

2001

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

Jurisdiction Report

17

Carroll County  
City of Galax  
Town of Hillsville

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.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s 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 30<sup>th</sup> 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  
Carroll Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Carroll County</b>																
52	4.41	7300	F	93%	0%	3%	0%	2%	0%	C	680	F	7400	F	2001	
				From:	North Carolina State Line											
				To:	17-691											
52	5.01	4800	F	93%	0%	3%	0%	2%	0%	F	440	F	4800	F	2001	
				From:	SR 148											
				To:	0.09 MN SR 148											
52	0.09	3600	F	93%	0%	3%	1%	2%	0%	C	330	F	3600	F	2001	
				From:	17-702 Stable Rd											
				To:	New SCL Hillsville											
52	4.72	3600	N	93%	0%	3%	1%	2%	0%	N	330	N	3600	N	2001	
				From:	17-702 Stable Rd											
				To:	New SCL Hillsville											
52	0.28	3600	N	93%	0%	3%	1%	2%	0%	N	330	N	3600	N	2001	
				From:	17-702 Stable Rd											
				To:	New SCL Hillsville											
<b>Town of Hillsville</b>																
52	1.92	3600	N	93%	0%	3%	1%	2%	0%	N	330	N	3600	N	2001	
				From:	NEW SCL HILLSVILLE											
				To:	US 58											
52	1.71	2200	F	92%	0%	3%	4%	1%	0%	F	210	F	2200	F	2001	
				From:	NCL Hillsville											
				To:	NCL Hillsville											
<b>Carroll County</b>																
52	1.69	2200	N	92%	0%	3%	4%	1%	0%	N	210	N	2200	N	2001	
				From:	NCL Hillsville											
				To:	17-705											
52	3.15	1800	F	92%	0%	3%	4%	1%	0%	F	170	F	1800	F	2001	
				From:	17-705											
				To:	17-620											
52	4.46	780	F	92%	0%	3%	4%	1%	0%	C	80	F	790	F	2001	
				From:	17-620											
				To:	Wythe County Line											
<b>City of Galax</b>																
58	Galax Bypass	0.47	9900	F	95%	0%	3%	0%	2%	0%	C	1000	F	10000	F	2001
				From:	WCL Galax											
				To:	Oldtown Rd											
58	Galax Bypass	1.10	7900	F	95%	0%	3%	0%	2%	0%	F	800	F	8300	F	2001
				From:	Oldtown Rd											
				To:	Fries Rd											
58	Galax Bypass	0.20	13000	F	95%	0%	3%	0%	2%	0%	F	1300	F	14000	F	2001
				From:	Fries Rd											
				To:	SR 89 Main St											
58	Stuart Dr	0.34	16000	F	95%	0%	3%	0%	2%	0%	F	1500	F	17000	F	2001
				From:	SR 89 Main St											
				To:	Meadow St											
58	Stuart Dr	1.81	20000	F	95%	0%	3%	0%	2%	0%	F	1800	F	21000	F	2001
				From:	Meadow St											
				To:	Haynes Rd											
58	Stuart Dr	1.10	17000	F	93%	0%	3%	1%	3%	0%	C	1500	F	17000	F	2001
				From:	Haynes Rd											
				To:	ECL Galax											
<b>Carroll County</b>																
58		2.66	15000	F	92%	0%	3%	1%	4%	0%	F	1200	F	15000	F	2001
				From:	ECL Galax											
				To:	17-887											
58		0.67	16000	F	92%	0%	3%	1%	4%	0%	F	1300	F	16000	F	2001
				From:	17-887											
				To:	17-872											
58		3.69	15000	F	92%	0%	3%	1%	4%	0%	C	1300	F	15000	F	2001
				From:	17-872											
				To:	I-77											
58		0.72	15000	F	91%	0%	3%	1%	4%	0%	F	1400	F	16000	F	2001
				From:	I-77											
				To:	WCL Hillsville											
<b>Town of Hillsville</b>																
58		2.10	15000	N	91%	0%	3%	1%	4%	0%	N	1400	N	16000	N	2001
				From:	WCL Hillsville											
				To:	US 221											

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Hillsville</b>															
58	1.13	4600	F	From:	US 221				0%	C	390	F	4600	F	2001
				To:	ECL Hillsville										
<b>Carroll County</b>															
58	7.07	4600	N	From:	ECL Hillsville				0%	N	390	N	4600	N	2001
				To:	17-680										
58	8.14	2900	F	From:	91% 0% 3% 1% 4%				0%	F	260	F	3000	F	2001
				To:	Floyd County Line										
North 77	0.94	14000	F	From:	North Carolina State Line				2%	F	950	F	13000	F	2001
				To:	17-620 S										
North 77	7.63	14000	F	From:	69% 1% 2% 1% 25%				2%	F	970	F	13000	F	2001
				To:	68% 1% 2% 1% 26%										
North 77	6.28	17000	F	From:	69% 1% 2% 1% 25%				2%	F	1000	F	15000	F	2001
				To:	68% 1% 2% 1% 26%										
North 77	4.18	17000	A	From:	69% 1% 2% 1% 25%				2%	C	1900	A	16000	A	2001
				To:	68% 1% 2% 1% 26%										
North 77	5.03	16000	F	From:	69% 1% 2% 1% 25%				2%	F	1100	F	15000	F	2001
				To:	68% 1% 2% 1% 26%										
North 77	0.23	21000	G	From:	69% 1% 2% 1% 25%				2%	F	1200	G	19000	G	2001
				To:	68% 1% 2% 1% 26%										
South 77	1.07	15000	F	From:	North Carolina State Line				2%	F	970	F	14000	F	2001
				To:	17-620 S										
South 77	7.92	15000	F	From:	67% 1% 2% 1% 27%				2%	F	880	F	14000	F	2001
				To:	68% 1% 2% 1% 26%										
South 77	6.23	16000	F	From:	67% 1% 2% 1% 27%				2%	F	1000	F	14000	F	2001
				To:	68% 1% 2% 1% 26%										
South 77	4.31	17000	B	From:	67% 1% 2% 1% 27%				2%	A	2300	B	15000	B	2001
				To:	68% 1% 2% 1% 26%										
South 77	4.76	17000	F	From:	67% 1% 2% 1% 27%				2%	F	1200	F	16000	F	2001
				To:	68% 1% 2% 1% 26%										
<b>City of Galax</b>															
89 Main Street	1.26	7100	F	From:	SCL Galax				0%	C	770	F	7500	F	2001
				To:	SR 97 Pipers Gap Rd										
89 Main Street	0.90	7400	F	From:	96% 0% 2% 0% 1%				0%	C	720	F	7700	F	2001
				To:	Clark Ave										



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>City of Galax</b>															
(89) Main Street	0.16	5800	F	96%	0%	2%	0%	1%	0%	F	540	F	6100	F	2001
				From:	Clark Ave										
				To:	Oldtown St										
(89) Main Street	0.63	4900	F	97%	0%	2%	0%	0%	0%	C	460	F	5100	F	2001
				From:	US 58 Stuart Dr										
				To:											
<b>Carroll County</b>															
(94)	9.20	780	F	95%	0%	1%	2%	2%	0%	F	80	F	790	F	2001
				From:	Grayson County Line										
				To:	Wythe County Line										
<b>City of Galax</b>															
(97) Pipers Gap Rd	0.11	3000	F	95%	0%	2%	1%	1%	0%	C	280	F	3100	F	2001
				From:	SR 89 Main St										
				To:	ECL Galax										
<b>Carroll County</b>															
(97)	3.76	2500	F	95%	0%	3%	1%	2%	0%	C	240	F	2600	F	2001
				From:	Grayson County Line										
				To:	17-713 Pipers Gap										
(97)	4.51	1200	F	95%	0%	3%	1%	2%	0%	F	120	F	1300	F	2001
				From:	Blue Ridge Parkway										
				To:											
(100)	8.12	3600	F	90%	0%	3%	4%	3%	0%	C	330	F	3700	F	2001
				From:	US 221 East of Hillsville										
				To:	Wythe County Line										
(148)	0.87	4300	F	87%	0%	3%	2%	7%	0%	C	430	F	4400	F	2001
				From:	I-77										
				To:	US 52 North of Fancy Gap										
<b>City of Galax</b>															
(221) (58) Galax Bypass	0.47	9900	F	95%	0%	3%	0%	2%	0%	C	1000	F	10000	F	2001
				From:	WCL GALAX										
				To:	OLDTOWN RD										
(221) (58) Galax Bypass	1.10	7900	F	95%	0%	3%	0%	2%	0%	F	800	F	8300	F	2001
				From:	FRIES RD										
(221) (58) Galax Bypass	0.20	13000	F	95%	0%	3%	0%	2%	0%	F	1300	F	14000	F	2001
				From:	SR 89 MAIN ST										
(221) (58) Stuart Dr	0.34	16000	F	95%	0%	3%	0%	2%	0%	F	1500	F	17000	F	2001
				From:	MEADOW ST										
(221) (58) Stuart Dr	1.81	20000	F	95%	0%	3%	0%	2%	0%	F	1800	F	21000	F	2001
				From:	HAYNES RD										
(221) (58) Stuart Dr	1.10	17000	F	93%	0%	3%	1%	3%	0%	C	1500	F	17000	F	2001
				From:	ECL GALAX										
				To:											
<b>Carroll County</b>															
(221) (58)	2.66	15000	F	92%	0%	3%	1%	4%	0%	F	1200	F	15000	F	2001
				From:	ECL GALAX										
				To:	17-887										
(221) (58)	0.67	16000	F	92%	0%	3%	1%	4%	0%	F	1300	F	16000	F	2001
				From:	17-872										
(221) (58)	3.69	15000	F	92%	0%	3%	1%	4%	0%	C	1300	F	15000	F	2001
				From:	I-77										
(221) (58)	0.72	15000	F	91%	0%	3%	1%	4%	0%	F	1400	F	16000	F	2001
				From:	CL Hillsville										
				To:											
<b>Town of Hillsville</b>															
(221) (58)	2.10	15000	N	91%	0%	3%	1%	4%	0%	N	1400	N	16000	N	2001
				From:	CL Hillsville										
				To:	US 58										
(221)	0.56	7300	F	94%	1%	3%	1%	2%	0%	F	680	F	7400	F	2001
				From:	ECL Hillsville										
				To:											

