

2001

Virginia Department of Transportation
Daily Traffic Volumes
Including Vehicle Classification Estimates
where available

Jurisdiction Report

86

Smyth County
Town of Marion
Town of Chilhowie
Town of Saltville

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

One of these booklets includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the 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; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include 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 booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, 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 all 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".

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

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 Traffic Engineering 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

Design Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

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, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

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
Wye - Wye Route connector



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



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

Virginia Department of Transportation
 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Smyth Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
11	0.04	2600	F	96%	1%	1%	1%	1%	0%	F	310	F	2700	F	2001	
				From:	Washington County Line											
				To:	WCL Chilhowie											
Town of Chilhowie																
11	1.13	2600	N	96%	1%	1%	1%	1%	0%	N	310	N	2700	N	2001	
				From:	WCL Chilhowie											
				To:	SR 107 Chilhowie											
11	1.51	7100	F	96%	1%	1%	1%	1%	0%	C	850	F	7200	F	2001	
				From:	ECL Chilhowie											
				To:	ECL Chilhowie											
Smyth County																
11	2.80	7100	N	96%	1%	1%	1%	1%	0%	N	850	N	7200	N	2001	
				From:	ECL Chilhowie											
				To:	86-645											
11	4.32	3200	F	96%	1%	1%	1%	1%	0%	F	300	F	3300	F	2001	
				From:	86-645											
				To:	Rt F007											
11	0.66	11000	F	96%	1%	1%	1%	1%	0%	F	1000	F	11000	F	2001	
				From:	Rt F007											
				To:	WCL Marion											
Town of Marion																
11 S Main St	0.52	9800	F	98%	0%	1%	0%	0%	0%	C	900	F	10000	F	2001	
				From:	WCL Marion											
				To:	Greenway Ave											
11 S Main St	0.40	9900	F	98%	0%	1%	0%	0%	0%	F	900	F	10000	F	2001	
				From:	Greenway Ave											
				To:	Anderson St											
11 Main St	0.41	10000	F	98%	0%	1%	0%	0%	0%	F	890	F	11000	F	2001	
				From:	Anderson St											
				To:	SR 16											
11 Main St	1.19	19000	F	97%	0%	1%	1%	1%	0%	C	1800	F	20000	F	2001	
				From:	SR 16											
				To:	SR 16 Commerce St											
11 E Main St	0.20	18000	F	97%	0%	1%	1%	1%	0%	F	1600	F	19000	F	2001	
				From:	SR 16 Commerce St											
				To:	N Main St											
11 Main St	0.04	23000	F	96%	0%	2%	0%	1%	0%	F	2200	F	24000	F	2001	
				From:	N Main St											
				To:	Pendleton St											
11 Main St	0.13	18000	F	96%	1%	2%	0%	1%	0%	F	1600	F	19000	F	2001	
				From:	Pendleton St											
				To:	Staley St											
11	0.07	14000	F	96%	1%	2%	0%	1%	0%	F	1400	F	14000	F	2001	
				From:	Staley St											
				To:	Park St											
11 N Main St	0.41	11000	F	96%	0%	2%	0%	1%	0%	C	1200	F	12000	F	2001	
				From:	Park St											
				To:	Keller St											
				To:	ECL Marion											
Smyth County																
11	3.18	6800	F	96%	0%	2%	0%	1%	0%	F	800	F	6900	F	2001	
				From:	ECL Marion											
				To:	86-622 Atkins											
11	3.97	3900	F	96%	0%	2%	0%	1%	0%	F	390	F	3900	F	2001	
				From:	86-622 Atkins											
				To:	86-683											
11	2.65	2900	F	96%	0%	2%	0%	1%	0%	C	280	F	2900	F	2001	
				From:	86-683											
				To:	Wythe County Line											
16	4.48	1500	F	89%	2%	4%	1%	3%	0%	F	140	F	1500	F	2001	
				From:	Wythe County Line											
				To:	Grayson County Line											
16	1.38	1600	F	89%	2%	4%	1%	3%	0%	F	150	F	1600	F	2001	
				From:	Grayson County Line											
				To:	86-676											
16	9.25	3000	F	89%	2%	4%	1%	3%	0%	F	300	F	3000	F	2001	
				From:	86-676											
				To:	86-601 Sugar Grove											
				To:	SCL Marion											

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Smyth Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Marion															
(16) S Commerce Street	0.26	6100	F	89%	2%	4%	1%	3%	0%	C	580	F	6400	F	2001
				From:	SCL Marion										
(16) S Commerce Street	0.04	8800	F	89%	2%	4%	1%	3%	0%	F	860	F	9200	F	2001
				From:	I-81										
(16) S Commerce Street	0.68	9000	F	89%	2%	4%	1%	3%	0%	F	900	F	9400	F	2001
				From:	SR 217										
(16) (11) Main St	1.19	19000	F	97%	0%	1%	1%	1%	0%	C	1800	F	20000	F	2001
				From:	US 11 Main St										
(16) Park Blvd	1.27	4300	F	98%	0%	1%	0%	0%	0%	F	500	F	4500	F	2001
				From:	US 11 Main St										
				To:	NCL Marion										
Smyth County															
(16)	0.59	2200	F	98%	0%	1%	0%	1%	0%	C	190	F	2200	F	2001
				From:	NCL Marion										
(16)	1.93	1400	F	98%	0%	1%	0%	1%	0%	F	140	F	1500	F	2001
				From:	86-617 North of Marion										
(16)	9.43	600	F	96%	0%	1%	1%	2%	0%	C	60	F	610	F	2001
				From:	SR 348 Hungry Mother State Pk										
(16)	0.32	560	F	96%	0%	1%	1%	2%	0%	F	50	F	570	F	2001
				From:	S SR 42										
(16)	2.96	190	F	96%	0%	1%	1%	2%	0%	F	20	F	190	F	2001
				From:	N SR 42										
				To:	Tazewell County Line										
(42)	2.91	760	F	95%	1%	1%	2%	1%	0%	F	140	F	770	F	2001
				From:	SR 91 Broadford										
(42)	6.68	370	F	95%	1%	1%	2%	1%	0%	C	40	F	370	F	2001
				From:	86-630										
(42) (16)	0.32	560	F	96%	0%	1%	1%	2%	0%	F	50	F	570	F	2001
				From:	SR 16 West Intersection										
(42)	8.29	230	F	94%	0%	1%	1%	4%	0%	F	30	F	240	F	2001
				From:	SR 16 East Intersection										
				To:	Bland County Line										
North (81)	0.94	14000	F	74%	1%	2%	1%	22%	1%	F	970	F	14000	F	2001
				From:	Washington County Line										
Combined Traffic:		31000	F	75%	1%	2%	1%	21%	1%	F	2200	F	31000	F	2001
				To:	SCL Chilhowie										
Town of Chilhowie															
North (81)	0.11	14000	F	74%	1%	2%	1%	22%	1%	F	970	F	14000	F	2001
				From:	SCL Chilhowie										
Combined Traffic:		31000	F	75%	1%	2%	1%	21%	1%	F	2200	F	31000	F	2001
				To:	SR 107										
North (81)	0.45	15000	F	74%	1%	2%	1%	22%	1%	F	1100	F	15000	F	2001
				From:	SR 107										
Combined Traffic:		30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
				To:	NCL Chilhowie										
Smyth County															
North (81)	3.44	15000	F	74%	1%	2%	1%	22%	1%	F	1100	F	15000	F	2001
				From:	NCL Chilhowie										
Combined Traffic:		30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
				To:	US 11; 86-645										
North (81)	4.07	15000	F	74%	1%	2%	1%	22%	1%	F	1100	F	15000	F	2001
				From:	US 11; 86-645										
Combined Traffic:		31000	F	75%	1%	2%	1%	21%	1%	F	2500	F	31000	F	2001
				To:	US 11										

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Smyth Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
North 81	1.03	14000	F	74%	1%	2%	1%	22%	1%	F	960	F	14000	F	2001
	Combined Traffic:	29000	F	75%	1%	2%	1%	21%	1%	F	2100	F	29000	F	2001
From: US 11															
To: 86-730															
North 81	0.69	14000	F	74%	1%	2%	1%	22%	1%	F	970	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
To: WCL Marion															
Town of Marion															
North 81	0.22	14000	F	74%	1%	2%	1%	22%	1%	F	970	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
From: WCL Marion															
To: ECL Marion															
Smyth County															
North 81	0.28	14000	F	74%	1%	2%	1%	22%	1%	F	970	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
From: ECL Marion															
To: SCL Marion															
Town of Marion															
North 81	0.27	14000	F	74%	1%	2%	1%	22%	1%	F	970	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
From: SCL Marion															
To: SR 16															
North 81	0.68	14000	F	74%	1%	2%	1%	22%	1%	F	1000	F	14000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2400	F	31000	F	2001
To: NCL Marion															
Smyth County															
North 81	1.41	14000	F	74%	1%	2%	1%	22%	1%	F	1000	F	14000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2400	F	31000	F	2001
From: NCL Marion															
To: RT F-10															
North 81	2.99	13000	F	74%	1%	2%	1%	22%	1%	F	970	F	14000	F	2001
	Combined Traffic:	27000	F	75%	1%	2%	1%	21%	1%	F	2200	F	27000	F	2001
To: 86-622															
North 81	3.98	13000	F	74%	1%	2%	1%	22%	1%	F	960	F	13000	F	2001
	Combined Traffic:	27000	F	75%	1%	2%	1%	21%	1%	F	2000	F	27000	F	2001
To: 86-683															
North 81	2.80	12000	G	74%	1%	2%	1%	22%	1%	F	880	G	12000	G	2001
	Combined Traffic:	23000	G	75%	1%	2%	1%	21%	1%	F	1700	G	23000	G	2001
To: Wythe County Line															
South															
South 81	0.92	17000	F	76%	1%	2%	1%	19%	1%	F	1200	F	17000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2200	F	31000	F	2001
From: Washington County Line															
To: SCL Chilhowie															
Town of Chilhowie															
South 81	0.37	17000	F	76%	1%	2%	1%	19%	1%	F	1200	F	17000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2200	F	31000	F	2001
From: SCL Chilhowie															
To: SR 107															
South 81	0.15	15000	F	76%	1%	2%	1%	19%	1%	F	1300	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
To: NCL Chilhowie															

