

2001

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

Jurisdiction Report

13

Buchanan County
Town of Grundy

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
Buchanan Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Buchanan County																
80	9.92	2000	F	From: Russell County Line	91%	1%	3%	2%	2%	0%	C	180	F	2000	F	2001
80	1.60	820	F	To: Dickenson County Line	94%	2%	3%	1%	0%	0%	F	80	F	840	F	2001
80				From: Kentucky State Line												
83	2.47	3300	F	To: Dickenson County Line	95%	1%	2%	1%	1%	0%	F	280	F	3400	F	2001
83	5.96	2900	F	From: 13-604	95%	1%	2%	1%	1%	0%	C	240	F	2900	F	2001
83	1.95	7500	F	To: 13-619	95%	1%	2%	1%	1%	0%	F	680	F	7600	F	2001
83 460	1.99	13000	F	From: US 460	95%	0%	2%	1%	2%	0%	F	1100	F	13000	F	2001
83 460				To: SCL Grundy												
Town of Grundy																
83 460	1.96	13000	F	From: SCL Grundy	95%	0%	2%	1%	2%	0%	F	1100	F	13000	F	2001
83 460				To: W RT 460												
83	1.49	8900	F	From: US 460 E	93%	1%	2%	4%	0%	0%	F	860	F	9000	F	2001
83				To: ECL Grundy												
Buchanan County																
83	2.93	6200	F	From: ECL Grundy	93%	1%	2%	4%	0%	0%	F	530	F	6200	F	2001
83	4.24	3300	F	To: 13-642	93%	1%	2%	4%	0%	0%	C	280	F	3300	F	2001
83	2.47	1800	F	From: 13-643 Stacy	93%	1%	2%	4%	0%	0%	F	160	F	1800	F	2001
83	4.67	1000	F	To: 13-640	93%	1%	2%	4%	0%	0%	F	90	F	1000	F	2001
460	2.61	3400	F	From: West Virginia State Line	95%	0%	2%	1%	2%	0%	F	320	F	3500	F	2001
460	2.09	4800	F	To: Kentucky State Line	95%	0%	2%	1%	2%	0%	F	410	F	5000	F	2001
460	2.36	5300	F	From: 13-645	95%	0%	2%	1%	2%	0%	F	430	F	5500	F	2001
460	2.59	7000	F	To: 13-700	95%	0%	2%	1%	2%	0%	F	620	F	7200	F	2001
460	1.56	7900	F	From: 13-609	95%	0%	2%	1%	2%	0%	F	680	F	8100	F	2001
460				To: 13-656												
460				From: WCL Grundy												
Town of Grundy																
460	1.62	7900	N	To: WCL Grundy	95%	0%	2%	1%	2%	0%	N	680	N	8100	N	2001
460 1006	0.18	3800	F	From: 13-1006	94%	1%	1%	2%	2%	0%	F	350	F	3800	F	2001
460 1006	0.44	6700	F	To: 13-1007	94%	1%	1%	2%	2%	0%	C	650	F	6800	F	2001
460	1.96	13000	F	From: 13-1006	95%	0%	2%	1%	2%	0%	F	1100	F	13000	F	2001
460				To: SCL Grundy												

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						2Axle	3+Axle	1Trail	2Trail							
Buchanan County																
460	1.99	13000	F	95%	0%	2%	1%	2%	0%	F	1100	F	13000	F	2001	
				From:	SCL Grundy											
				To:	SR 83 South Intersection											
460	3.59	8900	F	95%	0%	2%	1%	2%	0%	F	740	F	9200	F	2001	
				From:	13-638											
				To:	13-1101											
460	5.25	9400	F	95%	0%	2%	1%	2%	0%	F	760	F	9700	F	2001	
				From:	13-680											
				To:	Tazewell County Line											
600	0.10	1100	F	93%	1%	2%	2%	1%	0%	C	120	F	1200	F	2001	
				From:	SR 80											
				To:	13-720											
600	0.90	1100	F	93%	1%	2%	2%	1%	0%	F	110	F	1100	F	2001	
				From:	13-657											
				To:	13-620											
601	2.20	630	R								NA		NA		1998	
				From:	Dead End											
				To:	13-609											
602	0.55	500	F	94%	0%	3%	2%	1%	0%	F	50	F	510	F	2001	
				From:	Dickenson County Line											
				To:	25-688											
602	1.41	250	F	94%	0%	3%	2%	1%	0%	C	30	F	250	F	2001	
				From:	25-601											
				To:												
602	3.67	160	R								NA		NA		1998	
				From:	13-672											
				To:	3.06 MS 13-672											
602	1.01	170	R								NA		NA		1998	
				From:	13-692											
				To:	SR 80											
603	0.90	30	R								NA		NA		07/18/2001	
				From:	Dead End											
				To:	13-679											
603	0.70	70	R								NA		NA		1998	
				From:	13-657 South											
				To:	13-657 North											
603	1.50	70	R								NA		NA		07/18/2001	
				From:	Dead End											
				To:												
604	2.04	830	R								NA		NA		1998	
				From:	SR 83											
				To:	2.04 MN SR 83											
604	2.96	420	R								NA		NA		1998	
				From:	5.00 MN SR 83											
				To:												
604	1.40	650	R								NA		NA		1998	
				From:	13-614											
				To:												
604	1.00	1000	R								NA		NA		1998	
				From:	13-615											
				To:	US 460											