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Carroll Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
221	0.88	7300	N	94%	1%	3%	1%	2%	0%	N	680	N	7400	N	2001
				From: ECL Hillsville											
221	6.77	2500	F	94%	1%	3%	1%	2%	0%	F	240	F	2600	F	2001
				To: SR 100 East of Hillsville											
221	3.37	1700	F	94%	1%	3%	1%	2%	0%	F	160	F	1700	F	2001
				From: 17-638 Dugspur											
				To: Floyd County Line											
600	0.60	120	R								NA		NA		1998
				From: 17-638											
				To: 70-614; Patrick County Line											
601	0.90	320	R								NA		NA		1998
				From: SR 94											
				To: Wythe County Line											
602	2.21	430	F	96%	0%	3%	0%	1%	0%	C	50	F	440	F	2001
				From: Grayson County Line											
				To: SR 94 SOUTH											
602	3.54	100	R								NA		NA		1998
				From: SR 94 NORTH											
				To: 17-737											
603	0.15	30	R								NA		NA		09/26/2001
				From: Dead End											
603	0.49	30	R								NA		NA		09/26/2001
				To: 0.15 MS Dead End											
603	0.10	30	R								NA		NA		09/26/2001
				From: 0.64 MS Dead End											
				To: 17-654											
604	0.60	550	R								NA		NA		1998
				From: Grayson County Line											
				To: SR 94											
605	0.28	120	R								NA		NA		1998
				From: Grayson County Line											
				To: SR 94											
606	0.93	3200	F	98%	0%	1%	0%	1%	0%	C	320	F	3200	F	2001
				From: Grayson County Line											
				To: 17-721											
606	0.25	70	R								NA		NA		10/15/2001
				From: 17-721											
				To: 0.25 MN 17-721											
606	0.75	50	R								NA		NA		10/15/2001
				From: 0.25 MN 17-721											
				To: Dead End											
607	1.30	1100	F	97%	0%	2%	0%	1%	0%	F	110	F	1100	F	2001
				From: Grayson County Line											
				To: 17-721 SOUTH											
607	0.30	3600	F	97%	0%	2%	0%	1%	0%	C	350	F	3700	F	2001
				From: 17-721 SOUTH											
				To: 17-721 NORTH											
607	4.47	480	R								NA		NA		10/15/2001
				From: 17-721 NORTH											
				To: 17-635 SOUTH											
607	0.50	30	R								NA		NA		10/17/2001
				From: 17-635 NORTH											
				To: Dead End											
608	1.90	300	F	95%	1%	3%	0%	1%	0%	C	40	F	300	F	2001
				From: Grayson County Line											
				To: 17-815 NORTH											
608	1.20	200	R								NA		NA		1998
				From: 17-815 NORTH											
				To: 17-713											

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 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Carroll Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
608	2.68	320	R			From: 17-713 To: 17-715 SOUTH					NA		NA		1998
608	0.50	70	R			From: 17-715 NORTH To: 0.50 MS 17-715					NA		NA		08/01/2001
608	0.30	70	R			From: 0.80 MS 17-715 To: BLUE RIDGE PKWY					NA		NA		08/01/2001
608	1.28	70	R			From: BLUE RIDGE PKWY To: BLUE RIDGE PKWY					NA		NA		08/01/2001
608	0.28	200	R			From: BLUE RIDGE PKWY To: SR 97 Gap Terminus					NA		NA		1998
608	0.40	40	R			From: 17-700 Gap Terminus To: 17-893					NA		NA		08/01/2001
608	2.40	50	R			From: 17-856 To: BLUE RIDGE PKWY					NA		NA		08/20/2001
608	0.20	150	R			From: BLUE RIDGE PKWY To: 1.14 ME OF PKWY					NA		NA		08/20/2001
608	1.14	80	R			From: 1.14 ME OF PKWY To: 17-874					NA		NA		08/20/2001
608	0.51	80	R			From: 17-874 To: US 52 SOUTH					NA		NA		1998
608	1.51	140	R			From: US 52 NORTH To: BLUE RIDGE PKWY SOUTH					NA		NA		1998
608	0.29	330	R			From: BLUE RIDGE PKWY NORTH To: 17-614					NA		NA		1998
608	0.50	230	R			From: 17-614 To: 17-685					NA		NA		1998
608	0.40	140	R			From: 17-685 To: 17-682					NA		NA		1998
608	1.90	130	R			From: 17-682 To: 0.69 ME 17-682					NA		NA		1998
608	0.69	130	R			From: 0.69 ME 17-682 To: 17-679 SOUTH					NA		NA		1998
608	0.19	150	R			From: 17-679 SOUTH To: 17-679 NORTH					NA		NA		1998
608	0.98	310	R			From: 17-679 NORTH To: BLUE RIDGE PKWY					NA		NA		1998
608	1.10	60	R			From: BLUE RIDGE PKWY To: 17-691 SOUTH					NA		NA		09/17/2001
608	0.05	510	F	95%	1%	3%	0%	1%	0%	F	50	F	520	F	2001
608	0.45	40	R			From: 17-691 SOUTH To: 17-691 NORTH					NA		NA		09/26/2001
608	1.20	40	R			From: 17-691 NORTH To: 17-670 Gap Terminus					NA		NA		09/26/2001
608						From: 17-670 Gap Terminus To: 17-648									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
608	2.06	60	R			From: 17-648					NA		NA		1998
608	1.00	50	R			To: 17-641					NA		NA		09/26/2001
608	0.41	80	R			From: 1.00 MS 17-641					NA		NA		09/26/2001
608	0.85	60	R			To: 17-633					NA		NA		09/26/2001
608	0.08	60	R			From: 0.85 MS 17-633					NA		NA		09/26/2001
608	0.11	60	R			To: 0.93 MS 17-633					NA		NA		09/26/2001
608	1.00	150	R			From: 17-639					NA		NA		09/26/2001
608						To: 17-631; 70-608									
609	0.60	240	R			From: Grayson County Line					NA		NA		1998
609						To: 17-608									
610	2.36	170	F	92%	0%	4%	1%	3%	0%	F	20	F	170	F	2001
610	0.66	280	F	92%	0%	3%	1%	3%	0%	F	30	F	280	F	2001
610	0.50	320	F	93%	0%	3%	1%	3%	0%	C	30	F	330	F	2001
610						To: US 58									
611	2.60	120	R			From: 17-753					NA		NA		1998
611	0.20	40	R			To: 17-755					NA		NA		1998
611	4.90	50	R			From: 0.20 MN 17-755					NA		NA		11/13/2001
611						To: Floyd County Line									
612	1.56	60	R			From: Grayson County Line					NA		NA		08/06/2001
612	1.34	160	R			To: BLUE RIDGE PKWY					NA		NA		1998
612						From: 17-608									
613	1.00	20	R			To: 17-619					NA		NA		11/05/2001
613	1.00	10	R			From: 1.00 MN 17-619					NA		NA		11/05/2001
613						To: Floyd County Line									
614	0.89	48	R			From: Dead End					NA		NA		09/19/2001
614	1.81	190	R			To: 0.89 MW Dead End					NA		NA		1998
614						From: 17-608									
615	1.30	20	R			To: 17-610; 17-645					NA		NA		10/01/2001
615						From: 17-616									
616	1.40	50	R			To: 17-645					NA		NA		10/01/2001
616						From: 17-615									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
616	1.38	30	R			From: 17-615 To: 17-610					NA		NA		1998
617	1.10	70	R			From: 17-814 To: 17-632					NA		NA		10/03/2001
618	0.60	100	R			From: 17-643 To: 17-645 SOUTH					NA		NA		10/01/2001
618	1.34	50	R			From: 17-645 NORTH To: 1.34 ME 17-645					NA		NA		1998
618	0.30	50	R			From: 17-638 SOUTH To: 17-638					NA		NA		10/01/2001
618	1.30	50	R			From: 17-634 To: 17-634					NA		NA		10/01/2001
618	0.30	60	R			From: US 58 To: US 58					NA		NA		1998
619	1.70	40	R			From: Floyd County Line To: Floyd County Line					NA		NA		11/05/2001
620	0.33	1100	F	94%	1%	4%	1%	1%	0%	F	120	F	1200	F	2001
620	2.55	1400	F	94%	1%	4%	1%	1%	0%	C	130	F	1400	F	2001
620	1.67	1200	F	94%	1%	4%	1%	1%	0%	F	110	F	1200	F	2001
620	2.93	430	F	94%	0%	4%	1%	1%	0%	F	45	F	440	F	2001
620	2.75	150	R			From: BLUE RIDGE PKWY To: SR 97 Gap Terminus					NA		NA		1998
620	1.89	20	R			From: 17-683 To: 17-683					NA		NA		08/08/2001
620	1.15	100	R			From: 17-712 To: 17-712					NA		NA		08/08/2001
620	0.20	50	R			From: 17-711 To: 17-711					NA		NA		08/08/2001
620	0.79	80	R			From: 0.20 MN 17-711 To: 0.20 MN 17-711					NA		NA		1994
620	1.08	230	R			From: 17-710 To: 17-710					NA		NA		08/08/2001
620	0.65	540	R			From: 17-802 NORTH To: 17-802 NORTH					NA		NA		1998
620	0.47	1300	F	95%	0%	3%	1%	2%	0%	F	110	F	1300	F	2001
620	4.40	1800	F	95%	0%	3%	1%	2%	0%	C	180	F	1800	F	2001
620	0.75	2200	F	95%	0%	3%	1%	2%	0%	F	200	F	2300	F	2001
620	0.76	1000	F	93%	0%	2%	2%	3%	1%	F	130	F	1000	F	2001
						From: I-77 RAMP To: 17-932									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Carroll County</b>																
620	0.46	990	F			From: 17-932					F	140	F	1000	F	2001
				93%	0%	To: 17-740	2%	2%	3%	1%						
						From: US 52										
620	1.50	980	F			To: 17-714					C	120	F	1000	F	2001
				93%	0%	From: US 221	4%	2%	2%	0%						
						To: Floyd County Line										
621	0.25	5	R			From: 17-714						NA		NA		10/24/2001
						To: 17-714										
622	2.10	500	F			From: US 221					C	40	F	500	F	2001
				93%	0%	To: Floyd County Line										
623	0.30	20	R			From: US 221						NA		NA		11/05/2001
						To: Floyd County Line										
623	0.10	30	R			From: Floyd County Line						NA		NA		11/05/2001
						To: 17-622										
624	0.90	60	R			From: Dead End						NA		NA		11/05/2001
						To: 17-662										
624	2.60	30	R			From: 17-662						NA		NA		11/05/2001
						To: 17-638										
625	0.80	40	R			From: 17-638						NA		NA		11/05/2001
						To: 17-754										
625	1.60	30	R			From: 17-754						NA		NA		11/05/2001
						To: Floyd County Line										
626	2.20	20	R			From: Floyd County Line						NA		NA		10/03/2001
						To: 17-627 NORTH										
626	0.70	20	R			From: 17-627 NORTH						NA		NA		10/11/2001
						To: Floyd County Line										
627	1.40	30	R			From: 17-638						NA		NA		10/11/2001
						To: 17-626										
627	0.50	20	R			From: 17-626						NA		NA		10/11/2001
						To: Floyd County Line										
628	3.50	50	R			From: 17-662						NA		NA		10/11/2001
						To: 17-638 NORTH										
						From: 17-638 SOUTH										
628	1.50	20	R			To: 17-656						NA		NA		10/03/2001
						From: 17-656										
628	0.90	60	R			To: 17-626; 31-628						NA		NA		10/03/2001
						From: 17-628										
629	0.40	30	R			To: Floyd County Line						NA		NA		10/03/2001
						From: 17-654										
630	0.28	6	R			To: Dead End						NA		NA		10/03/2001
						From: Dead End										
630	0.55	20	R			To: 17-638 WEST						NA		NA		10/03/2001
						From: 17-638 EAST										
630	2.00	20	R			To: 17-781						NA		NA		10/03/2001
						From: 17-781										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
631	1.50	180	R			From: 17-608 To: 17-638					NA		NA		1998
632	1.28	310	R			From: US 58 To: Floyd County Line					NA		NA		10/03/2001
633	0.80	50	R			From: 17-608 To: 17-639 WEST					NA		NA		09/26/2001
633	1.60	50	R			From: 17-639 WEST To: 17-640					NA		NA		09/26/2001
634	1.10	20	R			From: 17-618 To: 17-610 EAST					NA		NA		10/01/2001
634	0.59	310	F	94%	0%	3%	1%	3%	0%	C	30	F	320	F	2001
634	0.10	80	R			From: 17-610 WEST To: Floyd County Line					NA		NA		1998
635	0.40	2200	F	97%	0%	1%	2%	0%	0%	F	240	F	2300	F	2001
635	3.40	1800	F	97%	0%	1%	2%	0%	0%	C	170	F	1800	F	2001
635	1.00	1000	F	97%	0%	1%	2%	0%	0%	F	90	F	1100	F	2001
635	2.09	290	F	97%	0%	1%	1%	0%	0%	F	40	F	300	F	2001
635	1.25	230	F	97%	0%	1%	2%	0%	0%	F	40	F	240	F	2001
635	2.90	50	R			From: 17-740 To: 17-742					NA		NA		10/17/2001
635	2.50	10	R			From: 17-742 To: 17-925					NA		NA		10/17/2001
635	1.45	190	R			From: 17-925 To: Wythe County Line					NA		NA		10/17/2001
636	0.69	20	R			From: Wythe County Line; Dead End To: 0.69 MN Dead End					NA		NA		10/17/2001
636	0.51	20	R			From: 0.69 MN Dead End To: 1.20 MN Dead End					NA		NA		10/17/2001
636	0.90	180	R			From: 1.20 MN Dead End To: 17-635					NA		NA		10/17/2001
636	0.40	470	R			From: 17-635 To: Wythe County Line					NA		NA		10/17/2001
637	0.33	10	R			From: SR 100 To: 17-750					NA		NA		09/06/2001
637	0.30	140	R			From: 17-750 To: 0.30 MN 17-750					NA		NA		09/06/2001
637	0.45	40	R			From: 0.30 MN 17-750 To: Wythe County Line					NA		NA		09/06/2001
638	1.40	40	R			From: 17-672 To: 17-763					NA		NA		11/05/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(638)	2.32	160	R			From: 17-763					NA		NA		1998
(638)	2.40	310	F	96%	1%	To: US 221				F	40	F	320	F	2001
(638)	3.30	230	F	96%	1%	From: 17-625				F	30	F	230	F	2001
(638)	3.92	200	F	95%	1%	To: 17-628				F	20	F	200	F	2001
(638)	1.70	280	F	95%	1%	From: 17-652				F	20	F	280	F	2001
(638)	3.90	240	F	95%	1%	To: US 58				C	30	F	240	F	2001
(638)	0.80	190	F	95%	1%	From: 17-631				F	20	F	190	F	2001
						To: 17-600; 70-638									
(639)	1.30	20	R			From: 17-647					NA		NA		10/01/2001
(639)	1.60	50	R			To: 17-640; 17-643					NA		NA		09/26/2001
(639)	0.45	70	R			From: 17-633					NA		NA		1998
(639)	0.25	140	R			To: BLUE RIDGE PKWY					NA		NA		1998
						From: 17-608									
(640)	0.80	140	R			To: 17-608; 17-677					NA		NA		1998
(640)	0.28	300	F	95%	0%	From: 17-691				C	30	F	300	F	2001
(640)	1.92	240	F	95%	0%	To: 17-670 WEST				F	30	F	250	F	2001
(640)	0.80	300	F	95%	0%	From: 17-648				F	30	F	300	F	2001
(640)	1.10	200	R			To: 17-691									
(640)	1.10	200	R			From: 17-647 EAST					NA		NA		1998
(640)	0.40	120	R			To: 17-639; 17-643 W					NA		NA		09/26/2001
(640)	1.80	50	R			From: 17-643 EAST					NA		NA		09/26/2001
(640)	0.70	50	R			To: 17-633					NA		NA		09/26/2001
						From: 17-631									
(641)	0.70	60	R			To: 17-608					NA		NA		09/26/2001
(641)	1.44	80	R			From: 17-643					NA		NA		1998
						To: 17-648									
(642)	1.10	50	R			From: 17-648					NA		NA		10/01/2001
						To: 17-641									
(643)	1.05	120	R			From: 17-641					NA		NA		1998
						To: 17-639; 17-640									



