	0.074	F	44000	G		
						See I-81 for directional traffic volume estimates for this segment.										
58 81	0.93	50000	G	75%	1%	From: Old Airport Rd				F	0.083	F	50000	G		
						See I-81 for directional traffic volume estimates for this segment.										
Washington County																
58 81	3.84	50000	G	75%	1%	From: NCL Bristol				F	0.083	F	50000	G		
						See I-81 for directional traffic volume estimates for this segment.										
58 81	0.99	39000	G	75%	1%	From: FR-310				F	0.079	F	39000	G		
						See I-81 for directional traffic volume estimates for this segment.										
58 81	2.00	42000	G	75%	1%	From: 95-611				F	0.082	F	43000	G		
						See I-81 for directional traffic volume estimates for this segment.										
58 81	1.93	40000	B	75%	1%	From: SR 140				B	0.086	A	41000	B		
						See I-81 for directional traffic volume estimates for this segment.										
Town of Abingdon																
58 81	0.14	40000	B	75%	1%	From: SCL Abingdon				B	0.086	A	41000	B		
						See I-81 for directional traffic volume estimates for this segment.										
58 81	1.06	47000	G	75%	1%	From: SR 75				F	0.082	F	47000	G		
						See I-81 for directional traffic volume estimates for this segment.										
Washington County																
58 81	1.43	47000	G	75%	1%	From: NCL Abingdon				F	0.082	F	47000	G		
						See I-81 for directional traffic volume estimates for this segment.										
58 11	0.30	NA				From: I-81; US 11				NA			NA			
58	5.53	8000	G	93%	0%	From: US 11 East of Abingdon				F	0.076	F	0.664	8100	G	2002
						See I-81 for directional traffic volume estimates for this segment.										
58	3.57	5200	G	93%	0%	From: E 95-708				F	0.083	F	0.54	5300	G	2002
						See I-81 for directional traffic volume estimates for this segment.										
Town of Damascus																
58	1.38	5200	N	93%	0%	From: WCL Damascus				N	0.083	N	0.54	5300	N	2002
						See I-81 for directional traffic volume estimates for this segment.										
58	0.45	4000	G	93%	0%	From: W SR 91 Damascus				F	0.078	F	0.558	4000	G	2002
						See I-81 for directional traffic volume estimates for this segment.										
ECL Damascus																

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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								
Washington County																	
58	0.54	4000	N	93%	0%	From: ECL Damascus To: []				N	0.078	N	0.558	4000	N	2002	
58	9.63	720	G	95%	0%	From: E SR 91 Damascus To: []				F	0.104	F	0.675	730	G	2002	
58	5.80	530	G	95%	0%	From: 95-603 To: Grayson County Line				F	0.090	F	0.571	540	G	2002	
ALT 58 19	3.25	17000	G	91%	0%	From: Russell County Line To: []				F	0.082	F	0.577	17000	G	2002	
ALT 58 19	3.03	18000	G	91%	0%	From: 95-802 To: []				F	0.08	F	0.588	18000	G	2002	
ALT 58 19	3.79	20000	G	91%	0%	From: 95-700 To: NCL ABINGDON				F	0.079	F	0.577	20000	G	2002	
Town of Abingdon																	
ALT 58 19	Porterfield Rd	0.21	22000	G	91%	0%	From: NCL ABINGDON To: []				F	0.087	F	0.567	23000	G	2002
ALT 58	Russell Rd	1.01	7400	G	97%	0%	From: US 19 To: []				C	0.086	F	0.556	7700	G	2002
ALT 58 11	Main St	0.24	12000	G	95%	1%	From: Valley Street To: VALLEY ST				F	0.084	F	0.600	13000	G	2002
ALT 58 75	[]	0.78	18000	G	97%	0%	From: MAIN ST To: US 11				C	0.088	F	0.514	19000	G	2002
Washington County																	
75	4.29	2300	G	95%	0%	From: Tennessee State Line To: []				F	0.102	F	0.54	2300	G	2002	
75	4.46	4600	G	95%	0%	From: 95-670 Green Springs To: SCL Abingdon				F	0.081	F	0.599	4700	G	2002	
Town of Abingdon																	
75	0.98	6400	G	96%	0%	From: SCL Abingdon To: []				C	0.091	F	0.62	6700	G	2002	
75	0.78	18000	G	97%	0%	From: I-81 To: US 11				C	0.088	F	0.514	19000	G	2002	
Washington County																	
80	1.06	3000	G	97%	0%	From: US 11 Cedarville To: []				F	0.087	F	0.586	3000	G	2002	
80	2.19	990	G	97%	0%	From: 95-609 Meadowview To: []				F	0.095	F	0.575	1000	G	2002	
80	6.00	880	G	97%	0%	From: 95-740 N To: []				F	0.093	F	0.671	890	G	2002	
80	2.06	560	G	97%	0%	From: 95-689 Hayters Gap To: []				F	0.091	F	0.532	560	G	2002	
80	3.67	320	G	97%	0%	From: 95-613 To: Russell County Line				F	0.139	F	0.55	320	G	2002	
North 81	0.65	14000	G	74%	1%	From: Tennessee State Line To: []				F	0.062	F		14000	G	2002	
	Combined Traffic:	30000	G	75%	1%	To: SCL Bristol				F	0.065	F	0.566	30000	G		

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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							
City of Bristol																
North 81	0.61	14000	G	74%	1%	2%	1%	22%	1%	F	0.062	F		14000	G	2002
	Combined Traffic:	30000	G	75%	1%	2%	1%	20%	1%	F	0.065	F	0.566	30000	G	
From: SCL Bristol																
North 81	2.44	16000	G	74%	1%	2%	1%	22%	1%	F	0.072	F		16000	G	2002
	Combined Traffic:	32000	G	75%	1%	2%	1%	20%	1%	F	0.068	F	0.506	32000	G	
To: US 58, US 421																
North 81	1.39	26000	G	74%	1%	2%	1%	22%	1%	F	0.075	F		26000	G	2002
	Combined Traffic:	48000	G	75%	1%	2%	1%	20%	1%	F	0.075	F		48000	G	
To: I-381																
North 81	2.13	22000	G	74%	1%	2%	1%	22%	1%	F	0.074	F		22000	G	2002
	Combined Traffic:	43000	G	75%	1%	2%	1%	20%	1%	F	0.074	F		44000	G	
To: US 11, US 19																
North 81	0.93	22000	G	74%	1%	2%	1%	22%	1%	F	0.083	F		22000	G	2002
	Combined Traffic:	50000	G	75%	1%	2%	1%	20%	1%	F	0.083	F		50000	G	
To: Old Airport Rd																
To: NCL Bristol																
Washington County																
North 81	3.84	22000	G	74%	1%	2%	1%	22%	1%	F	0.083	F		22000	G	2002
	Combined Traffic:	50000	G	75%	1%	2%	1%	20%	1%	F	0.083	F		50000	G	
To: NCL Bristol																
North 81	0.99	21000	G	74%	1%	2%	1%	22%	1%	F	0.079	F		21000	G	2002
	Combined Traffic:	39000	G	75%	1%	2%	1%	20%	1%	F	0.079	F		39000	G	
To: FR-310																
North 81	2.00	21000	G	74%	1%	2%	1%	22%	1%	F	0.082	F		21000	G	2002
	Combined Traffic:	42000	G	75%	1%	2%	1%	20%	1%	F	0.082	F		43000	G	
To: 95-611																
North 81	1.93	20000	B	74%	1%	2%	1%	22%	1%	B	0.089	A		21000	B	2002
	Combined Traffic:	40000	B	75%	1%	2%	1%	20%	1%	B	0.086	A	0.512	41000	B	
To: SR 140																
To: SCL Abingdon																
Town of Abingdon																
North 81	0.14	20000	B	74%	1%	2%	1%	22%	1%	B	0.089	A		21000	B	2002
	Combined Traffic:	40000	B	75%	1%	2%	1%	20%	1%	B	0.086	A	0.512	41000	B	
To: SCL Abingdon																
North 81	1.06	24000	G	74%	1%	2%	1%	22%	1%	F	0.082	F		24000	G	2002
	Combined Traffic:	47000	G	75%	1%	2%	1%	20%	1%	F	0.082	F		47000	G	
To: SR 75																
To: NCL Abingdon																
Washington County																
North 81	1.43	24000	G	74%	1%	2%	1%	22%	1%	F	0.082	F		24000	G	2002
	Combined Traffic:	47000	G	75%	1%	2%	1%	20%	1%	F	0.082	F		47000	G	
To: NCL Abingdon																
North 81	2.62	18000	G	74%	1%	2%	1%	22%	1%	F	0.074	F		18000	G	2002
	Combined Traffic:	36000	G	75%	1%	2%	1%	20%	1%	F	0.074	F		37000	G	
To: US 11, US 58																
North 81	2.66	18000	G	74%	1%	2%	1%	22%	1%	F	0.074	F		18000	G	2002
	Combined Traffic:	37000	G	75%	1%	2%	1%	20%	1%	F	0.074	F		37000	G	
To: 95-704																
To: SR 80																

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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								
Washington County																	
North 81						From: SR 80											
	1.52	17000	G	74%	1%	2%	1%	22%	1%	F	0.076	F		17000	G	2002	
	Combined Traffic:		36000	G	75%	1%	2%	1%	20%	1%	F	0.076	F	37000	G		
North 81						From: 95-737											
	2.97	16000	G	74%	1%	2%	1%	22%	1%	F	0.074	F		17000	G	2002	
	Combined Traffic:		33000	G	75%	1%	2%	1%	20%	1%	F	0.074	F	33000	G		
North 81						From: SR 91											
	2.68	17000	G	74%	1%	2%	1%	22%	1%	F	0.068	F		17000	G	2002	
	Combined Traffic:		33000	G	75%	1%	2%	1%	20%	1%	F	0.068	F	34000	G		
North 81						From: US 11											
	2.31	14000	G	74%	1%	2%	1%	22%	1%	F	0.069	F		14000	G	2002	
	Combined Traffic:		32000	G	75%	1%	2%	1%	20%	1%	F	0.069	F	32000	G		
South 81						From: Tennessee State Line											
	1.06	16000	G	77%	1%	2%	1%	19%	1%	F	0.070	F		16000	G	2002	
	Combined Traffic:		30000	G	75%	1%	2%	1%	20%	1%	F	NA		30000	G		
South 81						From: SCL Bristol											
	0.16	16000	G	77%	1%	2%	1%	19%	1%	F	0.070	F		16000	G	2002	
	Combined Traffic:		30000	G	75%	1%	2%	1%	20%	1%	F	0.065	F	0.566	30000	G	
South 81						From: US 58, US 421											
	3.58	16000	G	77%	1%	2%	1%	19%	1%	F	0.067	F		16000	G	2002	
	Combined Traffic:		32000	G	75%	1%	2%	1%	20%	1%	F	NA		32000	G		
South 81						From: I-381											
	1.25	22000	G	77%	1%	2%	1%	19%	1%	F	0.074	F		23000	G	2002	
	Combined Traffic:		48000	G	75%	1%	2%	1%	20%	1%	F	NA		48000	G		
South 81						From: US 11, US 19											
	1.99	21000	G	77%	1%	2%	1%	19%	1%	F	0.071	F		21000	G	2002	
	Combined Traffic:		43000	G	75%	1%	2%	1%	20%	1%	F	NA		44000	G		
South 81						From: Old Airport Rd											
	0.50	27000	G	77%	1%	2%	1%	19%	1%	F	0.072	F		28000	G	2002	
	Combined Traffic:		50000	G	75%	1%	2%	1%	20%	1%	F	NA		50000	G		
South 81						From: NCL Bristol											
	3.79	27000	G	77%	1%	2%	1%	19%	1%	F	0.072	F		28000	G	2002	
	Combined Traffic:		50000	G	75%	1%	2%	1%	20%	1%	F	0.083	F	50000	G		
South 81						From: RT F-310											
	1.29	18000	G	77%	1%	2%	1%	19%	1%	F	0.087	F		18000	G	2002	
	Combined Traffic:		39000	G	75%	1%	2%	1%	20%	1%	F	NA		39000	G		
South 81						From: 95-611											
	1.93	22000	G	77%	1%	2%	1%	19%	1%	F	0.071	F		22000	G	2002	
	Combined Traffic:		42000	G	75%	1%	2%	1%	20%	1%	F	NA		43000	G		
South 81						From: SR 140											
	1.40	20000	A	77%	1%	2%	1%	19%	1%	A	0.093	A		20000	A	2002	
	Combined Traffic:		40000	B	75%	1%	2%	1%	20%	1%	B	NA		41000	B		
South 81						From: SCL Abingdon											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Abingdon																
South 81	0.69	20000	A	77%	1%	2%	1%	19%	1%	A	0.093	A		20000	A	2002
	Combined Traffic:	40000	B	75%	1%	2%	1%	20%	1%	B	0.086	A	0.512	41000	B	
Washington County																
South 81	0.79	23000	G	77%	1%	2%	1%	19%	1%	F	0.075	F		23000	G	2002
	Combined Traffic:	47000	G	75%	1%	2%	1%	20%	1%	F	NA			47000	G	
Washington County																
South 81	1.52	23000	G	77%	1%	2%	1%	19%	1%	F	0.075	F		23000	G	2002
	Combined Traffic:	47000	G	75%	1%	2%	1%	20%	1%	F	0.082	F		47000	G	
Washington County																
South 81	3.04	18000	G	77%	1%	2%	1%	19%	1%	F	0.066	F		18000	G	2002
	Combined Traffic:	36000	G	75%	1%	2%	1%	20%	1%	F	NA			37000	G	
Washington County																
South 81	2.56	19000	G	77%	1%	2%	1%	19%	1%	F	0.064	F		19000	G	2002
	Combined Traffic:	37000	G	75%	1%	2%	1%	20%	1%	F	NA			37000	G	
Washington County																
South 81	1.47	19000	G	77%	1%	2%	1%	19%	1%	F	0.064	F		19000	G	2002
	Combined Traffic:	36000	G	75%	1%	2%	1%	20%	1%	F	NA			37000	G	
Washington County																
South 81	2.94	16000	G	77%	1%	2%	1%	19%	1%	F	0.065	F		16000	G	2002
	Combined Traffic:	33000	G	75%	1%	2%	1%	20%	1%	F	NA			33000	G	
Washington County																
South 81	2.88	16000	G	77%	1%	2%	1%	19%	1%	F	0.065	F		16000	G	2002
	Combined Traffic:	33000	G	75%	1%	2%	1%	20%	1%	F	NA			34000	G	
Washington County																
South 81	1.83	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	NA			32000	G	
Washington County																
91	1.62	2800	G	83%	0%	3%	5%	8%	0%	F	0.074	F	0.529	2800	G	2002
Town of Damascus																
91 58	0.45	4000	G	93%	0%	2%	1%	4%	0%	F	0.078	F	0.558	4000	G	2002
Washington County																
91 58	0.54	4000	N	93%	0%	2%	1%	4%	0%	N	0.078	N	0.558	4000	N	2002
Town of Damascus																
91	0.70	2200	G	91%	0%	2%	3%	4%	0%	F	0.082	F	0.575	2200	G	2002
Washington County																
91	6.85	2200	N	91%	0%	2%	3%	4%	0%	N	0.082	N	0.575	2200	N	2002
Washington County																
91	0.97	2000	G	91%	0%	2%	3%	4%	0%	F	0.085	F	0.522	2000	G	2002
Washington County																
91	3.57	2100	G	91%	0%	2%	3%	4%	0%	F	0.089	F	0.576	2100	G	2002