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 Buchanan Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
605	3.22	650	R			From: SR 80					NA		NA		1998
605	1.10	380	R			To: 13-705					NA		NA		1998
605	2.20	180	R			From: 13-619					NA		NA		1998
605						To: 13-658; 25-605									
606	1.30	490	R			From: Dickenson County Line					NA		NA		1998
606						To: SR 83									
607	0.90	80	R			From: 13-600					NA		NA		1998
607						To: Dead End									
608	2.30	910	R			From: 13-611					NA		NA		1998
608	1.30	250	R			To: 2.30 ME 13-611					NA		NA		1998
608						To: Dead End									
609	0.93	540	F	89%	1%	From: Dickenson County Line				F	60	F	550	F	2001
609	3.79	490	F	89%	1%	To: 0.93 ME Dickenson County Line				F	50	F	500	F	2001
609	0.94	1400	F	89%	1%	From: 13-664				F	120	F	1400	F	2001
609	1.76	2100	F	89%	1%	To: 13-614				F	170	F	2100	F	2001
609	0.92	2800	F	89%	1%	From: 13-601				C	230	F	2900	F	2001
609						To: US 460									
610	3.79	380	R			From: SR 80					NA		NA		1998
610	2.51	660	R			To: 3.79 MN SR 80					NA		NA		1998
610	2.72	910	R			From: 6.30 MN SR 80					NA		NA		1998
610						To: US 460									
611	1.56	1500	R			From: SR 83					NA		NA		1998
611	1.20	600	R			To: 13-614					NA		NA		1998
611						From: 13-714									
611						To: Dead End									
612	0.70	280	R			From: 13-619					NA		NA		1998
612						To: Dead End									
613	3.40	230	R			From: 13-636					NA		NA		1998
613	3.40	110	R			To: 3.40 MN 13-636					NA		NA		09/04/2001
613						To: 13-616									
614	4.00	200	R			From: 13-604					NA		NA		1998
614	1.00	640	R			To: 4.00 MN 13-604					NA		NA		1998
614						To: 13-609									

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						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
615	2.70	460	R			From: 13-604					NA		NA		1998
						To: WCL GRUNDY									
Town of Grundy															
615	0.49	690	R			From: WCL GRUNDY					NA		NA		1998
						To: 13-1009									
615	0.06	890	R			From: 13-1009					NA		NA		1998
						To: US 460									
Buchanan County															
616	0.60	380	R			From: 92-622					NA		NA		1998
						To: Tazewell County Line ; 92-612									
616	1.60	290	R			From: Tazewell County Line ; 92-612					NA		NA		1998
						To: 1.60 MN 92-612									
616	2.40	210	R			From: 1.60 MN 92-612					NA		NA		09/04/2001
						To: 13-637									
616	1.50	120	R			From: 13-637					NA		NA		09/04/2001
						To: 13-613									
616	4.60	90	R			From: 13-613					NA		NA		09/04/2001
						To: 13-719									
616	0.60	170	R			From: 13-719					NA		NA		09/04/2001
						To: 0.60 MS 13-719									
616	1.00	240	R			From: 0.60 MS 13-719					NA		NA		1998
						To: 13-636									
616	0.70	290	R			From: 13-636					NA		NA		1998
						To: 13-704									
616	1.00	340	R			From: 13-704					NA		NA		09/04/2001
						To: 13-635									
616	1.00	260	R			From: 13-635					NA		NA		1998
						To: 1.00 MN 13-635									
616	0.60	240	R			From: 1.00 MN 13-635					NA		NA		09/04/2001
						To: 13-639									
617	1.90	1600	R			From: Dead End					NA		NA		1998
						To: 13-695									
617	0.30	2100	R			From: 13-695					NA		NA		1998
						To: US 460									
618	1.39	90	R			From: Tazewell County Line					NA		NA		09/06/2001
						To: 1.40 MW OF CL									
618	1.01	240	R			From: 1.40 MW OF CL					NA		NA		09/06/2001
						To: 13-634									
618	2.22	1100	R			From: 13-634					NA		NA		1998
						To: US 460									
619	3.82	290	R			From: 13-605					NA		NA		1998
						To: 3.82 MN 13-605									
619	2.96	450	R			From: 3.82 MN 13-605					NA		NA		1998
						To: 13-612									
619	2.00	1800	R			From: 13-612					NA		NA		1998
						To: SR 83									