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
South (81)						From: NCL Chillhowie									
	3.72	15000	F	76%	1%	2%	1%	19%	1%	F	1300	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
South (81)						From: US 11 S									
	3.80	16000	F	76%	1%	2%	1%	19%	1%	F	1400	F	16000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2500	F	31000	F	2001
South (81)						From: US 11 N									
	1.01	15000	F	76%	1%	2%	1%	19%	1%	F	1100	F	15000	F	2001
	Combined Traffic:	29000	F	75%	1%	2%	1%	21%	1%	F	2100	F	29000	F	2001
South (81)						From: 86-730									
	0.66	15000	F	76%	1%	2%	1%	19%	1%	F	1400	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
To: WCL Marion															
Town of Marion															
South (81)						From: WCL Marion									
	0.22	15000	F	76%	1%	2%	1%	19%	1%	F	1400	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
To: ECL Marion															
Smyth County															
South (81)						From: ECL Marion									
	0.05	15000	F	76%	1%	2%	1%	19%	1%	F	1400	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
To: SCL Marion															
Town of Marion															
South (81)						From: SCL Marion									
	0.90	15000	F	76%	1%	2%	1%	19%	1%	F	1400	F	15000	F	2001
	Combined Traffic:	30000	F	75%	1%	2%	1%	21%	1%	F	2400	F	30000	F	2001
South (81)						From: SR 16									
	0.37	17000	F	76%	1%	2%	1%	19%	1%	F	1400	F	17000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2400	F	31000	F	2001
To: NCL Marion															
Smyth County															
South (81)						From: NCL Marion									
	1.90	17000	F	76%	1%	2%	1%	19%	1%	F	1400	F	17000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2400	F	31000	F	2001
South (81)						From: US 11									
	2.64	14000	F	76%	1%	2%	1%	19%	1%	F	1200	F	14000	F	2001
	Combined Traffic:	27000	F	75%	1%	2%	1%	21%	1%	F	2200	F	27000	F	2001
South (81)						From: 86-622									
	4.22	14000	F	76%	1%	2%	1%	19%	1%	F	1000	F	14000	F	2001
	Combined Traffic:	27000	F	75%	1%	2%	1%	21%	1%	F	2000	F	27000	F	2001
South (81)						From: 86-683									
	2.30	11000	G	76%	1%	2%	1%	19%	1%	F	860	G	11000	G	2001
	Combined Traffic:	23000	G	75%	1%	2%	1%	21%	1%	F	1700	G	23000	G	2001
To: Wythe County Line															
Town of Saltville															
(91)						From: WCL Saltville									
	0.52	3500	F	96%	0%	1%	1%	1%	0%	C	300	F	3500	F	2001
To: Washington County Line															
(91)						From: Smyth County Line									
	1.15	2500	F	94%	1%	3%	2%	1%	0%	C	230	F	2600	F	2001
To: Palmer Ave															

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of Saltville																
91	0.26	8500	F	94%	1%	3%	2%	1%	0%	F	830	F	8700	F	2001	
				From:	Palmer Ave											
91	1.96	2900	F	97%	1%	1%	1%	1%	0%	C	280	F	3000	F	2001	
				From:	SR 107											
				To:	NCL Saltville											
Smyth County																
91	0.17	2900	N	97%	1%	1%	1%	1%	0%	N	280	N	3000	N	2001	
				From:	NCL Saltville											
91	4.66	1500	F	97%	1%	1%	1%	1%	0%	F	160	F	1500	F	2001	
				From:	86-633											
91	0.54	590	F	97%	1%	1%	1%	1%	0%	F	60	F	590	F	2001	
				From:	SR 42 Broadford											
				To:	Tazewell County Line											
Town of Chilhowie																
107	0.32	11000	F	89%	1%	3%	2%	5%	0%	C	940	F	11000	F	2001	
				From:	86-762											
107	0.79	5500	F	94%	0%	1%	2%	3%	0%	C	480	F	5500	F	2001	
				From:	US 11											
				To:	NCL Chilhowie											
Smyth County																
107	4.62	5500	N	94%	0%	1%	2%	3%	0%	N	480	N	5500	N	2001	
				From:	NCL Chilhowie											
				To:	SCL Saltville											
Town of Saltville																
107	2.66	4500	F	89%	1%	8%	1%	1%	0%	C	470	F	4500	F	2001	
				From:	SCL Saltville											
				To:	SR 91											
Town of Marion																
217	2.20	1100	F	99%	0%	1%	0%	0%	0%	C	200	F	1200	F	2001	
				From:	Dead End											
				To:	SR 16											
9 FR	0.11	NA									NA		NA			
				From:	CL Marion											
				To:	CL Marion											
Smyth County																
9 FR	0.19	NA									NA		NA			
				From:	CL Marion											
				To:	86-658											
600	5.17	140	F	96%	1%	1%	0%	1%	0%	F	20	F	140	F	2001	
				From:	Grayson County Line											
600	0.08	900	F	97%	1%	2%	0%	1%	0%	F	100	F	910	F	2001	
				From:	86-603 SOUTH											
600	2.60	520	F	97%	1%	2%	0%	1%	0%	F	60	F	520	F	2001	
				From:	86-603 NORTH											
600	3.49	560	R								NA		NA		1998	
				From:	2.60 M FRM 86-603 N											
600	0.34	1200	R								NA		NA		1998	
				From:	86-604 SOUTH											
600	1.17	1600	R								NA		NA		1998	
				From:	86-604 NORTH											
600	0.27	2300	R								NA		NA		1998	
				From:	86-605 WEST											
600	0.88	2200	F	97%	1%	2%	0%	1%	0%	C	200	F	2200	F	2001	
				From:	0.27 M FRM 86-605 W											
				To:	86-762 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
600	0.41	960	F	97%	1%	2%	0%	1%	0%	F	100	F	970	F	2001
600	1.26	330	R								NA		NA		1998
601	2.70	330	F	95%	2%	2%	0%	1%	0%	C	40	F	330	F	2001
601	0.81	830	F	95%	2%	2%	0%	1%	0%	F	90	F	840	F	2001
601	0.72	670	F	95%	2%	2%	0%	1%	0%	F	60	F	680	F	2001
601	1.80	550	F	95%	2%	2%	0%	1%	0%	F	50	F	560	F	2001
601	0.30	110	R								NA		NA		1998
601	0.50	60	R								NA		NA		06/25/2001
601	3.40	20	R								NA		NA		06/25/2001
601	1.20	300	R								NA		NA		1998
601	0.20	780	R								NA		NA		1998
602	1.80	140	R								NA		NA		06/04/2001
603	1.64	650	F	97%	0%	2%	0%	1%	0%	C	70	F	660	F	2001
603	4.76	260	F	97%	0%	2%	0%	1%	0%	F	30	F	260	F	2001
604	1.30	400	R								NA		NA		1998
604	0.80	640	R								NA		NA		1998
604	0.50	680	R								NA		NA		1998
604	5.30	650	R								NA		NA		1998
605	0.56	430	R								NA		NA		1998
605	1.30	640	R								NA		NA		1998
605	1.70	150	R								NA		NA		06/25/2001
606	1.90	290	R								NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail								
Smyth County																	
606	0.80	200	R			From: 86-649					NA		NA		1998		
606	0.70	60	R			From: 86-605					NA		NA		06/28/2001		
						To: Washington County Line											
607	1.20	220	R			From: Washington County Line					NA		NA		1998		
607	0.45	2100	F			From: 86-649											
						97%	0%	1%	1%	1%	0%	C	190	F	2200	F	2001
						To: 86-762											
608	0.90	510	R			From: Washington County Line					NA		NA		1998		
						To: SCL Chilhowie											
Town of Chilhowie																	
608	0.30	510	N			From: SCL Chilhowie					NA		NA		1998		
						To: 86-762											
Smyth County																	
609	1.80	510	R			From: Washington County Line					NA		NA		1998		
609	0.50	100	F			From: SR 107											
						95%	0%	2%	0%	3%	0%	C	10	F	100	F	2001
						To: 86-774 NORTH											
609	0.80	70	R			From: 86-774 SOUTH					NA		NA		06/28/2001		
						To: Dead End											
610	0.40	1300	F			From: SCL SALTVILLE											
						95%	0%	1%	2%	1%	0%	F	120	F	1300	F	2001
610	0.90	1300	F			From: 86-696											
						95%	0%	1%	2%	1%	0%	C	120	F	1300	F	2001
610	2.03	1700	F			From: SR 107											
						95%	0%	1%	3%	1%	0%	F	150	F	1700	F	2001
610	1.85	1100	F			From: 86-723											
						95%	0%	1%	2%	1%	0%	F	110	F	1100	F	2001
610	0.85	740	F			From: 86-741											
						95%	0%	1%	3%	1%	0%	F	70	F	760	F	2001
610	2.40	580	F			From: 86-633											
						95%	0%	1%	2%	1%	0%	F	60	F	590	F	2001
610	7.50	190	R			From: 86-630					NA		NA		1998		
						To: SR 16 WEST											
610	2.00	200	R			From: SR 16 EAST					NA		NA		1998		
610	3.80	30	R			From: 86-716					NA		NA		06/04/2001		
						To: 86-622 SOUTH											
610	3.90	100	R			From: 86-622 NORTH					NA		NA		1998		
						To: Bland County Line											
611	0.60	250	R			From: Washington County Line					NA		NA		1998		
						To: WCL SALTVILLE											
612	5.20	320	R			From: 86-614					NA		NA		1998		
						To: Wythe County Line											

