2020

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

where available

Jurisdiction Report

10

Bland County

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

Bus: Percentage of the traffic volume made up of buses.

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

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

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

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

QC: Quality of Classification Data:

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

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- **F** Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.	
29	US Route		
7	Virginia State Rou	ute	
F241	Frontage Road (F	precedes frontage route number)	
600	Secondarv Route		
		Special Routes	
Bus 29 ALT 220	Bus - Business Ro Bypas - Bypass R Truck - Truck Rou ALT - Alternate Ro Wye - Wye Route	loute lite oute	
1,1		; Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.	
600 154		ainenance Jurisdiction number is displayed below the Secondary Rout intenance Jurisdiction is different than the jurisdiction in the title of the	

Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Maintenance Area

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Smyth County I												
(42) West Blue Grass Hwy	Bland County	9.58 140	G 90%	3%	1%	2%	4%	0%	С	0.11	F	0.625	140	G
\checkmark	To:	10-622 Foglesong Valley R												
(42) West Blue Grass Hwy	Bland County	10-622 Foglesong Valley 5.39 420	G 95%	1%	2%	0%	2%	0%	С	0.117	F	0.765	410	G
(42) West blue Glass Hwy	Bland County			1 /0	2 /0	078	2 /0	078	0	0.117		0.705	410	u
	From:	US 52 West of Bland C				1.01		0.01	_		_		1000	
(42) (52) South Scenic Hwy	Bland County	3.97 1700	G 96%	1%	1%	1%	1%	0%	С	0.125	F	0.707	1600	G
→ →	Too	I-77 West of Bland Co												
42) 52 South Scenic Hwy	Bland County	0.91 4200	G 97%	1%	1%	1%	1%	0%	F	0.107	F	0.551	4200	G
$\bigcirc \bigcirc$	To	US 52 Bland Court	t House											
(42) E Bluegrass Trl	Bland County	10.25 2300	G 96%	0%	2%	1%	2%	0%	С	0.116	F	0.589	2300	G
42														
East Blue Green Hung	Bland County	10-738 Mechanic		0%	2%	20/	2%	0%	0	0 1 2 1	F	0 700	500	G
42 East Blue Grass Hwy	Biand County	3.08 590	G 94%	0%	2%	2%	2%	0%	С	0.131	Г	0.722	590	G
	To	10-606 Wilderne												
(42) East Blue Grass Hwy	Bland County	2.30 1000	G 95%	0%	1%	1%	3%	0%	С	0.12	F	0.825	1000	G
\checkmark	To:	Giles County L	Line											
~~~	From:	Wythe County I												
52 South Scenic Hwy	Wythe County	4.18 <b>150</b>	<b>G</b> 85%	1%	3%	3%	8%	0%	С	0.135	F	0.571	150	G
$\checkmark$	To	SR 42 West of Blar	nd C.H.											
52 42 South Scenic Hwy	Bland County	3.97 <b>1700</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	С	0.125	F	0.707	1600	G
	To													
52 42 South Scenic Hwy	Bland County	I-77 West of Blan 0.91 <b>4200</b>	<b>G</b> 97%	1%	1%	1%	1%	0%	F	0.107	F	0.551	4200	G
52 42 South Scenic Hwy	Bland County	0.91 4200	G 3778	1 /0	1 /0	1 /0	1 /0	0 /8	1	0.107	'	0.551	4200	u
~~~	To	SR 42 Bland C							_		_			_
52 North Scenic Hwy	Bland County	4.58 1000	G 97%	1%	1%	1%	0%	0%	С	0.115	F	0.508	1000	G
\sim	To	10-615 S Angels	Pass											
52 North Scenic Hwy	Bland County	2.05 1300	G 97%	1%	1%	1%	1%	0%	С	0.123	F	0.638	1300	G
\bigcirc	To	10-666 Indian Villa	a Trail											
52 North Scenic Hwy	Bland County	6.14 450	G 93%	0%	2%	3%	2%	0%	С	0.128	F	0.581	450	G
	To:	SR 61 Clear Fork Cr		070		070	270	0 /0	Ŭ	0.120	•	0.001	100	ŭ
	From:	SR 61 Wolf Creek	2											
(52) (61)	Bland County	0.06 450	N 93%	0%	2%	3%	2%	0%	Ν	0.128	F	0.581	450	Ν
$\bigcirc \bigcirc$	То	I-77 West of Rock	cy Gan											
(52) (61) Clear Fork Creek Hwy	Bland County	0.38 1900	G 94%	1%	1%	3%	1%	0%	С	0.132	F	0.541	1800	G
									-					
North Coopie Liver		SR 61 Wolf Creek		10/	00/	10/	10/	00/	0	0 101	г	0.60	700	0
52 North Scenic Hwy	Bland County	2.09 790	G 96%	1%	2%	1%	1%	0%	С	0.121	F	0.63	790	G
-	From:	I-77 US 52 North Sceni	ic Hwy											
(52) (598) Ramp	Bland County	0.10 180	G							0.149	F		180	G
52 (598/Ramp		I-77 North								0.140			100	G
				-			-							