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						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
620	1.56	460	R			From: SR 83					NA		NA		1998
620	3.21	270	R			From: 13-622 NORTH					NA		NA		1998
620	0.98	260	R			From: 13-623					NA		NA		1998
620	2.75	180	R			From: 13-625					NA		NA		1998
620	1.35	350	F	89%	1%	5%	4%	1%	0%	F	30	F	360	F	2001
620	2.82	460	F	89%	1%	5%	4%	1%	0%	F	45	F	470	F	2001
620	3.42	1600	F	89%	1%	4%	4%	1%	0%	C	140	F	1600	F	2001
621	2.00	100	R			From: Dead End					NA		NA		09/04/2001
621	2.20	700	R			From: 13-635					NA		NA		1992
622	2.40	260	R			From: 13-620					NA		NA		1998
622	1.70	180	R			From: 2.40 MN 13-620					NA		NA		1998
623	0.10	40	R			From: SR 80					NA		NA		1998
623	1.50	10	R			From: 0.10 MN SR 80					NA		NA		07/18/2001
623	0.49	30	R			From: 1.60 MN SR 80					NA		NA		07/18/2001
623	1.00	60	R			From: 2.09 MN SR 80					NA		NA		07/18/2001
623	0.26	60	R			From: 3.09 MN SR 80					NA		NA		1998
623	0.25	130	R			From: 13-681					NA		NA		1998
624	2.23	1300	F	92%	0%	4%	2%	1%	0%	F	120	F	1300	F	2001
624	1.28	1600	F	92%	0%	4%	2%	1%	0%	F	150	F	1600	F	2001
624	0.92	2200	F	92%	0%	4%	2%	1%	0%	F	180	F	2200	F	2001
624	2.57	2400	F	92%	0%	4%	2%	1%	0%	F	200	F	2400	F	2001
624	0.59	3000	F	92%	0%	4%	2%	1%	0%	F	270	F	3100	F	2001
624	0.25	3500	F	92%	0%	4%	2%	1%	0%	F	280	F	3600	F	2001
624	1.40	3900	F	92%	0%	4%	2%	1%	0%	C	320	F	3900	F	2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
624	0.18	4400	F	92%	0%	4%	2%	1%	0%	F	360	F	4500	F	2001
				From:	13-669										
				To:	US 460 WEST										
624	2.35	330	R								NA		NA		1998
				From:	US 460 EAST										
				To:	SR 330										
625	0.35	50	R								NA		NA		1998
				From:	Dead End										
				To:	13-620										
625	1.70	70	R								NA		NA		1998
				From:	1.70 ME 13-620										
625	2.05	130	R								NA		NA		1998
				From:	3.75 ME 13-620										
625	0.35	140	R								NA		NA		1998
				From:	Russell County Line										
				To:	13-632										
626	2.90	640	R								NA		NA		1998
				From:	US 460										
				To:	SR 83										
627	3.50	1400	R								NA		NA		1998
				From:	3.50 ME SR 83										
627	5.10	500	R								NA		NA		07/23/2001
				From:	13-624										
				To:	13-629										
628	3.91	130	R								NA		NA		09/06/2001
				From:	13-633										
628	2.43	200	R								NA		NA		09/06/2001
				From:	2.43 MN 13-633										
628	0.17	210	R								NA		NA		1992
				From:	13-638 WEST										
				To:	13-638 EAST										
628	2.50	230	R								NA		NA		09/06/2001
				From:	2.50 MN 13-628										
628	1.00	140	R								NA		NA		1998
				From:	3.50 MN 13-638										
628	0.50	150	R								NA		NA		1998
				From:	13-639										
				To:	US 460										
629	0.80	870	R								NA		NA		1998
				From:	13-617										
629	4.00	150	R								NA		NA		09/06/2001
				From:	13-628										
629	1.50	200	R								NA		NA		09/06/2001
				From:	1.50 MW 05-628										
629	2.50	1100	R								NA		NA		1998
				From:	13-680 MID										
				To:	13-680 SOUTH										
629	1.97	790	R								NA		NA		1998
				From:	1.97 MN 13-680										
629	0.76	290	R								NA		NA		09/06/2001
				From:	13-715										
629	2.54	100	R								NA		NA		1998
				To:	13-680 NORTH										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
630	0.50	110	R								NA		NA		07/23/2001
631	0.01	410	R								NA		NA		1998
631	1.50	180	R								NA		NA		1998
631	0.99	60	R								NA		NA		08/08/2001
632	1.60	200	R								NA		NA		1998
632	3.30	230	F	86%	0%	5%	5%	3%	0%	F	30	F	230	F	2001
632	3.10	430	F	86%	1%	5%	5%	3%	0%	C	40	F	440	F	2001
633	0.50	9	R								NA		NA		09/06/2001
634	1.70	510	R								NA		NA		1998
635	6.82	700	R								NA		NA		1998
635	3.92	1200	F	92%	1%	5%	1%	2%	0%	C	110	F	1200	F	2001
636	4.14	260	F	91%	2%	5%	1%	0%	0%	C	20	F	270	F	2001
636	0.16	230	R								NA		NA		1998
636	5.24	70	R								NA		NA		09/04/2001
637	1.90	50	R								NA		NA		09/04/2001
638	0.85	1600	F	78%	1%	5%	7%	9%	0%	C	150	F	1600	F	2001
638	3.06	1500	F	78%	1%	5%	7%	9%	0%	F	130	F	1500	F	2001
638	2.47	870	F	78%	1%	5%	7%	9%	0%	F	80	F	880	F	2001
638	5.16	710	F	78%	1%	5%	7%	9%	0%	F	80	F	720	F	2001
638	2.52	1400	F	82%	1%	3%	6%	7%	0%	C	140	F	1400	F	2001
638	0.46	2600	F	82%	1%	3%	6%	7%	0%	F	220	F	2600	F	2001
638	1.77	2400	F	82%	1%	3%	6%	7%	0%	F	210	F	2400	F	2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
638	0.81	1200	F	82%	1%	3%	6%	7%	0%	F	100	F	1200	F	2001
				From:	13-635 WEST										
				To:	13-635 EAST										
638	3.75	590	F	82%	1%	3%	6%	7%	0%	F	50	F	600	F	2001
				To:	13-636										
639	4.50	250	R								NA		NA		1998
				From:	SR 83										
639	1.25	150	R								NA		NA		1998
				From:	13-628										
639	0.45	160	R								NA		NA		1998
				To:	1.25 MS 13-628										
				From:	13-616										
640	0.30	920	R								NA		NA		1998
				From:	13-638										
640	2.24	850	R								NA		NA		09/17/2001
				To:	0.30 MS 13-638										
640	0.16	780	R								NA		NA		09/17/2001
				From:	2.54 MS 13-638										
640	1.40	890	R								NA		NA		1998
				To:	2.70 MS 13-638										
640	0.10	1400	R								NA		NA		1998
				From:	13-641										
				To:	SR 83										
641	2.30	630	R								NA		NA		1998
				From:	13-638										
641	3.20	460	R								NA		NA		09/17/2001
				To:	13-678										
				From:	13-640										
642	5.25	1900	R								NA		NA		1998
				To:	SR 83										
				From:	13-651										
643	4.11	1500	F	95%	1%	2%	2%	1%	0%	F	150	F	1500	F	2001
				From:	SR 83										
643	1.64	2000	F	95%	1%	2%	2%	1%	0%	F	190	F	2000	F	2001
				To:	13-653										
643	2.15	2500	F	95%	1%	2%	2%	1%	0%	F	270	F	2600	F	2001
				From:	13-652 NORTH										
643	1.22	2500	F	95%	1%	2%	2%	1%	0%	F	260	F	2600	F	2001
				To:	13-649										
643	0.28	3200	F	95%	1%	2%	2%	1%	0%	F	300	F	3200	F	2001
				From:	13-650										
643	1.00	3100	F	95%	1%	2%	2%	1%	0%	C	280	F	3100	F	2001
				To:	13-648										
643	0.82	2300	F	95%	1%	2%	2%	1%	0%	F	220	F	2300	F	2001
				From:	13-646										
643	1.06	2400	F	95%	1%	2%	2%	1%	0%	F	210	F	2400	F	2001
				To:	13-676										
643	1.74	1900	F	95%	1%	2%	2%	1%	0%	F	160	F	1900	F	2001
				From:	13-697										
643	1.64	1300	F	95%	1%	2%	2%	1%	0%	F	130	F	1300	F	2001
				To:	13-645										
				From:	Kentucky State Line										