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
643	2.90	110	R			From: 17-639; 17-640					NA		NA		09/26/2001
643	0.40	80	R			From: 17-647					NA		NA		1998
						To: 17-648									
644	0.70	60	R			From: 17-640					NA		NA		09/26/2001
						To: 17-645									
645	3.88	430	R			From: US 58					NA		NA		1998
645	0.20	120	R			From: 17-638					NA		NA		1998
645	0.20	110	R			From: 17-616					NA		NA		11/05/2001
645	1.40	110	R			From: 0.20 MS 17-616					NA		NA		11/05/2001
						To: 17-610; 17-615									
646	0.60	20	R			From: US 58 WEST					NA		NA		10/01/2001
						To: US 58 EAST									
647	0.60	10	R			From: 17-641					NA		NA		10/01/2001
						To: 17-640 WEST									
647	0.60	220	R			From: 17-640 EAST					NA		NA		1998
						To: 17-643 WEST									
647	0.80	20	R			From: 17-643 EAST					NA		NA		10/01/2001
						To: Dead End									
648	1.30	180	R			From: 17-608					NA		NA		10/01/2001
648	0.50	80	R			From: 17-640					NA		NA		10/01/2001
648	0.80	20	R			From: 17-818					NA		NA		10/01/2001
648	2.33	150	R			From: 17-643					NA		NA		1998
						To: US 58									
649	0.40	6	R			From: 17-654					NA		NA		10/01/2001
649	1.00	30	R			From: 0.40 ME 17-654					NA		NA		10/01/2001
						To: 17-648									
650	1.80	50	R			From: 17-648					NA		NA		09/26/2001
						To: 17-654									
651	1.20	60	R			From: US 58					NA		NA		10/03/2001
651	0.30	45	R			From: 1.20 MN US 58					NA		NA		10/03/2001
						To: 17-652									
652	0.50	40	R			From: 17-654					NA		NA		10/03/2001
						To: 17-651									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
652	0.80	20	R								NA	NA			10/03/2001
653	1.51	49	R								NA	NA			10/03/2001
654	4.41	340	R								NA	NA			1998
654	0.56	100	R								NA	NA			10/03/2001
654	0.10	60	R								NA	NA			10/03/2001
654	1.10	50	R								NA	NA			10/03/2001
654	0.10	50	R								NA	NA			10/03/2001
654	2.50	40	R								NA	NA			10/03/2001
655	0.75	20	R								NA	NA			10/03/2001
656	1.00	60	R								NA	NA			10/03/2001
656	0.90	60	R								NA	NA			10/03/2001
657	0.03	30	R								NA	NA			10/09/2001
657	0.40	30	R								NA	NA			10/09/2001
657	0.30	20	R								NA	NA			10/09/2001
658	0.27	40	R								NA	NA			10/15/2001
658	0.48	80	R								NA	NA			1998
659	1.20	50	R								NA	NA			10/13/2001
660	0.50	10	R								NA	NA			10/11/2001
660	1.20	30	R								NA	NA			10/11/2001
661	2.90	10	R								NA	NA			10/11/2001
662	1.99	160	R								NA	NA			11/05/2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
662	2.63	60	R								NA	NA			11/05/2001
663	4.00	30	R								NA	NA			10/11/2001
664	1.80	200	F	96%	0%	3%	1%	1%	0%	C	20	F	200	F	2001
664	3.78	160	R								NA	NA			1998
664	1.00	45	R								NA	NA			10/11/2001
664	0.60	50	R								NA	NA			10/03/2001
665	0.40	48	R								NA	NA			08/08/2001
665	1.00	80	R								NA	NA			08/08/2001
666	0.80	70	R								NA	NA			09/19/2001
666	1.40	60	R								NA	NA			09/19/2001
666	1.54	30	R								NA	NA			10/11/2001
666	0.96	70	R								NA	NA			10/11/2001
667	0.17	6	R								NA	NA			09/19/2001
<b>Town of Hillsville</b>															
668	0.83	960	R								NA	NA			10/09/2001
668	0.35	450	R								NA	NA			10/09/2001
668	0.06	450	R								NA	NA			10/09/2001
<b>Carroll County</b>															
668	3.09	60	R								NA	NA			10/11/2001
668	0.49	220	R								NA	NA			11/15/2001
668	0.07	50	R								NA	NA			11/05/2001
668	0.73	50	R								NA	NA			11/05/2001
669	0.25	20	R								NA	NA			1994