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
91	0.51	4800	N	95%	0%	2%	1%	1%	0%	N	0.09	N	0.653	4900	N	2002
				From:	US 11											
				To:	SCL Glade Spring											
Town of Glade Spring																
91	1.37	4800	G	95%	0%	2%	1%	1%	0%	F	0.09	F	0.653	4900	G	2002
				From:	SCL Glade Spring											
91	0.77	3000	G	95%	0%	2%	1%	1%	0%	F	0.082	F	0.637	3100	G	2002
				From:	BUS SR 91											
				To:	NCL Glade Spring											
Washington County																
91	5.43	2500	G	95%	0%	2%	1%	1%	0%	F	0.082	F	0.548	2600	G	2002
				From:	NCL Glade Spring											
				To:	WCL Saltville											
Town of Saltville																
91	0.52	3500	G	96%	0%	1%	1%	1%	0%	C	0.081	F	0.565	3500	G	2002
				From:	WCL Saltville											
				To:	Smyth County Line											
Town of Glade Spring																
Bus 91	1.38	800	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.573	820	G	2002
				From:	S SR 91 Glade Spring											
				To:	N SR 91 Glade Spring											
Washington County																
91 11	0.13	6400	G	96%	0%	2%	1%	1%	0%	F	0.081	F	0.557	6500	G	2002
				From:	US 11 OLD LOCATION RT 91											
				To:	US 11											
City of Bristol																
113	Cumberland St	0.28	2700	G	96%	0%	2%	1%	0%	C	0.090	F	0.528	2800	G	2002
	Combined Traffic:	3800	G	96%	0%	1%	1%	1%	0%	C	0.091	F	0.508	4000	G	
				From:	Commonwealth Ave											
				To:	US 421 Piedmont Ave											
113	Piedmont Ave	0.08	3800	G	96%	0%	2%	0%	0%	F	0.093	F	0.539	4000	G	2002
	Combined Traffic:	4900	G	97%	0%	2%	0%	1%	0%	F	0.093	F	0.527	5100	G	
				From:	Cumberland St											
				To:	SR 113 P, Sycamore Ave											
113	Piedmont Ave	0.25	3200	G	96%	0%	2%	0%	0%	F	0.096	F	0.528	3400	G	2002
				From:	Oakview Ave											
				To:	Piedmont Ave											
113	Oakview Ave	0.60	2200	G	96%	0%	2%	0%	0%	C	0.1	F	0.525	2300	G	2002
				From:	Moore St											
				To:	Oakview Ave											
113	Moore St	0.12	10000	G	96%	0%	2%	0%	0%	F	0.087	F	0.513	11000	G	2002
				From:	Euclid Ave											
				To:	SR 381 Commonwealth Ave											
113	Sycamore St	0.40	1100	G	98%	0%	1%	0%	0%	C	0.095	F	0.527	1100	G	2002
	Combined Traffic:	3800	G	96%	0%	1%	1%	1%	0%	C	NA			4000	G	
				To:	Piedmont Ave											
Town of Abingdon																
140	Jonesboro Rd	0.38	18000	G	91%	1%	1%	1%	5%	C	0.086	F	0.52	18000	G	2002
				From:	SCL Abingdon											
				To:	US 11 Main St											
City of Bristol																
North 381	1.39	7700	A	94%	1%	2%	1%	3%	0%	A	0.11	A		7800	A	2002
	Combined Traffic:	15000	A	94%	0%	2%	0%	3%	0%	A	0.101	A	0.588	15000	A	
				From:	SR 381											
				To:	I-81											
South 381	1.67	7400	A	94%	0%	2%	0%	3%	0%	A	0.109	A		7600	A	2002
	Combined Traffic:	15000	A	94%	0%	2%	0%	3%	0%	A	NA			15000	A	
				From:	SR 381											
				To:	I-81											

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
(381) Commonwealth Ave	0.16	20000	G	94%	0%	From: US 421				F	0.084	F	0.532	21000	G	2002
(381) Commonwealth Ave	0.16	21000	G	94%	1%	To: SR 113 Cumberland Ave				F	0.087	F	0.551	21000	G	2002
(381) Commonwealth Ave	0.19	21000	G	94%	1%	From: SR 133 Par; Sycamore St				F	0.087	F	0.569	21000	G	2002
(381) Commonwealth Ave	0.63	23000	G	94%	1%	To: US 11 Euclid Ave				F	0.087	F	0.55	23000	G	2002
						From: Keys St; I-381										
Washington County																
(421) (58)	2.65	1200	G	89%	1%	From: Scott County Line				F	0.097	F	0.596	1200	G	2002
(421) (58)	3.59	5100	G	89%	1%	To: 95-700				F	0.087	F	0.628	5100	G	2002
						From: WCL Bristol										
City of Bristol																
(421) (58) Gate City Hwy	0.50	5200	G	97%	0%	From: WCL Bristol				C	0.088	F	0.635	5400	G	2002
(421)	0.21	7200	G	92%	0%	To: US 58; I-81				F	0.079	F	0.614	7400	G	2002
(421)	0.80	8500	G	92%	0%	From: Island Rd				F	0.087	F	0.566	8900	G	2002
(421) (11) Euclid Ave	0.75	16000	G	98%	0%	To: W US 11				F	0.085	F	0.525	17000	G	2002
(421) (11) Euclid Ave	0.19	18000	G	98%	0%	From: Vance St				F	0.087	F	0.562	19000	G	2002
(421) (11) Euclid Ave	0.18	21000	G	98%	0%	To: Bob Morrison Blvd				F	0.085	F	0.601	21000	G	2002
(421) (381) Commonwealth A	0.19	21000	G	94%	1%	From: E RT 11				F	0.087	F	0.569	21000	G	2002
(421) (381) Commonwealth A	0.16	21000	G	94%	1%	To: SR 133 Par Sycamore St				F	0.087	F	0.551	21000	G	2002
(421) (381) Commonwealth A	0.16	20000	G	94%	0%	From: SR 113 Cumberland Ave				F	0.084	F	0.532	21000	G	2002
(421) State St	0.21	10000	G	92%	0%	To: RT 381				F	0.088	F	0.547	11000	G	2002
(421) State St	0.34	9900	G	92%	0%	From: SR 381 Commonwealth Ave				F	0.087	F	0.537	10000	G	2002
(421) State St	0.28	13000	G	92%	0%	To: 102-3305 Piedmont Ave				F	0.082	F	0.514	13000	G	2002
						From: Truck US 11 Randall St										
						To: Goodson St; Tennessee State Line										
Washington County																
(600)	0.45	240	R			From: 95-726				NA			NA			1998
(600)	1.00	340	R			To: 95-777				NA			NA			1998
						From: US 58										
(601)	0.15	20	R			To: US 58 SOUTH				NA			NA			10/29/2001
(601)	2.30	46	R			From: 95-756				NA			NA			10/29/2001
						To: US 58 NORTH										

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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							
Washington County																
602	1.20	60	R			From: US 58					NA			NA		10/29/2001
602	0.70	80	R			From: Smyth County Line					NA			NA		10/29/2001
602	0.30	180	R			From: Smyth County Line					NA			NA		1998
602	0.26	46	R			From: 95-603 EAST 95-603 WEST					NA			NA		10/29/2001
603	0.56	730	G	97%	0%	2%	0%	1%	0%	C	0.087	F	0.627	740	G	2002
603	0.35	810	G	97%	0%	2%	0%	1%	0%	F	0.085	F	0.639	820	G	2002
603	0.25	830	G	97%	0%	2%	0%	1%	0%	F	0.093	F	0.506	840	G	2002
604	1.00	100	R			From: Smyth County Line					NA			NA		1998
604	1.20	190	R			From: 95-730					NA			NA		1998
604	0.80	240	R			From: JEFFERSON FOR BNDY					NA			NA		1998
604	1.30	290	G	97%	0%	1%	0%	1%	0%	C	0.122	F	0.694	300	G	2002
605	1.37	980	R			From: SR 91					NA			NA		1998
605	3.05	430	R			From: 95-724					NA			NA		1998
605	3.75	480	R			From: 95-731 WEST					NA			NA		1998
605	1.90	170	R			From: 95-871					NA			NA		1998
606	0.58	40	R			From: Smyth County Line					NA			NA		10/25/2001
607	0.17	120	R			From: 95-762					NA			NA		1998
607	1.00	170	R			From: 95-736 EAST					NA			NA		1998
608	1.69	190	R			From: 95-762					NA			NA		1998
608	3.30	230	R			From: 95-736; 95-761					NA			NA		1998
609	1.18	1900	G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.612	1900	G	2002
609	0.61	2100	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.585	2100	G	2002

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						2Axle	3+Axle	1Trail	2Trail								
Washington County																	
609	1.02	1600	G	98%	0%	1%	0%	1%	0%	F	0.110	F	0.621	1600	G	2002	
				From:	95-704												
				To:													
609	0.11	1800	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.659	1800	G	2002	
				From:	95-694 WEST												
				To:													
609	1.10	1300	A	98%	0%	1%	0%	1%	0%	A	0.110	A	0.536	1300	A	2002	
				From:	95-694 EAST												
				To:													
609	0.36	1500	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.593	1500	G	2002	
				From:	95-846												
				To:													
609	1.48	990	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.617	1000	G	2002	
				From:	SR 80 WEST												
				To:	SR 80 EAST												
609	0.07	2600	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.502	2600	G	2002	
				From:	95-737 WEST												
				To:													
609	0.55	2200	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.507	2200	G	2002	
				From:	95-651												
				To:													
609	2.53	1300	G	86%	1%	12%	0%	1%	0%	C	0.089	F	0.535	1400	G	2002	
				From:	95-839												
				To:	WCL Glade Spring												
Town of Glade Spring																	
609	0.42	1300	N	86%	1%	12%	0%	1%	0%	N	0.089	N	0.535	1400	N	2002	
				From:	WCL Glade Spring												
				To:													
609	0.06	2800	G	86%	1%	12%	0%	1%	0%	F	0.085	F	0.534	2900	G	2002	
				From:	95-750												
				To:	SR 91 BUS; Gap Terminus												
609	0.16	690	R								NA		NA			1998	
				From:	95-1309; Gap Terminus												
				To:													
609	0.62	750	G	86%	1%	12%	0%	1%	0%	F	0.094	F	0.542	760	G	2002	
				From:	SR 91 Underpass												
				To:	ECL Glade Spring												
Washington County																	
609	0.41	750	N	86%	1%	12%	0%	1%	0%	N	0.094	N	0.542	760	N	2002	
				From:	ECL Glade Spring												
				To:													
609	0.65	510	R								NA		NA			1998	
				From:	95-751												
				To:													
609	1.29	360	R								NA		NA			1998	
				From:	95-753												
				To:	Smyth County Line												
610	0.10	90	R								NA		NA			1998	
				From:	95-645												
				To:	Dead End												
611	0.40	60	R								NA		NA			1998	
				From:	Dead End												
				To:													
611	0.48	1400	R								NA		NA			1998	
				From:	95-647 EAST												
				To:	95-647 WEST												
611	0.08	3300	R								NA		NA			1998	
				From:	I-81 N RAMPS												
				To:													
611	0.06	4900	R								NA		NA			1998	
				From:	I-81 S RAMPS												
				To:													
611	1.70	920	R								NA		NA			1998	
				From:	US 11												
				To:													
611	0.90	350	R								NA		NA			1998	
				From:	95-645 SOUTH												
				To:	95-645 NORTH												
				To:	95-681												

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
611	1.70	250	R			From: 95-681					NA			NA		1998
611	1.60	320	R			To: 95-633					NA			NA		1998
611	3.69	130	R			From: 95-700					NA			NA		10/18/2001
611	0.08	100	R			To: 3.69 MN 95-700					NA			NA		1998
611	5.51	380	R			From: US 19 SOUTH US 19 NORTH					NA			NA		1998
611	4.74	190	R			To: 95-692 SOUTH 95-692 NORTH					NA			NA		10/18/2001
611	6.30	260	R			From: SR 80 SOUTH SR 80 NORTH					NA			NA		1998
611	3.40	150	R			To: 95-747					NA			NA		10/22/2001
612	3.20	30	R			From: Smyth County Line 95-802					NA			NA		10/25/2001
613	3.93	550	G	99%	0%	0%	0%	1%	0%	F	0.113	F	0.591	560	G	2002
613	0.57	800	G	99%	0%	0%	0%	1%	0%	C	0.095	F	0.608	810	G	2002
613	2.47	1100	G	99%	0%	0%	0%	1%	0%	F	0.088	F	0.591	1100	G	2002
614	1.37	290	G	99%	0%	1%	0%	0%	0%	F	0.108	F	0.515	290	G	2002
614	0.20	240	R			From: 95-802					NA			NA		1998
614	0.30	170	R			To: 95-615					NA			NA		10/15/2001
614	3.70	130	R			From: 95-873					NA			NA		1998
614	1.26	490	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.633	500	G	2002
614	0.84	220	R			To: 95-622					NA			NA		1998
614	1.50	110	R			From: 95-856					NA			NA		10/15/2001
614	0.50	10	R			To: 95-623					NA			NA		10/15/2001
614	1.00	40	R			From: Dead End; Gap Terminus 95-798; Gap Terminus					NA			NA		10/15/2001
614	1.60	80	R			To: Dead End; Gap Terminus 95-624; Gap Terminus					NA			NA		10/15/2001
614	2.70	140	R			From: 65-625 95-625					NA			NA		10/15/2001
						To: 95-626										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
614	2.20	330	R			From: 95-626					NA			NA		1998
						To: 95-700 WEST										
614	2.00	210	R			From: 95-700 EAST					NA			NA		1998
						To: 95-633 WEST										
614	1.80	140	R			From: 95-633 EAST					NA			NA		11/05/2001
						To: 95-662										
615	1.69	240	R			From: Scott County Line					NA			NA		1998
						To: 95-614										
616	2.80	70	R			From: Scott County Line					NA			NA		10/15/2001
						To: 95-629 WEST										
616	0.10	60	R			From: 95-629 EAST					NA			NA		10/15/2001
						To: 95-629 EAST										
616	2.50	70	R			From: 95-628					NA			NA		10/15/2001
						To: 95-628										
616	1.40	150	R			From: 95-622 WEST					NA			NA		1998
						To: 95-622 WEST										
616	1.17	710	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.603	720	G	2002
						From: 95-622 EAST										
616	1.50	160	R			From: 95-622 EAST					NA			NA		1998
						To: 95-798										
616	2.90	100	R			From: 95-798					NA			NA		1998
						To: 95-625 WEST										
616	1.00	130	R			From: 95-625 WEST					NA			NA		1998
						To: 95-625 EAST										
616	1.80	70	R			From: 95-625 EAST					NA			NA		10/15/2001
						To: 95-614 NORTH										
616	1.40	46	R			From: 95-614 SOUTH					NA			NA		10/18/2001
						To: 95-626										
617	0.60	60	R			From: Scott County Line					NA			NA		10/15/2001
						To: 95-618										
617	1.10	120	R			From: 95-618					NA			NA		10/15/2001
						To: 95-630 SOUTH										
617	3.50	280	R			From: 95-630 NORTH					NA			NA		1998
						To: 95-700 NORTH										
617	2.40	330	R			From: 95-700 SOUTH					NA			NA		1998
						To: 95-633										
618	2.80	130	R			From: US 58					NA			NA		10/15/2001
						To: 95-617										
619	0.80	60	R			From: 95-613					NA			NA		10/22/2001
						To: Dead End										
620	0.90	45	R			From: 95-614					NA			NA		10/15/2001
						To: 95-802										
621	0.30	440	G	98%	0%	1%	0%	0%	0%	C	0.100	F	0.5	440	G	2002
						From: 95-614										
						To: 95-802										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
622	1.57	1200	G	98%	0%	1%	0%	0%	0%	C	0.091	F	0.643	1200	G	2002
				From:	95-640											
				To:	95-700											
622	2.57	850	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.564	860	G	2002
				To:	95-616 EAST											
				From:	95-616 WEST											
622	1.07	650	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.677	660	G	2002
				To:	95-614											
				From:	95-614											
623	0.50	60	R							NA			NA			10/15/2001
				To:	95-802											
				From:	95-614											
624	0.70	20	R							NA			NA			10/15/2001
				To:	Dead End											
				From:	95-614											
625	1.20	130	R							NA			NA			10/15/2001
				To:	95-616 WEST											
				From:	95-616 EAST											
625	2.00	200	R							NA			NA			1998
				To:	95-700 WEST											
				From:	95-700 EAST											
625	2.37	300	R							NA			NA			1998
				To:	95-633 EAST											
				From:	95-633 WEST											
625	1.23	390	R							NA			NA			1998
				To:	95-657 NORTH											
				From:	95-657 SOUTH											
625	1.45	1200	R							NA			NA			1998
				To:	95-645 WEST											
				From:	95-645 EAST											
625	2.06	1000	R							NA			NA			1998
				To:	US 11											
				From:	95-700											
626	4.40	130	R							NA			NA			10/18/2001
				To:	95-614											
				From:	Dead End											
627	2.00	90	R							NA			NA			11/08/2001
				To:	95-628											
				From:	95-628											
627	1.10	230	R							NA			NA			1998
				To:	95-700 WEST											
				From:	95-700 EAST											
627	2.10	470	R							NA			NA			1998
				To:	95-633 EAST											
				From:	95-633 WEST											
627	0.60	570	R							NA			NA			1998
				To:	95-656											
				From:	95-656											
627	1.40	170	R							NA			NA			11/08/2001
				To:	95-641											
				From:	95-627											
628	4.00	10	R							NA			NA			10/15/2001
				To:	95-616											
				From:	95-617											
629	4.10	150	R							NA			NA			1998
				To:	95-616 WEST											
				From:	95-616 EAST											
629	0.05	NA								NA			NA			
				To:	Dead End											
				From:	Tennessee State Line											
630	0.20	470	R							NA			NA			1998
				To:	95-633 WEST											