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						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
643	0.60	10	R								NA		NA		1998
644	2.00	440	R								NA		NA		1998
645	0.10	4400	F	91%	0%	2%	6%	1%	0%	F	370	F	4400	F	2001
645	0.21	3000	F	91%	0%	2%	6%	1%	0%	F	270	F	3100	F	2001
645	6.98	1100	F	91%	0%	2%	6%	1%	0%	C	110	F	1100	F	2001
645	2.46	1600	F	91%	0%	2%	6%	1%	0%	F	140	F	1600	F	2001
646	2.88	1400	F	96%	1%	2%	0%	1%	0%	C	120	F	1400	F	2001
646	3.03	980	F	95%	1%	2%	0%	1%	0%	F	100	F	990	F	2001
647	1.50	80	R								NA		NA		1998
647	0.50	250	R								NA		NA		1998
647	1.00	370	R								NA		NA		1998
647	2.00	640	R								NA		NA		1998
648	0.80	70	R								NA		NA		09/25/2001
648	1.10	160	R								NA		NA		1998
649	0.37	200	R								NA		NA		1998
649	1.63	120	R								NA		NA		09/25/2001
650	2.34	1200	F	90%	1%	2%	7%	0%	0%	C	120	F	1200	F	2001
650	6.09	560	F	90%	1%	2%	7%	0%	0%	F	50	F	570	F	2001
650	5.71	1300	F	90%	1%	2%	7%	0%	0%	F	120	F	1300	F	2001
651	0.80	1100	R								NA		NA		1998
651	1.57	410	R								NA		NA		1998
651	0.13	460	R								NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
(651)	0.93	420	R			From: 13-675					NA	NA		1998	
(651)	2.07	660	R			To: 0.93 MN 13-675					NA	NA		1998	
						From: 13-650									
(652)	1.25	480	R			To: Dead End					NA	NA		1998	
						From: 13-643 SOUTH									
(652)	0.90	960	R			To: 13-643 NORTH					NA	NA		1998	
						From: 13-706									
(652)	1.10	500	R			To: 13-706					NA	NA		1998	
						From: 1.10 ME 13-706									
(652)	0.99	480	R			To: 2.09 ME 13-706					NA	NA		09/25/2001	
						From: 2.09 ME 13-706									
(652)	0.50	340	R			To: 2.59 ME 13-706					NA	NA		09/25/2001	
						From: 2.59 ME 13-706									
(652)	4.01	110	R			To: West Virginia State Line					NA	NA		1998	
						From: 13-643									
(653)	0.50	540	R			To: 0.50 ME 13-643					NA	NA		1998	
						From: 0.50 ME 13-643									
(653)	0.20	440	R			To: 13-709					NA	NA		09/25/2001	
						From: 13-709									
(653)	1.30	160	R			To: Dead End					NA	NA		09/25/2001	
						From: 13-638									
(654)	1.00	620	R			To: 1.00 MN 13-638					NA	NA		1998	
						From: 1.00 MN 13-638									
(654)	1.10	100	R			To: Dead End					NA	NA		1998	
						From: US 460									
(655)	4.55	600	R			To: 4.55 ME US 460					NA	NA		1998	
						From: 4.55 ME US 460									
(655)	0.35	20	R			To: Dead End					NA	NA		08/08/2001	
						From: US 460									
(656)	3.00	890	R			To: 13-677					NA	NA		1998	
						From: 13-677									
(656)	0.90	120	R			To: Dead End					NA	NA		08/08/2001	
						From: 13-600									
(657)	0.85	670	R			To: 0.85 MN 13-600					NA	NA		07/18/2001	
						From: 0.85 MN 13-600									
(657)	0.45	510	R			To: 13-603 SOUTH					NA	NA		07/18/2001	
						From: 13-603 SOUTH									
(657)	0.50	460	R			To: 13-603 NORTH					NA	NA		07/18/2001	
						From: 13-603 NORTH									
(657)	5.30	390	R			To: 13-620					NA	NA		07/18/2001	
						From: 13-620									
						From: 13-605									
(658)	3.09	570	R			To: 3.09 MN 13-605					NA	NA		07/30/2001	
						From: 3.09 MN 13-605									