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						2Axle	3+Axle	1Trail	2Trail						
Wythe County															
(612)	0.10	320	N			From: Wythe County Line					NA		NA		1998
						To: 86-678; 98-612									
Smyth County															
(613)	1.42	1300	F	98%	0%	1%	0%	1%	0%	C	110	F	1300	F	2001
						From: Washington County Line									
						To: 86-634									
(613)	0.24	1200	R			From: 86-698					NA		NA		1998
(613)	0.44	760	R			From: 86-747					NA		NA		1998
(613)	1.09	430	R			From: 86-667					NA		NA		1998
(613)	1.51	330	R			From: 86-633					NA		NA		1998
(614)	2.40	700	F	94%	0%	3%	0%	2%	0%	F	70	F	710	F	2001
						From: 86-695									
						To: 86-676									
(614)	5.60	410	F	94%	0%	3%	0%	2%	0%	C	40	F	410	F	2001
						From: 98-749									
(615)	0.10	50	R			From: Dead End					NA		NA		06/04/2001
						To: 0.10 ME Dead End									
(615)	0.11	200	R			From: US 11 EAST					NA		NA		1998
						To: US 11 WEST									
(615)	1.80	410	R			From: 86-708					NA		NA		1998
(615)	3.17	180	R			From: 86-679 WEST					NA		NA		1998
(615)	0.40	690	F	99%	0%	1%	0%	0%	0%	C	60	F	700	F	2001
						From: 86-616									
(615)	1.30	510	R			From: Wythe County Line					NA		NA		1998
						To: 86-615									
(616)	0.80	270	F	99%	0%	1%	0%	0%	0%	C	20	F	280	F	2001
						From: Wythe County Line									
						To: 86-615									
Wythe County															
(616)	0.20	270	N	99%	0%	1%	0%	0%	0%	N	20	N	280	N	2001
						From: Wythe County Line									
						To: Dead End									
Smyth County															
(617)	2.60	410	R			From: SR 107					NA		NA		1998
						To: 86-637									
(617)	9.98	880	R			From: 86-665					NA		NA		1998
(617)	0.52	1000	R			From: SR 16 WEST					NA		NA		1998
						To: SR 16 EAST									
(617)	3.40	490	R			From: 86-689 Gap Terminus					NA		NA		1998
						To: Dead End; Gap Terminus									
(617)	0.50	40	R			From: 86-622 SOUTH					NA		NA		06/04/2001
						To: 86-622 SOUTH									

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
617	4.40	210	R			From: 86-622 NORTH					NA		NA		1998
617	0.22	160	R			To: 86-785					NA		NA		1998
617	2.31	240	R			From: 86-683					NA		NA		06/04/2001
						To: Wythe County Line									
618	0.41	120	R			From: Dead End					NA		NA		1998
						To: SR 16									
619	2.50	20	R			From: 86-610					NA		NA		06/04/2001
						To: SR 42									
620	4.50	160	R			From: SR 42					NA		NA		1998
620	0.60	60	R			To: 86-622 WEST					NA		NA		1998
620	0.50	50	R			From: 86-622 EAST					NA		NA		1991
						To: Dead End									
621	2.85	120	R			From: SR 42					NA		NA		1998
621	0.30	30	R			To: 86-754					NA		NA		06/04/2001
						To: Dead End									
622	0.04	130	R			From: SR 16					NA		NA		1998
622	2.90	270	R			To: 0.04 MN SR 16					NA		NA		06/11/2001
622	0.20	350	R			From: 86-686 SOUTH					NA		NA		1998
622	0.70	630	R			To: 86-686 NORTH					NA		NA		1998
622	1.02	1200	R			From: 86-688					NA		NA		1998
622	0.65	2200	R			To: US 11 EAST					NA		NA		1998
						From: US 11 WEST									
622	2.65	630	R			To: 86-778					NA		NA		1998
622	6.30	120	R			From: 86-694					NA		NA		1998
622	2.80	80	R			To: 86-620 WEST					NA		NA		1998
						From: 86-620 EAST									
623	0.60	70	R			To: SR 42					NA		NA		06/07/2001
						From: SR 42									
624	0.43	10	R			To: Dead End					NA		NA		06/07/2001
624	0.87	120	R			From: 0.43 ME Dead End					NA		NA		1998
						To: 86-629									

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
624	2.70	150	R			From: 86-629					NA		NA		1998
						To: SR 16 WEST									
624	0.10	120	R			From: SR 16 EAST					NA		NA		1998
						To: 86-687									
624	1.60	30	R			From: 86-687					NA		NA		06/07/2001
						To: SR 42									
625	0.07	230	R			From: US 11					NA		NA		1998
						To: 86-686									
626	0.40	170	R			From: US 11					NA		NA		06/04/2001
						To: Dead End									
627	0.20	3	R			From: Dead End					NA		NA		06/07/2001
						To: 86-628									
628	0.90	70	R			From: SR 42					NA		NA		06/07/2001
						To: Dead End									
629	3.10	250	R			From: 86-610					NA		NA		1998
						To: SR 42									
630	1.80	500	F	88%	6%	4%	1%	1%	0%	F	50	F	510	F	2001
						To: 86-631									
630	0.97	600	F	88%	5%	4%	1%	1%	0%	C	100	F	610	F	2001
						To: SR 42 EAST									
						From: SR 42 WEST									
630	0.80	40	R			From: SR 42 WEST					NA		NA		06/07/2001
						To: Dead End									
631	1.60	80	R			From: 86-610					NA		NA		06/09/2001
						To: 86-630									
632	1.00	420	R			From: SR 91					NA		NA		1998
						To: 1.00 ME SR 91									
632	2.45	120	R			From: 1.00 ME SR 91					NA		NA		06/07/2001
						To: 3.45 ME SR 91									
632	0.04	110	R			From: 3.45 ME SR 91					NA		NA		1995
						To: 86-633									
633	1.90	150	R			From: 86-610					NA		NA		1998
						To: 86-723									
633	0.68	540	F	97%	0%	2%	0%	1%	0%	F	50	F	550	F	2001
						To: 86-632									
633	0.50	560	F	97%	0%	2%	0%	1%	0%	C	60	F	570	F	2001
						To: SR 91 EAST									
						From: SR 91 MID									
633	3.20	990	R			From: SR 91 MID					NA		NA		1998
						To: SR 91 WEST									
634	0.25	3200	F	97%	0%	1%	1%	1%	0%	C	270	F	3200	F	2001
						From: NCL SALTVILLE									
						To: 86-613									
634	0.70	740	R			From: 86-613					NA		NA		1998
						To: 86-733 NORTH									

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
634	0.10	240	R			From: 86-733 NORTH					NA		NA		1998
634	0.30	150	R			From: 0.10 MN 86-733 N					NA		NA		06/07/2001
						To: Dead End									
635	2.90	430	R			From: ECL SALTVILLE					NA		NA		1998
						To: 86-610									
636	0.45	70	R			From: 86-610					NA		NA		06/07/2001
						To: Dead End									
637	1.10	970	F	95%	1%	4%	1%	0%	0%	F	120	F	980	F	2001
637	1.40	760	F	95%	1%	4%	1%	0%	0%	C	100	F	770	F	2001
						From: 86-638									
						To: 86-617									
638	0.80	230	R			From: 86-645					NA		NA		06/25/2001
						To: 86-648									
638	0.80	60	R			From: 86-647 SOUTH					NA		NA		1998
						To: US 11 WEST									
638	2.52	390	R			From: US 11 EAST					NA		NA		1998
						To: US 11 WEST									
638	0.40	2000	R			From: US 11 EAST					NA		NA		1995
						To: 86-644									
638	1.60	1100	R			From: 86-644					NA		NA		1998
						To: 86-637									
Town of Chilhowie															
639	0.18	1200	R			From: US 11					NA		NA		1998
						To: 86-731									
639	0.30	1100	R			From: 86-731					NA		NA		1998
						To: 86-640									
639	0.40	370	R			From: 86-640					NA		NA		1998
						To: SR 107									
640	0.34	590	R			From: 86-639					NA		NA		1998
						To: 86-736									
640	0.16	190	R			From: 86-736					NA		NA		1998
						To: Dead End									
Smyth County															
641	1.10	630	R			From: 86-642					NA		NA		1998
						To: 86-644									
642	1.15	560	R			From: US 11 WEST					NA		NA		1998
						To: US 11 EAST									
643	1.90	290	R			From: 86-642					NA		NA		1998
						To: 86-645									
644	2.00	490	R			From: 86-638					NA		NA		1998
						To: 86-641									
644	1.20	310	R			From: 86-641					NA		NA		1998
						To: 1.20 ME 86-641									