	Ann	Virginia Depar Traffic Er nual Average Daily Traffic N Bland M	aineering 2020	ı Divisio stimate	on es By Se	ection o	f Rou	te								
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:		SR 598													
(52) (77) (5 <u>2</u>)	Bland Cour	•						ectional ti								
\sim \sim \sim	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	72%	1%	1%	1%	24%	2%	F	0.070	F	0.5	22000	G
	To: From		/irginia Stat	e Line												
(52) (77) (5 <u>2</u>)	Unknown County (· /			Se	e I-77 f	or dire	ectional ti			timate	es for this	segr	nent.		
\Rightarrow \bigcirc \Leftrightarrow	Combined Traffic Estimates for 2 Parallel				72%	1%	1%	1%	24%	2%	F	0.070	F	0.5	22000	G
	To:	End of T	unnel, West	Virginia												
~~	From		South Sceni													
$\binom{52}{52}$ Ramp	Bland Cour	<u></u>	1300	G								0.100	F		1200	G
~	To		I-77 South													
~	From:		South Sceni													
$\left(52\right)$ Ramp	Bland Cour	<i>,</i>	840	G								0.152	F		820	G
~	To:		I-77 North													
~~~	From:	03 52 01	ear Fork Cro													
(52) Ramp	Bland Cour	,	620	G								0.131	F		620	G
~	To:		I-77 South													
~~ -	From:	05 52 01	ear Fork Cro										_			-
(52) Ramp	Bland Cour	<i>,</i>	350	G								0.105	F		350	G
~~	To:		I-77 North													
$\sim$ $\sim$ -	From:		I-77 South		-											
$\left\{52\right\}$ $\left(77\right)$ Ramp	Bland Cour	-			Se	e I-77 f	or dire	ectional ti	raffic vo	lume es	timate	es for this	segr	nent.		
~ ~	10: From:	SR 598 I	River Mou SR 598	ntain Rd												
(52)(77)(52)	Bland Cour	nty 0.79	SK 390		Se	e I-77 f	or dire	ectional ti	raffic vo	lume es	timate	es for this	sear	nent.		
GE (1) GE	Combined Traffic Estimates for 2 Parallel	•	25000	G	72%		1%		24%	2%		0.074	-		22000	G
		-			12/0	170		170	21/0	270	•	0.07 1	•	0.011	22000	G
	Unknown County (		/irginia Stat	e Line	\$~	o 1-77 f	or dir	ectional ti	raffic vo	lume ec	timate	e for thic	sear	nont		
[5 ² ] 77 [52]	Combined Traffic Estimates for 2 Parallel	· /	25000	G		1%	1%		24%	2%		0.074			22000	G
		-	unnel, West		12/0	1 /0	1 /0	1 /0	24 /0	2 /0	'	0.074	'	0.511	22000	G
	From															
61 Clear Fork Creek Hwy	Bland Cour		well County 340	G	92%	2%	2%	1%	3%	0%	С	0.108	F	0.658	340	G
61 Clear Fork Creek Hwy	To:	<u></u>	North Sceni		0270	270		170	070	070	Ŭ	0.100	•	0.000	040	ŭ
	From:		ear Fork Cre	,												
61) (52)		0.06	450	Ν	93%	0%	2%	3%	2%	0%	Ν	0.128	F	0.581	450	Ν
$\lor$	To	I-77 W	est of Rock	v Gap												
61) 52 Clear Fork Creek	Hwy Bland Cour		1900	G	94%	1%	1%	3%	1%	0%	С	0.132	F	0.541	1800	G
	To:		Wolf Creek													
$\bigcirc$	From:		ear Fork Cro													
(61) Wolf Creek Hwy	Bland Cour		350	G	95%	2%	1%	2%	1%	0%	С	0.112	F	0.744	340	G
$\sim$	To:	Gil	es County L	ine												

Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Maintenance Area																
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	1	he County I		700/	10/	10/	10/	0.40/	00/	_	0.400	•		10000	•
77	Bland Cour Combined Traffic Estimates for 2 Parallel	,	13000	A	72% 72%	1% 1%	1% 1%	1% 1%	24% 24%	2% 2%	F	0.138 0.131	A	0.503	12000 24000	A
	Combined francestimates for 2 Parallel			Α	12%	1%	1%	170	24%	2%	Г	0.131	A	0.503	24000	A
North	From:		Little Creel													
(77)	Bland Cour	•	12000	G	72%	1%	1%	1%	24%	2%	F	0.080	F		11000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	G	72%	1%	1%	1%	24%	2%	F	0.076	F	0.519	21000	G
North	Ta Fron:	Ľ	IS 52, SR 42	2												
(77)	Bland Cour	nty 6.11	12000	G	72%	1%	1%	1%	24%	2%	F	0.077	F		11000	G
$\checkmark$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	G	72%	1%	1%	1%	24%	2%	F	0.073	F	0.531	22000	G
North	Ta: From:	10-666	Indian Villa	ge Trail												
(77)	Bland Cour	nty 3.94	13000	G	72%	1%	1%	1%	24%	2%	F	0.077	F		12000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.501	22000	G
	Ta	10-60	6 Wildernes	ss Rd												
North	Bland Cour		13000	G	72%	1%	1%	1%	24%	2%	F	0.077	F		11000	G
()	Combined Traffic Estimates for 2 Parallel	•		G	72%	1%	1%	1%	24%	2%	F	0.077	F	0.501	23000	G
					, , , , ,	170	- 1/0	170	21/0	270	•	0.070	•	0.001	20000	G
North	From:		IS 52, SR 6								-					
(77)	Bland Cour	•	12000	Α	72%	1%	1%	1%	24%	2%	С	0.149	A		12000	A
Č (	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	Α	72%	1%	1%	1%	24%	2%	С	0.133	A	0.578	23000	A
North	Ta: From:	U	S 52; SR 59	98												
$\overline{(77)}$ $\overline{(52)}$ $\overline{(52)}$	Bland Cour	nty 0.79	13000	G	72%	1%	1%	1%	24%	2%	F	0.078	F		11000	G
$\bigcirc \bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	72%	1%	1%	1%	24%	2%	F	0.070	F	0.5	22000	G
North	Ta: From:	West V	/irginia Stat	e Line												
$(\overline{77})$ $(52)$ $(52)$	Unknown County (	Maint: 10) 0.50	13000	G	72%	1%	1%	1%	24%	2%	F	0.078	F		11000	G
	Combined Traffic Estimates for 2 Parallel		25000	G	72%	1%	1%	1%	24%	2%	F	0.070	F	0.5	22000	G
	To	End of T	unnel, West	Virginia	l											
North	From:		I-77 North													
(77) Ramp	Bland Cour	,	170	G								0.136	F		170	G
			Little Creel													
$\overline{(77)}$ Ramp	Bland Cour		ENT BUILI NA	DING								NA			NA	
		Ity 0.10 I-77-N VEN		NG ROA	AD							IN/A				
North	From:		I-77 North													
(77) Ramp	Bland Cour		1300	G								0.113	F		1200	G
$\lor$	To:	US 52	South Sceni	ic Hwy												
North	From:		North to Sc	ales												
(77) Ramp	Bland Cour		1600	G								0.073	F		1600	G
$\sim$	To:	I-77 N	lorth from S	Scales												

Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Maintenance Area																
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	Tru ə 3+Axle	••••	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From: Bland Cour Tec	nty 0.20	I-77 North 1000	G								0.097	F		1000	G