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
630	1.20	290	R			From: 95-633 EAST					NA			NA		10/15/2001
630	1.70	290	R			From: 95-855					NA			NA		1998
630	2.30	230	R			From: US 58					NA			NA		1998
630	1.00	60	R			From: 95-617 SOUTH					NA			NA		10/15/2001
630	0.61	150	R			From: 95-617 NORTH					NA			NA		10/15/2001
631	1.20	190	R			From: 95-630					NA			NA		10/15/2001
632	2.30	150	R			From: US 58					NA			NA		10/15/2001
633	1.50	550	G	98%	0%	From: Tennessee State Line				C	0.093	F	0.51	550	G	2002
633	1.96	1200	G	98%	0%	From: 95-635				F	0.105	F	0.631	1300	G	2002
633	2.56	910	G	98%	0%	From: US 58 WEST										
633	2.56	910	G	98%	0%	From: US 58 EAST				C	0.09	F	0.627	920	G	2002
633	2.26	810	G	98%	0%	From: 95-641				F	0.095	F	0.519	820	G	2002
633	1.73	1900	G	98%	0%	From: 95-640				F	0.084	F	0.551	2000	G	2002
633	1.05	210	R			From: 95-659 EAST					NA			NA		1998
633	1.23	210	R			From: 95-625 WEST					NA			NA		1998
633	0.78	690	G	98%	0%	From: 95-625 EAST					NA			NA		1998
633	0.78	690	G	98%	0%	From: 95-661				F	0.105	F	0.581	700	G	2002
633	2.23	670	G	98%	0%	From: 95-614 WEST				F	0.097	F	0.537	680	G	2002
633	1.95	750	G	98%	0%	From: 95-611				F	0.096	F	0.596	760	G	2002
633	0.48	530	R			From: US 19 NORTH					NA			NA		1998
634	1.60	70	R			From: Dead End					NA			NA		11/08/2001
635	0.60	130	R			From: 95-700					NA			NA		1998
636	1.90	200	R			From: 95-636					NA			NA		1998
637	0.94	380	R			From: Tennessee State Line					NA			NA		1998
637	0.94	380	R			From: WCL Bristol					NA			NA		1998
637	0.94	380	R			From: 95-637					NA			NA		1998
637	0.94	380	R			From: 95-636					NA			NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(637)	0.50	120	R			From: 95-636 To: 95-633					NA			NA		1998
(638)	0.24	60	R			From: US 58 To: US 58					NA			NA		1998
(639)	0.99	310	R			From: NCL Bristol To: Dead End					NA			NA		1998
(640)	2.31	2700	G	98%	0%	1%	0%	1%	0%	C	0.086	F	0.658	2700	G	2002
(640)	1.33	2400	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.629	2500	G	2002
(640)	1.25	2500	G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.578	2500	G	2002
(640)	0.78	1000	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.536	1000	G	2002
(641)	Camp Ground Rd	0.02	1200	G	98%	0%	1%	0%	1%	C	NA			1200	G	2002
(641)		2.59	590	G							0.089	F	0.636	600	G	2002
(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	30	R							NA			NA		1998
(644)		0.50	360	R							NA			NA		1998
(645)		1.25	1800	G	96%	0%	2%	1%	2%	F	0.106	F	0.567	1800	G	2002
(645)		0.68	2300	G	96%	0%	2%	1%	2%	F	0.097	F	0.512	2300	G	2002
(645)		0.13	2300	G	96%	0%	2%	1%	2%	F	0.096	F	0.516	2300	G	2002
(645)		0.31	4200	G	96%	0%	2%	1%	2%	C	0.085	F	0.542	4300	G	2002
(645)		0.76	3200	G	96%	0%	2%	1%	2%	F	0.089	F	0.531	3300	G	2002
(645)		0.71	2600	G	96%	0%	2%	1%	2%	F	0.093	F	0.505	2600	G	2002
(645)		1.02	2000	G	96%	0%	2%	1%	2%	F	0.098	F	0.658	2000	G	2002
(645)		2.54	1600	R							NA			NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(645)	1.65	1300	R			From: 95-662 EAST					NA			NA		1998
(645)	1.67	1500	R			From: 95-611 EAST					NA			NA		1998
						To: WCL Abingdon										
(646)	0.36	20	R			From: SR 91					NA			NA		1998
						To: SR 91										
(647)	1.77	4900	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.586	5000	G	2002
(647)	1.91	3300	G	97%	0%	1%	1%	1%	0%	C	0.095	F	0.575	3400	G	2002
						From: 95-649 WEST										
(647)	2.94	2600	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.695	2600	G	2002
						From: 95-666										
(647)	1.72	2200	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.696	2200	G	2002
						From: 95-663										
(647)	1.36	2300	G	98%	0%	1%	1%	1%	0%	F	0.108	F	0.607	2400	G	2002
						From: 95-611 WEST										
(647)	0.24	3800	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.663	3900	G	2002
						From: 95-1521										
(647)	0.28	4900	G	98%	0%	1%	1%	1%	0%	C	0.095	F	0.644	5000	G	2002
						From: 95-1520										
(647)	0.03	5500	G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.606	5600	G	2002
						From: FR-24										
(647)	0.15	12000	G	98%	0%	1%	1%	1%	0%	F	0.090	F	0.516	13000	G	2002
						From: I-81										
						To: SCL Abingdon										
(648)	0.80	1900	R			From: 95-647					NA			NA		1998
(648)	0.70	1200	R			From: 95-649					NA			NA		1998
						To: Dead End										
(649)	0.40	3600	G	98%	0%	1%	1%	1%	0%	C	0.097	F	0.580	3700	G	2002
						From: 95-650										
(649)	0.70	640	R			From: 95-647 WEST					NA			NA		1998
						From: 95-647 EAST										
(649)	0.10	650	R			From: 95-1450					NA			NA		1998
						To: 95-648										
(650)	0.30	3700	G	98%	0%	0%	1%	1%	0%	C	0.087	F	0.596	3800	G	2002
						From: Tennessee State Line										
(650)	0.70	390	R			From: 95-649					NA			NA		1998
						To: 95-654										
(651)	0.20	60	R			From: 95-609					NA			NA		1998
						To: 95-737										
(652)	0.20	40	R			From: 95-609					NA			NA		10/25/2001
						To: 95-753										
(653)	0.20	40	R			From: 95-663					NA			NA		1998
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(654)	1.70	490	R			From: 95-647 To: 95-666					NA			NA		1998
(655)	2.10	560	R			From: 95-640 To: 95-645					NA			NA		1998
(656)	0.50	700	R			From: 95-627 To: 95-640 NORTH					NA			NA		1998
(656)	2.10	870	R			From: 95-640 SOUTH To: 95-657					NA			NA		1998
(657)	0.45	1500	R			From: 95-645 To: 95-1021					NA			NA		1998
(657)	1.80	1200	R			From: 95-659 SOUTH To: 95-659 NORTH					NA			NA		1998
(657)	0.80	890	R			From: 95-625 NORTH To: 95-625 SOUTH					NA			NA		1998
(657)	1.40	380	R			From: 95-661 To: 95-661					NA			NA		1998
(658)	0.41	370	R			From: SR 75 To: 95-670					NA			NA		1998
(659)	1.07	4300	G	97%	0%	1%	1%	1%	0%	C	0.091	F	0.596	4400	G	2002
(659)	2.19	1000	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.633	1000	G	2002
(659)	2.06	120	G	97%	0%	1%	1%	1%	0%	F	0.143	F	0.605	130	G	2002
(659)	0.70	80	R			From: 95-660 To: 95-700					NA			NA		1998
(660)	0.40	60	R			From: Dead End To: 95-659					NA			NA		11/05/2001
(661)	0.40	1000	G	94%	1%	3%	2%	1%	0%	C	0.096	F	0.79	1000	G	2002
(661)	0.80	770	G	94%	1%	3%	2%	1%	0%	F	0.097	F	0.686	780	G	2002
(662)	0.77	260	R			From: 95-645 WEST To: 95-804					NA			NA		1998
(662)	0.55	160	R			From: 95-804 To: 95-645 EAST					NA			NA		1998
(663)	4.40	330	R			From: 95-647 To: 95-665 WEST					NA			NA		1998
(663)	0.48	290	R			From: 95-665 EAST To: SR 75 WEST					NA			NA		1998
(663)	0.78	200	R			From: SR 75 EAST To: 95-664 WEST					NA			NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(663)	0.29	110	R			From: 95-664 EAST					NA		NA			1998
						To: Dead End										
(664)	0.92	80	R			From: Dead End					NA		NA			1998
						To: 95-663 WEST										
(664)	1.46	360	R			From: 95-663 WEST					NA		NA			1998
						To: 95-669										
(664)	1.57	300	R			From: 95-669					NA		NA			1998
						To: 95-670 WEST										
(664)	1.07	330	R			From: 95-670 EAST					NA		NA			1998
						To: 95-672; Gap Terminus										
(664)	4.63	50	R			From: Dead End; Gap Terminus					NA		NA			11/01/2001
						To: 95-674										
(665)	0.30	610	R			From: 95-666 WEST					NA		NA			1998
						To: 95-666 EAST										
(665)	3.12	600	R			From: 95-666 EAST					NA		NA			1998
						To: 95-671										
(665)	0.90	780	R			From: 95-671					NA		NA			1998
						To: 95-670										
(666)	0.75	600	R			From: 95-647					NA		NA			1998
						To: 95-654										
(666)	1.17	690	R			From: 95-654					NA		NA			1998
						To: 95-791										
(666)	0.90	1200	R			From: 95-791					NA		NA			1998
						To: 95-665 EAST										
(666)	0.02	610	R			From: 95-665 WEST					NA		NA			1998
						To: Tennessee State Line										
(667)	0.30	20	R			From: Dead End					NA		NA			10/29/2001
						To: 95-724										
(668)	0.19	140	R			From: 95-647					NA		NA			1998
						To: Dead End										
(669)	0.52	520	R			From: 95-664					NA		NA			1998
						To: SR 75										
(670)	0.72	1900	R			From: SCL Abingdon					NA		NA			1998
						To: 95-794										
(670)	4.56	1500	R			From: 95-794					NA		NA			1998
						To: 95-908 NORTH										
(670)	0.39	590	R			From: 95-908 NORTH					NA		NA			1998
						To: SR 75 NORTH; Gap Terminus										
(670)	0.03	1500	R			From: 95-665; Gap Terminus					NA		NA			1993
						To: SR 75 MID										
(670)	0.43	1800	R			From: SR 75 SOUTH					NA		NA			1998
						To: 95-658										
(670)	2.88	1700	R			From: 95-658					NA		NA			1998
						To: 95-674										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(670)	0.60	470	R			From: 95-674 To: 95-673					NA			NA		1998
(671)	1.40	150	R			From: 95-665 To: Dead End					NA			NA		11/01/2001
(672)	2.51	950	R			From: 95-664 To: SR 75					NA			NA		1998
(673)	1.10	360	R			From: Tennessee State Line To: 95-670					NA			NA		1998
(673)	1.70	190	R			From: 95-670 To: 95-759					NA			NA		1998
(674)	1.20	600	R			From: 95-670 To: 95-759					NA			NA		1998
(674)	0.50	520	R			From: Tennessee State Line; Gap Terminus To: 95-710					NA			NA		1998
(675)	0.70	670	R			From: 95-677 To: 95-829					NA			NA		1998
(675)	1.79	540	R			From: 95-829 To: 1.80 ME 95-829					NA			NA		1998
(675)	1.10	210	R			From: 1.80 ME 95-829 To: Dead End					NA			NA		1998
(676)	1.91	80	R			From: 95-670 To: 1.91 ME 95-670					NA			NA		11/01/2001
(676)	0.09	110	R			From: 1.91 ME 95-670 To: 95-672					NA			NA		11/01/2001
(676)	0.48	370	R			From: 95-672 To: 95-906					NA			NA		1998
(676)	0.70	220	R			From: 95-906 To: Dead End					NA			NA		1998
(677)	0.21	1100	G			From: SR 75 To: 95-902				F	0.093	F	0.684	1100	G	2002
(677)	2.80	2100	G			From: 95-902 To: 95-1810				F	0.104	F	0.579	2100	G	2002
(677)	1.20	2300	G			From: 95-1810 To: US 58				C	0.088	F	0.596	2400	G	2002
(677)	2.10	1400	R			From: US 58 To: US 11					NA			NA		1998
(678)	0.80	1100	R			From: Dead End To: 95-670					NA			NA		1998
(679)	0.16	20	R			From: 95-663 To: Dead End					NA			NA		11/08/2001

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(680)	2.11	360	R			From: NCL Bristol To: 95-641					NA			NA		1998
(681)	0.60	380	R			From: 95-611 To: 95-683					NA			NA		1998
(681)	1.58	1400	R			From: 95-683 To: WCL Abingdon					NA			NA		1998
(683)	0.55	180	R			From: Dead End To: 95-681					NA			NA		11/05/2001
(684)	1.80	120	R			From: 95-766 To: 95-891					NA			NA		11/05/2001
(684)	1.10	250	R			From: 95-700 MID To: 95-700 EAST					NA			NA		1998
(684)	3.80	90	R			From: 95-898 To: 95-700 WEST					NA			NA		10/18/2001
(684)	1.00	160	R			From: 95-700 WEST To: NCL Bristol					NA			NA		1998
(685)	0.06	60	R			From: NCL Bristol To: Dead End					NA			NA		1998
(686)	0.43	5	R			From: Dead End To: 95-745 SOUTH					NA			NA		10/22/2001
(686)	1.50	80	R			From: 95-745 NORTH To: 95-746					NA			NA		10/22/2001
(687)	0.51	260	R			From: 95-611 To: 0.51 MN 95-611					NA			NA		10/18/2001
(687)	0.11	270	R			From: 0.51 MN 95-611 To: 0.62 MN 95-611					NA			NA		10/18/2001
(687)	0.30	280	R			From: 0.62 MN 95-611 To: 95-689					NA			NA		10/18/2001
(688)	0.45	70	R			From: 95-689 To: Dead End					NA			NA		10/18/2001
(689)	3.10	860	G	96%	0%	1%	2%	1%	0%	C	0.094	F	0.627	870	G	2002
(689)	0.50	640	G	96%	0%	1%	1%	1%	0%	C	0.1	F	0.561	640	G	2002
(689)	6.90	260	G	93%	1%	1%	2%	5%	0%	C	0.126	F	0.636	270	G	2002
(690)	2.00	440	R			From: US 19 To: Dead End					NA			NA		1998
(691)	1.00	80	R			From: SR 80 To: Dead End					NA			NA		10/18/2001
(692)	0.46	1700	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.661	1800	G	2002
						From: NCL Abingdon To: 95-1510										