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
644	1.20	120	R			From: 1.20 ME 86-641 To: 86-645					NA		NA		06/11/2001
645	2.03	730	R			From: 86-604 To: 86-660 EAST					NA		NA		1998
645	0.40	570	R			From: 86-660 WEST To: 86-638					NA		NA		1998
645	3.45	1300	R			From: 86-638 To: 86-657					NA		NA		1998
645	0.28	2600	R			From: 86-657 To: US 11 SOUTH					NA		NA		1998
645	5.01	1000	R			From: US 11; FR-4 To: 86-664 WEST					NA		NA		1998
645	2.44	300	R			From: 86-664 WEST To: 86-665 WEST					NA		NA		1998
645	0.40	680	F	98%	0%	1%	0%	1%	0%	F	70	F	690	F	2001
645	0.90	1100	F	98%	0%	1%	0%	1%	0%	C	110	F	1100	F	2001
645	0.08	2000	F	98%	0%	1%	0%	1%	0%	F	200	F	2000	F	2001
646	0.90	60	R			From: 86-1029 To: WCL MARION					NA		NA		06/28/2001
647	1.08	380	R			From: 86-638 To: 86-645					NA		NA		1998
647	0.72	270	R			From: 86-600 To: 86-739					NA		NA		06/28/2001
647	0.60	210	R			From: 86-638 WEST To: 86-638 EAST					NA		NA		1998
648	0.60	330	R			From: 86-645 To: 86-762					NA		NA		06/28/2001
648	0.40	310	R			From: 86-647 WEST To: 86-647 EAST					NA		NA		1998
648	2.50	510	R			From: 86-638 To: 86-660 NORTH					NA		NA		1998
648	1.52	140	R			From: 86-660 SOUTH To: Smyth County Line					NA		NA		1998
649	0.60	320	R			From: 86-606 To: 86-605 WEST					NA		NA		1998
649	0.92	880	R			From: 86-605 EAST To: 86-762					NA		NA		1998
649	2.00	1000	F	98%	0%	1%	0%	0%	0%	C	110	F	1000	F	2001
650	5.20	45	R			From: 86-607 To: SR 16					NA		NA		06/25/2001
						From: 86-670									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
(650)	3.40	590	F	From: 86-670	96%	1%	2%	1%	1%	0%	F	60	F	600	F	2001
(650)	1.10	1300	F	To: 86-720	96%	1%	2%	1%	1%	0%	C	120	F	1300	F	2001
(650)	1.05	1000	R	From: 86-657								NA		NA		1998
(650)	1.65	400	R	To: 86-658								NA		NA		1998
				From: 86-660												
(651)	0.20	50	R	To: 86-605								NA		NA		06/25/2001
				From: 86-645												
(652)	0.50	60	R	To: Dead End								NA		NA		06/25/2001
				From: 86-605												
(653)	0.96	90	R	To: 86-604								NA		NA		06/25/2001
				From: 86-645 EAST												
(653)	1.40	70	R	To: 86-645 WEST								NA		NA		06/25/2001
				From: 86-648 WEST												
(654)	1.00	320	R	To: 86-604								NA		NA		1998
				From: 86-655												
(655)	1.40	190	R	To: 86-656 SOUTH								NA		NA		06/25/2001
				From: 86-654												
(655)	1.00	300	R	To: 86-656 NORTH								NA		NA		1998
				From: 86-650 EAST												
(656)	1.60	170	R	To: 86-668								NA		NA		1998
				From: 86-655 NORTH												
(656)	1.50	680	R	To: 86-655 NORTH								NA		NA		1998
				From: 86-650 WEST												
(656)	0.50	1000	R	To: 86-650 WEST								NA		NA		1998
				From: 86-650 MID												
(656)	0.05	50	R	To: 0.05 MN 86-650 MID								NA		NA		1991
				From: 86-657												
(656)	0.25	40	R	To: 86-657								NA		NA		06/26/2001
				From: 86-650												
(657)	2.00	2500	F	To: 86-660 EAST	97%	0%	1%	0%	1%	0%	C	220	F	2500	F	2001
				From: 86-660 WEST												
(657)	2.50	890	R	To: 86-645								NA		NA		1998
				From: 86-650												
(658)	0.55	300	R	To: 86-657								NA		NA		1998
				From: 86-702												
(658)	1.66	570	F	To: 86-702	98%	1%	1%	0%	0%	0%	F	70	F	580	F	2001
				From: SCL MARION												
(658)	3.35	920	F	To: 86-655	98%	1%	1%	0%	0%	0%	C	100	F	930	F	2001
				From: 86-655												
(658)	1.50	1200	F	To: 86-655	98%	1%	1%	0%	0%	0%	F	120	F	1200	F	2001

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
(658)	1.52	220	R			From: 86-665					NA		NA		1998
(658)	1.41	140	R			From: 86-664 EAST					NA		NA		1998
						To: 86-645									
(659)	0.50	910	F	98%	0%	1%	0%	0%	0%	C	90	F	920	F	2001
						From: 86-660									
(659)	0.20	800	F	98%	0%	1%	0%	0%	0%	F	80	F	810	F	2001
						From: 86-1115									
(659)	2.50	570	R			From: 86-665					NA		NA		1998
						To: 86-645 EAST									
(659)	1.80	400	R			From: 86-645 WEST					NA		NA		1998
						To: 86-617 SOUTH									
(659)	0.70	50	R			From: 86-617 NORTH					NA		NA		06/11/2001
						To: Dead End									
(660)	0.26	190	R			From: Dead End					NA		NA		1998
						To: US 11 EAST									
(660)	0.16	1400	F	98%	0%	1%	1%	0%	0%	F	150	F	1400	F	2001
						From: 86-659									
(660)	0.93	1100	F	98%	0%	1%	1%	0%	0%	C	150	F	1200	F	2001
						From: FR-5									
(660)	0.56	5300	F	96%	0%	2%	1%	1%	0%	C	470	F	5300	F	2001
						From: US 11 WEST; FR-6									
(660)	1.10	4700	F	96%	0%	2%	1%	1%	0%	F	420	F	4700	F	2001
						From: 86-749									
(660)	0.51	2500	F	96%	0%	2%	1%	1%	0%	F	230	F	2500	F	2001
						From: 86-657 EAST									
(660)	0.25	2300	F	96%	0%	2%	1%	1%	0%	F	220	F	2300	F	2001
						From: 86-661									
(660)	0.86	790	F	96%	0%	2%	1%	1%	0%	F	80	F	800	F	2001
						From: 86-718									
(660)	1.08	680	F	96%	0%	2%	1%	1%	0%	F	70	F	690	F	2001
						From: 86-648 EAST									
(660)	1.87	920	F	96%	0%	2%	1%	1%	0%	F	110	F	930	F	2001
						From: 86-648 WEST									
(660)	1.57	580	R			From: 86-600					NA		NA		1998
						To: 86-649									
(661)	1.39	170	R			From: Dead End					NA		NA		06/25/2001
						To: 1.39 ME Dead End									
(661)	0.11	380	R			From: 86-660					NA		NA		06/25/2001
						To: 86-660									
(662)	1.30	280	R			From: 86-660					NA		NA		1998
						To: 86-707									
(663)	0.40	380	R			From: 86-656					NA		NA		1998
						To: 86-720									
(663)	0.70	720	R			From: 86-720					NA		NA		1998
						To: 86-650									