	10. From:	10-000	Indian Villag													
North (77) Rocky Gap Rest Area F			orth to Rest 520	t Area	81%	1%	1%	0%	16%	1%	N	0.120	F		510	N
			est Area Parl		0170	170		070	10/0	170		0.120	•		010	
North	From:		st Area Park	~							-		_			_
77 Rocky Gap Rest Area F	Ramp Bland Cour	,	520	G	81%	1%	1%	0%	16%	1%	С	0.120	F		510	G
-	10.		orth from Res	st Area							_					
$\frac{\text{North}}{(77)}$ Ramp	Bland Cour		I-77 North 460	G								0.115	F		450	G
	To:		6 Wildernes									0.110	•		400	u
North	From:		I-77 North													
(77) Ramp	Bland Cour		640	G	93%	0%	2%	2%	3%	0%	F	0.173	F		630	G
	To:	US 52 CI	ear Fork Cre	eek Hwy	r											
North	From:		I-77 North													
$\overline{(77)}$ Ramp	Bland Cour	· ·	70	G								0.193	F		60	G
	To:	US 52	North Scenie	c Hwy												
South	From:		he County L								_					
(77)	Bland Cour	•	13000	Α	72%	1%	1%	1%	24%	2%	F	0.135	A		12000	A
·	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	Α	72%	1%	1%	1%	24%	2%	F	0.132	A	0.561	24000	A
South	To- From:	10-717	Little Creek	k Hwy												
(77)	Bland Cour	nty 5.70	12000	G	72%	1%	1%	1%	24%	2%	F	0.075	F		11000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.548	21000	G
<b>.</b>	Too	τ	JS 52, SR 42	2												
South	Bland Cour		12000	G	72%	1%	1%	1%	24%	2%	F	0.077	F		11000	G
77	Combined Traffic Estimates for 2 Parallel	•		G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.504	22000	G
		-			12/0	170		170	21/0	270	•	0.071	•	0.001	22000	G
South	From:		Indian Villag													
(77)	Bland Cour		12000	G	72%	1%	1%	1%	24%	2%	F	0.077	F		10000	G
Ŭ	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.501	22000	G
South	To: From:	10-60	6 Wildernes	ss Rd												
$\frac{\text{South}}{(77)}$	Bland Cour	nty 2.12	13000	G	72%	1%	1%	1%	24%	2%	F	0.079	F		12000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.535	23000	G
0	Too	SR 61 C	lear Fork Cı	reek Rd												
$\frac{\text{South}}{(77)}$	Bland Cour		12000	Α	72%	1%	1%	1%	24%	2%	С	0.137	А		11000	Δ
()	Combined Traffic Estimates for 2 Parallel	•		Ā	72%	1%	1%		24%	2%	c	0.133	A	0.578	23000	A
		•	S 52; SR 59		1 2 /0	1 /0	1/8	170	L-170	L /0	0	0.100	~	0.070	20000	~

	Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Maintenance Area															
	Ann					ection (	of Route	)								
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South (77) (52) (52)	Free Bland Cour Combined Traffic Estimates for 2 Parallel		SR 598 13000 25000	G G	72% 72%	1% 1%	1% 1%	1% 1%	24% 24%	2% 2%	F	0.076 0.074	F	0.511	11000 22000	G G
			Virginia State		1270	170		170	2470	270	1	0.074	1	0.011	22000	u
South $(77)$ $(52)$ $(52)$	From: Unknown County (	<u></u>	13000	G	72%	1%	1%	1%	24%	2%	F	0.076	F		11000	G
(1) (32) (4)	Combined Traffic Estimates for 2 Parallel	· · · · ·		G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.511	22000	G
	Tn		unnel, West	Virginia												
South $\overline{(77)}$ Ramp	Bland Cour	nty	I-77 South 120	G								0.139	F		110	G
	To:		Little Creek													
South	From: Bland Cour	1-//	South to Sca 2000	ales G								0.067	F		2000	G
$\smile$	To:		South from S	cales												
South	From: Bland Court To:	nty 0.22	I-77 South 1300 South Scenic	<b>G</b>								0.108	F		1200	G
South	From:	-	I-77 South	2												
77 Ramp	Bland Cour	•	1500 Indian Villag	<b>G</b> re Trail								0.103	F		1400	G
South	From:		h to Welcom		r											
77 Rocky Gap Welcome Ce	enter Bland Cour	,	950	N	69%	1%	1%	1%	27%	2%	Ν	0.16	А		880	Ν
South	Prom		ome Center I me Center P													
(77) Rocky Gap Welcome Ce	enter Bland Cour	•	950	Α	69%	1%	1%	1%	27%	2%	С	0.16	А		880	А
	To: From:		from Welcon	me Cent	er											
South	Bland Cour		I-77 South 400	G								0.113	F		390	G
	To:	-	6 Wildernes													
South	From:		I-77 South													
77 Ramp	Bland Cour		370 ear Fork Cre	<b>G</b> eek Hwy	,							0.138	F		360	G
South	From:		I-77 South													
77 52 Ramp	Bland Cour		350									0.128	F		340	G
~ ~	To:	510 570 1	E River Mou													
98) Main St	Bland Cour		cenic Hwy I 200	G G	98%	0%	1%	0%	0%	0%	С	0.142	F	0.69	200	G
	To:	-	South of Bla													
	From:	11651	Virginia State		0.461	061		001	101	0.67	0	0.455	_	0.500	440	0
598 E River Mountain Rd	Bland Cour		<b>110</b> 52 North Sce	G nic Hwy		2%	2%	2%	1%	0%	С	0.155	F	0.526	110	G
		177,00			1								-			

		nia Depart Traffic En ly Traffic \ Bland M	aineerina 2020 /olume E	ı Divisi stimat	on es By S		Route					
Route Jurisd	ction	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Tr	00	K Factor	QK Dir Factor	AAWDT	QW
	From:	SR 598 E	River Mou	ntain Ro	l							
(598)Ramp Bland (	County	0.22	48	G					0.179	F	48	G
	To:		I-77 South									
	From:	US 52 1	North Sceni	c Hwy								
(598) (52) Ramp Bland (	County	0.10	180	G					0.149	F	180	G
	To:		I-77 North									

		Anr	nual Ar		Trat Daily Ti	Department of T ffic Engineering 2020 raffic Volume E and Maintenand	Division stimates By		f Route					
Route	Length		QA	4Tire	Bus	and Maintenand		QC	K	QK	Dir	AAWDT	0₩	Year
	Lengin	AADT	QA	41110	Dus	2Axle 3+Axle	e 1Trail 2 ⁻	Trail	Factor	GIN	Factor		QW	Tear
Bland County		From				Dead End								
(F1) Sugar Bottom Dr	0.96	50 To:	R			10 (17 W- 141-			NA			NA		10/14/2015
		From				10-617 Waddletov 10-616 Sandy Holl								
(F2) Sandy Hollow Rd	0.17	30	R			10-010 Salidy Holi	Jw Ku		NA			NA		11/06/2015
		To				Dead End								
		From				Dead End								
(F3) Arrowhead Dr	0.24	30	R						NA			NA		11/06/2015
(F3) Arrowhead Dr	0.29	Erom	R		1	10-666 Indian Villa	ge Trail		NA			NA		11/06/2015
(F3) Arrowhead Dr	0.29	20 To:	n			Dead End						INA		11/00/2013
		From				US 52 South Sceni	e Hwy							
(F48) Crab Orchard Dr	0.45	90	R				*		NA			NA		05/25/2012