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
669	1.20	250	R			From: US 58					NA		NA		1998
669	0.60	500	R			From: 17-668					NA		NA		1998
						To: US 221; SR 100									
670	0.73	60	R			From: 70-677					NA		NA		1998
670	0.10	9	R			From: 17-734					NA		NA		09/17/2001
						To: Patrick County Line; Gap									
670	0.65	110	R			From: Patrick County Line					NA		NA		09/26/2001
						To: 17-640									
670	4.57	610	F	91%	2%	4%	0%	3%	0%	C	70	F	620	F	2001
						From: 17-674 SOUTH									
670	4.68	870	F	94%	1%	3%	0%	1%	0%	C	90	F	880	F	2001
						To: ECL Hillsville									
<b>Town of Hillsville</b>															
670	0.11	870	N	94%	1%	3%	0%	1%	0%	N	90	N	880	N	2001
						From: ECL Hillsville									
						To: US 58									
<b>Carroll County</b>															
671	3.10	50	R			From: 17-638					NA		NA		11/05/2001
						To: 17-624									
672	0.30	10	R			From: Dead End					NA		NA		11/05/2001
						From: 0.30 MN Dead End									
672	0.20	20	R			From: US 221					NA		NA		11/05/2001
672	1.60	60	R			From: 17-638					NA		NA		11/05/2001
						From: US 58									
673	1.40	130	R			From: 17-899					NA		NA		1998
673	0.10	30	R			From: 0.10 MN 17-899					NA		NA		10/11/2001
673	1.80	20	R			From: US 221					NA		NA		10/11/2001
						From: 17-685									
674	2.80	180	R			From: 17-670					NA		NA		09/19/2001
674	2.70	160	R			From: US 58					NA		NA		09/24/2001
						From: 17-702									
675	1.60	60	R			From: US 52 NORTH					NA		NA		1998
						From: US 52 SOUTH									
675	1.10	270	R			From: 17-670					NA		NA		1998
675	1.20	50	R			From: 17-666					NA		NA		09/19/2001
						From: 17-926									
676	0.73	30	R			From: 17-675					NA		NA		09/19/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(677)	1.00	280	R			From: 17-608; 17-640					NA		NA		1998
						To: 17-670 SOUTH									
(677)	1.65	210	F	96%	0%	2%	0%	2%	0%	C	30	F	210	F	2001
						From: 17-670 NORTH									
						To: 17-680 SOUTH									
(677)	0.80	20	R			From: 17-680 NORTH					NA		NA		09/24/2001
						To: Dead End									
(678)	0.60	140	R			From: 17-679; 17-691					NA		NA		1998
						To: 70-677; Patrick County Line									
(679)	2.86	890	F	96%	0%	2%	0%	1%	0%	F	80	F	910	F	2001
						From: North Carolina State Line									
(679)	0.68	1500	F	96%	0%	2%	0%	1%	0%	C	130	F	1500	F	2001
						From: 17-686									
(679)	1.29	1200	F	96%	0%	2%	0%	1%	0%	F	100	F	1200	F	2001
						From: 17-807									
(679)	1.55	700	F	96%	0%	2%	0%	1%	0%	F	70	F	710	F	2001
						From: Patrick County Line; 17-677									
						To: 17-691 EAST									
(679)	0.70	230	R			From: 17-691 WEST					NA		NA		1998
						To: 17-823									
(679)	0.69	150	R			From: 17-823					NA		NA		09/19/2001
						To: 0.69 MS 17-823									
(679)	1.65	40	R			From: 17-823					NA		NA		09/19/2001
						To: 17-608 SOUTH									
(679)	0.38	210	R			From: 17-608 NORTH					NA		NA		1998
						To: 17-681									
(679)	0.02	50	R			From: 17-681					NA		NA		1998
						To: 0.02 MN 17-681									
(679)	0.22	50	R			From: 0.02 MN 17-681					NA		NA		1998
						To: 17-681									
(679)	1.32	60	R			From: 17-681					NA		NA		1998
						To: 17-670									
(680)	1.38	180	F	96%	1%	2%	1%	1%	0%	F	20	F	180	F	2001
						From: 17-670									
(680)	0.96	450	F	96%	1%	2%	1%	1%	0%	C	40	F	460	F	2001
						From: 17-677 SOUTH									
						To: US 58									
(681)	0.70	160	R			From: 17-682					NA		NA		09/19/2001
						To: 17-679									
(681)	1.10	50	R			From: 17-679					NA		NA		09/24/2001
						To: 17-677									
(682)	3.46	500	R			From: US 52					NA		NA		1998
						To: 17-681									
(682)	1.11	20	R			From: 17-681					NA		NA		09/19/2001
						To: 17-608									
(683)	0.93	1200	F	97%	0%	2%	0%	1%	0%	C	130	F	1200	F	2001
						From: ECL GALAX									
						To: 17-904									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
683	2.10	400	F	97%	0%	2%	0%	0%	0%	F	40	F	410	F	2001
683	0.50	110	R								NA		NA		08/06/2001
683	1.11	110	R								NA		NA		08/06/2001
683	0.80	110	R								NA		NA		08/06/2001
683	1.60	390	R								NA		NA		08/08/2001
683	1.00	40	R								NA		NA		08/20/2001
683	1.90	30	R								NA		NA		08/20/2001
683	0.69	50	R								NA		NA		11/07/2001
683	2.33	30	R								NA		NA		11/07/2001
683	0.15	40	R								NA		NA		11/07/2001
683	1.20	40	R								NA		NA		11/07/2001
683	0.28	140	R								NA		NA		1998
683	0.11	80	R								NA		NA		1998
683	0.84	80	R								NA		NA		1998
683	1.27	210	R								NA		NA		1998
683	2.82	60	R								NA		NA		09/19/2001
683	1.35	220	R								NA		NA		09/24/2001
684	0.40	30	R								NA		NA		09/19/2001
684	1.10	20	R								NA		NA		09/19/2001
685	0.15	130	R								NA		NA		1998
685	0.15	110	R								NA		NA		1998
685	1.10	170	R								NA		NA		1998
685	0.80	300	R								NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
685	0.40	500	R			From: US 52 SOUTH					NA		NA		1998
685	1.09	20	R			To: 17-697					NA		NA		11/07/2001
685	0.29	20	R			From: 1.09 MN 17-697					NA		NA		11/07/2001
685	0.61	30	R			To: 1.39 MN 17-697					NA		NA		11/07/2001
685	1.70	50	R			From: 17-704					NA		NA		11/07/2001
685	1.03	70	R			To: 1.70 MW 17-704					NA		NA		1998
685						From: 17-702									
686	0.60	2400	F	96%	0%	3%	0%	1%	0%	C	230	F	2400	F	2001
686	1.52	1700	F	96%	0%	3%	0%	1%	0%	F	150	F	1700	F	2001
686	0.71	1500	F	96%	0%	3%	0%	1%	0%	F	140	F	1500	F	2001
686						From: 17-883									
686						To: 17-679									
687	2.06	520	R			From: 17-686					NA		NA		1998
687						To: 17-679									
688	0.64	230	R			From: US 52					NA		NA		1998
688	0.05	230	R			To: 0.64 MS US 52					NA		NA		1998
688	0.06	230	R			From: 0.69 MS US 52					NA		NA		1998
688	0.05	110	R			To: 17-965					NA		NA		1998
688	1.05	110	R			From: 0.05 MS 17-965					NA		NA		1998
688	1.31	110	R			To: 1.10 MS 17-965					NA		NA		1998
688	0.30	160	R			From: 17-913					NA		NA		1998
688	0.98	250	R			To: 17-912					NA		NA		1998
688	1.30	80	R			From: 17-691					NA		NA		1998
688	1.13	30	R			To: US 52					NA		NA		09/10/2001
688	0.85	300	R			From: 17-691					NA		NA		1998
688						To: 17-800									
689	0.38	230	R			From: Dead End					NA		NA		11/07/2001
689						To: 17-706									
690	3.20	830	F	92%	0%	4%	1%	2%	0%	C	90	F	840	F	2001
690						From: 17-620									
690						To: US 52									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
691	2.24	540	F	97%	0%	2%	0%	1%	0%	F	70	F	550	F	2001
691	0.60	380	F	97%	0%	2%	0%	1%	0%	F	40	F	380	F	2001
691	0.43	880	F	97%	0%	2%	0%	0%	0%	F	80	F	890	F	2001
691	0.81	1400	F	97%	0%	2%	0%	0%	0%	C	150	F	1400	F	2001
691	6.26	500	R								NA		NA		1998
691	0.55	430	R								NA		NA		1998
691	3.00	400	F	95%	0%	2%	0%	3%	0%	C	40	F	400	F	2001
691	0.40	250	F	96%	0%	2%	0%	2%	0%	F	30	F	250	F	2001
692	4.81	500	R								NA		NA		1998
692	1.10	170	R								NA		NA		1998
692	0.44	50	R								NA		NA		08/22/2001
692	1.06	45	R								NA		NA		08/22/2001
693	3.20	330	R								NA		NA		11/13/2001
694	0.70	6	R								NA		NA		11/13/2001
695	0.60	270	R								NA		NA		1998
695	0.40	270	R								NA		NA		1998
696	1.30	60	R								NA		NA		08/01/2001
696	1.65	600	R								NA		NA		1998
697	0.60	100	R								NA		NA		1998
697	1.00	40	R								NA		NA		11/07/2001
697	0.75	140	R								NA		NA		1998
698	0.20	20	R								NA		NA		08/20/2001