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
(664)	0.50	60	R			From: Dead End					NA		NA		06/11/2001
(664)	0.40	110	R			To: 0.50 MS Dead End					NA		NA		06/11/2001
(664)	0.40	50	R			From: 86-659 WEST					NA		NA		06/11/2001
(664)	0.50	30	R			To: 86-659 EAST					NA		NA		06/11/2001
(664)	0.90	70	R			From: 0.40 MS 86-669 EAST					NA		NA		06/11/2001
(664)	0.90	150	R			To: 86-658 EAST					NA		NA		06/11/2001
(664)	0.90	150	R			From: 86-658 WEST					NA		NA		06/11/2001
(664)	0.90	150	R			To: 86-645 SOUTH					NA		NA		06/11/2001
(664)	0.90	150	R			From: 86-645 NORTH					NA		NA		06/11/2001
(664)	0.90	150	R			To: 86-617					NA		NA		06/11/2001
(665)	0.80	520	F	97%	0%	2%	0%	1%	0%	C	60	F	520	F	2001
(665)	1.20	380	F	97%	0%	2%	0%	1%	0%	F	40	F	390	F	2001
(665)	0.40	840	R			From: 86-659					NA		NA		1998
(665)	0.40	840	R			To: 86-658 SOUTH					NA		NA		1998
(665)	0.40	840	R			From: 86-658 NORTH					NA		NA		1998
(665)	0.40	840	R			To: 86-645 WEST					NA		NA		1998
(665)	0.40	840	R			From: 86-645 EAST					NA		NA		1998
(665)	0.40	840	R			To: 86-617					NA		NA		1998
(666)	1.00	100	R			From: 86-658					NA		NA		06/11/2001
(666)	1.00	100	R			To: 86-665					NA		NA		06/11/2001
(667)	0.30	40	R			From: 86-613					NA		NA		06/07/2001
(667)	0.30	40	R			To: Dead End					NA		NA		06/07/2001
(668)	0.70	160	R			From: Dead End					NA		NA		06/25/2001
(668)	0.70	160	R			To: 86-656					NA		NA		06/25/2001
(669)	0.50	200	R			From: Dead End					NA		NA		06/14/2001
(669)	0.60	230	R			To: 0.50 MN Dead End					NA		NA		1998
(669)	0.60	230	R			From: 86-752					NA		NA		1998
(670)	3.90	280	F	95%	1%	2%	0%	1%	0%	C	30	F	280	F	2001
(670)	1.10	70	R			From: 86-650					NA		NA		06/25/2001
(670)	1.10	70	R			To: 86-601 WEST					NA		NA		06/25/2001
(670)	1.10	70	R			From: 86-601 EAST					NA		NA		06/25/2001
(671)	1.30	500	R			From: Dead End					NA		NA		1998
(671)	1.30	500	R			To: 86-601					NA		NA		1998
(672)	2.90	60	R			From: 86-670					NA		NA		06/25/2001
(672)	1.00	160	R			To: 86-673					NA		NA		1998
(672)	1.00	160	R			From: 86-601					NA		NA		1998
(672)	1.00	160	R			To: 86-601					NA		NA		1998
(673)	0.50	8	R			From: Dead End					NA		NA		06/25/2001
(673)	0.50	8	R			To: 86-672					NA		NA		06/25/2001
(674)	0.20	90	R			From: 86-601					NA		NA		1995
(674)	0.20	90	R			To: 86-675					NA		NA		1995

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						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
(674)	1.50	60	R								NA		NA		06/18/2001	
(675)	1.40	390	R								NA		NA		06/15/2001	
(675)	0.27	50	R								NA		NA		06/15/2001	
(675)	3.00	160	R								NA		NA		1998	
(675)	2.90	40	R								NA		NA		06/18/2001	
(675)	2.98	180	R								NA		NA		1998	
(676)	1.90	210	R								NA		NA		1998	
(676)	0.60	70	R								NA		NA		1998	
(676)	0.40	100	R								NA		NA		06/18/2001	
(676)	1.20	30	R								NA		NA		06/18/2001	
(677)	1.30	30	R								NA		NA		06/18/2001	
(678)	2.30	40	R								NA		NA		06/18/2001	
Wythe County																
(678)	0.20	40	R								NA		NA		06/18/2001	
Smyth County																
(679)	2.50	210	R								NA		NA		1998	
(679)	0.86	1000	F		98%	0%	1%	0%	0%	0%	C	110	F	1000	F	2001
(680)	0.50	60	R								NA		NA		06/04/2001	
(681)	0.50	290	R								NA		NA		1998	
(682)	0.90	90	R								NA		NA		06/04/2001	
(682)	1.10	210	R								NA		NA		1998	
(683)	1.60	230	R								NA		NA		1998	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
(683)	0.08	4000	R			From: US 11 EAST					NA	NA			1998
(683)	0.12	1800	R			To: RAMP TO I-81					NA	NA			1998
(683)	0.53	480	R			From: RAMP TO I-81					NA	NA			1998
(683)						To: 86-617									
(684)	0.20	100	R			From: US 11 WEST					NA	NA			1998
(684)	0.24	30	R			To: US 11 EAST					NA	NA			06/04/2001
(684)						To: Dead End									
(685)	0.72	520	R			From: Dead End					NA	NA			1998
(685)						To: 86-617									
(686)	1.60	150	R			From: 86-688					NA	NA			1998
(686)						To: 86-622 WEST									
(686)	2.63	610	R			From: 86-622 EAST					NA	NA			1998
(686)						To: 86-795									
(686)	0.17	960	R			From: 86-795					NA	NA			1998
(686)						To: US 11									
(686)	0.18	280	R			From: US 11					NA	NA			1998
(686)						To: 86-625									
(686)	0.07	50	R			From: 86-625					NA	NA			1998
(686)						To: Dead End									
(687)	1.20	60	R			From: 86-610					NA	NA			06/07/2001
(687)						To: 86-624									
(688)	1.40	890	R			From: SR 16					NA	NA			1998
(688)						To: 86-689 SOUTH									
(688)	2.00	730	R			From: 86-689 NORTH					NA	NA			1998
(688)						To: 86-622									
(689)	3.81	920	R			From: SR 16					NA	NA			1998
(689)						To: US 11 EAST									
(689)	1.30	310	R			From: US 11 WEST					NA	NA			1998
(689)						To: 86-617									
(689)	0.19	40	R			From: 86-617					NA	NA			06/11/2001
(689)						To: Dead End									
(690)	0.62	320	R			From: 86-689					NA	NA			1998
(690)						To: 86-766									
(690)	0.68	130	R			From: 86-766					NA	NA			06/11/2001
(690)						To: 86-782									
(690)	0.31	220	R			From: 86-782					NA	NA			06/11/2001
(690)						To: 0.31 MN 86-782									
(690)	0.14	280	R			From: 0.31 MN 86-782					NA	NA			06/11/2001
(690)						To: US 11									
(691)	0.60	1100	R			From: SCL MARION					NA	NA			1998
(691)						To: 86-704									

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
(691)	1.35	570	R			From: 86-704 To: 86-689					NA		NA		1998
(692)	0.59	640	R			From: NCL MARION To: Dead End					NA		NA		1998
(693)	0.15	8	R			From: US 11 To: Dead End					NA		NA		06/11/2001
(694)	1.65	140	R			From: 86-622 To: Dead End					NA		NA		06/04/2001
(695)	0.60	150	R			From: SR 16 SOUTH To: 86-601 WEST					NA		NA		1998
(695)	0.05	750	R			From: 86-601 EAST To: SR 16 W MID					NA		NA		1998
(695)	0.56	710	F	96%	1%	3%	0%	1%	0%	C	80	F	720	F	2001
(695)	0.64	560	F	96%	1%	3%	0%	1%	0%	F	50	F	560	F	2001
(696)	0.80	180	R			From: Dead End To: 86-746					NA		NA		06/28/2001
(696)	0.20	240	R			From: 86-746 To: 86-610					NA		NA		06/28/2001
(697)	0.05	30	R			From: Dead End To: FR-8					NA		NA		1998
(698)	1.00	510	R			From: 86-613 To: Dead End					NA		NA		1998
(699)	0.95	150	R			From: SR 16 To: Dead End					NA		NA		06/18/2001
(700)	0.52	360	R			From: NCL MARION To: 86-617					NA		NA		06/11/2001
(701)	0.55	30	R			From: Dead End To: 86-672					NA		NA		06/25/2001
(702)	0.50	60	R			From: Dead End To: 86-658					NA		NA		06/25/2001
(703)	3.49	80	R			From: Dead End To: SR 16 Gap Terminus					NA		NA		1991
(703)	1.00	240	R			From: SR 348 Gap Terminus To: Dead End					NA		NA		06/14/2001
(704)	0.50	290	R			From: 86-691 To: Dead End					NA		NA		06/11/2001
(705)	0.20	40	R			From: Dead End To: 86-715					NA		NA		06/18/2001

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
(705)	0.10	60	R			From: 86-715 To: 86-614					NA		NA		06/18/2001
(706)	0.06	140	R			From: US 11 To: Dead End					NA		NA		06/04/2001
(707)	2.09	470	R			From: 86-658 To: US 11					NA		NA		06/04/2001
(708)	0.70	480	R			From: 86-615 To: US 11					NA		NA		06/04/2001
(709)	0.54	200	R			From: 86-720 To: 86-650 WEST					NA		NA		06/25/2001
(709)	1.00	180	R			From: 86-650 EAST To: Dead End					NA		NA		06/25/2001
(710)	0.10	90	R			From: 86-613 To: 0.10 MN 86-613					NA		NA		06/07/2001
(710)	0.20	90	R			From: 0.10 MN 86-613 To: Dead End					NA		NA		06/07/2001
(711)	0.23	140	R			From: SR 16 To: SR 16					NA		NA		06/18/2001
(712)	0.32	60	R			From: SR 16 To: Dead End					NA		NA		06/18/2001
(713)	0.94	310	R			From: 86-685 To: 86-617					NA		NA		06/04/2001
(714)	0.90	70	R			From: US 11 To: Dead End					NA		NA		06/11/2001
(715)	0.25	20	R			From: 86-705 To: Dead End					NA		NA		06/18/2001
(716)	0.70	140	R			From: 86-610 To: 86-620					NA		NA		06/04/2001
(717)	0.10	10	R			From: Dead End To: SR 42					NA		NA		06/04/2001
(718)	0.95	1600	R			From: 86-650 To: 86-660					NA		NA		06/25/2001
(719)	0.50	20	R			From: 86-601 To: Dead End					NA		NA		06/25/2001
(720)	1.00	260	R			From: 86-663 To: 86-650					NA		NA		06/25/2001
(721)	1.60	480	F	95%	0%	4%	0%	0%	0%	C	60	F	480	F	2001
						From: 86-604 To: 86-605									