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						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
(658)	0.91	740	R			From: 3.09 MN 13-605 To: SR 83					NA		NA		07/30/2001
(659)	0.80	420	R			From: 13-650 To: 0.80 MN 13-650					NA		NA		08/08/2001
(659)	1.10	240	R			From: Dead End To: Dead End					NA		NA		08/08/2001
(660)	1.10	220	R			From: Dead End To: 13-624					NA		NA		07/23/2001
Town of Grundy															
(661)	0.36	450	R			From: Dead End To: 13-1010					NA		NA		07/23/2001
(661)	0.20	1100	R			From: 13-1010 To: US 460					NA		NA		07/23/2001
Buchanan County															
(662)	0.30	150	R			From: Dead End To: 0.30 MS Dead End					NA		NA		07/23/2001
(662)	0.90	150	R			From: 13-620 SOUTH To: 13-620 NORTH					NA		NA		07/23/2001
(662)	2.00	520	F	91%	0%	3%	5%	1%	0%	C	49	F	530	F	2001
(663)	1.10	190	R			From: 13-605 To: 1.10 MS 13-605					NA		NA		07/18/2001
(663)	0.75	110	R			From: Dead End To: Dead End					NA		NA		07/18/2001
(664)	0.90	340	R			From: Dead End To: 13-609					NA		NA		08/08/2001
(665)	0.30	170	R			From: 13-624 To: 0.30 MN 13-624					NA		NA		07/23/2001
(665)	1.20	130	R			From: Dead End To: Dead End					NA		NA		07/23/2001
(666)	2.10	590	R			From: 13-638 To: Dead End					NA		NA		09/17/2001
(667)	0.50	70	R			From: Dead End To: 13-660					NA		NA		07/23/2001
(668)	0.98	160	R			From: Dead End To: 13-624					NA		NA		07/23/2001
(669)	0.10	80	R			From: 13-624 To: Dead End					NA		NA		07/23/2001
(670)	0.34	90	R			From: Dead End To: 0.34 MN Dead End					NA		NA		09/27/2001
(670)	0.51	150	R			From: 13-645 To: 13-645					NA		NA		09/27/2001