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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
698	0.55	10	R			From: 17-701					NA		NA		08/20/2001
698	1.70	150	R			From: 17-699					NA		NA		1998
						To: 17-775									
699	0.80	60	R			From: 17-775					NA		NA		08/20/2001
699	1.00	70	R			From: 17-893					NA		NA		11/27/2001
						To: 1.00 MN 17-893									
699	0.21	70	R			From: 17-698					NA		NA		11/27/2001
						To: 17-620									
700	0.70	30	R			From: 17-860					NA		NA		08/01/2001
700	0.69	60	R			From: BLUE RIDGE PKWY					NA		NA		08/01/2001
700	0.01	80	R			From: 17-608					NA		NA		1998
700	0.60	240	R			From: 17-775					NA		NA		1998
700	1.90	50	R			From: 17-683 EAST 17-683 WEST					NA		NA		08/20/2001
						To: 17-711									
701	0.40	20	R			From: 17-698					NA		NA		08/20/2001
						To: 17-775 SOUTH 17-775 NORTH									
701	3.60	240	F	97%	0%	2%	0%	1%	0%	F	30	F	240	F	2001
701	1.20	360	F	97%	0%	2%	0%	1%	0%	F	45	F	360	F	2001
						From: 17-916									
701	1.60	520	F	97%	0%	2%	0%	1%	0%	F	49	F	530	F	2001
						From: 17-709 WEST									
701	1.29	500	F	97%	0%	2%	0%	1%	0%	C	48	F	510	F	2001
						To: 17-706 WEST									
						To: US 58									
702	4.23	370	F	97%	0%	2%	1%	1%	0%	F	40	F	380	F	2001
						From: 17-775									
702	2.00	410	F	97%	0%	1%	1%	1%	0%	C	40	F	420	F	2001
						To: 17-960									
						To: US 52									
703	1.37	60	R			From: 17-706					NA		NA		11/07/2001
703	0.10	80	R			From: 17-808					NA		NA		11/07/2001
703	1.00	30	R			From: 17-960					NA		NA		11/07/2001
						To: 17-959									
<b>Town of Hillsville</b>															
703	1.00	70	R			From: 17-959					NA		NA		1998
						To: US 58									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(704)	0.60	80	R			From: 17-697 To: 17-685					NA		NA		1998
(705)	2.74	850	F	96%	0%	2%	0%	1%	0%	C	80	F	860	F	2001
(706)	0.80	40	R			From: 17-708 To: 17-701 WEST					NA		NA		11/07/2001
(706)	2.00	100	R			From: 17-701 EAST To: 17-976					NA		NA		11/07/2001
(706)	0.51	840	R			From: 17-976 To: US 58; 17-743					NA		NA		11/07/2001
(707)	3.80	480	R			From: 17-635 To: 17-620 NORTH					NA		NA		10/17/2001
(707)	2.19	180	R			From: 17-620 SOUTH To: 17-958					NA		NA		10/22/2001
(707)	0.25	830	R			From: 17-958 To: SR 392					NA		NA		10/22/2001
(707)	0.15	1000	R			From: SR 392 To: 17-759					NA		NA		10/22/2001
(707)	0.04	1200	R			From: 17-759 To: US 58					NA		NA		10/22/2001
(707)	0.46	410	R			From: US 58 To: Dead End					NA		NA		11/07/2001
(708)	0.15	280	R			From: Dead End To: US 58					NA		NA		10/22/2001
(708)	2.70	450	R			From: US 58 To: 17-701					NA		NA		11/07/2001
(709)	2.74	160	R			From: 17-620 To: 17-701					NA		NA		1998
(709)	2.70	60	R			From: 17-701 To: 17-702					NA		NA		11/07/2001
(710)	0.83	7	R			From: 17-620 To: 17-709					NA		NA		08/08/2001
(711)	1.70	30	R			From: 17-620 To: 17-916					NA		NA		08/08/2001
(711)	3.20	30	R			From: 17-916 To: 17-700					NA		NA		08/20/2001
(711)	0.80	40	R			From: 17-700 To: 0.80 ME 17-700					NA		NA		08/20/2001
(711)	1.00	100	R			From: 0.80 ME 17-700 To: 17-701					NA		NA		1998
(711)	2.25	210	R			From: 17-701 To: 17-702					NA		NA		1998
(712)	0.40	1100	F	99%	0%	1%	0%	1%	0%	C	110	F	1100	F	2001
						From: 17-683 To: 17-723									