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
(722)	0.10	20	R			From: Dead End To: 86-660					NA		NA		06/28/2001
(723)	2.60	500	F	91%	1%	7%	0%	1%	0%	C	45	F	500	F	2001
(724)	0.39	30	R			From: Dead End To: 86-601					NA		NA		06/25/2001
(725)	0.40	20	R			From: 86-631 To: Dead End					NA		NA		06/07/2001
(726)	1.10	290	R			From: 86-633 To: 1.10 MN 86-633					NA		NA		06/07/2001
(726)	0.70	60	R			From: Dead End To: Dead End					NA		NA		06/07/2001
(727)	0.50	40	R			From: SR 42 To: Dead End					NA		NA		06/07/2001
(728)	0.65	80	R			From: Dead End To: 86-614					NA		NA		06/18/2001
(729)	0.80	60	R			From: 86-615 To: 86-682					NA		NA		06/14/2001
(730)	0.03	20	R			From: Dead End To: FR-8					NA		NA		06/14/2001
(730)	0.17	2500	R			From: SCL MARION To: SCL MARION					NA		NA		06/14/2001
Town of Chilhowie															
(731)	0.25	530	R			From: 86-639 To: NCL CHILHOWIE					NA		NA		07/12/2001
(731)	0.90	2300	R			From: 86-774 To: US 11					NA		NA		07/12/2001
(731)	0.28	230	R			From: 86-774 To: US 11					NA		NA		07/12/2001
Smyth County															
(732)	0.50	240	R			From: 86-606 To: 86-721					NA		NA		06/28/2001
(733)	0.40	120	R			From: 86-634 To: 86-634					NA		NA		06/07/2001
(734)	0.07	47	R			From: Dead End To: 86-645					NA		NA		06/14/2001
(735)	0.15	46	R			From: SR 16 To: 86-601					NA		NA		06/18/2001
Town of Chilhowie															
(736)	0.24	190	R			From: 86-640 To: 86-737					NA		NA		07/12/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Chilhowie															
(736)	0.08	60	R			From: 86-737					NA	NA			07/12/2001
						To: Dead End									
(737)	0.08	10	R			From: 86-736					NA	NA			07/12/2001
						To: Dead End									
Smyth County															
(738)	0.80	50	R			From: 86-675					NA	NA			06/18/2001
						To: Dead End									
(739)	1.22	1100	R			From: 86-762					NA	NA			06/28/2000
						To: 86-647									
(740)	0.24	20	R			From: Dead End					NA	NA			06/18/2001
						To: SR 16									
(741)	0.62	190	R			From: 86-610					NA	NA			06/07/2001
						To: Dead End									
(742)	1.20	9	R			From: Dead End					NA	NA			06/04/2001
						To: Bland County Line									
(743)	0.06	210	R			From: SR 91					NA	NA			06/07/2001
						To: 86-744									
(744)	0.04	120	R			From: Dead End					NA	NA			06/07/2001
						To: 86-743									
(744)	0.06	100	R			From: 86-743					NA	NA			06/07/2001
						To: Dead End									
(745)	0.76	230	R			From: Dead End					NA	NA			06/18/2001
						To: 86-601									
(746)	1.40	260	R			From: 86-696					NA	NA			06/28/2001
						To: 1.40 ME 86-696									
(746)	0.06	270	R			From: 1.40 ME 86-696					NA	NA			06/28/2001
						To: SR 107									
(747)	0.30	110	R			From: 86-613					NA	NA			06/07/2001
						To: Dead End									
(748)	0.17	80	R			From: 86-613					NA	NA			06/07/2001
						To: Dead End									
(749)	0.74	530	R			From: 86-660					NA	NA			06/14/2001
						To: Dead End									
(750)	0.12	80	R			From: 86-617					NA	NA			06/14/2001
						To: Dead End									
(751)	0.05	130	R			From: SR 42					NA	NA			06/07/2001
						To: 0.05 MN SR 42									
(751)	0.35	70	R			From: 0.05 MN SR 42					NA	NA			06/07/2001
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
(752)	0.82	160	R			From: 86-669 To: Dead End					NA		NA		06/14/2001
(753)	0.05	90	R			From: US 11 To: Dead End					NA		NA		06/11/2001
(754)	0.20	30	R			From: 86-621 To: Dead End					NA		NA		06/04/2001
(755)	0.18	20	R			From: 86-630 To: Dead End					NA		NA		06/07/2001
(756)	0.25	30	R			From: 86-630 To: Dead End					NA		NA		06/07/2001
(757)	0.06	20	R			From: 86-755 To: 86-630					NA		NA		06/07/2001
(758)	0.17	530	R			From: NCL MARION To: NCL MARION					NA		NA		06/14/2001
(759)	0.15	50	R			From: US 11 To: Dead End					NA		NA		06/11/2001
(760)	1.00	60	R			From: 86-600 To: Dead End					NA		NA		1995
(761)	0.05	30	R			From: 86-620 To: 0.05 MN 86-620					NA		NA		06/04/2001
(761)	0.93	30	R			From: 0.05 MN 86-620 To: Dead End					NA		NA		06/04/2001
(762)	1.83	870	F	96%	1%	From: Washington County Line To: 86-600 SOUTH				F	110	F	880	F	2001
(762)	2.31	3000	F	97%	1%	From: 86-600 SOUTH To: 86-607				C	270	F	3000	F	2001
(762)	0.84	5700	F	96%	1%	From: 86-607 To: SCL Chilhowie				F	540	F	5800	F	2001
Town of Chilhowie															
(762)	0.68	5700	N	96%	1%	From: SCL Chilhowie To: 86-608				N	540	N	5800	N	2001
(762)	0.04	12000	F	96%	1%	From: 86-608 To: I-81 NB Ramps				F	1000	F	12000	F	2001
Smyth County															
(763)	0.75	10	R			From: Dead End To: 86-610					NA		NA		06/07/2001
(764)	0.20	110	R			From: 86-688 To: Dead End					NA		NA		06/11/2001
(765)	0.70	60	R			From: 86-707 To: Dead End					NA		NA		06/14/2001

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
(766)	0.50	50	R			From: 86-690 To: Dead End					NA		NA		06/11/2001
(767)	0.61	1400	R			From: ECL MARION To: 86-691					NA		NA		06/11/2001
(768)	0.06	90	R			From: Dead End To: US 11					NA		NA		1995
(769)	0.17	130	R			From: 86-600 To: Dead End					NA		NA		06/28/2001
(770)	0.38	130	R			From: NCL MARION To: 86-692					NA		NA		06/11/2001
(771)	0.30	120	R			From: SR 91 To: Dead End					NA		NA		06/07/2001
(772)	0.05	40	R			From: Dead End To: 86-617					NA		NA		06/28/2001
(773)	0.35	1900	R			From: SR 107 To: 86-610					NA		NA		06/28/2001
Town of Chilhowie															
(774)	0.12	2400	F	98%	0%	1%	0%	1%	0%	F	260	F	2500	F	2001
(774)	0.36	1900	F	98%	0%	1%	0%	1%	0%	C	230	F	2000	F	2001
Smyth County															
(774)	0.27	1900	N	98%	0%	1%	0%	1%	0%	N	230	N	2000	N	2001
(774)	0.86	990	F	98%	0%	1%	0%	1%	0%	F	120	F	1000	F	2001
(774)	0.83	990	R			From: 86-609 NORTH To: SR 107					NA		NA		06/28/2001
(775)	0.06	360	R			From: US 11 To: Dead End					NA		NA		06/11/2001
(776)	0.20	80	R			From: Dead End To: 86-635					NA		NA		1995
(777)	0.90	70	R			From: 86-610 To: Dead End					NA		NA		06/07/2001
(778)	0.02	NA				From: 86-622 WEST To: 86-778 Y Int; Gap Terminus					NA		NA		
(778)	0.03	NA				From: 86-622 EAST; Gap Terminus To: 86-778 Y Int					NA		NA		
(778)	0.05	NA				From: 86-778 Y Int To: Dead End					NA		NA		