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						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
671	1.50	200	R			From: 13-618					NA	NA		1992	
671	0.07	NA				To: 13-671					NA	NA			
						From: US 460									
672	0.80	110	R			From: 13-602					NA	NA		07/18/2001	
672	1.25	300	R			To: 0.80 ME 13-602					NA	NA		07/18/2001	
						From: SR 80									
673	0.77	170	R			From: SR 83					NA	NA		07/30/2001	
673	0.23	60	R			To: 0.77 MS SR 83					NA	NA		07/30/2001	
673	0.29	50	R			From: 1.00 MS SR 83					NA	NA		07/30/2001	
						To: Dead End									
674	1.70	340	R			From: SR 83					NA	NA		09/17/2001	
						To: Dead End									
675	0.50	20	R			From: Dead End					NA	NA		09/25/2001	
						To: 13-651									
675	0.69	40	R			From: 13-740					NA	NA		09/25/2001	
						To: 0.70 MS 13-740									
675	0.51	90	R			From: 13-651					NA	NA		09/25/2001	
						To: Dead End									
676	1.37	350	R			From: Dead End					NA	NA		09/25/2001	
676	0.69	1400	R			To: 1.37 MN Dead End					NA	NA		09/25/2001	
						From: 13-643									
677	1.00	80	R			From: 13-656					NA	NA		08/08/2001	
						To: Dead End									
678	0.10	50	R			From: 13-641					NA	NA		1986	
						To: Dead End									
679	0.50	20	R			From: 13-603					NA	NA		07/18/2001	
						To: Dead End									
680	0.65	4200	F	88%	1%	5%	3%	3%	0%	C	400	F	4300	F	2001
						From: US 460									
680	2.48	2700	F	88%	1%	5%	3%	3%	0%	F	260	F	2800	F	2001
						From: 13-629 SOUTH									
680	1.67	2700	F	88%	1%	5%	3%	3%	0%	F	250	F	2700	F	2001
						From: 13-629 NORTH									
						To: 13-638									
681	1.60	170	R			From: 13-600					NA	NA		07/18/2001	
						To: 13-623									
682	0.10	200	R			From: Dead End					NA	NA		07/23/2001	
						To: 13-624 NORTH									

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						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
682	0.20	260	R			From: 13-624 SOUTH					NA		NA		07/23/2001
						To: 0.20 ME Dead End									
683	1.00	290	R			From: 13-624					NA		NA		07/23/2001
683	0.25	60	R			From: 1.00 MN 13-624					NA		NA		07/23/2001
						To: Dead End									
684	0.58	370	R			From: Dead End					NA		NA		09/17/2001
						To: US 460									
685	0.10	40	R			From: 13-638					NA		NA		09/17/2001
685	2.40	40	R			From: 0.10 MN 13-638					NA		NA		09/17/2001
						To: Dead End									
686	0.23	120	R			From: SR 83					NA		NA		09/17/2001
						To: SR 83									
Town of Grundy															
687	0.03	280	R			From: 13-688					NA		NA		07/23/2001
						To: US 460									
688	0.25	120	R			From: Dead End					NA		NA		07/23/2001
688	0.16	110	R			From: 13-687					NA		NA		07/23/2001
						To: Dead End									
689	0.15	50	R			From: SR 83					NA		NA		07/23/2001
						To: SR 83									
Buchanan County															
690	0.50	210	R			From: 13-638					NA		NA		09/06/2001
690	1.00	210	R			From: 0.50 MW 13-638					NA		NA		09/06/2001
						To: Dead End									
691	0.35	240	R			From: 13-645					NA		NA		09/27/2001
691	2.15	210	R			From: 13-699					NA		NA		09/27/2001
						To: Dead End									
692	0.90	130	R			From: Dead End					NA		NA		07/18/2001
						To: 13-602									
693	1.35	110	R			From: 05-631					NA		NA		08/08/2001
						To: Dead End									
694	1.00	160	R			From: Dead End					NA		NA		09/25/2001
						To: 13-697									
695	0.01	140	R			From: Dead End					NA		NA		07/26/2001
						To: 13-617									