		To				Dead End								
		From				Wythe County I	line							10/11/0015
600		<b>20</b>	R			10-601 Little Creel	Hww		NA			NA		10/14/2015
		From				10-603; 10-61								
601) Little Creek Hwy	11.40	200	G	97%	0%	2% 0%		0% C	0.118	F	0.625	190	G	2020
		Τo				Pulaski County I								
		From				Dead End								
(602) Spur Branch Rd	1.25	45	R						NA			NA		10/14/2015
		From				1.25 ME of Dead	End							
602 Spur Branch Rd	0.80	70	R						NA			NA		10/14/2015
		From			10	0-668 Long Spur Sc	hool Rd		<u> </u>					
602 Spur Branch jRd	0.35	70	R						NA			NA		10/14/2015
	0.40	From	Ļ			10-632 Parcell	Dr							10/1 1/0015
602 Spur Branch Rd	0.40	90	R						NA			NA		10/14/2015
(602) Spur Branch Rd	0.80	From 90	R			0.40 ME 10-63	32		NA			NA		10/14/2015
602 Spur Branch Ru	0.00	<b>90</b> To:				10-601 Little Creel	c Hwy					NA		10/14/2013
		From				Wythe County I								
603) Smith Hollow Rd	1.60	46	R						NA			NA		10/14/2015
$\bigcirc$		To				10-601; 10-71	7							
		From				SR 42, E Bluegras	s Trail							
604 Walkers Creek Rd	3.45	270	R						NA			NA		10/22/2015
	1 50	From	Ļ			10-651 Rock Wa	ll Dr					NIA		10/00/0015
604 Walkers Creek Rd	1.52	50 To	R			1.52 ME 10-65	51		NA			NA		10/22/2015
$\sim$		From				1.50 ME 10-65								
604) Walkers Creek Rd	2.10	110	R						NA			NA		10/22/2015
$\bigcirc$		To				10-608 Skydusky	v Rd							
604 Point Pleasant Rd	0.40	130	R						NA			NA		10/22/2015
		From				0.40 ME 10-60	)8							
604 Point Pleasant Rd	0.50	<b>46</b>	R			Dood End			NA			NA		10/22/2015
		From				Dead End								
(605) Main St	0.30	40	R			Dead End			NA			NA		10/23/2015
		To				0.30 MW Dead	End							
605) Main St	0.59	130 From	R			0.50 MIW Deau	Linu		NA			NA		11/02/2015
		To				0.89 MW Dead	End							
605) Main St	0.21	180	R			oloy in the board			NA			NA		11/02/2015
$\bigcirc$		To				1.10 MW Dead	End							
605) Main St	0.50	200 From	R	_					NA			NA		11/02/2015
$\bigcirc$		To				SR 98 Main S	t							

		٨٥٩			Tra	Departm ffic Engi raffic Vo	neering 2020	Divisior	1	tion o	f Dout					
		Ann	iuai Av	/erage L		and Mai			by Sec							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Facto	r QK	Dir Factor	AAWDT	QW	Year
Bland County		F							2							
606 Wilderness Rd	0.06	From: 450	N	93%	0%	US 52 No 2%	3%	<u>2%</u>	0%	Ν	0.128	F	0.581	450	Ν	2020
606 Wilderness Rd	5.03	From: 990 To:	G	95%	0%	1% 10-608 W,	I-77 1% Wesender	2%	0%	С	0.116	F	0.504	980	G	2020
606) Wilderness Rd	4.49	From: <b>720</b>	G	94%		10-608 W, 1%			0%	С	0.122	F	0.567	710	G	2020
(808)		To		0.70		0-608 MII			0,0	•			01007		0.	
606 Wilderness Rd	3.94	620 To:	G	93%	0%	2%	2%	3%	0%	С	0.128	F	0.687	610	G	2020
		From:				SR 42, E	Bluegrass Wilderness									
606) Ramp	0.20	160	G			10-000	v nuernes.	5 Ru			0.153	F		160	G	2020
		To:					7 South									
606) Ramp	0.14	From: 530	G			10-606 \	Wilderness	s Rd			0.134	F		520	G	2020
	-	To				I-7	7 North									
Rurtona Band Bd	1 90	From:	D			10-608 F	rice Ridg	e Rd						NIA		06/05/2012
607 Burtons Pond Rd	1.89	45 To	R			1.90.1	ME 10-60	0			NA			NA		06/05/2012
607) Burtons Pond Rd	0.71	From: <b>40</b>	R			1.69	ME 10-00	0			NA			NA		06/05/2012
		To					Wilderness									
608) Skydusky Rd	0.60	From: 210	R			SR 42 W, I	E Bluegras	ss Trail			NA			NA		10/22/2015
008)		Tor		1	0-604 P	oint Pleasa	nt Rd: Wa	alkers Cre	ek Rd							,,
608) Skydusky Rd	1.10	80	R	-			,				NA			NA		10/22/2015
		To: From:	_			1.10	ME 10-60	4						N10		10/00/0015
608) Skydusky Rd		50 Ter	R			T - 66	- E				NA			NA		10/22/2015
608) Skydusky Rd		From: <b>30</b>	R			Jenerso	n Forest B	may			NA			NA		10/22/2015
		To: From:				10-639 0	Grandaddy	vs Dr								
608 Skydusky Rd	0.60	120	R								NA			NA		10/22/2015
608) Price Ridge Rd	3.40	230	G	95%	1%	SR 42 E, E <b>3%</b>	E Bluegras 0%	s Trail 0%	0%	С	0.12	F	0.633	230	G	2020
		To:	-			10-606 E,	Wilderne	ss Rd		-	1					
(608) Wesendonick Rd	2.44	From: 210	R			10-606 W	, Wilderne	ess Rd			NA			NA		10/27/2015
		Tor			10	)-677 No E	Business C	reek Rd								
608 Wesendonick Rd	0.90	130	R								NA			NA		11/05/2015
608) Wesendonick Rd	2.28	From: 190	P			10-609 D	inky Trac	k Rd			NA			NA		10/29/2015
608) Wesendonick Rd	2.20	190 To	R			10-606 N,	Wilderne	ess Rd						INA		10/29/2015
		From:				10-608 W	esendonic	ck Rd								
609 Dinky Track Rd	1.80	<b>40</b>	R		10	)-677 No E	Rusiness (	real Dd			NA			NA		10/27/2015
		From:			10		County Li									
610 Nebo Rd	1.10	70	R								NA			NA		10/16/2015
	0.00	To: From:				10-742 S	hady Grov	ve Rd								40/40/0045
610 Nebo Rd	0.80	100 To:	R			SR 42 , W	Blue Gras	ss Hwy			NA			NA		10/16/2015
		From:				SR 42, E										
611 Slide Mountain Rd	0.10	80	R								NA			NA		10/22/2015
(611) Slide Mountain Rd	0.50	From: 60	P			0.10	MN SR 42	2			NA			NA		10/22/2015
(611) Slide Mountain Rd	0.00	JU To:	R			0.60	MN SR 42	2						IN/1		10/22/2013

	Ann	iual Av		Traf	fic Engir 2	neering E 1020	Division		tion of	Route						
				Bla												
Length	AADT	QA	4Tire	Bus					QC	K Factor	QK		AAWDT	QW	Year	
	From:				0.60 1	AN CD 42										
1.53	30	R			0.60 N	/IN SK 42				NA			NA		10/22/2015	
	To:				10-612 K	imberling l	Rd									
0.56	From: 140	R					Hwy			NA			NA		10/22/2015	
4.22	from ^{From}	R								NA			NA		10/22/2015	
0.89	From 100	R								NA			NA		10/22/2015	
0.75	From 110	R					- D 4			NA			NA		10/22/2015	
1.55	From 120	R								NA			NA		10/22/2015	
2.90	From: 140	R		1						NA			NA		10/29/2015	
0.81	390 To:	R								NA			NA		10/29/2015	
	From															
0.37	30 To	R			0.37 MI	E Dead En	d			NA			NA		10/23/2015	
0.60	90	R								ŇA			NA		10/29/2015	
0.20	120 From:	R								NA			NA		10/29/2015	
4.71	430	R								NA			NA		10/29/2015	
0.50	450	R								NA			NA		10/29/2015	