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
(779)	0.10	NA				From: Dead End					NA		NA		
						To: 86-779 Y Int, Gap Terminus									
(779)	0.10	NA				From: Dead End, Gap Terminus					NA		NA		
						To: 86-779 Y Int									
(779)	0.01	NA				From: 86-645					NA		NA		
						To: 86-610									
(780)	0.40	70	R			From: 86-610					NA		NA		06/07/2001
						To: Dead End									
(781)	0.39	540	R			From: SR 16					NA		NA		06/18/2001
						To: 86-675									
(782)	0.40	150	R			From: 86-690					NA		NA		06/11/2001
						To: Dead End									
(783)	0.12	NA				From: 86-643					NA		NA		
						To: Dead End									
(785)	0.20	70	R			From: 86-617					NA		NA		06/04/2001
						To: 86-683									
(786)	0.35	110	R			From: Cul-de-Sac					NA		NA		06/25/2001
						To: 86-658									
(787)	0.30	220	R			From: 86-645					NA		NA		06/14/2001
						To: 86-657									
(790)	0.17	150	R			From: 86-657					NA		NA		1998
						To: Dead End									
(795)	0.62	3000	R			From: 86-622, FR-11					NA		NA		06/04/2001
						To: 86-686									
(798)	2.60	90	R			From: Grayson County Line					NA		NA		06/18/2001
						To: 86-612									
(799)	0.26	420	R			From: 86-638					NA		NA		06/28/2001
						To: Cul-de-Sac									
(990)	0.08	NA				From: 86-00645(B)/					NA		NA		
						To: 86-00992(R)/									
(991)	0.11	NA				From: 86-00645(B)/					NA		NA		
						To: 86-00992(L)/									
(992)	0.08	NA				From: 86-00990(R)/					NA		NA		
						To: 86-00991(R)/									
Town of Chilhowie															
(1001)	0.04	360	R			From: 86-1004					NA		NA		07/12/2001
						To: US 11									
(1001)	0.05	400	R			From: 86-1002					NA		NA		07/12/2001
						To: 86-1002									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Chilhowie															
1001	0.14	420	R			From: 86-1002					NA	NA			07/12/2001
						To: 86-731									
1002	0.04	230	R			From: 86-1023					NA	NA			07/12/2001
						To: 86-1005									
1002	0.08	210	R			From: 86-1005					NA	NA			07/12/2001
						To: 86-1001									
1002	0.29	450	R			From: 86-1001					NA	NA			07/12/2001
						To: 86-1007									
1002	0.05	360	R			From: 86-1007					NA	NA			07/12/2001
						To: 86-1008									
1002	0.06	320	R			From: 86-1008					NA	NA			07/12/2001
						To: 86-1003									
1002	0.08	210	R			From: 86-1003					NA	NA			07/12/2001
						To: 86-1009									
1003	0.05	1000	R			From: US 11					NA	NA			07/12/2001
						To: 86-1002									
1003	0.10	560	R			From: 86-1002					NA	NA			07/12/2001
						To: 86-1010									
1003	0.09	490	R			From: 86-1010					NA	NA			07/12/2001
						To: 86-731									
1004	0.19	1600	R			From: US 11					NA	NA			07/12/2001
						To: 86-1006									
1004	0.05	2400	R			From: 86-1006					NA	NA			07/12/2001
						To: SR 107									
1004	0.07	960	R			From: SR 107					NA	NA			07/12/2001
						To: 86-1023									
1004	0.06	540	R			From: 86-1023					NA	NA			07/12/2001
						To: 86-1005									
1004	0.06	320	R			From: 86-1005					NA	NA			07/12/2001
						To: 86-1001									
1005	0.04	260	R			From: 86-1004					NA	NA			07/12/2001
						To: US 11 EAST									
1005	0.05	120	R			From: US 11 WEST					NA	NA			07/12/2001
						To: 86-1002									
1006	0.04	850	R			From: US 11					NA	NA			07/12/2001
						To: 86-1004									
1007	0.05	50	R			From: 86-1002					NA	NA			07/12/2001
						To: Dead End									
1008	0.15	530	R			From: Dead End					NA	NA			07/12/2001
						To: US 11									
1008	0.05	170	R			From: US 11					NA	NA			07/12/2001
						To: 86-1002									
1009	0.03	1400	R			From: US 11; 86-9812					NA	NA			07/12/2001
						To: 86-1002									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Chilhowie															
1009	0.10	650	R			From: 86-1002					NA		NA		07/12/2001
1009	0.10	630	R			To: 86-1010					NA		NA		07/12/2001
1010	0.08	50	R			From: 86-731					NA		NA		07/12/2001
1010	0.03	NA				From: 86-1009					NA		NA		
1010						To: 86-1003					NA		NA		
1010						To: Dead End									
1011	0.06	80	R			From: 86-731					NA		NA		07/12/2001
1011						To: 86-1013									
1012	0.06	100	R			From: 86-731					NA		NA		07/12/2001
1012						To: 86-1013									
1013	0.06	90	R			From: 86-1011					NA		NA		07/12/2001
1013						To: 86-1012									
1014	0.10	100	R			From: SR 107					NA		NA		07/12/2001
1014						To: 86-731									
1015	0.05	830	R			From: US 11					NA		NA		07/12/2001
1015	0.04	790	R			To: 86-1028					NA		NA		07/12/2001
1015						To: 86-1016									
1016	0.07	660	R			From: 86-1020					NA		NA		07/12/2001
1016	0.03	680	R			To: 86-1022					NA		NA		07/12/2001
1016	0.11	270	R			From: 86-1015					NA		NA		07/12/2001
1016	0.07	500	R			To: 86-1018					NA		NA		07/12/2001
1016	0.04	80	R			From: 86-1017					NA		NA		07/12/2001
1016						To: Dead End									
1017	0.03	1100	R			From: US 11					NA		NA		07/12/2001
1017	0.05	960	R			To: 86-1028					NA		NA		07/12/2001
1017	0.12	540	R			From: 86-1016					NA		NA		07/12/2001
1017						To: 86-1019									
1018	0.06	160	R			From: 86-1016					NA		NA		07/12/2001
1018						To: 86-1021									
1019	0.06	250	R			From: 86-1020					NA		NA		07/12/2001
1019	0.22	380	R			To: 86-1025					NA		NA		07/12/2001
1019						To: 86-1017									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Chilhowie															
1020	0.11	420	R			From: 86-1016					NA		NA		1986
						To: 86-1019									
1021	0.16	60	R			From: 86-1022					NA		NA		1986
						To: 86-1018									
1022	0.06	80	R			From: 86-1016					NA		NA		1986
						To: 86-1021									
1023	0.04	910	R			From: 86-1004					NA		NA		07/12/2001
						To: US 11									
1023	0.05	200	R			From: US 11					NA		NA		07/12/2001
						To: 86-1002									
1023	0.13	180	R			From: 86-1002					NA		NA		07/12/2001
						To: 86-731									
1024	0.19	1900	R			From: Dead End					NA		NA		07/12/2001
						To: US 11									
1025	0.05	200	R			From: 86-1019					NA		NA		1986
						To: 86-1026									
1026	0.21	NA				From: Dead End					NA		NA		
						To: 86-1025									
1026	0.07	40	R			From: 86-1025					NA		NA		1986
						To: Dead End									
1027	0.17	440	R			From: Dead End					NA		NA		07/12/2001
						To: 86-1024									
1028	0.19	80	R			From: 86-1015					NA		NA		07/12/2001
						To: 86-1017									
Smyth County															
1029	0.09	320	R			From: 86-1032					NA		NA		1998
						To: 86-645									
1030	0.14	120	R			From: 86-1031					NA		NA		1998
						To: 86-1029									
1031	0.07	80	R			From: 86-1032					NA		NA		1998
						To: 86-1030									
1032	0.23	110	R			From: 86-1031					NA		NA		1998
						To: Dead End									
Town of Chilhowie															
1033	0.17	NA				From: US 11					NA		NA		
						To: 86-731									
1034	0.38	260	R			From: 86-762					NA		NA		1998
						To: 86-762									
1035	0.04	690	R			From: 86-762					NA		NA		07/12/2001
						To: 86-1036									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Chilhowie															
(1036)	0.25	690	R			From: 86-1035					NA		NA		07/12/2001
						To: Dead End									
(1037)	0.28	60	R			From: 86-731					NA		NA		07/12/2001
						To: Cul-de-Sac									
Smyth County															
(1040)	0.32	470	R			From: 86-638					NA		NA		1998
						To: 86-1041									
(1040)	0.13	90	R			From: Cul-de-Sac					NA		NA		1998
						To: 86-1040									
(1041)	0.14	90	R			From: 86-1040					NA		NA		1998
						To: Cul-de-Sac									
(1045)	0.13	NA				From: Cul-de-Sac					NA		NA		
						To: 86-658									
(1101)	0.30	730	R			From: 86-660					NA		NA		06/14/2001
						To: 86-1102									
(1101)	0.22	200	R			From: Dead End					NA		NA		06/14/2001
						To: 86-1101									
(1102)	0.19	340	R			From: 86-1103					NA		NA		06/14/2001
						To: 86-660									
(1103)	0.31	710	R			From: 86-1102					NA		NA		06/14/2001
						To: Dead End									
(1103)	0.22	330	R			From: 86-660					NA		NA		06/14/2001
						To: Dead End									
(1104)	0.25	160	R			From: FR-5					NA		NA		06/14/2001
						To: FR-5									
(1112)	0.12	140	R			From: 86-1113					NA		NA		1998
						To: 86-758									
(1113)	0.23	180	R			From: NCL MARION					NA		NA		1998
						To: 86-1112									
(1115)	0.45	100	R			From: BEGIN LOOP					NA		NA		1998
						To: END LOOP									
(1115)	0.04	70	R			From: 86-1116					NA		NA		06/14/2001
						To: 86-659									
(1115)	0.18	140	R			From: Cul-de-Sac					NA		NA		06/14/2001
						To: 86-1115									
(1116)	0.07	20	R			From: Dead End					NA		NA		06/14/2001
						To: FR-10									
(1120)	0.07	200	R			From: FR-10					NA		NA		06/11/2001
						To: FR-10									