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						2Axle	3+Axle	1Trail	2Trail									
Washington County																		
692	0.41	1100	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.569	1200	G	2002		
				From:	95-1510													
				To:	95-695													
692	2.56	810	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.685	820	G	2002		
				From:	95-700													
				To:	95-700 EAST													
692	1.28	490	R								NA		NA			10/18/2001		
				From:	1.28 MN 95-700													
692	0.73	390	R								NA		NA			10/18/2001		
				From:	95-765													
692	0.34	250	R								NA		NA			1998		
				To:	95-611													
693	2.42	220	R								NA		NA			1998		
				From:	95-699													
				To:	95-700													
694	2.10	290	R								NA		NA			1998		
				From:	95-706													
694	1.20	540	R								NA		NA			1998		
				To:	US 11													
				From:	95-609 WEST													
				To:	95-609 EAST													
694	0.18	760	R								NA		NA			1998		
				From:	95-811													
694	1.62	660	R								NA		NA			1998		
				To:	95-740													
				From:	95-740 EAST													
694	1.00	220	R								NA		NA			1998		
				To:	95-779													
695	0.60	230	R								NA		NA			1998		
				From:	95-692													
695	1.70	140	R								NA		NA			1998		
				To:	95-697													
695	1.30	90	R								NA		NA			1998		
				From:	95-696													
				To:	95-700 EAST													
				From:	95-700 WEST													
695	0.70	10	R								NA		NA			10/18/2001		
				To:	Dead End													
696	1.55	60	R								NA		NA			10/22/2001		
				From:	95-695													
				To:	95-693													
697	1.84	380	R								NA		NA			1998		
				From:	95-695													
				To:	NCL Abingdon													
698	0.12	20	R								NA		NA			1993		
				From:	Dead End													
				To:	95-663													
699	2.94	2000	R								NA		NA			1998		
				From:	NCL Abingdon													
699	0.90	490	R								NA		NA			1998		
				To:	95-693													
				From:	95-740													
700	0.04	1300	G	97%	0%	2%	0%	0%	0%	F	0.096	F	0.552	1300	G	2002		
				From:	US 58													
				To:	95-631													

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						2Axle	3+Axle	1Trail	2Trail								
Washington County																	
(700)	1.36	760	G	97%	0%	2%	0%	0%	0%	C	0.101	F	0.57	770	G	2002	
				From:	95-631												
				To:	95-617 NORTH												
(700)	1.50	600	G	97%	0%	2%	0%	0%	0%	F	0.096	F	0.539	610	G	2002	
				From:	95-641												
				To:	95-627 WEST												
(700)	1.29	560	G	97%	0%	2%	0%	0%	0%	F	0.107	F	0.525	560	G	2002	
				From:	95-640												
				To:	95-622												
(700)	1.70	400	R								NA			NA		1998	
				From:	95-659												
				To:	95-614 WEST												
(700)	1.75	450	R								NA			NA		1998	
				From:	95-659												
				To:	95-614 WEST												
(700)	3.75	420	R								NA			NA		1998	
				From:	US 19												
				To:	95-775 WEST												
(700)	3.40	1400	R								NA			NA		1998	
				From:	95-775 EAST												
				To:	95-684 WEST												
(700)	0.07	790	R								NA			NA		1998	
				From:	95-775 EAST												
				To:	95-684 WEST												
(700)	1.00	740	R								NA			NA		1993	
				From:	95-692 EAST												
				To:	95-741 WEST												
(700)	3.31	620	R								NA			NA		1993	
				From:	95-692 EAST												
				To:	95-741 WEST												
(700)	3.10	380	R								NA			NA		1998	
				From:	SR 80												
				To:	95-745												
(700)	1.80	290	R								NA			NA		1998	
				From:	Tennessee State Line												
				To:	SR 75												
(700)	6.41	280	R								NA			NA		1998	
				From:	NCL Abingdon												
				To:	95-699												
(703)	1.40	690	R								NA			NA		1998	
				From:	95-740												
				To:	95-743												
(703)	1.30	310	R								NA			NA		1998	
				From:	SR 80 NORTH												
				To:	SR 80 SOUTH												
(703)	2.74	190	R								NA			NA		1998	
				From:	95-700												
				To:	US 11												
(704)	0.72	2200	G	85%	1%	3%	1%	10%	0%	F	0.096	F	0.655	2200	G	2002	
				From:	0.72 MN US 11												
				To:	95-879												
(704)	0.03	2200	G								0.096	N	0.655	2300	G	2002	
				From:	95-879												
				To:	95-609												
(704)	0.35	3800	G	85%	1%	3%	1%	10%	0%	C	0.095	F	0.674	3800	G	2002	
				From:	95-706												
				To:	95-904												
(705)	1.23	230	R								NA			NA		1998	

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(705)	0.70	520	R			From: 95-904 To: 95-677					NA			NA		1998
(706)	0.30	770	R			From: US 58					NA			NA		1998
(706)	2.18	430	R			From: 95-1227					NA			NA		1998
(706)	1.90	180	R			From: 95-694 To: 95-803					NA			NA		1998
(707)	1.30	50	R			From: Dead End To: 95-706					NA			NA		11/08/2001
(708)	2.80	1600	R			From: SR 91 To: US 58 MID					NA			NA		1998
(708)	1.37	80	R			From: US 58 SOUTH To: 95-722					NA			NA		11/01/2001
(708)	1.05	840	R			From: 95-722 To: US 58 NORTH					NA			NA		1998
(709)	0.90	280	R			From: 95-722 To: 95-803					NA			NA		1998
(710)	2.70	270	R			From: Tennessee State Line To: 95-674					NA			NA		1998
(710)	1.52	670	R			From: 95-722					NA			NA		1998
(710)	1.40	280	R			From: 95-722 To: 95-708					NA			NA		11/01/2001
(711)	1.50	210	G	99%	0%	0%	0%	0%	0%	F	0.149	F	0.574	210	G	2002
(711)	1.31	250	G	99%	0%	0%	0%	0%	0%	C	0.107	F	0.607	250	G	2002
(711)	0.03	50	R			From: 95-833					NA			NA		1995
(711)	0.46	200	R			From: US 58 WEST To: US 58 EAST					NA			NA		1998
(712)	1.20	60	R			From: Dead End					NA			NA		11/01/2001
(712)	0.50	140	R			From: 95-713					NA			NA		1998
(712)	1.43	360	R			From: 95-711 To: US 58 SOUTH					NA			NA		11/01/2001
(712)	1.10	150	R			From: US 58 NORTH To: 95-719					NA			NA		1998
(713)	0.70	30	R			From: Dead End To: 95-712					NA			NA		11/01/2001

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(714)	1.50	130	R			From: 95-731					NA			NA		10/25/2001
(714)	1.15	160	R			From: 95-733					NA			NA		10/25/2001
(714)	1.60	340	R			From: 95-762					NA			NA		10/25/2001
(714)	0.40	480	R			From: 95-736 SOUTH					NA			NA		1998
(714)	1.80	820	R			From: 95-736 NORTH					NA			NA		1998
(714)	0.08	20	R			From: US 11					NA			NA		1998
						To: Dead End										
(715)	1.49	200	R			From: Dead End					NA			NA		1998
(715)	0.43	60	R			From: US 58 WEST					NA			NA		1998
						To: US 58 EAST										
(716)	0.79	930	G	98%	0%	From: Tennessee State Line				F	0.087	F	0.535	940	G	2002
						To: SCL Damascus										
Town of Damascus																
(716)	0.26	930	N	98%	0%	From: SCL Damascus				N	0.087	N	0.535	940	N	2002
(716)	0.48	1300	G	98%	0%	From: 95-1210				C	0.093	F	0.542	1300	G	2002
(716)	0.14	1700	G	98%	0%	From: 95-1203				F	0.097	F	0.540	1700	G	2002
(716)	0.09	1900	G	98%	0%	From: 95-1205				F	0.099	F	0.581	2000	G	2002
(716)	0.07	460	R			From: US 58					NA			NA		1998
						To: 95-1222										
Washington County																
(717)	0.80	30	R			From: Dead End					NA			NA		11/08/2001
						To: 95-663										
(718)	0.12	90	R			From: 95-858					NA			NA		1998
(718)	0.97	870	R			From: US 58					NA			NA		1998
						To: 95-788										
(719)	2.11	280	R			From: 95-708					NA			NA		1998
						To: 95-788										
(720)	2.40	350	R			From: 95-722					NA			NA		1998
						To: 95-721										
(721)	0.70	380	R			From: SR 91					NA			NA		1998
						To: 95-722 EAST										
(721)	1.30	280	R			From: 95-722 WEST					NA			NA		1998
						To: 95-720										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
721	0.72	30	R			From: 95-720 To: Dead End					NA			NA		11/08/2001
722	1.80	610	R			From: 95-710 To: US 58 NORTH					NA			NA		1998
722	0.90	830	R			From: US 58 SOUTH To: 95-720					NA			NA		1998
722	2.50	420	R			From: 95-720 To: 95-709					NA			NA		1998
722	0.79	120	R			From: 95-709 To: SR 91 WEST					NA			NA		1998
722	0.05	80	R			From: SR 91 E; 95-736 To: 0.05 MW SR 91 EAST					NA			NA		1998
722	0.36	50	R			From: 0.05 MW SR 91 EAST To: 95-774					NA			NA		10/29/2001
722	0.30	48	R			From: 95-774 To: Dead End					NA			NA		10/29/2001
723	0.81	20	R			From: SR 91 To: Dead End					NA			NA		10/29/2001
724	1.70	110	R			From: 95-605 To: 95-789					NA			NA		10/29/2001
724	1.75	150	R			From: 95-789 To: SR 91					NA			NA		1998
725	1.60	370	R			From: Tennessee State Line To: 95-726					NA			NA		1998
725	0.60	200	R			From: 95-726 To: Dead End					NA			NA		10/29/2001
726	0.50	230	R			From: 95-725 To: 95-727					NA			NA		1998
726	0.40	260	R			From: 95-727 To: 0.40 ME 95-727					NA			NA		1998
726	1.62	220	R			From: 0.40 ME 95-727 To: 2.02 ME 95-727					NA			NA		10/29/2001
726	1.48	240	R			From: 2.02 ME 95-727 To: 95-859 WEST					NA			NA		10/29/2001
726	0.35	220	R			From: 95-859 WEST To: 95-859 EAST					NA			NA		1998
726	0.90	80	R			From: 95-600 To: US 58					NA			NA		10/29/2001
727	0.60	170	R			From: Tennessee State Line To: 95-726					NA			NA		1998
728	0.95	20	R			From: Dead End To: US 58					NA			NA		10/29/2001
729	0.67	130	R			From: US 58 To: 95-602					NA			NA		10/29/2001

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
730	0.90	120	R			From: Dead End To: 95-604					NA			NA		10/25/2001
731	2.80	470	R			From: SR 91 To: 95-605 WEST					NA			NA		1998
731	1.33	120	R			From: 95-605 WEST To: 95-605 EAST					NA			NA		1998
732	0.90	200	R			From: 95-733 To: 95-605					NA			NA		10/25/2001
733	2.25	100	R			From: 95-714 To: 95-605					NA			NA		10/25/2001
734	1.90	70	R			From: 95-803 To: SR 91					NA			NA		1998
735	2.30	240	R			From: US 11 To: 95-803 WEST					NA			NA		1998
735	2.70	380	R			From: 95-803 EAST To: 95-736					NA			NA		1998
736	0.20	90	R			From: 95-762 To: 95-607 EAST					NA			NA		1998
736	2.30	150	R			From: 95-607 WEST To: 95-608; 95-761					NA			NA		10/25/2001
736	1.80	220	R			From: 95-608 To: 95-714 SOUTH					NA			NA		1998
736	2.30	170	R			From: 95-714 NORTH To: SR 91 SOUTH					NA			NA		1998
736	1.20	480	R			From: SR 91 NORTH To: 95-735					NA			NA		1998
736	2.30	280	R			From: 95-735 To: US 11					NA			NA		1998
736	0.10	70	R			From: US 11 To: 95-754 WEST					NA			NA		1998
736	0.38	90	R			From: 95-754 EAST To: Dead End					NA			NA		11/13/2001
737	0.58	1500	G	94%	1%	1%	2%	2%	0%	C	0.076	F	0.591	1600	G	2002
737	0.57	2300	G	94%	1%	1%	2%	2%	0%	F	0.091	F	0.602	2300	G	2002
737	0.67	1100	R			From: I-81 To: 95-609 WEST					NA			NA		1998
737	0.48	300	R			From: 95-609 EAST To: 95-744					NA			NA		1998
737	0.25	30	R			From: 95-870 To: Dead End					NA			NA		10/22/2001

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(738)	0.10	190	R			From: SR 80					NA			NA		1998
(738)	0.20	260	R			From: 95-806 WEST					NA			NA		1998
(738)	0.56	130	R			From: 95-806 EAST					NA			NA		1998
(739)	0.90	70	R			From: 95-609					NA			NA		11/13/2001
(740)	1.24	1800	G	98%	0%	2%	0%	1%	0%	F	0.092	F	0.642	1800	G	2002
(740)	1.64	1400	G	98%	0%	2%	0%	1%	0%	C	0.086	F	0.724	1400	G	2002
(740)	0.43	1600	G	98%	0%	1%	0%	1%	0%	C	0.094	F	0.725	1600	G	2002
(740)	1.60	1000	G	98%	0%	1%	0%	1%	0%	F	0.105	F	0.733	1000	G	2002
(740)	1.01	400	R			From: SR 80 WEST To: SR 80 EAST					NA			NA		1998
(740)	1.67	100	R			From: 95-744 EAST					NA			NA		1998
(741)	1.40	100	R			From: 95-742					NA			NA		10/22/2001
(741)	1.80	180	R			From: 95-703 EAST To: 95-703 WEST					NA			NA		1998
(741)	0.67	NA				From: 95-700 EAST					NA			NA		
(742)	0.20	90	R			From: SR 80					NA			NA		10/22/2001
(742)	0.60	40	R			From: 95-741					NA			NA		10/22/2001
(743)	1.20	40	R			From: 95-743					NA			NA		10/22/2001
(744)	0.60	320	R			From: 95-703					NA			NA		10/22/2001
(744)	1.30	470	R			From: SR 80					NA			NA		1998
(745)	3.24	540	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.641	550	G	2002
(745)	1.65	570	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.621	580	G	2002
(745)	0.95	340	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.592	350	G	2002
(745)	0.70	1000	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.513	1000	G	2002

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						2Axle	3+Axle	1Trail	2Trail								
Washington County																	
(745)	1.00	1100	G	98%	0%	1%	0%	1%	0%	C	0.092	F	0.554	1100	G	2002	
				From:	95-750												
				To:	SR 91												
(746)	2.00	120	R								NA			NA		1998	
				From:	95-745												
(746)	0.08	30	R								NA			NA		10/22/2001	
				From:	95-700												
				To:	Dead End												
(747)	0.80	270	R								NA			NA		1998	
				From:	95-611												
				To:	95-613 WEST												
(747)	2.00	110	R								NA			NA		10/22/2001	
				From:	95-613 EAST												
				To:	Dead End												
(748)	1.40	400	R								NA			NA		1998	
				From:	95-745												
				To:	95-750 NORTH												
(748)	2.30	240	R								NA			NA		1998	
				From:	95-750 SOUTH												
				To:	SR 91												
Town of Glade Spring																	
(750)	0.08	2300	G	98%	0%	1%	1%	1%	0%	F	0.083	F	0.657	2300	G	2002	
				From:	95-609												
				To:	95-751												
(750)	0.38	1300	G	98%	0%	1%	1%	1%	0%	F	0.111	F	0.652	1300	G	2002	
				From:	95-751 SOUTH												
				To:	NCL Glade Spring												
Washington County																	
(750)	1.44	1100	G	98%	0%	1%	1%	1%	0%	C	0.115	F	0.676	1100	G	2002	
				From:	NCL Glade Spring												
				To:	95-751 NORTH												
(750)	1.00	950	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.632	970	G	2002	
				From:	95-751 NORTH												
				To:	95-748 SOUTH												
(750)	2.20	390	G	98%	0%	1%	1%	1%	0%	F	0.099	F	0.608	390	G	2002	
				From:	95-748 SOUTH												
				To:	95-745												
(751)	0.72	100	R								NA			NA		1998	
				From:	Dead End												
				To:	US 11; FR-34												
(751)	1.40	520	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.566	530	G	2002	
				From:	US 11; FR-34												
				To:	95-609												
(751)	1.00	500	R								NA			NA		1998	
				From:	95-609												
				To:	SR 91 SOUTH												
(751)	1.60	240	R								NA			NA		1998	
				From:	SR 91 SOUTH												
				To:	SR 91 NORTH												
(751)	1.71	220	R								NA			NA		1998	
				From:	95-750 NORTH												
				To:	WCL Glade Spring												
Town of Glade Spring																	
(751)	0.49	380	R								NA			NA		1998	
				From:	WCL Glade Spring												
				To:	95-750 SOUTH												
(752)	0.63	330	R								NA			NA		1998	
				From:	95-609; 95-1309												
				To:	SR 91												
Washington County																	
(753)	1.50	20	R								NA			NA		10/25/2001	
				From:	95-751												
				To:	95-652												