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						2Axle	3+Axle	1Trail	2Trail								
<b>Carroll County</b>																	
(712)	2.04	110	R			From: 17-723					NA		NA		08/06/2001		
						To: 17-713 SOUTH											
(712)	0.10	100	R			From: 17-713 NORTH					NA		NA		1998		
						To: 0.10 MN 17-713											
(712)	1.10	80	R			From: 17-620					NA		NA		08/08/2001		
						To: 17-608											
(713)	1.90	350	R			From: SR 97					NA		NA		1998		
						95%	0%	3%	0%	2%	0%	C	60	F	630	F	2001
(713)	2.31	540	F			From: 17-683					F		F	550	F	2001	
						95%	0%	3%	0%	2%	0%						
(713)	2.64	550	F			From: 17-712 NORTH					F		F	560	F	2001	
						To: 17-722											
(714)	2.74	170	R			From: US 58					NA		NA		10/24/2001		
						To: WCL Hillsville											
<b>Town of Hillsville</b>																	
(714)	0.06	550	R			From: WCL Hillsville					NA		NA		10/24/2001		
						To: 17-1020											
<b>Carroll County</b>																	
(715)	0.39	30	R			From: 17-716					NA		NA		08/01/2001		
						To: 17-975											
(715)	0.35	60	R			From: BLUE RIDGE PKWY					NA		NA		08/01/2001		
						To: 17-939											
(715)	1.28	300	R			From: Dead End					NA		NA		1998		
						To: BLUE RIDGE PKWY											
(716)	1.82	30	R			From: BLUE RIDGE PKWY					NA		NA		08/01/2001		
						To: 17-608											
(716)	0.88	30	R			From: 17-612					NA		NA		08/01/2001		
						To: Dead End											
(717)	0.30	10	R			From: Dead End					NA		NA		08/06/2001		
						To: Dead End											
(718)	0.50	50	R			From: 17-799					NA		NA		08/06/2001		
						To: 17-815											
(718)	0.80	80	R			From: 17-713					NA		NA		08/06/2001		
						To: 17-918											
(719)	0.50	80	R			From: 17-918					NA		NA		08/01/2001		
						To: 17-939											
(719)	0.70	60	R			From: Grayson County Line					NA		NA		08/01/2001		
						To: 17-815											
(720)	1.60	60	R			From: 17-606					NA		NA		08/06/2001		
						To: 17-607 NORTH											
(721)	2.25	3200	F			97%	0%	2%	0%	1%	0%	F	350	F	3300	F	2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(721)	0.40	3200	F	97%	0%	2%	0%	1%	0%	F	310	F	3200	F	2001
				From:	17-607 SOUTH										
				To:	17-837 NORTH										
(721)	1.38	4200	F	97%	0%	2%	0%	1%	0%	C	420	F	4300	F	2001
				From:	NCL GALAX										
(722)	0.30	50	R								NA		NA		10/22/2001
				From:	17-887 WEST										
(722)	0.10	50	R								NA		NA		10/22/2001
				From:	0.30 MN 17-933										
(722)	0.40	50	R								NA		NA		10/22/2001
				From:	0.40 MN 17-933										
(722)	0.20	340	R								NA		NA		10/22/2001
				From:	17-933										
(722)	0.80	50	R								NA		NA		10/22/2001
				From:	17-805										
(722)	0.80	50	R								NA		NA		10/22/2001
				From:	0.80 ME 17-805										
(722)	0.51	50	R								NA		NA		10/22/2001
				From:	1.60 ME 17-805										
(722)	0.49	680	R								NA		NA		10/22/2001
				From:	17-1059										
(722)	0.08	510	R								NA		NA		10/22/2001
				From:	17-887 MID										
				To:	17-887 EAST										
(722)	0.62	1300	F	95%	0%	3%	0%	1%	0%	C	120	F	1300	F	2001
				From:	US 58										
(722)	1.53	700	F	95%	0%	3%	0%	1%	0%	F	70	F	710	F	2001
				From:	17-713										
(722)	0.90	1900	F	98%	0%	2%	0%	0%	0%	C	170	F	2000	F	2001
				From:	17-723										
(722)	0.46	2100	F	98%	0%	2%	0%	0%	0%	F	210	F	2100	F	2001
				From:	17-791										
				To:	ECL GALAX										
(723)	1.20	1200	F	98%	0%	1%	0%	1%	0%	C	130	F	1300	F	2001
				From:	17-712										
				To:	17-722										
(724)	1.18	860	F	98%	0%	1%	0%	1%	0%	C	100	F	880	F	2001
				From:	SR 97										
				To:	17-683										
(725)	0.10	60	R								NA		NA		08/06/2001
				From:	SR 97										
(725)	0.05	10	R								NA		NA		08/06/2001
				From:	17-971										
				To:	Dead End										
(725)	0.90	50	R								NA		NA		08/06/2001
				From:	Dead End; Gap Terminus										
				To:	17-683										
(726)	0.85	45	R								NA		NA		10/15/2001
				From:	NCL GALAX										
(726)	0.98	100	R								NA		NA		10/15/2001
				From:	17-849										
				To:	NCL GALAX										
(727)	0.20	50	R								NA		NA		08/06/2001
				From:	Dead End										
				To:	SR 97										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
727	2.53	230	R			From: SR 97 To: 17-815					NA	NA			1998
728	0.92	360	R			From: Grayson County Line To: 17-792					NA	NA			1998
729	1.00	100	R			From: 17-851 To: Dead End					NA	NA			10/15/2001
730	0.35	1400	R			From: US 58 To: 17-887					NA	NA			10/22/2001
731	1.35	700	R			From: 17-722 To: 17-887					NA	NA			1998
<b>Grayson County</b>															
732	0.40	20	R			From: 38-606 To: Grayson County Line					NA	NA			10/15/2001
<b>Carroll County</b>															
732	0.40	20	R			From: Grayson County Line To: 0.40 ME OF CL					NA	NA			10/15/2001
732	0.80	48	R			From: 17-607 To: 17-707					NA	NA			10/15/2001
733	1.30	60	R			From: 17-707 To: 17-735					NA	NA			10/17/2001
733	2.19	60	R			From: 17-735 To: 2.19 MW 17-735					NA	NA			10/17/2001
733	0.75	45	R			From: 2.19 MW 17-735 To: 2.94 ME 17-735					NA	NA			10/17/2001
733	0.04	60	R			From: 2.94 ME 17-735 To: 17-635					NA	NA			10/17/2001
734	0.90	40	R			From: 17-691 To: 17-670					NA	NA			09/17/2001
735	1.60	130	R			From: 17-635 To: 1.60 ME 17-635					NA	NA			10/17/2001
735	0.20	40	R			From: 1.60 ME 17-635 To: Dead End; Gap Terminus					NA	NA			10/17/2001
735	0.30	6	R			From: Dead End; Gap Terminus To: 17-733 WEST					NA	NA			10/17/2001
735	2.47	250	R			From: 17-733 WEST To: 17-733 EAST					NA	NA			10/17/2001
735						From: 17-733 EAST To: 17-620; 17-742					NA	NA			10/17/2001
736	1.60	50	R			From: Dead End To: 1.60 ME Dead End					NA	NA			10/15/2001
736	0.50	90	R			From: 1.60 ME Dead End To: 17-793					NA	NA			10/15/2001
736	1.20	500	R			From: 17-793 To: 17-635					NA	NA			10/17/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(737)	0.99	160	R			From: SR 94					NA		NA		10/15/2001
						To: 0.99 MN SR 94									
(737)	0.71	160	R			From: 0.99 MN 17-988					NA		NA		10/15/2001
						To: Dead End; Gap Terminus									
(737)	1.60	30	R			From: 17-602 Gap Terminus					NA		NA		10/15/2001
						To: 1.60 MS 17-602									
(737)	1.05	20	R			From: Dead End					NA		NA		10/15/2001
						To: 17-602									
(738)	2.05	130	R			From: SR 94					NA		NA		1998
						To: 17-635									
(739)	0.80	10	R			From: 0.80 ME 17-635					NA		NA		10/17/2001
						To: 17-741									
(739)	1.30	40	R			From: 17-635					NA		NA		10/17/2001
						To: 17-741									
(740)	2.45	270	F	93%	0%	5%	0%	1%	0%	C	30	F	270	F	2001
						To: 17-742 N; 17-847									
(740)	0.90	510	F	93%	0%	5%	0%	2%	0%	F	50	F	520	F	2001
						To: 17-743 SOUTH									
(740)	0.80	900	F	93%	0%	5%	0%	2%	0%	F	80	F	910	F	2001
						To: 17-743 NORTH									
(740)	0.55	470	F	93%	0%	5%	0%	2%	0%	F	48	F	480	F	2001
						To: 17-745 SOUTH									
(740)	1.38	480	F	93%	0%	5%	0%	2%	0%	F	50	F	480	F	2001
						To: 17-745 NORTH									
(740)	0.60	300	R			From: 17-620 SOUTH					NA		NA		10/24/2001
						To: 17-620 NORTH									
(741)	0.90	60	R			From: Dead End					NA		NA		10/17/2001
						To: 17-740									
(741)	0.70	140	R			From: 17-739					NA		NA		10/17/2001
						To: 17-742									
(742)	2.40	90	R			From: 17-620; 17-735					NA		NA		10/24/2001
						To: 17-740									
(742)	1.92	200	R			From: 17-740; 17-847					NA		NA		11/13/2001
						To: 17-796									
(742)	0.07	60	R			From: 0.07 MN 17-796					NA		NA		10/17/2001
						To: 17-741									
(742)	0.63	60	R			From: 17-741					NA		NA		10/17/2001
						To: 17-635									
(743)	0.90	1600	F	94%	0%	2%	2%	2%	0%	F	150	F	1600	F	2001
						From: US 58									
						To: 17-958									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(743)	1.20	2200	F	94%	0%	2%	2%	2%	0%	C	220	F	2300	F	2001
(743)	0.30	2200	F	94%	0%	2%	2%	2%	0%	F	210	F	2200	F	2001
(743)	0.97	1200	F	94%	0%	2%	2%	2%	0%	F	120	F	1200	F	2001
(743)	1.13	1000	F	94%	0%	2%	2%	2%	0%	F	100	F	1000	F	2001
(743)	1.60	1100	F	94%	0%	2%	2%	2%	0%	F	90	F	1100	F	2001
(743)	3.75	410	R								NA		NA		11/13/2001
(744)	0.91	100	R								NA		NA		10/24/2001
(745)	0.77	40	R								NA		NA		11/13/2001
(745)	0.20	60	R								NA		NA		10/24/2001
(745)	1.58	60	R								NA		NA		10/24/2001
(745)	0.64	50	R								NA		NA		10/24/2001
(745)	1.46	50	R								NA		NA		10/24/2001
(746)	1.10	80	R								NA		NA		10/24/2001
(746)	0.47	80	R								NA		NA		10/24/2001
(747)	1.01	100	R								NA		NA		10/24/2001
(747)	1.09	40	R								NA		NA		10/24/2001
(748)	0.10	NA									NA		NA		
(749)	0.54	530	F	96%	0%	3%	0%	1%	0%	C	50	F	540	F	2001
(749)	0.82	480	F	96%	0%	3%	0%	1%	0%	F	46	F	480	F	2001
(749)	2.76	400	F	96%	0%	3%	0%	1%	0%	F	40	F	400	F	2001
(750)	0.10	150	R								NA		NA		09/06/2001
(750)	0.10	50	R								NA		NA		11/13/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(750)	0.21	50	R			From: 0.10 ME SR 100					NA		NA		11/13/2001
(750)	0.50	50	R			From: 0.31 ME SR 100					NA		NA		11/13/2001
(750)	2.10	40	R			From: 17-693					NA		NA		11/13/2001
(750)	1.80	60	R			From: 17-752					NA		NA		1998
(750)	1.00	110	R			From: 17-829					NA		NA		1998
						To: 17-753									
(751)	2.20	100	R			From: 17-693					NA		NA		1998
(751)	0.70	7	R			From: 17-766					NA		NA		11/13/2001
						To: Dead End									
(752)	3.36	410	R			From: 17-783					NA		NA		1998
						To: 17-751									
(753)	1.10	700	F	88%	1%	2%	7%	2%	0%	F	60	F	710	F	2001
(753)	1.40	660	F	88%	1%	2%	7%	2%	0%	F	60	F	670	F	2001
(753)	2.33	570	F	88%	1%	2%	7%	2%	0%	F	49	F	580	F	2001
(753)	3.37	370	F	88%	1%	2%	7%	2%	0%	F	40	F	370	F	2001
(753)	0.50	740	F	88%	1%	2%	7%	2%	0%	F	70	F	750	F	2001
(753)	1.00	700	F	88%	1%	2%	7%	2%	0%	C	70	F	710	F	2001
						To: US 221									
(754)	2.40	20	R			From: 17-625					NA		NA		11/05/2001
						To: US 221									
(755)	1.00	40	R			From: 17-611					NA		NA		11/05/2001
(755)	1.20	40	R			From: 17-757 SOUTH 17-757 NORTH					NA		NA		11/05/2001
						To: 17-756									
(756)	1.70	20	R			From: 17-757					NA		NA		11/05/2001
(756)	0.20	70	R			From: 17-755					NA		NA		1998
						To: 17-622									
(757)	1.90	290	R			From: 17-753					NA		NA		1998
(757)	1.80	46	R			From: 17-755					NA		NA		11/05/2001
						To: 17-619									
(758)	1.45	1200	F	97%	0%	2%	0%	1%	0%	C	120	F	1300	F	2001
						From: Grayson County Line									
						To: SR 94									