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						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
(696)	0.35	180	R			From: 13-730 To: US 460					NA		NA		09/17/2001
(697)	0.10	1100	F	88%	1%	4%	6%	1%	0%	F	110	F	1200	F	2001
(697)	2.50	930	F	88%	1%	5%	6%	1%	0%	C	90	F	950	F	2001
				From: 13-624 To: Kentucky State Line											
(698)	0.02	120	R			From: 13-624 To: Dead End					NA		NA		07/23/2001
(699)	0.50	250	R			From: 13-645 To: 13-691					NA		NA		09/27/2001
(700)	1.13	3200	R			From: US 460 To: 13-650					NA		NA		08/08/2001
(700)	1.34	660	F	79%	2%	4%	10%	5%	0%	C	60	F	670	F	2001
(700)	2.32	3700	R			From: 13-645 To: 13-733					NA		NA		1992
(700)	0.45	2100	R			From: 13-733 To: Kentucky State Line					NA		NA		1992
(701)	1.00	530	R			From: SR 83 To: 1.00 MN SR 83					NA		NA		09/17/2001
(701)	0.30	200	R			From: 1.00 MN SR 83 To: Dead End					NA		NA		09/17/2001
(702)	0.84	210	R			From: Dead End To: 13-624					NA		NA		07/23/2001
(703)	0.75	90	R			From: 13-671 To: Dead End					NA		NA		1992
(704)	0.75	40	R			From: Dead End To: 13-616					NA		NA		09/04/2001
(705)	2.00	200	R			From: 13-605 To: 2.00 ME 13-605					NA		NA		07/18/2001
(705)	0.05	130	R			From: 2.00 ME 13-605 To: Dead End					NA		NA		1988
(706)	1.00	70	R			From: 13-652 To: Dead End					NA		NA		09/25/2001
(707)	1.45	230	R			From: SR 83 To: Dead End					NA		NA		07/30/2001
(708)	0.30	60	R			From: Dead End To: 0.30 ME Dead End					NA		NA		08/08/2001
(708)	0.10	60	R			From: 0.30 ME Dead End To: US 460					NA		NA		08/08/2001

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						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
709	0.50	70	R			From: Dead End					NA	NA			09/25/2001
						To: 13-653									
710	0.41	240	R			From: BEGIN LOOP					NA	NA			09/06/2001
						To: 13-638									
711	2.75	290	R			From: Kentucky State Line					NA	NA			09/25/2001
711	0.55	90	R			From: 2.75 ME OF STATE LINE					NA	NA			09/25/2001
						To: Dead End									
712	0.72	70	R			From: SR 80					NA	NA			07/18/2001
						To: Dead End									
713	0.50	20	R			From: 13-628					NA	NA			09/06/2001
						To: Dead End									
714	0.04	70	R			From: Dead End					NA	NA			07/30/2001
						To: 13-611									
715	4.30	130	R			From: 13-629					NA	NA			09/06/2001
						To: 13-638									
716	0.30	230	R			From: SR 83					NA	NA			09/17/2001
						To: Dead End									
717	0.03	1100	R			From: SR 83					NA	NA			09/17/2001
717	0.25	810	R			To: 13-728					NA	NA			09/17/2001
						To: Dead End									
718	1.90	250	R			From: SR 83					NA	NA			07/30/2001
						To: Dead End									
719	0.90	70	R			From: Dead End					NA	NA			09/04/2001
						To: 13-616									
720	0.41	80	R			From: 13-600					NA	NA			07/18/2001
						To: Dead End									
721	0.05	130	R			From: US 460					NA	NA			09/17/2001
721	0.30	60	R			To: 13-723					NA	NA			09/17/2001
						To: Dead End									
722	0.27	20	R			From: Dead End					NA	NA			09/06/2001
						To: 13-680									
723	0.05	40	R			From: Dead End					NA	NA			09/12/2001
						To: 13-721									
724	0.07	5	R			From: Dead End					NA	NA			09/06/2001
						To: 13-629									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
(725)	0.02	90	R			From: US 460					NA	NA			07/26/2001
						To: Dead End									
(726)	0.07	20	R			From: Dead End					NA	NA			09/06/2001
						To: US 460									
(727)	0.23	30	R			From: US 460					NA	NA			09/06/2001
						To: US 460									
(728)	1.30	200	R			From: Dead End					NA	NA			09/17/2001
						To: 1.30 MN Dead End									
(728)	0.66	360	R			From: 13-717					NA	NA			09/17/2001
						To: 13-717									
(729)	0.35	130	R			From: SR 83					NA	NA			07/30/2001
						To: Dead End									
(730)	0.30	210	R			From: Dead End					NA	NA			09/17/2001
						To: 13-696									
(730)	0.10	220	R			From: US 460					NA	NA			09/17/2001
						To: US 460									
(731)	0.10	30	R			From: Dead End					NA	NA			1992
						To: 13-680									
(732)	0.06	160	R			From: Dead End					NA	NA			07/26/2001
						To: US 460									
(733)	0.11	40	R			From: US 460					NA	NA			09/27/2001
						To: 13-700									
(734)	0.15	540	R			From: Dead End					NA	NA			1992
						To: 13-632									
(736)	0.50	160	R			From: 13-680					NA	NA			09/06/2001
						To: Dead End									
(738)	0.10	70	R			From: 13-728					NA	NA			07/30/2001
						To: Dead End									
(740)	0.25	20	R			From: 13-675					NA	NA			09/25/2001
						To: Dead End									
(745)	0.15	280	R			From: Dead End					NA	NA			09/25/2001
						To: 0.15 MN Dead End									
(745)	0.90	280	R			From: 13-645					NA	NA			09/25/2001
						To: 13-645									
(750)	0.60	80	R			From: Dead End					NA	NA			07/30/2001
						To: 13-718									
(755)	0.04	130	R			From: Dead End					NA	NA			08/08/2001
						To: US 460									