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(753)	0.30	270	R			From: 95-652 To: 95-609					NA			NA		10/25/2001
(754)	1.40	350	R			From: US 11 WEST To: US 11 EAST					NA			NA		1998
(755)	0.68	90	R			From: US 58 To: 95-603					NA			NA		10/29/2001
(756)	0.10	30	R			From: US 58 To: 95-601					NA			NA		10/29/2001
(757)	1.20	1400	R			From: Dead End To: US 58					NA			NA		1998
(758)	0.40	20	R			From: Dead End To: 95-605					NA			NA		10/29/2001
(759)	0.15	45	R			From: Tennessee State Line To: 95-673					NA			NA		1998
(759)	0.15	120	R			From: 95-673 To: State Line; Gap Terminus					NA			NA		1998
(759)	0.80	190	R			From: State Line; Gap Terminus To: 95-674					NA			NA		1998
Town of Glade Spring																
(760)	0.10	90	R			From: 95-750 SOUTH To: 0.10 MN 95-750					NA			NA		11/13/2001
(760)	0.10	60	R			From: 0.10 MN 95-750 To: 95-750 NORTH					NA			NA		1998
Washington County																
(761)	0.20	40	R			From: 95-608; 95-736 To: Dead End					NA			NA		10/25/2001
(762)	2.52	620	G	97%	0%	2%	0%	0%	0%	C	0.106	F	0.618	630	G	2002
(762)	3.63	630	G	97%	0%	2%	0%	0%	0%	F	0.092	F	0.537	640	G	2002
(763)	0.30	60	R			From: Dead End To: 95-640					NA			NA		11/08/2001
(764)	0.30	100	R			From: 95-869 To: Dead End					NA			NA		1998
(765)	1.00	60	R			From: Dead End To: 95-692					NA			NA		10/18/2001
(766)	1.08	130	R			From: US 19 To: US 19; 95-848					NA			NA		1998
(767)	1.00	480	R			From: US 11 To: 95-609					NA			NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(768)	0.60	30	R			From: Dead End					NA			NA		10/18/2001
						To: 95-700										
(769)	0.30	80	R			From: US 58					NA			NA		1998
						To: US 58										
(770)	0.11	NA				From: Dead End					NA			NA		
						To: 95-630										
(771)	0.15	40	R			From: Dead End					NA			NA		1998
						To: US 58										
(772)	0.22	8	R			From: SR 80					NA			NA		1998
						To: SR 80										
(773)	0.21	130	R			From: SR 91					NA			NA		1998
						To: Dead End										
(774)	0.45	70	R			From: Dead End					NA			NA		10/29/2001
						To: SR 91										
(774)	1.30	70	R			From: SR 91					NA			NA		10/29/2001
						To: 95-722										
(775)	0.17	260	R			From: US 19					NA			NA		1998
						To: 95-700 NORTH										
(775)	0.03	750	R			From: 95-700 SOUTH					NA			NA		1998
						To: 95-700 SOUTH										
(775)	0.10	30	R			From: Dead End					NA			NA		1998
						To: Dead End										
(776)	0.22	80	R			From: SR 91					NA			NA		1998
						To: Dead End										
(777)	0.40	60	R			From: Dead End					NA			NA		10/29/2001
						To: 95-600										
(778)	0.24	20	R			From: SR 91 SOUTH					NA			NA		1998
						To: SR 91 NORTH										
(779)	0.70	180	R			From: 95-693					NA			NA		1998
						To: 95-694										
(779)	0.10	150	R			From: 95-780					NA			NA		1998
						To: 95-780										
(779)	0.10	120	R			From: 0.10 ME 95-780					NA			NA		1998
						To: 0.10 ME 95-780										
(779)	0.60	100	R			From: 95-741					NA			NA		10/22/2001
						To: 95-741										
(780)	0.40	70	R			From: Dead End					NA			NA		10/22/2001
						To: 95-779										
(781)	1.50	210	R			From: NCL Bristol					NA			NA		1998
						To: 95-655										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
782	0.60	80	R			From: Dead End					NA		NA			1998
						To: US 58										
783	1.50	60	R			From: 95-710					NA		NA			11/01/2001
						To: 95-708										
784	0.60	80	R			From: Dead End					NA		NA			11/05/2001
						To: 95-700										
784	1.20	60	R			From: 95-700					NA		NA			11/05/2001
						To: Dead End; 1.20 MN										
785	0.60	110	R			From: Dead End					NA		NA			11/05/2001
						To: 95-659										
786	0.40	220	R			From: Dead End					NA		NA			10/25/2001
						To: 95-735										
787	1.04	120	R			From: Dead End					NA		NA			11/08/2001
						To: 1.04 ME Dead End										
787	0.16	160	R			From: 1.04 ME Dead End					NA		NA			11/08/2001
						To: US 58										
788	1.29	110	R			From: 95-718 SOUTH					NA		NA			11/01/2001
						To: 1.29 MN 95-718										
788	0.07	90	R			From: 1.29 MN 95-718					NA		NA			11/01/2001
						To: 95-719										
788	0.19	270	R			From: 95-719					NA		NA			1998
						To: 95-718 NORTH										
788	0.70	600	R			From: 95-718 NORTH					NA		NA			1998
						To: SR 91										
789	0.15	20	R			From: Dead End					NA		NA			10/29/2001
						To: 95-724										
790	0.35	180	R			From: Dead End					NA		NA			1998
						To: 95-745										
791	0.40	230	R			From: 95-666					NA		NA			1998
						To: Dead End										
792	0.45	40	R			From: Dead End					NA		NA			10/18/2001
						To: 95-700										
793	1.05	250	R			From: Dead End					NA		NA			1998
						To: SCL Abingdon										
794	0.91	1400	R			From: SCL Abingdon					NA		NA			1998
						To: 95-670										
795	0.38	80	R			From: 95-745					NA		NA			1998
						To: 95-745										
796	0.25	70	R			From: Dead End					NA		NA			10/15/2001
						To: 95-802										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(797)	0.50	260	R			From: SR 80					NA			NA		11/13/2001
						To: Dead End										
(798)	3.64	160	R			From: 95-616					NA			NA		10/15/2001
						To: 95-622										
(799)	1.50	70	R			From: Dead End					NA			NA		11/08/2001
						To: 95-627										
(800)	0.19	100	R			From: Dead End					NA			NA		11/13/2001
						To: SR 80										
(801)	0.80	110	R			From: Dead End					NA			NA		10/29/2001
						To: 0.80 ME Dead End										
(801)	0.10	110	R			From: 95-605					NA			NA		10/29/2001
						To: 95-605										
(802)	0.23	340	G	98%	0%	2%	0%	1%	0%	F	0.121	F	0.529	340	G	2002
						From: US 19										
(802)	1.94	360	G	98%	0%	2%	0%	1%	0%	C	0.09	F	0.636	370	G	2002
						From: 95-876										
(802)	5.21	300	G	98%	0%	2%	0%	1%	0%	F	0.099	F	0.5	300	G	2002
						From: 95-831										
(802)	3.12	180	G	98%	0%	2%	0%	1%	0%	F	0.099	F	0.525	180	G	2002
						From: 95-872										
(802)	2.09	170	G	98%	0%	2%	0%	1%	0%	F	0.109	F	0.595	170	G	2002
						From: 95-856										
(802)	3.21	460	G	98%	0%	2%	0%	1%	0%	F	0.119	F	0.624	470	G	2002
						From: 95-621										
						To: 95-614										
(803)	4.20	1900	R			From: US 11; SR 80					NA			NA		10/25/2001
						To: 95-709										
(803)	2.25	180	R			From: SR 91					NA			NA		10/25/2001
						To: SR 91										
(804)	1.80	130	R			From: 95-662					NA			NA		11/05/2001
						To: 95-645										
(805)	0.07	740	R			From: SR 80					NA			NA		1998
						To: 95-738										
(806)	0.55	90	R			From: 95-738					NA			NA		11/13/2001
						To: 95-738										
(807)	0.30	300	R			From: US 11					NA			NA		1998
						To: 95-1702										
(807)	0.12	60	R			From: Dead End					NA			NA		1998
						To: Dead End										
(808)	1.31	1300	R			From: 95-647					NA			NA		1998
						To: US 11										
(809)	0.60	60	R			From: 95-700					NA			NA		11/08/2001
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(810)	1.40	80	R			From: Dead End					NA		NA			11/01/2001
						To: 95-711										
(811)	0.60	100	R			From: 95-694					NA		NA			10/25/2001
						To: Dead End										
(812)	1.50	80	R			From: Dead End					NA		NA			10/15/2001
						To: 95-622										
(813)	0.60	120	R			From: 95-689					NA		NA			10/18/2001
						To: Dead End										
(814)	0.19	60	R			From: 95-795					NA		NA			10/22/2001
						To: Dead End										
(815)	1.00	90	R			From: 95-674					NA		NA			11/01/2001
						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	70	R			From: Dead End					NA		NA			11/01/2001
						To: SR 75										
(819)	0.50	40	R			From: 95-751					NA		NA			10/25/2001
						To: Dead End										
(820)	0.45	110	R			From: US 11					NA		NA			10/25/2001
						To: Dead End										
(821)	0.80	180	R			From: 95-613					NA		NA			10/22/2001
						To: Dead End										
(822)	0.50	80	R			From: Dead End					NA		NA			11/08/2001
						To: 95-633										
(823)	0.39	90	R			From: Dead End					NA		NA			11/08/2001
						To: 95-647										
(824)	0.75	47	R			From: 95-700					NA		NA			10/18/2001
						To: Dead End										
(825)	0.73	1600	R			From: 95-681					NA		NA			11/05/2001
						To: US 19										
(826)	0.70	150	R			From: Dead End					NA		NA			11/08/2001
						To: 95-700										
(827)	0.54	60	R			From: Dead End					NA		NA			11/08/2001
						To: 95-641										
(828)	0.52	70	R			From: Dead End					NA		NA			10/22/2001
						To: 95-700										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(829)	1.00	60	R			From: 95-675 To: Dead End					NA			NA		11/08/2001
(830)	0.63	40	R			From: SR 80 To: Dead End					NA			NA		10/22/2001
(831)	0.40	10	R			From: Dead End To: 95-802					NA			NA		10/18/2001
Town of Glade Spring																
(832)	0.13	100	R			From: Dead End To: SR 91 BUS					NA			NA		11/13/2001
Washington County																
(833)	0.09	380	G	95%	1%	2%	1%	1%	0%	C	0.115	F	0.581	390	G	2002
(834)	0.10	20	R			From: Dead End To: SR 91					NA			NA		10/22/2001
(835)	1.82	80	R			From: 95-674 To: 95-664					NA			NA		11/01/2001
(836)	1.10	300	R			From: 95-699 To: 95-694					NA			NA		10/22/2001
(837)	0.12	70	R			From: 95-645 To: Cul-de-Sac					NA			NA		11/05/2001
(838)	0.08	40	R			From: 95-737 To: 95-897 Gap Terminus					NA			NA		1993
(838)	0.08	20	R			From: 95-816 Gap Terminus To: Dead End; Gap Terminus					NA			NA		1993
(838)	0.06	30	R			From: 95-866 Gap Terminus To: Dead End					NA			NA		1993
(839)	0.08	170	R			From: 95-609 To: 95-838					NA			NA		11/13/2001
(840)	0.06	110	R			From: SR 91; 95-751 To: 95-841					NA			NA		10/25/2001
(841)	0.13	50	R			From: Dead End To: 95-840					NA			NA		10/25/2001
(842)	1.45	370	R			From: 95-609 To: END LOOP					NA			NA		11/13/2001
(843)	0.20	510	R			From: 95-640 To: 95-633					NA			NA		11/08/2001
(844)	0.16	NA				From: Dead End/ To: SR-00091(B)/					NA			NA		

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(845)	0.11	9	R			From: US 58					NA			NA		11/08/2001
						To: Dead End										
(846)	0.43	90	R			From: Dead End					NA			NA		11/13/2001
						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	45	R			From: 95-878					NA			NA		11/08/2001
						To: Dead End										
(850)	0.25	46	R			From: Dead End					NA			NA		11/05/2001
						To: 95-633										
(851)	0.25	30	R			From: 95-605					NA			NA		10/25/2001
						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										
(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	90	R			From: 95-726					NA			NA		10/29/2001
						To: US 58										
(862)	0.30	50	R			From: Dead End					NA			NA		10/29/2001
						To: 95-600										
(863)	0.55	60	R			From: 95-608					NA			NA		10/25/2001
						To: Dead End										
(865)	0.92	40	R			From: 95-737					NA			NA		10/22/2001
						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										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(866)	0.22	110	R			From: 95-838					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: 95-868					NA		NA			1998
						To: 95-647										
(868)	0.11	120	R			From: Dead End					NA		NA			11/08/2001
						To: 95-867										
(869)	0.15	90	R			From: Dead End					NA		NA			11/08/2001
						To: US 11										
(869)	1.54	1200	R			From: US 11					NA		NA			11/08/2001
						To: 95-645										
(870)	0.73	80	R			From: 95-737					NA		NA			10/22/2001
						To: Dead End										
(871)	1.88	30	R			From: 95-605					NA		NA			10/25/2001
						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										
(876)	0.20	320	R			From: US 19					NA		NA			10/18/2001
						To: 95-802										
(878)	0.41	70	R			From: US 58 SOUTH					NA		NA			11/08/2001
						To: US 58 NORTH										
(879)	0.65	580	R			From: 95-704					NA		NA			11/08/2001
						To: 95-609										
(880)	0.30	220	R			From: 95-633					NA		NA			11/08/2001
						To: 95-640										
(881)	0.25	80	R			From: Dead End					NA		NA			11/08/2001
						To: 95-700										
(882)	0.01	480	R			From: 95-869					NA		NA			11/05/2001
						To: 95-645										
(883)	1.69	360	R			From: 95-611					NA		NA			11/05/2001
						To: WCL ABINGDON										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(884)	0.95	90	R			From: Dead End					NA		NA			11/01/2001
						To: 95-674										
(885)	0.25	90	R			From: US 58					NA		NA			10/29/2001
						To: Dead End										
(886)	0.70	40	R			From: 95-753					NA		NA			10/25/2001
						To: Dead End										
(887)	0.20	130	R			From: Dead End					NA		NA			11/13/2001
						To: 95-609										
(888)	0.25	50	R			From: 95-603					NA		NA			10/29/2001
						To: Dead End										
(889)	0.15	20	R			From: 95-603					NA		NA			10/29/2001
						To: Dead End										
(890)	0.12	70	R			From: US 58					NA		NA			10/29/2001
						To: Dead End										
(891)	1.30	400	R			From: 95-633					NA		NA			11/05/2001
						To: 95-684										
(892)	0.50	70	R			From: 95-684					NA		NA			11/05/2001
						To: Dead End										
(894)	0.65	45	R			From: 95-751					NA		NA			10/25/2001
						To: Dead End										
(895)	0.25	90	R			From: US 11					NA		NA			11/08/2001
						To: Dead End										
(897)	0.18	130	R			From: 95-609					NA		NA			11/13/2001
						To: Dead End										
(898)	0.40	40	R			From: 95-684					NA		NA			10/18/2001
						To: Dead End										
(899)	0.85	40	R			From: Dead End					NA		NA			10/29/2001
						To: 95-600										
(900)	0.30	70	R			From: Dead End					NA		NA			11/01/2001
						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	330	R			From: 95-705					NA		NA			11/08/2001
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(905)	0.26	240	R			From: US 58					NA		NA			1995
(905)	0.08	60	R			To: END LOOP					NA		NA			1986
(906)	0.40	60	R			From: Dead End					NA		NA			11/01/2001
(907)	0.55	60	R			To: 95-676					NA		NA			11/01/2001
(908)	0.13	20	R			From: Dead End					NA		NA			11/01/2001
(909)	0.45	80	R			To: 95-670					NA		NA			11/05/2001
(910)	0.25	70	R			From: Dead End					NA		NA			11/05/2001
(910)	0.20	70	R			To: 0.25 MN Dead End					NA		NA			11/05/2001
(911)	0.12	170	R			From: US 19					NA		NA			1993
(920)	0.17	260	R			To: 95-665					NA		NA			10/25/2001
(923)	0.59	NA				From: SR 75; 95-670					NA		NA			
(1010)	0.32	NA				To: 95-901					NA		NA			
(1011)	0.25	NA				From: US 11					NA		NA			
(1021)	0.28	140	R			To: Cul-de-Sac/					NA		NA			
(1030)	0.30	NA				From: FR-00022(B)/					NA		NA			
(1101)	0.15	280	R			To: 95-01010(B)/					NA		NA			
(1102)	0.07	70	R			From: Cul-de-Sac/					NA		NA			
(1106)	0.11	510	R			To: 95-657					NA		NA			1995
(1106)	0.04	130	R			From: Dead End					NA		NA			1986
(1106)	0.23	170	R			To: Cul-de-Sac					NA		NA			1986
(1106)	0.23	170	R			From: 95-647					NA		NA			1986
(1106)	0.15	280	R			To: US 58					NA		NA			10/15/2001
(1106)	0.07	70	R			From: 95-1102					NA		NA			10/15/2001
(1106)	0.11	510	R			To: 95-1101					NA		NA			10/15/2001
(1106)	0.11	510	R			From: Dead End					NA		NA			1995
(1106)	0.04	130	R			To: 95-1106					NA		NA			1986
(1106)	0.23	170	R			From: 95-1111					NA		NA			1986
(1106)	0.23	170	R			To: 95-1107					NA		NA			1986
(1106)	0.23	170	R			From: END LOOP					NA		NA			1986