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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(759)	0.84	460	R			From: 17-911					NA	NA			10/22/2001
						To: US 58									
(760)	1.20	20	R			From: 17-764					NA	NA			11/05/2001
						To: 17-757									
(761)	1.00	30	R			From: 17-611					NA	NA			11/13/2001
(761)	1.40	60	R			From: 17-766					NA	NA			11/13/2001
						To: 17-764									
(762)	1.42	20	R			From: 17-638					NA	NA			11/05/2001
						To: 17-753									
(763)	1.80	80	R			From: 17-638					NA	NA			11/05/2001
(763)	0.40	60	R			From: 17-846					NA	NA			11/05/2001
						To: 17-753									
(764)	3.70	290	R			From: US 221					NA	NA			1998
(764)	2.83	110	R			From: 17-761					NA	NA			11/03/2001
(764)	2.60	50	R			From: 17-765					NA	NA			11/13/2001
						To: Pulaski County Line									
(765)	2.40	40	R			From: 17-761					NA	NA			11/13/2001
(765)	1.99	30	R			From: 2.40 MN 17-761					NA	NA			11/13/2001
						To: 17-764									
(766)	0.70	20	R			From: 17-761					NA	NA			11/13/2001
(766)	1.30	40	R			From: Dead End; Gap Terminus					NA	NA			11/13/2001
						To: 17-751									
(767)	2.70	70	R			From: SR 100					NA	NA			11/13/2001
(767)	0.50	50	R			From: 2.70 MN SR 100					NA	NA			1998
						To: 17-753									
(768)	2.80	190	R			From: 17-749					NA	NA			09/06/2001
						To: 17-771									
(769)	4.34	50	R			From: US 52					NA	NA			09/06/2001
						To: 17-749									
(770)	1.10	130	R			From: 17-769					NA	NA			09/06/2001
						To: US 52									
(771)	1.29	80	R			From: 17-769					NA	NA			09/06/2001
(771)	0.35	80	R			From: 1.29 ME 17-769					NA	NA			09/06/2001
						To: 17-1102									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(771)	0.56	380	R								NA		NA		09/06/2001
(772)	0.42	30	R								NA		NA		11/13/2001
(772)	0.38	30	R								NA		NA		11/13/2001
(772)	0.01	30	R								NA		NA		11/13/2001
(773)	0.90	50	R								NA		NA		11/13/2001
(774)	1.45	230	R								NA		NA		1998
(775)	2.60	450	F	74%	1%	3%	1%	17%	4%	F	40	F	460	F	2001
(775)	2.19	420	F	74%	1%	3%	1%	17%	4%	F	40	F	420	F	2001
(775)	1.17	630	F	74%	1%	3%	1%	17%	4%	F	60	F	640	F	2001
(775)	0.65	680	F	74%	1%	3%	1%	17%	4%	F	60	F	690	F	2001
(775)	0.11	4000	F	74%	1%	3%	1%	17%	4%	C	310	F	4000	F	2001
(776)	0.60	30	R								NA		NA		09/19/2001
(777)	0.23	90	R								NA		NA		1998
(778)	0.99	1900	R								NA		NA		1998
(778)	0.48	200	R								NA		NA		1998
(778)	1.02	90	R								NA		NA		1998
(778)	0.17	50	R								NA		NA		1998
(779)	0.30	20	R								NA		NA		10/09/2001
<b>Town of Hillsville</b>															
(780)	2.30	800	R								NA		NA		11/07/2001
<b>Carroll County</b>															
(781)	1.60	50	R								NA		NA		11/07/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
782	0.20	100	R			From: US 52					NA		NA		11/13/2001
782	0.80	30	R			From: 17-867					NA		NA		11/13/2001
782	0.60	10	R			From: 17-785					NA		NA		11/13/2001
						To: Dead End									
783	0.85	1200	F	96%	0%	3%	1%	1%	0%	C	130	F	1200	F	2001
783	0.67	560	R			From: 17-753					NA		NA		1998
						To: SR 100 NORTH									
784	0.10	50	R			From: SR 100					NA		NA		11/13/2001
784	0.20	20	R			From: 17-828					NA		NA		11/13/2001
						To: Dead End									
785	2.12	510	R			From: US 52					NA		NA		11/13/2001
						To: 17-782									
786	0.47	60	R			From: 17-778					NA		NA		1998
						To: 17-702									
787	0.24	160	R			From: US 58					NA		NA		10/22/2001
						To: 17-872									
788	1.28	80	R			From: North Carolina State Line					NA		NA		1998
						To: 17-620									
789	0.70	10	R			From: 17-700					NA		NA		08/20/2001
						To: 17-711									
790	0.40	30	R			From: Dead End					NA		NA		08/06/2001
						To: 17-720									
791	0.90	180	R			From: Dead End					NA		NA		1998
						To: 17-722									
792	1.75	930	F	97%	0%	2%	0%	1%	0%	C	90	F	940	F	2001
						To: ECL GALAX									
793	4.37	140	R			From: 17-607					NA		NA		10/15/2001
						To: 17-736									
793	1.10	80	R			From: Dead End					NA		NA		10/15/2001
						To: 17-620									
794	0.57	50	R			From: 17-620					NA		NA		08/22/2001
						To: 0.57 MN 17-620									
794	0.43	40	R			From: 17-620					NA		NA		08/22/2001
						To: 17-696									
795	0.50	140	R			From: 17-696					NA		NA		1998
						To: 17-840									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
795	1.00	70	R			From: 17-840					NA	NA			08/01/2001
						To: Dead End									
796	1.58	90	R			From: 17-742					NA	NA			10/17/2001
						To: 17-743									
797	0.23	600	R			From: 17-604					NA	NA			1998
						To: SR 94									
798	1.20	60	R			From: Dead End					NA	NA			11/07/2001
						To: 17-702									
799	0.90	40	R			From: Grayson County Line					NA	NA			08/06/2001
						To: 17-718									
800	1.55	750	R			From: 17-692					NA	NA			1998
						To: 17-52									
801	0.45	40	R			From: Dead End					NA	NA			10/15/2001
						To: SR 94									
802	1.40	40	R			From: 17-620 SOUTH					NA	NA			08/08/2001
						To: 17-620 NORTH									
803	1.00	200	R			From: Dead End					NA	NA			11/24/2001
						To: 17-743; 17-963									
804	1.15	30	R			From: Dead End					NA	NA			11/07/2001
						To: 1.15 ME Dead End									
804	0.21	40	R			From: 1.15 ME Dead End					NA	NA			11/07/2001
						To: US 52									
805	0.04	120	R			From: 17-722					NA	NA			10/22/2001
						To: 17-1060									
805	0.46	100	R			From: 17-1060					NA	NA			10/22/2001
						To: 0.46 MN 17-1060									
805	0.04	100	R			From: 0.46 MN 17-1060					NA	NA			1994
						To: Dead End									
806	0.50	30	R			From: Dead End					NA	NA			10/17/2001
						To: 17-707									
807	0.70	130	R			From: Dead End					NA	NA			1998
						To: 17-679									
808	0.78	60	R			From: 17-703					NA	NA			11/07/2001
						To: 17-959									
808	0.15	60	R			From: 17-959					NA	NA			11/07/2001
						To: 0.15 MS 17-959									
808	0.05	80	R			From: 0.15 MS 17-959					NA	NA			11/07/2001
						To: 0.20 MS 17-800									
808	0.10	80	R			From: 0.20 MS 17-800					NA	NA			11/07/2001
						To: 17-1035									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
808	0.60	1700	R								NA	NA			11/07/2001
809	0.15	300	R								NA	NA			10/15/2001
810	0.90	10	R								NA	NA			10/17/2001
811	0.60	10	R								NA	NA			09/26/2001
812	1.10	180	R								NA	NA			1998
813	0.50	10	R								NA	NA			10/03/2001
813	0.04	20	R								NA	NA			10/03/2001
813	0.60	6	R								NA	NA			10/03/2001
814	1.10	10	R								NA	NA			10/03/2001
814	1.55	20	R								NA	NA			10/03/2001
815	0.87	200	R								NA	NA			1998
815	1.00	50	R								NA	NA			08/06/2001
815	1.06	200	F	94%	0%	2%	2%	3%	0%	F	30	F	200	F	2001
815	0.70	400	F	94%	0%	2%	1%	3%	0%	C	40	F	400	F	2001
816	0.52	80	R								NA	NA			1998
816	0.80	560	R								NA	NA			1998
817	0.01	60	R								NA	NA			11/13/2001
817	0.86	60	R								NA	NA			11/13/2001
817	0.15	60	R								NA	NA			11/13/2001
818	0.70	30	R								NA	NA			10/01/2001
818	0.42	20	R								NA	NA			09/26/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(819)	0.60	120	R			From: US 52					NA	NA			09/06/2001
						To: 17-770									
(820)	1.65	30	R			From: US 58					NA	NA			10/11/2001
						To: 17-668									
(821)	1.20	330	R			From: Dead End					NA	NA			10/24/2001
						To: 17-705									
(822)	0.60	40	R			From: US 58					NA	NA			10/22/2001
						To: Dead End									
(823)	0.89	47	R			From: 17-691					NA	NA			09/17/2001
						To: 0.89 MN 17-691									
(823)	1.21	47	R			From: 17-679					NA	NA			09/17/2001
						To: 17-679									
(824)	0.15	4	R			From: Dead End					NA	NA			08/08/2001
						To: 17-701									
(825)	1.40	80	R			From: Dead End					NA	NA			10/17/2001
						To: 17-740									
(826)	1.01	40	R			From: 17-683; 17-1099					NA	NA			11/07/2001
						To: 17-702									
(827)	0.15	20	R			From: ECL GALAX					NA	NA			10/22/2001
						To: Dead End									
(828)	0.30	20	R			From: 17-784					NA	NA			11/13/2001
						To: SR 100									
(828)	0.20	40	R			From: 17-978					NA	NA			09/06/2001
						To: 17-978									
(828)	0.10	40	R			From: 17-749; 17-861					NA	NA			09/06/2001
						To: 17-752									
(829)	1.50	60	R			From: 17-752					NA	NA			11/13/2001
						To: 17-750									
(830)	1.00	40	R			From: Dead End					NA	NA			11/07/2001
						To: US 52									
(831)	1.29	640	R			From: North Carolina State Line					NA	NA			1998
						To: 17-690									
(832)	0.50	40	R			From: North Carolina State Line					NA	NA			08/22/2001
						To: 17-774									
(833)	0.11	9	R			From: SR 100					NA	NA			11/05/2001
						To: Dead End									
(834)	0.90	110	R			From: US 52					NA	NA			1998
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Hillsville</b>															
(835)	0.50	200	R			From: US 52					NA		NA		1998
						To: Dead End									
<b>Carroll County</b>															
(836)	0.30	40	R			From: Dead End					NA		NA		09/06/2001
						To: SR 100									
(837)	0.40	300	R			From: 17-697					NA		NA		10/15/2001
						To: 17-721 NORTH									
(837)	0.30	40	R			From: 17-721 SOUTH					NA		NA		10/15/2001
						To: Dead End									
(838)	0.40	40	R			From: 17-620					NA		NA		10/24/2001
						To: Dead End									
(839)	0.75	80	R			From: Dead End					NA		NA		1998
						To: 17-691									
(840)	0.70	50	R			From: 17-795					NA		NA		08/01/2001
						To: Dead End									
(841)	0.25	180	R			From: US 52					NA		NA		1998
						To: 17-913									
(842)	0.70	30	R			From: 17-774 NC STATE LINE					NA		NA		08/22/2001
						To: Dead End									
(843)	0.44	70	R			From: 17-695					NA		NA		08/01/2001
						To: 0.44 MN 17-695									
(843)	0.46	80	R			From: 17-696					NA		NA		08/01/2001
						To: 17-696									
(844)	0.75	30	R			From: US 58					NA		NA		10/09/2001
						To: Dead End									
(845)	0.69	120	R			From: 17-607					NA		NA		10/15/2001
						To: 0.69 ME 17-607									
(845)	0.71	120	R			From: Dead End					NA		NA		10/15/2001
						To: Dead End									
(846)	0.50	20	R			From: Dead End					NA		NA		11/05/2001
						To: 17-763									
(847)	0.20	9	R			From: 17-740					NA		NA		11/13/2001
						To: 17-740; 17-742									
(848)	0.80	40	R			From: Dead End					NA		NA		09/06/2001
						To: SR 100									
(849)	1.80	210	R			From: 17-726					NA		NA		10/15/2001
						To: 17-635									
(850)	0.70	130	R			From: SR 94					NA		NA		1998
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(851)	0.30	220	R			From: 17-736					NA		NA		10/15/2001
(851)	0.20	40	R			From: 17-729					NA		NA		10/15/2001
						To: Dead End									
(852)	0.12	40	R			From: 17-831					NA		NA		08/22/2001
						To: Dead End									
(853)	0.75	30	R			From: 17-677					NA		NA		09/26/2001
(853)	0.70	50	R			From: 0.75 MN 17-677					NA		NA		09/26/2001
(853)	0.50	40	R			From: 1.45 MN 17-677					NA		NA		09/26/2001
						To: US 58									
(854)	0.70	60	R			From: 17-816					NA		NA		09/10/2001
						To: Dead End									
(855)	0.30	10	R			From: Dead End					NA		NA		10/15/2001
						To: SR 94									
(856)	1.00	70	R			From: Dead End					NA		NA		08/20/2001
						To: 17-608									
(857)	0.50	80	R			From: 17-735					NA		NA		10/17/2001
						To: Dead End									
(858)	0.47	140	R			From: Dead End					NA		NA		1998
(858)	0.10	230	R			From: 17-601 NORTH					NA		NA		1998
						To: 17-601 SOUTH									
(859)	0.80	100	R			From: Dead End					NA		NA		1998
						To: 17-690									
(860)	1.00	40	R			From: 17-700					NA		NA		08/01/2001
						To: Dead End									
(861)	1.00	60	R			From: Dead End					NA		NA		09/06/2001
						To: 17-749; 17-828									
(862)	0.30	50	R			From: Dead End					NA		NA		10/15/2001
(862)	0.10	40	R			From: SR 94 SOUTH					NA		NA		10/15/2001
						To: SR 94 NORTH									
(863)	0.80	120	R			From: 17-926					NA		NA		09/16/2001
						To: Dead End									
(864)	0.50	20	R			From: Dead End					NA		NA		09/06/2001
						To: 17-768									