6.16	From: 860 To:	R					1WY			NA			NA		10/29/2015	
10 70	From:		000/	00/		2		001			-	0 747	500			
12.70	510 To:	G	98%					0%	С	0.092	F	0./1/	500	G	2020	
	From:															
1.20	300	G	95%	1%	3%	1%	0%	0%	С	0.111	F	0.684	290	G	2020	
2.95	From: 48	G	97%	1%	1%	1%	0%	0%	С	0.152	F	0.6	48	G	2020	
0.25	From: 40	G	98%	0%	2.95 N 0%	<u>1N 10-620</u> 2%	0%	0%	С	0.170	F	0.75	40	G	2020	
4.25	From: 110	G	96%	3%	0%	1%	0%	0%	С	0.136	F	0.563	110	G	2020	
	From: 750	G	98%	1%	0%	0%	0%	0%	С	0.114	F	0.607	740	G	2020	
0.54	Erom 240	R		U			Hwy			NA			NA		11/05/2015	
	To:									<u> </u>						
0.30	From: 80 To:	R								NA			NA		11/05/2015	
	From:			IJ												
3.80	110 ^{To:}	R		0						NA			NA		10/14/2015	
	1.53         0.56         4.22         0.89         0.75         1.55         2.90         0.81         0.37         0.60         0.20         4.71         0.50         6.16         12.70         1.20         2.95         0.25         4.25	Length AADT 1.53 30 100 100 100 100 100 100 100 100 100	Length       AADT       QA         1.53       30       R         1.53       30       R         0.56       140       R         0.56       110       R         0.56       100       R         0.89       100       R         0.75       110       R         0.75       120       R         0.75       120       R         0.81       390       R         0.37       300       R         0.37       300       R         0.30       90       R         0.30       800       R         0.30       90       R         0.30       800       R         0.30       90       R         0.30       300       R         0.30       430       R         1.20       300       R         1.20       300       R         1.20       300       G         1.20       300       G         1.20       300       G         1.20       300       G         0.30       430       R	AADT       QA       4 Tire         1.53       30       R	Trafication in the second in			Traffic Polume Estimates Bland Maintenance Area 202           Length         AADT         ADA         471         Traffic Volume Estimates Bland Maintenance Area 2020           Traffic Volume Estimates 2020         Traffic Volume Estimates 2020           Traffic Volume Estimates 2020         Traffic Volume Estimates 2020           10-612 Kimberling Rd           US 52 North Scenic HW           0.612 Kimberling Rd           US 52 North Scenic HW           0.612 Kimberling Rd           US 52 North Scenic HW           0.617 ME US 52           0.618 Me US 52           0.618 Me US 52           0.618 Me US 52           0.616 ME US 52	Annual Average Daily Traffic Volume Estimates By Sec Bland Mainterance Area           Length         AADT         QA         4 Tire         Bus         Truck         Truck           2.30         T         0.60 MN SR 42         17ail         2Trail           1.53         30         T         0.60 MN SR 42         17ail         2Trail           0.66         140         R         0.60 MN SR 42         10612 Kimberling Rd         10612 Kimberling Rd           0.56         140         R         0.56 ME US 52         100         100         100           1.055         100         R         -         -         106611 Slide Mountain Rd         100           1.55         120         R         -         106611 Slide Mountain Rd         -         -           2.90         140         R         -         -         -         -         -         -         -	Traffic Engineering Division of Barnet Section of Barnet Sectin Se	Indice Engineering Division 2020           Daily Traffic Volume Estimates By Section of Route Bland Maintenance Area           Length         AADT         QA         4 Tire         Bus         Traffic Colume Estimates By Section of Route           1.53         30         Image: Particle Par	Namual Average Daily Taffic Volume Estimates By Section of Route Biand Maintenance Average Daily Taffic Volume Estimates By Section of Route Biand Maintenance Average Daily Taffic Volume Estimates By Section of Route Biand Maintenance Average Daily Taffic Volume Estimates By Section of Route Biand Maintenance Average Daily Taffic Volume Estimates By Section of Route Biand Maintenance Average Daily Taffic Volume Estimates By Section of Route Biand Maintenance Average Daily Taffic Volume Estimates By Section of Route Biand Maintenance Average Daily Taffic Volume Estimates By Section of Route Biand Maintenance Average Daily Taffic Volume Estimates By Section NA	Part is basis by Section of Notes           Annual Average Daily Traffic Volume Estimates By Section of Notes           Length         Annual Average Daily Traffic Volume Estimates By Section of Notes           Length         Annual Average Daily Traffic Volume Estimates By Section of Notes           Truck	Traffic Volume Estimates By Section of Ruters         Length       AADT       QA       ATTRACE Volume Estimates By Section of Ruters         Length       AADT       QA       A       AADT       QA       K       Distant Maintenance Area         Image Section of Total Sectin Section of Total Section of Total Section of Total Section of T	Traffic Endingering Division of Route           Length         Annual Average Daily Traffic Volume Estimates By Section of Route           Length         AADT         OR         Colspan="2"         Colspan="2"         Colspan="2"         Colspan="2"         Colspan="2"         Colspan="2"         Colspan="2"         Colspan="2"          Colspan="2"          Colspan="2"          Colspan="2"          Colspan="2" <th colsp<="" td=""></th>	

				Tra	Department of Transp affic Engineering Division 2020	on						