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(1106)	0.37	970	R			From: END LOOP					NA			NA		10/15/2001
						To: NCL Bristol										
(1107)	0.05	110	R			From: 95-1106					NA			NA		10/15/2001
						To: 95-1106										
(1108)	0.22	200	R			From: 95-633					NA			NA		10/15/2001
						To: 95-1109										
(1108)	0.44	140	R			From: 95-1109					NA			NA		10/15/2001
						To: END LOOP										
(1109)	0.10	60	R			From: Cul-de-Sac					NA			NA		10/15/2001
						To: 95-1108										
(1111)	0.06	500	R			From: 95-1106					NA			NA		10/15/2001
						To: 95-1112										
(1111)	0.07	210	R			From: 95-1112					NA			NA		10/15/2001
						To: 95-1113										
(1112)	0.24	290	R			From: 95-1111					NA			NA		10/15/2001
						To: 95-1113										
(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 OF 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										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Damascus																
(1201)	0.09	200	R			From: WCL Damascus To: US 58					NA			NA		11/01/2001
(1202)	0.20	1200	R			From: 95-1203 To: 95-1225					NA			NA		11/01/2001
(1202)	0.06	1200	R			From: 95-1224 To: US 58					NA			NA		11/01/2001
(1203)	0.09	680	R			From: 95-1202 To: 95-1204					NA			NA		11/01/2001
(1203)	0.06	820	R			From: 95-1204 To: 95-716					NA			NA		11/01/2001
(1204)	0.16	130	R			From: 95-1203 To: 95-1205					NA			NA		11/01/2001
(1205)	0.05	140	R			From: 95-1204 To: 95-716					NA			NA		11/01/2001
(1206)	0.07	190	R			From: 95-716 To: 95-1221					NA			NA		11/01/2001
(1206)	0.07	80	R			From: 95-1221 To: 95-1207					NA			NA		11/01/2001
(1207)	0.05	80	R			From: 95-1206 To: US 58					NA			NA		11/01/2001
(1208)	0.14	130	R			From: 95-1209 To: US 58					NA			NA		11/01/2001
(1208)	0.15	320	R			From: US 58 To: 95-1217					NA			NA		11/01/2001
(1209)	0.06	90	R			From: 95-1208 To: US 58					NA			NA		11/01/2001
(1209)	0.09	70	R			From: US 58 To: Dead End					NA			NA		11/01/2001
(1210)	0.06	110	R			From: 95-716 To: Dead End					NA			NA		11/01/2001
(1211)	0.06	80	R			From: 95-716 To: Dead End					NA			NA		11/01/2001
(1212)	0.41	290	R			From: US 58 To: SCL Damascus					NA			NA		11/01/2001
Washington County																
(1212)	0.63	150	R			From: SCL Damascus To: SR 91					NA			NA		11/01/2001
Town of Damascus																
(1213)	0.04	60	R			From: US 58 To: 95-1214					NA			NA		1993