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						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
(759)	0.12	30	R			From: US 460 To: Dead End					NA		NA		07/23/2001
(760)	0.20	NA				From: 13-619 To: Dead End					NA		NA		
(765)	0.32	190	R			From: 13-608 To: Dead End					NA		NA		1998
(800)	1.85	170	R			From: SR 330 To: 13-629					NA		NA		09/06/2001
(838)	1.03	NA				From: 13-00639(B)/ To: Dead End/					NA		NA		
Town of Grundy															
(1001)	0.01	860	R			From: SR 83 To: 13-1002 WEST					NA		NA		07/23/2001
(1001)	0.11	48	R			From: 13-1008 To: 13-1002 EAST					NA		NA		1992
(1001)	0.08	50	R			From: Dead End To: 13-1002 EAST					NA		NA		1992
(1002)	0.03	50	R			From: Dead End To: 13-1001					NA		NA		07/23/2001
(1002)	0.06	320	R			From: 13-1008 To: 13-1001					NA		NA		07/23/2001
(1002)	0.06	200	R			From: 13-1001 To: Dead End					NA		NA		07/23/2001
(1002)	0.18	130	R			From: SR 83 To: Dead End					NA		NA		07/23/2001
(1003)	0.21	710	R			From: SR 83 To: 13-1004					NA		NA		07/23/2001
(1003)	0.30	650	R			From: 13-1004 To: SR 83					NA		NA		07/23/2001
(1004)	0.14	320	R			From: 13-1003 To: 13-1011					NA		NA		07/23/2001
(1004)	0.76	270	R			From: 13-1011 To: Dead End					NA		NA		07/23/2001
(1005)	0.27	280	R			From: US 460 To: US 460					NA		NA		07/23/2001
(1006)	0.18	3800	F	94%	1%	From: US 460 WEST To: 13-1007				F	350	F	3800	F	2001
(1006)	0.44	6700	F	94%	1%	From: 13-1007 To: US 460 EAST				C	650	F	6800	F	2001
(1007)	0.12	860	R			From: 13-1006 To: Dead End					NA		NA		07/23/2001

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						2Axle	3+Axle	1Trail	2Trail						
Town of Grundy															
1008	0.03	70	R			From: 13-1001					NA	NA			07/23/2001
						To: 13-1002									
1009	0.16	180	R			From: Dead End					NA	NA			07/23/2001
						To: 13-615									
1010	0.04	70	R			From: 13-661					NA	NA			07/23/2001
						To: Dead End									
1011	0.15	60	R			From: Dead End					NA	NA			07/23/2001
						To: 13-1004									
1012	0.10	200	R			From: US 460					NA	NA			1994
						To: Dead End									
Buchanan County															
1013	0.09	160	R			From: US 460					NA	NA			1994
						To: Dead End									
1020	0.04	230	R			From: Dead End					NA	NA			07/26/2001
						To: US 460									
1025	0.04	50	R			From: Dead End					NA	NA			1998
						To: US 460									
1030	0.38	60	R			From: Dead End					NA	NA			07/18/2001
						To: SR 80									
1101	0.17	70	R			From: Dead End					NA	NA			07/23/2001
						To: 13-1106									
1101	0.04	140	R			From: 13-1106					NA	NA			07/23/2001
						To: 13-1105									
1101	0.03	200	R			From: 13-1105					NA	NA			07/23/2001
						To: 13-1104									
1101	0.04	260	R			From: 13-1104					NA	NA			07/23/2001
						To: 13-1103									
1101	0.04	350	R			From: 13-1103					NA	NA			07/23/2001
						To: 13-1102									
1101	0.06	820	R			From: 13-1102					NA	NA			07/23/2001
						To: US 460									
1102	0.04	100	R			From: Dead End					NA	NA			1986
						To: 13-1101									
1103	0.06	60	R			From: Dead End					NA	NA			07/23/2001
						To: 13-1101									
1104	0.06	60	R			From: Dead End					NA	NA			07/23/2001
						To: 13-1101									
1105	0.07	60	R			From: Dead End					NA	NA			07/23/2001
						To: 13-1101									
1106	0.06	70	R			From: Dead End					NA	NA			07/23/2001
						To: 13-1101									

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						2Axle	3+Axle	1Trail	2Trail						
Buchanan County															
	0.41	1400	R	From: Cul-de-Sac						NA		NA			1986
				To: SR 83											
	0.30	770	N	From: Dickenson County Line						NA		NA		1997	
				To: Buchanan CL; 13-606											