		Ann	ual Averag	e Daily T B	raffic Volume Estimate land Maintenance Area	es By Section a	of Rout	е				
Route	Length	AADT	QA 4Tir	e Bus	Truck 2Axle 3+Axle 1Tra	0	C K Facto	QK pr	Dir Factor	AAWDT	QW	Year
Bland County		From:	i		10-619 Green Hill Rd		<u> </u>					
617 Waddletown Rd	1.97	200	R				NA			NA		10/14/2015
(617) Waddletown Rd	1.00	From: 460	R		10-616 Sandy Hollow Rd		NA			NA		10/14/2015
		To:		ι	US 52 N, South Scenic Hwy							
(618) Lodge Dr	1.20	From: 130	R		10-615 Suiter Rd		NA			NA		10/20/2015
010		To:			Dead End							
		From:			10-617 Waddletown Rd							
619 Green Hill Rd	0.40	45 To:	R		Dead End		NA			NA		10/23/2015
		From:			Dead End							
(620) White Pine Dr	1.80	170	R		Dead End		NA			NA		10/14/2015
		To:			10-615 Suiter Rd							
		From:			SR 42, W Blue Grass Hwy							
621) Old Mountain Rd	3.00	<b>180</b> то:	R		US 52 South Scenic Hwy		NA			NA		10/20/2015
		From	[		SR 42 S, W Blue Grass Hwy							
(622) Birch Grove Rd	1.00	47	R		SK 42 S, W Blue Glass Hwy		NA			NA		10/16/2015
		To			1.00 ME SR 42							
622) Birch Grove Rd	0.30	30	R				NA			NA		10/16/2015
		To: From:			10-626 W, Stowers Hill Rd							
622 Birch Grove Rd	1.40	30	R				NA			NA		10/16/2015
		To: From:	ſ	10-620	6 E, Bethany Rd; Stowers Hi	ill Rd						
622 Birch Grove Rd	0.30	40	R				NA			NA		10/16/2015
622) Birch Grove Rd	0.40	From: <b>30</b>			0.30 ME 10-626		NA			NA		10/16/2015
(622) Birch Grove Rd	0.40	30	R							IN/A		10/10/2013
622) Birch Grove Rd	0.40	Branni 30	R		Jefferson Forest Bndy		NA			NA		10/16/2015
		To		1	0-625 W, Mountain Glen Dr							
(622) Birch Grove Rd	0.53	60	R	1			NA			NA		10/16/2015
$\bigcirc$		To			10-625 E, Ceres School Rd							
622) Birch Grove Rd	0.70	60	R				NA			NA		10/20/2015
$\bigcirc$		To: From:			10-624 Ravens Cliff Rd							
622) Foglesong Valley Rd	2.30	80	R				NA			NA		10/20/2015
	0.70	From			10-623 Red Oak Rd					NIA		10/00/0015
622 Foglesong Valley Rd	2.70	30	R				NA			NA		10/20/2015
(622) Whackertown Rd	2.30	From:	R	S	SR 42 W, W Blue Grass Hwy	/	NA			NA		10/20/2015
(622) Whackertown Rd	2.00	To	•• Г		CD 42 F. W. Dive Correction					11/3		10/20/2013
(622) Shewey Valley Rd	1.40	60	R		SR 42 E, W Blue Grass Hwy		NA			NA		10/20/2015
		To:			Dead End							
		From:		1	10-622 Foglesong Valley Rd							
623) Red Oak Rd	0.81	<b>100</b> те	R	CD	A W West Diss Course He		NA			NA		10/20/2015
		From:			R 42 W, West Blue Grass Hw SR 42 E, W Blue Grass Hwy							
623) Sharon Springs Rd	7.40	40	R				NA			NA		10/20/2015
$\smile$		To:			Tazewell County Line							
624) Ravens Cliff Rd	1.00	From: 110	R		Dead End		NA			NA		10/20/2015
(624) Ravens Cliff Rd	1.00	T T O:		10-622 F	oglesong Valley Rd; Birch G	brove Rd				11/7		.0/20/2013
		From:			Dead End							
(625) Mountain Glen Dr	0.50	40	R				NA			NA		10/16/2015
$\smile$		To:			10-622 W, Birch Grove Rd							

			Virginia Department of Transportation Traffic Engineering Division 2020		
		Ann	nual Average Daily Traffic Volume Estimates By Section o Bland Maintenance Area	f Route	
Route	Length	AADT	QA 4Tire BusTruckTruck QC 2Axle 3+Axle 1Trail 2Trail	()K	Dir AAWDT QW Year ctor
Bland County					
625 Ceres School Rd	0.60	From: 140	10-622 E, Birch Grove Rd	NA	NA 10/16/2015
625 Poor Valley Rd	0.40	Fram 80	SR 42, W Blue Grass Hwy R	NA	NA 10/16/2015
625 Poor Valley Rd	0.30	49	R	NA	NA 10/16/2015
625 Poor Valley Rd	6.40	From: 20 To:	0.30 MN 10-647 <b>R</b> Dead End	NA	NA 10/16/2015
		From:	10-622 W, Birch Grove Rd		
626 Stowers Hill Rd	2.20	<b>30</b>	R 2.20 ME 10-622	NA	NA 10/16/2015
626 Stowers Hill Rd	0.60	20	R 10-622 E, Birch Grove Rd	NA	NA 10/16/2015
626 Bethany Rd		From: <b>100</b> Tor	R SR 42, W Blue Grass Hwy	NA	NA 10/16/2015
		From:	Dead End		
(627) Dalton Hollow Rd	0.80	20	R	NA	NA 10/22/2015
$\bigcirc$		To:	10-612 Kimberling Rd		
	0.00	From-	US 52 North Scenic Hwy		NA 10/29/2015
628 Eagles Rd	0.08	300 To:	R 10-652 Fernwood Dr		NA 10/29/2015
		From:	10-606 Wilderness Rd		
629) Flat Top Rd	1.30	170	R	NA	NA 10/27/2015
		To:	Dead End		
		From:	Dead End		
(630) Creekside Dr	0.19	<b>9</b> To:	R	NA	NA 10/29/2015
			10-665 Quarry Dr		
(631) Pinch Creek Rd	1.75	From: 220	10-612 Kimberling Rd	NA	NA 10/29/2015
(631) Pinch Creek Rd	1.75	<b>220</b> To:	n Dead End		NA 10/23/2013
		From:	10-602 Spur Branch Rd		
632) Parcell Dr	0.24	20	R	NA	NA 10/23/2015
$\bigcirc$		To:	Dead End		
		From:	Dead End		
633 Short Ridge Dr	0.65	<b>30</b>	R 10-631 Pinch Creek Rd	NA	NA 10/29/2015
		From	10-738 Byrnes Chapel Rd		
(634) Mechanicsburg Rd	0.57	110	R	NA	NA 10/27/2015
0.04		Tor	SR 42, E Blue Grass Hwy		
		From:	10-637 Starks St		
635) Pearl St	0.07	40	R	NA	NA 11/06/2015
$\bigcirc$		To:	Cul-de-Sac		
636 Walnut Dr	0.10	From: 90	Dead End	NA	NA 11/06/2015
636) Walnut Dr	0.06	From: <b>30</b>	R	NA	NA 10/20/2015
$\bigcirc$		To:	10-648 Angles Pass Dr	]	
	0.40	From:	10-615 Railroad Trail		NIA
637 Starks St	0.10	60 To:	R 10.626 Walnut Dr	NA	NA 11/05/2015
		From:	10-636 Walnut Dr		
(638) Wright Mountain Dr	0.47	80	10-629 Flat Top Rd	NA	NA 10/23/2015
		To:	Dead End		

				V			t of Transpo ering Division 20									
		Anr	iual A	verage l		affic Volun	ne Estimates enance Area	s By Sect	ion of	Route						
Route	Length	AADT	QA	4Tire	Bus		Truck ⊦Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
Bland County		From				10 609 81-	rdualer: D.d.			-1						
639) Grandaddys Dr	0.20	40	R			10-608 Sky	dusky Ra			NA			NA		10/23/2015	
		To				Dead	End									
~		From				Dead	End									
640 Crystal Springs Dr	1.00	40	R							NA			NA		10/27/2015	
		From				10-738 Byrne	s Chapel Rd								40/07/0045	
640 Trails End Dr	3.00	110	R							NA			NA		10/27/2015	
640 Trails End Dr	0.70	From				3.00 ME	10-738			NA			NA		10/07/0015	