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						2Axle	3+Axle	1Trail	2Trail							
Town of Damascus																
1214	0.08	48	R			From: Dead End					NA			NA		1993
						To: 95-1213										
1215	0.06	70	R			From: 95-1208					NA			NA		1993
						To: US 58										
1215	0.06	120	R			From: US 58					NA			NA		1993
						To: Dead End										
1216	0.07	80	R			From: 95-1208					NA			NA		1993
						To: SR 91										
1216	0.07	80	R			From: SR 91					NA			NA		1993
						To: Dead End										
1217	0.03	230	R			From: 95-1218					NA			NA		1993
						To: SR 91										
1217	0.07	80	R			From: SR 91					NA			NA		1993
						To: 95-1208										
1218	0.17	190	R			From: 95-1217					NA			NA		1993
						To: 95-1219										
1219	0.14	150	R			From: 95-1220					NA			NA		1993
						To: 95-1218										
1220	0.20	80	R			From: SR 91					NA			NA		1993
						To: 95-1219										
1221	0.06	180	R			From: 95-1206					NA			NA		1993
						To: US 58										
1221	0.06	210	R			From: US 58					NA			NA		1993
						To: 95-1222										
1222	0.05	10	R			From: Dead End					NA			NA		1993
						To: 95-1223										
1222	0.07	330	R			From: 95-1223					NA			NA		1993
						To: 95-716										
1222	0.07	160	R			From: 95-716					NA			NA		1993
						To: 95-1221										
1223	0.05	1200	R			From: Dead End					NA			NA		1993
						To: US 58										
1223	0.06	1600	R			From: US 58					NA			NA		1993
						To: 95-1222										
1224	0.14	180	R			From: 95-1226					NA			NA		1993
						To: 95-1202										
1225	0.17	160	R			From: 95-1226					NA			NA		1993
						To: 95-1202										
1226	0.07	80	R			From: 95-1225					NA			NA		1993
						To: 95-1224										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(1227)	0.51	140	R			From: 95-706					NA		NA			1986
						To: LOOP END										
(1230)	0.25	170	R			From: 95-711					NA		NA			1993
						To: Dead End										
(1235)	0.39	140	R			From: 95-708					NA		NA			1986
						To: LOOP END										
(1240)	0.47	230	R			From: 95-842					NA		NA			11/13/2001
						To: 95-1241										
(1240)	0.40	120	R			From: 95-1241					NA		NA			11/13/2001
						To: Cul-de-Sac										
(1241)	0.42	60	R			From: 95-1240					NA		NA			11/13/2001
						To: Cul-de-Sac										
Town of Glade Spring																
(1301)	0.07	200	R			From: SR 91 BUS					NA		NA			1993
						To: 95-1313										
(1301)	0.23	220	R			From: 95-1313					NA		NA			1993
						To: 95-1304										
(1302)	0.07	40	R			From: SR 91 BUS					NA		NA			1993
						To: Dead End										
(1303)	0.32	270	R			From: SR 91					NA		NA			1993
						To: 95-1304										
(1303)	0.08	300	R			From: 95-1304					NA		NA			1993
						To: SR 91 BUS										
(1304)	0.03	120	R			From: Dead End					NA		NA			1995
						To: 95-1301										
(1304)	0.10	140	R			From: 95-1301					NA		NA			1993
						To: 95-1303										
(1305)	0.17	170	R			From: SR 91					NA		NA			1993
						To: 95-1307										
(1305)	0.15	340	R			From: 95-1307					NA		NA			1993
						To: SR 91 BUS										
(1306)	0.06	180	R			From: 95-1307					NA		NA			1993
						To: SR 91 BUS										
(1306)	0.06	60	R			From: SR 91 BUS					NA		NA			1993
						To: Dead End										
(1307)	0.22	130	R			From: 95-1306					NA		NA			1993
						To: 95-1311										
(1307)	0.08	200	R			From: 95-1311					NA		NA			1993
						To: 95-1305										
(1308)	0.06	120	R			From: 95-1310					NA		NA			1993
						To: 95-1311										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Glade Spring																
(1309)	0.08	1500	R			From: SR 91 BUS					NA			NA		11/13/2001
(1309)	0.29	630	R			From: 95-609; 95-752					NA			NA		11/13/2001
(1310)	0.07	360	R			To: SR 91					NA			NA		1993
(1310)	0.06	160	R			From: 95-1311					NA			NA		1993
(1310)	0.04	120	R			To: 95-1314					NA			NA		1993
(1310)						From: 95-1308										
(1311)	0.09	80	R			To: Dead End					NA			NA		1993
(1311)	0.18	190	R			From: 95-1310					NA			NA		1993
(1311)	0.03	200	R			To: 95-1308					NA			NA		1993
(1311)						From: 95-1307										
Washington County																
(1312)	0.69	1400	R			From: SR 91 SOUTH					NA			NA		11/13/2001
(1312)	0.38	570	R			To: FR-33					NA			NA		11/13/2001
(1312)	0.25	690	R			From: 95-1318					NA			NA		11/13/2001
(1312)						To: 95-1317 SCL Glade Spring										
Town of Glade Spring																
(1312)	0.23	1400	R			From: 95-1317 SCL Glade Spring					NA			NA		11/13/2001
(1313)	0.19	160	R			To: SR 91 NORTH					NA			NA		1993
(1314)	0.09	90	R			From: Dead End					NA			NA		1993
(1314)						To: 95-1310										
Washington County																
(1315)	0.07	120	R			From: SR 91					NA			NA		11/13/2001
(1315)	0.12	70	R			To: 95-1316 SOUTH					NA			NA		11/13/2001
(1316)	0.23	120	R			From: 95-1316 NORTH					NA			NA		11/13/2001
(1316)	0.07	130	R			To: 95-1315 SOUTH					NA			NA		11/13/2001
(1316)						From: 95-1315 NORTH					NA			NA		11/13/2001
(1316)						To: SR 91 SCL Glade Spring										
Town of Glade Spring																
(1317)	0.14	60	R			From: 95-1312 SCL Glade Spring					NA			NA		11/13/2001
(1317)						To: Dead End										
Washington County																
(1318)	0.15	30	R			From: Dead End					NA			NA		11/13/2001
(1318)						To: 95-1312										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(1319)	0.23	20	R			From: Cul-de-Sac					NA		NA			1995
						To: 95-1316										
(1320)	0.31	100	R			From: SR 91 NORTH					NA		NA			1995
						To: SR 91 SOUTH										
Town of Glade Spring																
(1323)	0.12	50	R			From: Dead End					NA		NA			1995
						To: 95-1304										
Washington County																
(1401)	0.17	120	R			From: 95-1402					NA		NA			11/08/2001
						To: 95-664										
(1402)	0.30	120	R			From: Cul-de-Sac					NA		NA			11/08/2001
						To: 95-1401										
(1405)	0.37	70	R			From: BEGIN LOOP					NA		NA			1995
						To: 95-664										
(1424)	0.26	180	R			From: 95-647					NA		NA			1998
						To: Dead End										
(1425)	0.26	200	R			From: Dead End					NA		NA			1998
						To: 95-650										
(1445)	0.18	130	R			From: Cul-de-Sac					NA		NA			11/08/2001
						To: 95-670										
(1446)	0.31	80	R			From: BEGIN LOOP					NA		NA			11/08/2001
						To: 95-1445										
(1450)	0.07	980	R			From: 95-649					NA		NA			1998
						To: 95-1453										
(1450)	0.07	690	R			From: 95-1453					NA		NA			1998
						To: 95-1454										
(1450)	0.19	450	R			From: 95-1454					NA		NA			1998
						To: 95-1455										
(1450)	0.06	340	R			From: 95-1455					NA		NA			1998
						To: 95-1456										
(1450)	0.26	150	R			From: 95-1456					NA		NA			1998
						To: 95-1452										
(1451)	0.19	140	R			From: 95-1454					NA		NA			1998
						To: 95-1455										
(1452)	0.08	160	R			From: 95-1453					NA		NA			1998
						To: 95-1454										
(1452)	0.20	150	R			From: 95-1454					NA		NA			1998
						To: 95-1455										
(1452)	0.35	100	R			From: 95-1455					NA		NA			1998
						To: 95-1450										
(1452)	0.03	30	R			From: 95-1450					NA		NA			1998
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(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										
(1490)	0.12	270	R			From: 95-1491					NA		NA			11/08/2001
						To: 95-1492										
(1490)	0.08	250	R			From: Tennessee State Line					NA		NA			11/08/2001
						To: Tennessee State Line										
(1491)	0.04	60	R			From: Cul-de-Sac					NA		NA			11/08/2001
						To: 95-1490										
(1492)	0.05	70	R			From: Tennessee State Line					NA		NA			11/08/2001
						To: 95-1490										
(1500)	0.28	90	R			From: SR 75					NA		NA			11/08/2001
						To: Cul-de-Sac										
(1501)	0.06	460	R			From: 95-1502					NA		NA			11/05/2001
						To: 95-1503										
(1501)	0.27	310	R			From: US 19					NA		NA			11/05/2001
						To: US 19										
(1502)	0.28	420	R			From: 95-1505					NA		NA			11/05/2001
						To: 95-1508										
(1502)	0.43	410	R			From: 95-1508					NA		NA			11/05/2001
						To: 95-1504										
(1502)	0.18	450	R			From: 95-1504					NA		NA			1986
						To: 95-1501										
(1502)	0.19	890	R			From: 95-1501					NA		NA			1986
						To: US 19										
(1503)	0.54	410	R			From: 95-1505					NA		NA			11/05/2001
						To: 95-1504										
(1503)	0.05	460	R			From: 95-1504					NA		NA			11/05/2001
						To: 95-1501										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
1504	0.16	230	R			From: 95-1502								NA	NA	11/05/2001
						To: 95-1503										
1505	0.18	230	R			From: 95-1502								NA	NA	11/05/2001
						To: 95-1503										
1505	0.07	80	R			From: 95-1503								NA	NA	11/05/2001
						To: Dead End										
1506	0.11	30	R			From: US 58 ALT; NCL Abingdon								NA	NA	11/05/2001
						To: Dead End										
1507	0.08	NA				From: 95-670; 95-1514								NA	NA	
						To: 95-1509										
1508	0.06	710	R			From: 95-681								NA	NA	11/05/2001
						To: 95-1502										
1509	0.14	NA				From: Cul-de-Sac								NA	NA	
						To: 95-1507										
1509	0.13	NA				From: 95-1507								NA	NA	
						To: Cul-de-Sac										
1510	0.41	100	R			From: BEGIN LOOP								NA	NA	11/05/2001
						To: END LOOP										
1510	0.11	310	R			From: END LOOP								NA	NA	11/05/2001
						To: 95-692										
1511	0.19	390	R			From: END LOOP								NA	NA	11/05/2001
						To: 95-1513										
1511	0.86	420	R			From: 95-1513								NA	NA	11/05/2001
						To: BEGIN LOOP										
1511	0.16	810	R			From: BEGIN LOOP								NA	NA	11/05/2001
						To: US 19										
1512	0.25	NA				From: 95-00670(B)/								NA	NA	
						To: Cul-de-Sac/										
1513	0.23	130	R			From: Dead End								NA	NA	11/05/2001
						To: 95-1511										
1514	0.12	80	R			From: Cul-de-Sac								NA	NA	1998
						To: 95-1515										
1514	0.07	240	R			From: 95-1515								NA	NA	1998
						To: 95-670										
1515	0.12	140	R			From: 95-1514								NA	NA	1998
						To: Cul-de-Sac										
1516	0.12	NA				From: 95-1517								NA	NA	
						To: Cul-de-Sac										
1517	0.33	NA				From: 95-766								NA	NA	
						To: 95-1516										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(1517)	0.07	NA				From: 95-1516					NA			NA		
(1517)	0.68	NA				From: 95-1518					NA			NA		
						To: Cul-de-Sac										
(1518)	0.25	NA				From: 95-1517					NA			NA		
						To: Cul-de-Sac										
(1519)	0.28	120	R			From: 95-1521					NA			NA		11/05/2001
						To: 95-1520										
(1520)	0.09	140	R			From: Dead End					NA			NA		11/05/2001
(1520)	0.07	490	R			From: 95-1525					NA			NA		11/05/2001
(1520)	0.07	510	R			From: 95-1523					NA			NA		11/05/2001
(1520)	0.09	750	R			From: 95-1519					NA			NA		11/05/2001
(1520)	0.18	830	R			From: 95-1522					NA			NA		11/05/2001
						To: 95-647										
(1521)	0.25	440	R			From: 95-678					NA			NA		11/05/2001
(1521)	0.07	450	R			From: 95-1543					NA			NA		11/05/2001
(1521)	0.07	560	R			From: 95-1542					NA			NA		11/05/2001
(1521)	0.07	810	R			From: 95-1525					NA			NA		11/05/2001
(1521)	0.08	1100	R			From: 95-1523					NA			NA		11/05/2001
(1521)	0.07	1200	R			From: 95-1519					NA			NA		11/05/2001
(1521)	0.07	1200	R			From: 95-1522					NA			NA		11/05/2001
						To: 95-647										
(1522)	0.27	220	R			From: 95-1521					NA			NA		11/05/2001
						To: 95-1520										
(1523)	0.43	220	R			From: Dead End					NA			NA		11/05/2001
(1523)	0.29	220	R			From: 95-1521					NA			NA		11/05/2001
						To: 95-1520										
(1524)	0.14	80	R			From: Dead End					NA			NA		11/05/2001
						To: 95-647										
(1525)	0.58	210	R			From: BEGIN LOOP					NA			NA		11/05/2001
(1525)	0.22	430	R			From: END LOOP					NA			NA		11/05/2001
						To: 95-1521										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(1525)	0.28	140	R			From: 95-1521					NA		NA			11/05/2001
(1525)	0.09	80	R			From: 95-1520					NA		NA			11/05/2001
						To: Dead End										
(1526)	0.48	130	R			From: BEGIN LOOP					NA		NA			11/05/2001
(1526)	0.08	270	R			From: END LOOP					NA		NA			11/05/2001
						To: 95-647										
(1527)	0.05	520	R			From: 95-645					NA		NA			11/05/2001
(1527)	0.21	350	R			From: 95-1528					NA		NA			11/05/2001
(1527)	0.07	370	R			From: 95-1530					NA		NA			11/05/2001
						To: 95-681										
(1528)	0.09	250	R			From: 95-1527					NA		NA			11/05/2001
(1528)	0.06	110	R			From: 95-1529					NA		NA			11/05/2001
						To: 95-1531										
(1529)	0.19	100	R			From: 95-1528					NA		NA			11/05/2001
						To: 95-1530										
(1530)	0.10	110	R			From: 95-1527					NA		NA			11/05/2001
(1530)	0.06	130	R			From: 95-1529					NA		NA			11/05/2001
						To: 95-1531										
(1531)	0.19	110	R			From: 95-1528					NA		NA			11/05/2001
(1531)	0.07	150	R			From: 95-1530					NA		NA			11/05/2001
						To: 95-681; 95-9864										
(1533)	0.05	470	R			From: US 19					NA		NA			11/05/2001
						To: 95-766										
(1535)	0.24	330	R			From: 95-647					NA		NA			11/05/2001
						To: 95-1536										
(1536)	0.43	330	R			From: 95-1535					NA		NA			11/05/2001
(1536)	0.18	150	R			From: 95-1538					NA		NA			1995
						To: Dead End										
(1538)	0.24	280	R			From: 95-1536					NA		NA			1995
						To: Cul-de-Sac										
(1539)	0.29	45	R			From: 95-1538 SOUTH					NA		NA			1995
						To: 95-1538 NORTH										
(1540)	0.08	90	R			From: 95-1541					NA		NA			11/05/2001
						To: 95-678										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
1541	0.14	90	R			From: Cul-de-Sac					NA			NA		11/05/2001
						To: 95-1540										
1542	0.12	47	R			From: 95-1521					NA			NA		11/05/2001
						To: Cul-de-Sac										
1543	0.11	60	R			From: 95-1521					NA			NA		11/05/2001
						To: Cul-de-Sac										
1544	0.45	110	R			From: 95-1546					NA			NA		11/05/2001
						To: 95-1545										
1544	0.18	260	R			From: 95-1545					NA			NA		11/05/2001
						To: 95-647										
1545	0.23	120	R			From: 95-1544					NA			NA		11/05/2001
						To: Cul-de-Sac										
1546	0.22	90	R			From: 95-1544					NA			NA		11/05/2001
						To: 95-1544										
1547	0.16	120	R			From: 95-670					NA			NA		11/05/2001
						To: Cul-de-Sac										
1548	0.10	80	R			From: Cul-de-Sac					NA			NA		11/05/2001
						To: 95-1536										
1549	0.26	130	R			From: Cul-de-Sac					NA			NA		11/05/2001
						To: 95-1536										
1550	0.18	90	R			From: Cul-de-Sac					NA			NA		11/05/2001
						To: 95-647										
1551	0.50	60	R			From: Cul-de-Sac					NA			NA		11/05/2001
						To: 95-678										
1552	0.04	40	R			From: Cul-de-Sac					NA			NA		11/05/2001
						To: 95-1551										
1555	0.40	400	R			From: US 19					NA			NA		11/05/2001
						To: 95-1556										
1556	0.24	260	R			From: Cul-de-Sac					NA			NA		11/05/2001
						To: 95-1555										
1557	0.08	100	R			From: Cul-de-Sac					NA			NA		11/05/2001
						To: 95-1555										
1560	0.44	70	R			From: 95-1502					NA			NA		11/05/2001
						To: 95-1505										
1561	0.04	60	R			From: Cul-de-Sac					NA			NA		11/05/2001
						To: 95-1560										
1700	0.12	120	R			From: Cul-de-Sac					NA			NA		1995
						To: 95-869										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(1701)	0.11	460	R			From: 95-625					NA		NA			10/15/2001
(1701)	0.09	380	R			To: 95-1703					NA		NA			10/15/2001
(1701)	0.07	240	R			From: 95-1704					NA		NA			10/15/2001
(1701)						To: 95-1702										
(1702)	0.15	170	R			From: 95-1703					NA		NA			10/15/2001
(1702)	0.17	140	R			To: 95-1701					NA		NA			10/15/2001
(1702)						To: 95-807										
(1703)	0.13	120	R			From: 95-1702					NA		NA			10/15/2001
(1703)	0.10	110	R			To: 95-1704					NA		NA			10/15/2001
(1703)						To: 95-1701										
(1704)	0.06	190	R			From: 95-625					NA		NA			10/15/2001
(1704)	0.10	110	R			To: 95-1703					NA		NA			10/15/2001
(1704)	0.15	120	R			To: 95-1701					NA		NA			10/15/2001
(1704)						To: 95-807										
(1705)	0.07	220	R			From: 95-1706					NA		NA			10/15/2001
(1705)	0.20	280	R			To: 95-1727					NA		NA			10/15/2001
(1705)						To: US 11										
(1706)	0.15	50	R			From: Dead End					NA		NA			10/15/2001
(1706)	0.09	120	R			To: 95-1705					NA		NA			10/15/2001
(1706)	0.03	30	R			To: 95-1721					NA		NA			10/15/2001
(1706)						To: Dead End										
(1707)	0.11	60	R			From: Dead End					NA		NA			10/25/2001
(1707)	0.08	80	R			To: 95-1711					NA		NA			10/15/2001
(1707)	0.02	180	R			To: 95-1708					NA		NA			10/15/2001
(1707)	0.05	220	R			To: 95-1710					NA		NA			10/15/2001
(1707)	0.03	210	R			To: 95-1708					NA		NA			10/15/2001
(1707)						To: FR-21										
(1708)	0.20	60	R			From: 95-1707					NA		NA			10/15/2001
(1708)						To: 95-1707										
(1709)	0.08	150	R			From: 95-1711					NA		NA			10/15/2001
(1709)						To: 95-1710										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(1709)	0.10	330	R			From: 95-1710					NA			NA		10/15/2001
						To: FR-21										
(1710)	0.11	60	R			From: 95-1709					NA			NA		10/15/2001
						To: 95-1707										
(1711)	0.12	90	R			From: 95-1709					NA			NA		10/15/2001
						To: 95-1707										
(1712)	0.40	2200	R			From: US 11					NA			NA		1989
						To: 95-1720										
(1712)	0.10	1600	R			From: 95-1713 NORTH					NA			NA		1986
						To: 95-1713 SOUTH										
(1712)	0.13	950	R			From: 95-1733					NA			NA		1986
						To: 95-1730 WEST										
(1712)	0.09	870	R			From: 95-1730 WEST					NA			NA		1986
						To: 95-1730 EAST										
(1712)	0.08	750	R			From: 95-1730 EAST					NA			NA		1986
						To: 95-1732										
(1712)	0.07	730	R			From: 95-1732					NA			NA		1986
						To: 95-1736 WEST										
(1712)	0.04	190	R			From: 95-1736 WEST					NA			NA		1986
						To: 95-1732 WEST										
(1712)	0.08	220	R			From: 95-1732 WEST					NA			NA		1986
						To: 95-1736 EAST										
(1712)	0.08	270	R			From: 95-1736 EAST					NA			NA		1986
						To: 95-1732 EAST										
(1713)	0.21	210	R			From: 95-1712 SOUTH					NA			NA		10/15/2001
						To: 95-1730										
(1713)	0.28	120	R			From: 95-1730					NA			NA		10/15/2001
						To: 95-1735										
(1713)	0.11	320	R			From: 95-1714					NA			NA		10/15/2001
						To: 95-1712 NORTH										
(1713)	0.08	560	R			From: 95-1713					NA			NA		10/15/2001
						To: Dead End										
(1714)	0.05	60	R			From: US 11					NA			NA		10/15/2001
						To: 95-1722										
(1715)	0.13	1200	R			From: 95-1722					NA			NA		10/15/2001
						To: 95-1716										
(1715)	0.07	860	R			From: Dead End					NA			NA		10/15/2001
						To: 95-1715										
(1716)	0.05	660	R			From: 95-1715					NA			NA		10/15/2001
						To: 95-1722										
(1716)	0.10	250	R			From: 95-1722					NA			NA		10/15/2001

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						2Axle	3+Axle	1Trail	2Trail								
Washington County																	
(1717)	0.48	5100	G	93%	0%	2%	1%	3%	0%	C	0.151	F	0.709	5300	G	2002	
				From:	US 11												
				To:	95-1729												
(1717)	0.80	3200	G	93%	0%	2%	1%	3%	0%	F	0.117	F	0.616	3400	G	2002	
				From:	95-1728												
				To:	1.07 M FRM 95-1728												
(1717)	1.07	2000	G	93%	0%	2%	1%	3%	0%	F	0.104	F	0.575	2100	G	2002	
				From:	1.08 M FRM 95-1728												
				To:	95-645												
(1718)	0.62	1900	R								NA			NA		1993	
				From:	US 11												
				To:	95-1741												
(1718)	0.05	850	R								NA			NA		1993	
				From:	Dead End												
				To:	Dead End												
(1719)	0.16	150	R								NA			NA		1993	
				From:	Dead End												
				To:	US 11												
(1720)	0.17	170	R								NA			NA		10/15/2001	
				From:	95-1712												
				To:	Dead End												
(1721)	0.11	100	R								NA			NA		10/15/2001	
				From:	95-1706												
				To:	Dead End												
(1722)	0.17	120	R								NA			NA		10/15/2001	
				From:	95-1715												
				To:	95-1716												
(1723)	0.25	460	R								NA			NA		10/15/2001	
				From:	US 11												
				To:	Dead End												
(1724)	0.07	120	R								NA			NA		10/15/2001	
				From:	US 11												
				To:	95-1725												
(1724)	0.08	20	R								NA			NA		10/15/2001	
				From:	95-1725												
				To:	Dead End												
(1725)	0.05	40	R								NA			NA		10/15/2001	
				From:	Dead End												
				To:	95-1724												
(1725)	0.15	80	R								NA			NA		10/15/2001	
				From:	95-1724												
				To:	Dead End												
(1726)	0.07	200	R								NA			NA		10/15/2001	
				From:	95-1725												
				To:	US 11												
(1727)	0.10	80	R								NA			NA		10/15/2001	
				From:	Dead End												
				To:	95-1705												
(1727)	0.10	100	R								NA			NA		10/15/2001	
				From:	95-1705												
				To:	Dead End												
(1728)	0.04	2100	R								NA			NA		1993	
				From:	95-1717 WEST												
				To:	Dead End: Gap Terminus												
(1728)	0.41	1800	R								NA			NA		1993	
				From:	0.41 MW 95-1717 E												
				To:	95-1717 EAST												