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						2Axle	3+Axle	1Trail	2Trail						
Smyth County															
(1125)	0.26	210	R			From: BEGIN LOOP					NA		NA		1998
(1125)	0.02	220	R			To: END LOOP					NA		NA		1998
(1140)	0.09	NA				To: FR-4									
(1140)	0.09	NA				From: 86-658					NA		NA		
(1141)	0.26	NA				To: Cul-de-Sac									
(1141)	0.26	NA				From: Cul-de-Sac					NA		NA		
(1201)	0.11	60	R			To: Dead End					NA		NA		06/28/2001
(1201)	0.33	260	R			From: 86-1202; 86-1203					NA		NA		06/28/2001
(1201)	0.33	260	R			To: 86-610									
(1202)	0.08	810	R			From: 86-610					NA		NA		06/28/2001
(1202)	0.08	760	R			To: 86-1203					NA		NA		06/28/2001
(1202)	0.08	760	R			From: 86-1203					NA		NA		06/28/2001
(1202)	0.08	760	R			To: 86-1201; 86-1205									
(1203)	0.11	70	R			From: Dead End					NA		NA		06/28/2001
(1203)	0.11	70	R			To: 86-1202									
(1204)	0.18	140	R			From: 86-1205					NA		NA		06/28/2001
(1204)	0.18	140	R			To: 86-610									
(1205)	0.08	120	R			From: 86-610					NA		NA		06/28/2001
(1205)	0.09	110	R			To: 86-1204					NA		NA		06/28/2001
(1205)	0.09	110	R			From: 86-1204					NA		NA		06/28/2001
(1205)	0.09	520	R			To: 86-1201; 86-1202					NA		NA		06/28/2001
(1205)	0.09	520	R			From: 86-1201; 86-1202					NA		NA		06/28/2001
(1205)	0.10	340	R			To: 86-1206 SOUTH					NA		NA		06/28/2001
(1205)	0.10	340	R			From: 86-1206 SOUTH					NA		NA		06/28/2001
(1205)	0.10	340	R			To: 86-1206 NORTH									
(1205)	0.10	340	R			From: 86-1206 NORTH									
(1206)	0.41	160	R			From: 86-1205					NA		NA		06/28/2001
(1206)	0.41	160	R			To: 86-1205									
(1207)	0.13	20	R			From: Dead End					NA		NA		06/28/2001
(1207)	0.13	20	R			To: 86-1205; 86-1206 NORTH									
(1301)	0.07	60	R			From: 86-762					NA		NA		06/28/2001
(1301)	0.07	60	R			To: 86-1302									
(1302)	0.12	50	R			From: 86-1301					NA		NA		06/28/2001
(1302)	0.12	50	R			To: 86-1303									
(1303)	0.07	60	R			From: 86-762					NA		NA		06/28/2001
(1303)	0.07	60	R			To: 86-1302					NA		NA		06/28/2001
(1303)	0.07	30	R			From: 86-1302					NA		NA		06/28/2001
(1303)	0.07	30	R			To: Cul-de-Sac									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
(1310)	0.37	130	R			From: Cul-de-Sac To: 86-600					NA		NA		06/28/2001	
(1311)	0.27	60	R			From: 86-1310 WEST To: 86-1310 EAST					NA		NA		06/28/2001	
(1401)	0.09	330	R			From: 86-718 To: 86-1402					NA		NA		06/25/2001	
(1401)	0.35	220	R			From: 86-1402 To: 86-1403					NA		NA		06/25/2001	
(1402)	0.09	130	R			From: 86-1403 To: 86-1401					NA		NA		06/25/2001	
(1403)	0.07	260	R			From: 86-718 To: 86-1402					NA		NA		06/25/2001	
(1403)	0.29	210	R			From: 86-1402 To: 86-1401					NA		NA		06/25/2001	
(1420)	0.38	320	R			From: 86-648 To: Cul-de-Sac					NA		NA		06/25/2001	
(1421)	0.07	20	R			From: Cul-de-Sac To: 86-1420					NA		NA		1998	
(1422)	0.09	40	R			From: Cul-de-Sac To: 86-1420					NA		NA		1998	
(1423)	0.12	70	R			From: Cul-de-Sac To: 86-1420					NA		NA		1998	
Town of Chilhowie																
(9812)	0.23	1100	R			From: CHILHOWIE HIGH SCH To: US 11; 86-1009					NA		NA		1995	
Smyth County																
(9813)	0.34	370	R			From: 86-630 To: NORTHWOOD MID SCH					NA		NA		1995	
(9814)	0.11	360	R			From: 86-601 To: SUGAR GROVE ELEM SCH					NA		NA		1995	
(9858)	0.15	570	R			From: CHILHOWIE ELEM SCH To: US 11					NA		NA		1995	
(9859)	0.16	NA				From: 86-634 To: Dead End					NA		NA			
(749) 98	0.15	1400	N		97%	0%	2%	0%	1%	0%	N	140	N	1400	N	2001
Town of Marion																
(2) 179	Fowler St	0.02	1100	F	98%	0%	2%	0%	0%	0%	C	120	F	1100	F	2001
From: WCL Marion To: Chatham Hill Cir																

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						2Axle	3+Axle	1Trail	2Trail						
Town of Marion															
3 119 Pendleton St	0.11	4700	G			From: Commerce St To: E Main St					470	G	4900	G	2001
4452 119 Poston St	0.39	380	F	98%	0%	1%	1%	1%	0%	F	47	F	390	F	2001
4452 119 E Cherry St	0.21	3400	F	98%	0%	1%	1%	1%	0%	C	360	F	3600	F	2001
4453 119 Church St	0.77	2600	F	98%	0%	1%	1%	1%	0%	F	250	F	2700	F	2001
4453 119 Church St	0.11	1500	F	98%	0%	1%	0%	1%	0%	C	180	F	1600	F	2001
4453 119 Church St	0.31	1500	F	97%	0%	2%	1%	1%	0%	C	160	F	1500	F	2001
4453 119 Chatham Hill Rd	0.15	4900	F	96%	1%	1%	1%	1%	0%	F	490	F	5200	F	2001
4453 119 Chatham Hill Rd	1.16	2400	F	96%	1%	1%	1%	1%	0%	C	250	F	2500	F	2001
4454 119 Chilhowie St	0.96	1900	F	97%	0%	1%	0%	1%	0%	C	180	F	2000	F	2001
4454 119 Chilhowie St	0.14	1900	F	98%	0%	1%	0%	0%	0%	F	260	F	2000	F	2001
4459 119 Keller La	0.70	1400	F	98%	0%	1%	0%	0%	0%	C	160	F	1500	F	2001
4461 119 Johnston Rd	0.15	2500	F	93%	0%	2%	2%	2%	0%	C	360	F	2600	F	2001
Town of Saltville															
1206 295 Palmer Ave	1.83	1300	F	98%	0%	1%	0%	1%	0%	C	160	F	1400	F	2001
1206 295 Palmer Ave	0.48	3000	F	98%	0%	1%	0%	1%	0%	F	340	F	3100	F	2001
1206 295 Allison Gap Rd	1.05	3800	F	96%	0%	1%	1%	1%	0%	C	380	F	3800	F	2001
Town of Marion															
1st Street	1.38	410	F			From: Look Ave To: Lincoln Ave					47	F	420	F	2001
Catron St	1.38	610	F			From: Springle Ave To: Chilhowie St					70	F	640	F	2001
Catron St	1.38	320	F			From: Prescott Ave To: Wolfe Ave					40	F	330	F	2001
Chilhowie St	1.38	2000	F			From: North of Main St To: Clinton Ave					260	F	2100	F	2001
Cumberland St	1.38	390	F			From: Hulldale Ave To: Greenway St					40	F	400	F	2001
Dalton St	1.38	270	F								30	F	280	F	2001

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						2Axle	3+Axle	1Trail	2Trail						
Town of Marion															
Dogwood Dr	1.38	130	F								20	F	130	F	2001
E. Main St	1.38	1600	F								180	F	1700	F	2001
Hulldale Ave	1.38	100	F								20	F	110	F	2001
Look Ave	1.38	510	F								60	F	530	F	2001
Magnolia St	1.38	230	F								40	F	240	F	2001
Magnolia St	1.38	260	F								40	F	270	F	2001
Mt View Dr	1.38	170	F								20	F	180	F	2001
Park St	1.38	490	F								46	F	510	F	2001
Patton Ave	1.38	90	F								10	F	90	F	2001
Pearl St	1.38	680	F								70	F	710	F	2001
Pendleton St	1.38	NA									NA		NA		
S. Iron St	1.38	1100	F								120	F	1200	F	2001
Wassona Dr	1.38	1900	F								190	F	2000	F	2001
Wassona Dr	1.38	1900	F	98%	0%	1%	0%	1%	0%	C	220	F	2000	F	2001
Wolfe Ave	1.38	250	F								40	F	260	F	2001