(640) I rails End Dr	0.70	20 To	R			Dead	End						NA		10/27/2015	
		From				10-606 Wild				1						
(641) Walnut Hollow Dr	0.03	20	R			10 000 111	defiless Ru			NA			NA		11/05/2015	
		To				0.03 MN	10-606									
(641) Walnut Hollow Dr	0.12	10 From	R							NA			NA		11/03/2015	
$\bigcirc$		To				Dead	End									
~		From			Ľ	JS 52 S, North	h Scenic Hwy									
(642) Hicksville Rd	0.70	30 To	R							NA			NA		11/05/2015	
					U		h Scenic Hwy									
643) Grassy Branch Dr	0.40	From 30	R			Dead	End			NA			NA		10/14/2015	
(643) Grassy Branch Dr	0.40	То				US 52 South	Scenic Hwv						NA.		10/14/2013	
		From				Dead				1						
644) Niday Dr	0.40	70	R							NA			NA		10/23/2015	
0		To				SR 61 Wolf	Creek Hwy									
		From				Dead	End									
(645) Stillhouse Spring Dr	1.10	<b>40</b>	R			(D (0 E D)	I			NA			NA		10/22/2015	
		From				SR 42, E Blu										
(646) Hunting Camp Rd	0.37	70	R			10-615 W, R	ailroad Trail			NA			NA		10/20/2015	
	0.07	. <b>.</b>				0.27 ME	10 (15									
(646) Hunting Camp Rd	2.31	200 From	R			0.37 ME	10-015			NA			NA		10/20/2015	
040	-	To				10-615 E, Ra	ulroad Trail									
		From				Dead	End									
(647) Willow Springs Rd	0.32	30	R							NA			NA		10/23/2015	
		To				10-625 Poor										
648) Angles Pass Dr		From 60	R			US 52 North	Scenic Hwy			NA			NA		10/00/0015	
648 Angles Pass Dr		Та	n			Dead	End						NA		10/20/2015	
		From				Dead										
(649) West Camp Dr	0.03	70	R			Deud	Liid			NA			NA		10/20/2015	
		To				10-654 C	hase St									
649) Pep St	0.14	120 From	R							NA			NA		10/20/2015	
0		To				10-615 Rai	lroad Trail									
0		From				Dead	End									
650 Round Bottom Dr	0.90	20	R			OD (1 W/ 12	0.11			NA			NA		10/29/2015	
		To				SR 61 Wolf			_							
651) Rock Wall Dr	0.22	From 30	R			Dead	End			NA			NA		10/30/2015	
	0.22	30 To				10-604 Walke	ers Creek Rd							10/30/2015		
		From				Dead										
(652) Fernwood Dr	0.05	<b>40</b>	R							NA	NA		NA		10/30/2015	
$\bigcirc$						10-628 Ea	agles Rd									
		From	_			10-738 Byrne	s Chapel Rd								10/00/00	
653 Osborne Dr	0.20	<b>40</b>	R				F 1			NA	NA		NA		10/30/2015	
-		To				Dead	End									

				Vi		Department of Tra fic Engineering D 2020		ı							
		Anr	nual Av	verage [		affic Volume Esti and Maintenance		Section of	Route						
Route	Length	AADT	QA	4Tire	Bus	Truc		OC.	K	QK	Dir	AAWDT	QW	Year	
Bland County	•					2Axle 3+Axle	11rail 21ra	ail	Factor		Factor				
	0.00	From	<u> </u>		10	-649 Pep St; West Ca	mp Dr							10/00/001	
654 Chase St	0.08	170 To	R			10-615 Railroad Tra	il		NA			NA		10/20/2015	
		From				US 52 North Scenic H									
655) Elm Dr	0.16	40	R						NA			NA		10/30/2015	
		To				Dead End									
(656) Raleigh Grayson Tpke	0.86	From: <b>40</b>	R			Dead End			NA			NA		11/02/2015	
656) Raleigh Grayson Tpke	1.40		R			10-658 Old Mill Ro	1		NA			NA		11/02/2015	
		Ta				10-1001 Jackson S	t								
(656) Raleigh Grayson Tpke	0.07	110	R						NA			NA		11/02/2015	
$\bigcirc$		To				SR 98 Main St									
(657) Villa Heights Dr	0.25	From: 60	R			10-614 Grapefield R	d		NA			NA		11/05/2015	
(657) Villa Heights Dr	0.25	То	n			Dead End						NA.		11/03/2013	
		From				Dead End									
658) Old Mill Rd	1.21	30	R						NA			NA		11/02/2015	
		To				-656 Raleigh Grayson									
659) GB Keglely Dr 0	0.45	From: 60	R			US 52 South Scenic F	lwy		NA			NA		10/30/2015	
	0.10	To				Dead End						10.		10/00/2010	
		From				Dead End									
660 ML Thompson Dr	0.10	170 To	R						NA			NA		10/29/2015	
		From				SR 61 Wolf Creek H									
661) Parking Lot	0.03	NA				10-653 Osborne Da	<u> </u>		NA			NA			
		To				Dead End									
		From				10-606 Wilderness F	Rd								
662 Hungry Hollow Dr	0.30	60 To:	R			Dood End			NA			NA		10/30/2015	
		From				Dead End 10-613 Dry Fork R	4								
663) Dangerfield Dr	0.08	40	R			10-015 Dry Fork K	a		NA			NA		10/29/2015	
<b>O</b>		To				Dead End									
$\bigcirc$	0.00	From				Dead End								11/00/0015	
664	0.20	30 To	R			10-608 Wesendonick	Rd		NA			NA		11/06/2015	
		From				Dead End									
665) Quarry Dr	0.55	210	R						NA			NA		11/05/2015	
$\bigcirc$		To				S 52 Clear Fork Creek									
666 Indian Village Trail	0.16	From:	G	95%	0%	US 52 North Scenic H 1% 1%		C C	0.094	F	0.612	2800	G	2020	
(666) Indian Village Trail	0.10	2800	G	95%	0%				0.094	Г	0.012	2000	G	2020	
666 Indian Village Trail	0.13	From:	G			I-77 WEST Ramp			0.116	F	0.596	1600	G	2020	
		From				I-77 EAST Ramp				_					
666 Indian Village Trail	0.04	<b>760</b>	G	88%	1%	4% 2% FR-3 Arrowhead D	4% 1%	S C	0.111	F	0.51	760	G	2020	
<u> </u>		From			1	.0-666 Indian Village									
(666) Ramp	0.19	1300	G		1	o ooo mulan vinage			0.085	F		1300	G	2020	
$\bigcirc$		To				I-77 South									
		From			1	0-666 Indian Village	Frail		0.100	_			~	0000	
666 Ramp	0.19	1100 _{то}	G			I-77 North			0.120	F		1100		G 2020	
		From				Dead End				_			_		
(667) Bland Farm Rd	0.49	560	R			Doug Dig			NA			NA		10/27/2015	
		To			5	SR 42, E Blue Grass H	łwy								

				Vi		Department of Trans fic Engineering Divis 2020								
		Anr	nual Av	verage [		affic Volume Estima and Maintenance Ar		tion of	Route					
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From:				Dead End								
668) Long Spur School Rd	0.05	10	R			Dead End			NA			NA		10/30/2015
		To:				10-602 Spur Branch Rd								
		From:				10-738 Byrnes Chapel Rd								
670 Mount Zion Rd	1.75	<b>80</b>	R			1.75 ME 10-738			NA			NA		10/27/2015
670 Mount Zion Rd	1.55	From: 60	R			Giles County Line			NA			NA		10/27/2015
		From:				10-606 Wilderness Rd								
671) Dismal Creek Rd	0.42	<b>120</b>	R			Dead End			NA			NA		10/27/2015
		From:												