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(1729)	0.20	310	R			From: Dead End					NA		NA			10/15/2001
(1729)	0.45	520	R			From: 95-1746					NA		NA			10/15/2001
						To: 95-1717										
(1730)	0.07	90	R			From: 95-1713					NA		NA			10/15/2001
(1730)	0.28	70	R			From: 95-1712 NORTH					NA		NA			10/15/2001
(1730)	0.07	190	R			To: 95-1712 SOUTH					NA		NA			10/15/2001
(1730)	0.14	220	R			From: 95-1734					NA		NA			10/15/2001
						To: 95-1731										
(1731)	0.40	240	R			From: 95-1730					NA		NA			10/15/2001
						To: 95-1735										
(1732)	0.42	170	R			From: 95-1712 MID					NA		NA			10/15/2001
(1732)	0.21	180	R			To: 95-1712 EAST					NA		NA			10/15/2001
(1732)	0.38	260	R			From: 95-1738					NA		NA			10/15/2001
						To: 95-1712 WEST										
(1733)	0.05	40	R			From: Cul-de-Sac					NA		NA			10/15/2001
						To: 95-1712										
(1734)	0.05	50	R			From: Cul-de-Sac					NA		NA			10/15/2001
						To: 95-1730										
(1735)	0.06	240	R			From: 95-1713					NA		NA			10/15/2001
						To: 95-1731										
(1736)	0.07	60	R			From: 95-1712 WEST					NA		NA			10/15/2001
(1736)	0.14	110	R			To: 95-1737					NA		NA			10/15/2001
						To: 95-1712 EAST										
(1737)	0.06	30	R			From: Cul-de-Sac					NA		NA			10/15/2001
						To: 95-1736										
(1738)	0.07	49	R			From: 95-1732					NA		NA			10/15/2001
						To: Cul-de-Sac										
(1739)	0.07	130	R			From: Dead End					NA		NA			10/15/2001
						To: 95-1717										
(1740)	0.25	420	R			From: Dead End					NA		NA			10/15/2001
						To: 95-1717										
(1741)	0.08	100	R			From: END LOOP					NA		NA			1995
(1741)	0.01	140	R			To: 95-1748					NA		NA			10/02/2001
						To: 95-1742 EAST										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(1741)	0.34	70	R			From: 95-1742 EAST					NA			NA		10/02/2001
(1741)	0.07	60	R			To: 95-1742 WEST					NA			NA		10/02/2001
(1741)	0.08	270	R			From: 95-1743					NA			NA		1995
(1741)	0.28	160	R			To: 95-1747					NA			NA		10/02/2001
(1741)	0.15	260	R			From: BEGIN LOOP					NA			NA		10/02/2001
(1741)						To: 95-1718										
(1742)	0.16	70	R			From: 95-1741 WEST					NA			NA		10/02/2001
(1742)	0.06	50	R			To: 95-1743					NA			NA		10/02/2001
(1742)						From: 95-1741 EAST										
(1743)	0.23	40	R			To: 95-1741					NA			NA		10/02/2001
(1743)						From: 95-1742										
(1746)	0.12	110	R			To: 95-1729					NA			NA		10/15/2001
(1746)						From: Cul-de-Sac										
(1747)	0.08	40	R			To: 95-1741					NA			NA		10/02/2001
(1748)	0.21	90	R			From: 95-1741					NA			NA		10/02/2001
(1748)						To: Cul-de-Sac										
(1750)	0.05	390	R			From: US 58					NA			NA		1995
(1750)						To: 95-1751										
(1751)	0.05	110	R			From: 95-1752					NA			NA		1995
(1751)						To: 95-1750										
(1751)	0.45	110	R			From: Cul-de-Sac					NA			NA		1995
(1751)						To: Cul-de-Sac										
(1752)	0.10	50	R			From: 95-1751					NA			NA		1998
(1752)						To: Cul-de-Sac										
(1753)	0.08	30	R			From: 95-1751					NA			NA		1998
(1753)						To: Cul-de-Sac										
(1760)	0.67	320	R			From: US 11					NA			NA		1995
(1760)						To: END LOOP										
(1761)	0.76	NA				From: Dead End/					NA			NA		
(1761)						To: FR-00020(R)/										
(1769)	0.06	NA				From: Dead End/					NA			NA		
(1769)						To: 95-01715(B)/										
(1770)	0.07	240	R			From: 95-645					NA			NA		1995
(1770)						To: 95-1771										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(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
						To: 95-1801										
(1802)	0.11	80	R			From: 95-1801					NA		NA			11/08/2001
						To: Dead End										
(1805)	0.38	200	R			From: BEGIN LOOP					NA		NA			11/08/2001
						To: END LOOP										
(1805)	0.10	240	R			From: LOOP END					NA		NA			11/08/2001
						To: 95-677										
(1810)	0.06	50	R			From: Dead End					NA		NA			11/08/2001
						To: 95-1815										
(1810)	0.25	160	R			From: 95-1815					NA		NA			11/08/2001
						To: 95-677										
(1811)	0.28	90	R			From: Cul-de-Sac					NA		NA			11/08/2001
						To: 95-677										
(1812)	0.20	60	R			From: Cul-de-Sac					NA		NA			11/08/2001
						To: 95-1811										
(1815)	0.07	140	R			From: 95-1810					NA		NA			11/08/2001
						To: 95-1818										
(1815)	0.07	150	R			From: 95-1818					NA		NA			11/08/2001
						To: 95-1816 WEST										
(1815)	0.06	150	R			From: 95-1816 WEST					NA		NA			11/08/2001
						To: 95-1819										
(1815)	0.06	170	R			From: 95-1819					NA		NA			11/08/2001
						To: 95-1816 EAST										
(1815)	0.10	200	R			From: 95-1816 EAST					NA		NA			11/08/2001
						To: 95-1817										
(1815)	0.24	320	R			From: 95-1817					NA		NA			11/08/2001
						To: 95-677										
(1816)	0.09	60	R			From: 95-1817					NA		NA			11/08/2001
						To: 95-1815 WEST										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(1816)	0.20	80	R			From: 95-1815 WEST					NA		NA			11/08/2001
						To: 95-1815 EAST										
(1817)	0.07	100	R			From: 95-1818					NA		NA			11/08/2001
(1817)	0.07	230	R			From: 95-1816					NA		NA			11/08/2001
(1817)	0.11	240	R			From: 95-1819					NA		NA			11/08/2001
						To: 95-1815										
(1818)	0.11	80	R			From: 95-1815					NA		NA			11/08/2001
						To: 95-1817										
(1819)	0.10	100	R			From: 95-1817					NA		NA			11/08/2001
						To: 95-1815										
(9408)	0.15	370	R			From: Damascus Elem Sch					NA		NA			1993
						To: 95-757										
(9409)	0.10	380	R			From: SR 80					NA		NA			1993
						To: Meadowview Sch										
(9410)	0.15	250	R			From: 95-700					NA		NA			1993
						To: Greendale Elem Sch										
(9411)	0.15	420	R			From: 95-645					NA		NA			1993
						To: Wallace Elem Sch										
(9415)	0.14	500	R			From: 95-677					NA		NA			1993
						To: Wataugua Elem Sch										
(9416)	0.30	300	R			From: Rhea Valley Sch					NA		NA			1993
						To: 95-708										
(9680)	0.20	270	R			From: N V Inst					NA		NA			1993
						To: US 58										
(9681)	0.10	60	R			From: Dead End					NA		NA			1986
						To: SR 80										
(9683)	0.10	100	R			From: 95-802					NA		NA			1986
						To: 95-802										
(9767)	0.10	350	R			From: John Battle High School					NA		NA			1993
(9767)	0.10	980	R			From: 0.10 ME School					NA		NA			1993
(9767)	0.40	980	R			From: 0.20 ME School					NA		NA			1993
						To: US 11										
(9768)	0.13	420	R			From: 95-609					NA		NA			1993
						To: Patrick Henry HS										
(9863)	0.15	560	R			From: 95-648					NA		NA			1993
						To: High Point School										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(9864)	0.17	350	R			From: Abingdon Elem School To: 95-681					NA			NA		1993
(9865)	0.13	320	R			From: Holston High School To: SR 91					NA			NA		1993
Town of Glade Spring																
(9919)	0.25	600	R			From: Glade Spring School To: 95-1312					NA			NA		1993
City of Bristol																
(1/102) Benham Rd	0.03	5500	G	97%	0%	From: Island Rd To: NCL Bristol				F	0.093	F	0.616	5800	G	2002
(2/102) Goodson St	0.36	3800	G	96%	0%	From: State St To: Mary St				C	0.093	F	0.573	4000	G	2002
(5/102) Commonwealth Ave	0.33	4900	G	96%	0%	From: Keys St To: Pittstown Rd				C	0.087	F	0.644	5100	G	2002
(6/102) Glenway Ave	0.42	4700	G	97%	0%	From: Commonwealth Ave To: Piedmont Ave				C	0.107	F	0.587	4900	G	2002
(8/102) Pittstown Rd	0.45	3900	G	97%	0%	From: Commonwealth Ave To: Island Rd				C	0.099	F	0.651	4100	G	2002
(9/102) Randolph Ave	0.22	4600	G	98%	0%	From: Vance St To: Wagner Rd				F	0.1	F	0.514	4800	G	2002
(9/102) Randolph Ave	0.51	6900	G	98%	0%	From: Wagner Rd To: Spurgeon Ln				C	0.114	F	0.576	7200	G	2002
(10/102) Rhode Island Rd	0.35	1700	G	96%	1%	From: Fairview St To: Texas St				C	0.113	F	0.579	1800	G	2002
(11/102) Spurgeon Ln	0.12	5800	G	99%	0%	From: Randolph Ave To: Commonwealth Ave				C	0.108	F	0.547	6000	G	2002
(12/102) Texas St	0.49	2100	G	92%	1%	From: Rhode Island Ave To: E Valley Dr				C	NA			2200	G	2002
(13/102) Vance St	0.13	3200	G	98%	0%	From: US 11 Euclid Ave To: Randolph Ave				C	0.098	F	0.507	3300	G	2002
(3300/102) State St	0.55	17000	G	97%	0%	From: US 11 Euclid Ave To: Peters St				C	0.079	F	0.524	17000	G	2002
(3300/102) State St	0.67	15000	G	97%	0%	From: Peters St To: Commonwealth Ave				F	0.081	F	0.519	15000	G	2002
(3300/102)	0.43	NA				From: SR 381 JB-TN To: Edgemont Ave					NA			NA		
(3301/102) Bob Morrison Blvd	0.45	3700	G	97%	0%	From: W State St To: US 11 W Euclid Ave				C	0.104	F	0.563	3900	G	2002
(3305/102) Piedmont Ave	0.05	NA				From: 102-3300; State Street To: US 421 Gap Terminus					NA			NA		

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
3305 102 Piedmont Ave	0.15	2200	G	98%	0%	1%	0%	1%	0%	C	0.098	F	0.544	2300	G	2002
				From:	Oakview Ave											
				To:	W Mary St											
3305 102 Piedmont Ave	0.15	4900	G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.554	5100	G	2002
				From:	Mary St											
				To:	Euclid Ave US 11											
3307 102 Moore St	0.41	1000	G	97%	0%	2%	0%	0%	0%	C	0.123	F		1100	G	2002
				From:	State St											
				To:	Cumberland St											
3307 102 Moore St	0.43	1700	G	97%	0%	2%	0%	0%	0%	F	0.093	F	0.59	1800	G	2002
				From:	Mary St											
				To:	Oakview St											
3308 102 Fairview St	0.27	3600	G	97%	0%	1%	0%	1%	0%	F	0.099	F	0.501	3700	G	2002
				From:	Mary St											
				To:	Massachusetts Ave											
3308 102 Rhode Island Ave	0.37	1500	G	97%	0%	1%	0%	1%	0%	C	0.127	F	0.645	1600	G	2002
				From:	102-10											
3308 102 Rhode Island Ave	0.15	1500	N	97%	0%	1%	0%	1%	0%	N	0.127	N	0.645	1600	N	2002
				From:	Hillside Ave											
3308 102 Kings Mill Pike	0.46	4900	G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.504	5100	G	2002
				From:	E Valley Dr											
				To:	Valley Dr											
3308 102 Kings Mill Pike	1.12	7300	G	96%	0%	1%	1%	1%	0%	C	0.087	F	0.561	7600	G	2002
				From:	Old Airport Rd											
3308 102 Kings Mill Rd	0.36	7500	G	96%	0%	1%	1%	1%	0%	F	0.085	F	0.57	7900	G	2002
				From:	ECL Bristol											
3312 102 W Valley Dr	0.93	2200	G	97%	1%	2%	1%	0%	0%	F	0.107	F	0.580	2300	G	2002
				From:	Green Hill Rd											
				To:	US 11 Lee Hwy											
3312 102 E Valley Dr	0.56	7200	G	97%	1%	2%	1%	0%	0%	F	0.093	F	0.618	7500	G	2002
				From:	Old Abingdon Pike											
3312 102 E Vallet Dr	0.72	4700	G	97%	1%	2%	1%	0%	0%	C	0.084	F	0.555	4900	G	2002
				From:	Kingsmill Pike											
				To:	102-1 Pittston Rd											
3314 102 Island Road	2.01	NA									NA			NA		
				From:	102-3319 Wallace Pike											
				To:	Wallace Pike											
3314 102 Island Rd	0.31	4000	G	93%	0%	2%	3%	2%	0%	C	0.092	F	0.574	4100	G	2002
				From:	US 11 Lee Hwy											
				To:	102-3308 King Mill Rd											
3318 102 Old Airport Rd	0.96	NA									NA			NA		
				From:	Bonham Rd											
3318 102 Old Airport Rd	0.98	NA									NA			NA		
				From:	I-81											
3318 102 Old Airport Rd	0.20	NA									NA			NA		
				From:	US 11											
				To:	Island Rd											
3319 102 Wallace Pike	0.33	2300	G	97%	1%	2%	0%	1%	0%	C	0.095	F	0.624	2400	G	2002
				From:	Valley Dr											
				To:	NCL Bristol											
3320 102 Old Abingdon Pike	1.27	3100	G	94%	1%	2%	1%	3%	0%	C	0.092	F	0.590	3300	G	2002
				From:	US 11 Lee Hwy											
3321 102 Clear Creek Rd	0.13	5300	G	93%	1%	3%	1%	2%	0%	C	0.087	F	0.551	5500	G	2002
				From:	US 11 Lee Hwy											
				To:	NCL Bristol											

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						2Axle	3+Axle	1Trail	2Trail								
City of Bristol																	
3323 102 Peters St	0.28	2900	G	96%	0%	1%	1%	2%	1%	C	NA		3000	G	2002		
				From:	W State St												
				To:	US 11 Euclid Ave												
3325 102 Piedmont Ave	0.16	NA									NA		NA				
				From:	102-6 Glenway Ave												
				To:	102-3312 Valley Dr												
3326 102 W Mary St	0.45	3400	G	97%	0%	1%	0%	1%	0%	C	0.094	F	0.503	3500	G	2002	
				From:	Piedmont Ave												
				To:	Randall St												
3326 102 W Mary St	0.23	5300	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.616	5600	G	2002	
				From:	Randall St												
				To:	Fairview St												
3328 102 Bonham Rd	0.32	6500	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.500	6800	G	2002	
				From:	Old Airport Rd												
				To:	I-81												
3328 102 Bonham Rd	0.45	8200	G	97%	0%	1%	0%	1%	0%	C	0.087	F	0.535	8500	G	2002	
				From:	I-81												
				To:	US 11 Lee Hwy												
Town of Abingdon																	
3002 140 Cummings St	0.08	7200	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.520	7500	G	2002	
				From:	US 11												
				To:	Valley St												
3003 140 Valley St	0.72	11000	G	98%	0%	1%	0%	0%	0%	C	0.093	F	0.526	11000	G	2002	
				From:	Russell Rd ALT 58												
				To:	Court St												
3003 140 Valley St	0.14	8000	G	98%	0%	1%	0%	0%	0%	F	0.106	F	0.519	8300	G	2002	
				From:	Court St												
				To:	Whites Mill Rd												
3004 140 Tanner St	0.08	1900	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.554	2000	G	2002	
				From:	US 11 Main St												
				To:	Valley St												
3004 140 Whites Mill Rd	0.87	3000	G	97%	1%	1%	1%	1%	0%	C	0.087	F	0.611	3200	G	2002	
				From:	Valley St												
				To:	New NCL Abingdon												
3005 140 Hillman Hwy	1.35	2800	G	97%	0%	2%	0%	0%	0%	C	0.09	F	0.583	2900	G	2002	
				From:	US 11												
				To:	ECL Abingdon												
3006 140 Tunnel Street	0.08	NA									NA		NA				
				From:	140-3005 Hillman Hwy												
				To:	95-740 JB-140 NCL Abingdon												
		420	G								0.153	F	0.5	440	G	2002	
				From:	Glenway Ave												
				To:	Arlington Ave												
		210	G								0.115	F	0.542	220	G	2002	
				From:	Shawnee Rd												
				To:	Sherwood Dr												
		290	G								0.129	F	0.846	300	G	2002	
				From:	Newton St												
				To:	Tennessee State Line												
		460	G								0.126	F	0.521	480	G	2002	
				From:	Cherry Ln												
				To:	Cedar Ln												
		710	G								0.093	F	0.564	740	G	2002	
				From:	Moore St												
				To:	Russell St												
		90	G								0.115	F	0.524	90	G	2002	
				From:	Prospect Ave												
				To:	Arlington Ave												

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						2Axle	3+Axle	1Trail	2Trail							
Poplar St		70	G			From: Oakview Dr				0.136	F	0.579	70	G	2002	
						To: Meadow Dr										
Spring Branch Rd		50	G			From: Overlake Dr				0.116	F	0.833	60	G	2002	
						To: Vale Dr										
Augusta Dr		290	G			From: Sawgrass Circle				0.091	F	0.643	310	G	2002	
						To: Winterham Dr										
Bradley St		1500	G			From: Preston St				0.087	F	0.555	1600	G	2002	
						To: Fuller St										
Fairway Dr		540	G			From: Bogie Hollow Dr				0.105	F	0.553	560	G	2002	
						To: Dead End										
Oak Hill St		430	G			From: Hillside Dr				0.112	F	0.58	450	G	2002	
						To: Stonewall Heights										