(674) Meadowview Rd		80	R			US 52 South Scenic Hwy			NA			NA		10/30/2015
0/4		To:				Dead End								
		From:	-			Dead End								
676) Eagles Rd	0.25	710	R			_ out Latu			NA			NA		05/25/2012
		To			U	S 52 Clear Fork Creek Hv	vy							
		From				10-608 Wesendonick Rd								
(677) No Business Creek Rd	1.20	130	R						NA			NA		10/27/2015
$\bigcirc$		Ta				10-609 Dinky Track Rd			<b>_</b>					
(677) No Business Creek Rd	0.10	70	R						NA			NA		10/27/2015
		To:				Giles County Line								
Giles County														
		From:				Giles County Line								
(677) No Business Creek Rd	d 1.90	60 To:	R						NA			NA		10/27/2015
<u> </u>		10.				Dead End								
Bland County		From:	1			R 61 W, Wolf Creek Hw			-					
678 Shady Branch Circle	1.65	110	R			K 61 W, WOII Creek HW	<u>y</u>		NA			NA		10/29/2015
		Tor				1.65 ME SR 61								
678 Shady Branch Circle	0.80	50	R						NA			NA		10/29/2015
Shady Branch Cirala	1 10	From				2.45 ME SR 61						NIA		10/20/2015
678 Shady Branch Circle	1.12	<b>49</b>	R			SR 61 E, Wolf Creek Hwy	1		NA			NA		10/29/2015
		From:					1		1					
679 Depot Dr	0.10	60	R			Dead End			NA			NA		11/06/2015
679 Depot Dr	0.10	То	- T1			US 52 North Scenic Hwy						117		11/00/2013
		From:				10-615; 10-620			1					
(680) Brushy Mountain Rd	0.89	150	R			10-015, 10-020			NA			NA		10/14/2015
		To:				Cul-de-Sac								
		From				10-617 Waddletown Rd								
(684) Ridgeway Dr	0.32	220	R						NA			NA		10/14/2015
		To				Dead End								
		From:				10-660 ML Thompson Dr								
(690) ML Thompson Dr	0.30	160	R						NA			NA		10/29/2015
$\bigcirc$		To:				Dead End								
~		From:				Wythe County Line; I-77								
(717) Little Creek Hwy		350	G	97%	0%	2% 0% 0%	6 0%	С	0.116	F	0.6	340	G	2020
		To:				10-601 Little Creek Hwy								
		From:				10-717 Little Creek Hwy				_				
(717) Ramp	0.32	170	G						0.116	F		170	G	2020
		To:	I			I-77 Southbound								
$\bigcirc$	<b>A</b> 1 <b>-</b>	From:				10-717 Little Creek Hwy				_			~	
(717) Ramp	0.15	120	G						0.164	F		120	G	2020
<u> </u>		To:				I-77 North								

		Anr	ual A		Traf Daily Tr	Department of Transportation ffic Engineering Division 2020 raffic Volume Estimates By S		f Route	)				
Route	Length	AADT	QA	4Tire	Bla	and Maintenance AreaTruck	 	K	QK	Dir	AAWDT	0.00	Year
	Length	AADT	QA	4116	Dus	2Axle 3+Axle 1Trail 2Tra	ail	Facto	r	Factor	AAWDT	Qvv	Tear
Bland County		From:				Pulaski County Line							
738 Byrnes Chapel Rd	2.31	30	R					NA			NA		10/27/2015
738 Byrnes Chapel Rd	2.85	240	R			10-670 Mount Zion Rd		NA			NA		10/27/2015
738 Byrnes Chapel Rd	0.53	330	R			0-640 S, Crystal Springs Dr		NA			NA		10/27/2015
738 Byrnes Chapel Rd	0.37	From: 290	R			10-634 Mechanicsburg Rd SR 42, E Bluegrass Trail		NA			NA		10/27/2015
		From:				Smyth County Line							
742 Shady Grove Rd	0.30	<b>20</b>	R			10 (10 N 1 D 1		NA			NA		10/16/2015
		From:			10	10-610 Nebo Rd 0-656 Raleigh Grayson Tpke							
Jackson St	0.13	230	R		10	~ · ·		NA			NA		11/02/2015
(1001) Jackson St	0.18	From: 170	R			10-1002 Fairground St		NA			NA		11/02/2015
(1001) Jackson St	0.09	130 From	R			US 52 South Scenic Hwy		NA			NA		11/02/2015
		To:			1	0-1005 Seddon St; First St							
1002 Fairground St	0.05	Fram. 450	G			10-1001 Jackson St		0.12	F	0.568	440	G	2020
(1002) Fairground St	0.08		R			SR 98 Main St		NA			NA		11/02/2015
		To:				Dead End							
	0.05	From	_			10-1001 Jackson St							11/00/0015
(1003) Courthouse St	0.05	410 To:	R			SR 98 Main St		NA			NA		11/02/2015
		From:				Dead End							
(1004) Lee St	0.16	60	R					NA			NA		11/02/2015
<u> </u>		To: From:				SR 42, E Bluegrass Trail							
(1005) Seddon St	0.35	360	US 52 W, South Scenic Hwy					NA			NA		11/02/2015
Ū		Tor				10-1001 Jackson St							
(1005) Seddon St	0.12	100	R					NA			NA		11/02/2015
(1005) Fifth St	0.08	From: 90	R		U	JS 52 E, North Scenic Hwy		NA			NA		11/02/2015
(1005) Fifth St	0.02	Erom	R			10-1006 First St		NA			NA		11/02/2015
(1005) Fifth St	0.02	<b>230</b> To:	n			SR 42, E Bluegrass Trail					NA.		11/02/2013
		From				10-1005 Fifth St							
(1006) First St	0.10	90	R					NA			NA		11/06/2015
		To: From:				Dead End							
(1007) Jefferson St	0.05	30	R			US 52 South Scenic Hwy		NA			NA		11/02/2015
		To:				10-1004 Lee St							
	0.1.1	From:	<b>_</b>			US 42					NIA		11/00/0015
(1008) Fairview St	0.11	210 To:	R			Dead End		NA			NA		11/06/2015
		From:				10-1008 Fairview St							
(1009) JEB Stuart St	0.07	30	R					NA			NA		06/01/2012
<u> </u>		To: From:	_			Dead End							
(1010) Short Run Dr	0.15	20	R			Dead End		NA			NA		11/06/2015
		To:				US 52 South Scenic Hwy							

Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Maintenance Area																			
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year					
Bland County																			
		From:	<u> </u>			SR 42, E Bluegrass Trail								00/01/0010					
(1011) Industry Dr	11) Industry Dr 0.22			0.22	0.22	0.22	1900	R						NA			NA		06/01/2012
<u> </u>		10:				Dead End													
	0.03		From:				10-606 Wilderness Rd												
(9049) Community Center		20	R						NA			NA		10/29/2015					
$\bigcirc$		To:				Holly Brook School													
		From:	[			SR 42, E Bluegrass Trail													
(9050) Rocket Dr	0.08	630	R						NA			NA		11/02/2015					
		To:		Bland Elementary School															
		From:				Ceres Elementary School													
(9051) Ruritan Rd	0.10	9	R			Ceres Elenianda y Sensor			NA			NA		10/16/2015					
3031)		To:				10-625 Ceres School Rd													
		From:																	
9628 Bland Co School Boar		30	R			10-615 Bears Trail			NA			NA		11/05/2015					
(9628) Bland Co School Board	JU										N/A		1703/2013						
						Bastian Elementary School													