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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Hillsville</b>															
(865)	0.20	80	R			From: US 52					NA		NA		11/27/2001
						To: Dead End									
<b>Carroll County</b>															
(866)	0.42	70	R			From: US 52					NA		NA		1998
						To: US 52									
(867)	1.00	30	R			From: 17-782					NA		NA		11/13/2001
						To: Dead End									
(868)	0.20	80	R			From: SR 94					NA		NA		1998
						To: 17-878									
(868)	0.20	20	R			From: 17-878					NA		NA		10/15/2001
						To: Dead End									
(869)	0.30	40	R			From: 17-620					NA		NA		08/22/2001
						To: Dead End									
(870)	1.70	50	R			From: 17-682					NA		NA		11/07/2001
						To: 1.70 MN 17-682									
(870)	0.80	50	R			From: 1.70 MN 17-682					NA		NA		11/07/2001
						To: 17-670									
(872)	1.61	1100	R			From: US 58					NA		NA		10/22/2001
						To: US 58									
(873)	0.15	60	R			From: Dead End					NA		NA		09/10/2001
						To: 17-686									
(874)	0.22	6	R			From: Dead End					NA		NA		08/20/2001
						To: 17-608									
(875)	0.60	60	R			From: Dead End					NA		NA		09/10/2001
						To: 17-692									
(876)	0.50	30	R			From: Dead End					NA		NA		09/10/2001
						To: 17-913									
(877)	0.40	80	R			From: Dead End					NA		NA		1998
						To: 17-831									
(878)	0.50	48	R			From: 17-868					NA		NA		10/15/2001
						To: Dead End									
(879)	0.25	20	R			From: 17-684					NA		NA		09/19/2001
						To: Dead End									
(880)	0.30	50	R			From: Dead End					NA		NA		10/24/2001
						To: 17-740									
(881)	0.15	100	R			From: US 52					NA		NA		09/06/2001
						To: 0.15 MN US 52									
(881)	1.60	50	R			From: 0.15 MN US 52					NA		NA		09/06/2001
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(882)	0.70	60	R			From: Dead End To: 17-691					NA		NA		08/22/2001
(883)	1.10	110	R			From: Dead End To: 17-686					NA		NA		09/10/2001
(884)	0.60	140	R			From: US 52 To: Dead End					NA		NA		1998
(885)	0.16	100	R			From: Dead End To: 17-731					NA		NA		1998
<b>Town of Hillsville</b>															
(886)	0.20	1400	F	97%	0%	2%	0%	0%	0%	C	150	F	1500	F	2001
(886)	0.36	1400	F	97%	0%	2%	0%	0%	0%	F	130	F	1400	F	2001
<b>Carroll County</b>															
(886)	1.30	1300	F	97%	0%	2%	0%	0%	0%	F	120	F	1400	F	2001
(886)	1.55	110	R			From: SR 100 To: 17-668					NA		NA		1998
(886)	1.10	48	R			From: 17-668 To: Dead End					NA		NA		11/05/2001
(887)	0.23	3200	F	98%	0%	1%	0%	0%	0%	C	280	F	3300	F	2001
(887)	0.24	2800	F	96%	0%	2%	0%	1%	0%	C	280	F	2800	F	2001
(887)	1.91	1300	F	96%	0%	2%	0%	1%	0%	F	130	F	1300	F	2001
(887)	0.61	1100	F	96%	0%	2%	0%	1%	0%	F	110	F	1100	F	2001
(888)	0.15	230	R			From: US 58 To: 17-894					NA		NA		1998
(888)	0.08	120	R			From: 17-894 To: 17-722					NA		NA		1998
(889)	0.40	10	R			From: Dead End To: 17-645					NA		NA		11/05/2001
(890)	0.60	70	R			From: Dead End To: 17-692					NA		NA		1998
(891)	0.40	30	R			From: 17-692 To: Dead End					NA		NA		08/22/2001
(892)	0.25	30	R			From: US 52 To: US 52					NA		NA		09/10/2001
(893)	0.70	30	R			From: 17-608 To: 17-699					NA		NA		08/20/2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
894	0.12	50	R			From: 17-888					NA	NA			1998
						To: Dead End									
895	0.40	100	R			From: US 58					NA	NA			11/07/2001
						To: 17-701									
896	0.70	70	R			From: Dead End					NA	NA			1998
						To: 17-696									
897	0.35	10	R			From: 17-749					NA	NA			11/13/2001
						To: 17-749									
898	0.40	40	R			From: 17-962					NA	NA			10/24/2001
						To: Dead End									
899	0.80	6	R			From: 17-673					NA	NA			10/11/2001
						To: Dead End									
900	1.20	20	R			From: Dead End					NA	NA			10/11/2001
						To: 17-625									
901	1.66	190	R			From: Dead End					NA	NA			09/17/2001
						To: 17-679									
902	0.60	20	R			From: 17-753					NA	NA			11/13/2001
						To: Dead End									
903	0.50	30	R			From: 17-690					NA	NA			08/22/2001
						To: Dead End									
904	0.65	670	R			From: Dead End					NA	NA			1998
						To: 17-683									
905	0.65	48	R			From: 17-692					NA	NA			09/10/2001
						To: Dead End									
906	0.33	30	R			From: 17-926					NA	NA			1998
						To: US 52									
907	1.00	20	R			From: US 58					NA	NA			11/05/2001
						To: Dead End									
908	0.25	20	R			From: Dead End					NA	NA			11/05/2001
						To: 17-610									
909	0.22	10	R			From: Dead End					NA	NA			11/05/2001
						To: 17-610									
910	0.44	20	R			From: Dead End					NA	NA			09/26/2001
						To: BLUE RIDGE PKWY									
911	0.01	290	R			From: US 58					NA	NA			10/24/2001
						To: 17-759									
911	0.30	200	R			From: 17-759					NA	NA			10/24/2001
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
912	0.44	40	R			From: 17-688					NA		NA		09/17/2001
912	1.06	20	R			To: 0.44 MN 17-688					NA		NA		09/17/2001
912	0.90	30	R			From: 1.50 MN 17-688					NA		NA		09/17/2001
912						To: 17-691									
913	0.20	110	R			From: US 52					NA		NA		1998
913	1.60	70	R			To: 17-841					NA		NA		09/10/2001
913	0.30	80	R			From: 1.60 MN 17-841					NA		NA		1998
913	0.50	110	R			To: 17-876					NA		NA		09/10/2001
913						From: 17-688									
914	0.30	40	R			From: 17-722					NA		NA		08/08/2001
914						To: Dead End									
915	0.25	30	R			From: 17-620					NA		NA		08/08/2001
915						To: Dead End									
916	1.20	50	R			From: 17-711					NA		NA		08/08/2001
916						To: 17-701									
917	0.20	50	R			From: 17-872					NA		NA		10/22/2001
917						To: Dead End									
918	0.30	45	R			From: Dead End					NA		NA		08/01/2001
918						To: 17-719									
919	0.20	30	R			From: 17-691					NA		NA		08/22/2001
919						To: Dead End									
920	0.52	20	R			From: 17-610					NA		NA		10/01/2001
920						To: Dead End									
921	0.50	10	R			From: 17-670					NA		NA		09/24/2001
921	0.50	3	R			To: 0.50 MN 17-670					NA		NA		09/24/2001
921						From: 17-674									
921						To: Dead End									
922	1.00	30	R			From: Dead End					NA		NA		09/24/2001
922						To: 17-674									
923	0.80	60	R			From: 17-670					NA		NA		09/24/2001
923						To: 17-680									
924	0.05	100	R			From: 17-688					NA		NA		1998
924						To: US 52									
925	0.40	80	R			From: 17-635					NA		NA		09/24/2001
925						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(926)	0.72	230	F	94%	0%	4%	1%	0%	0%	C	20	F	230	F	2001
				From:	US 52										
				To:	17-863										
(926)	0.55	90	F	94%	0%	5%	1%	0%	0%	F	10	F	90	F	2001
				From:	17-670										
				To:											
(927)	0.70	160	R								NA		NA		1998
				From:	US 52										
				To:	Dead End										
(928)	0.40	60	R								NA		NA		08/06/2001
				From:	17-815										
				To:	Dead End										
(929)	0.25	70	R								NA		NA		09/10/2001
				From:	17-841										
				To:	0.25 MS 17-841										
(929)	0.11	70	R								NA		NA		09/10/2001
				From:	Dead End										
				To:	Dead End										
(930)	0.40	20	R								NA		NA		10/15/2001
				From:	Dead End										
				To:	SR 94										
(931)	0.45	48	R								NA		NA		10/24/2001
				From:	Dead End										
				To:	17-705										
(932)	0.45	48	R								NA		NA		10/24/2001
				From:	17-620										
				To:	Dead End										
(933)	0.30	480	R								NA		NA		10/22/2001
				From:	17-887										
				To:	17-722										
(934)	0.20	130	R								NA		NA		10/15/2001
				From:	Dead End										
				To:	17-604										
(935)	0.20	50	R								NA		NA		09/10/2001
				From:	Dead End										
				To:	17-816										
(936)	0.50	50	R								NA		NA		10/24/2001
				From:	Dead End										
				To:	17-743										
(937)	0.20	70	R								NA		NA		1998
				From:	17-683										
				To:	Dead End										
(938)	0.50	120	R								NA		NA		1998
				From:	17-800										
				To:	Dead End										
(939)	0.60	280	R								NA		NA		1998
				From:	SR 97 WEST										
				To:	SR 97 EAST										
(939)	1.30	60	R								NA		NA		08/08/2001
				From:	17-620 WEST										
				To:	17-620 EAST										
(939)	1.00	20	R								NA		NA		08/08/2001
				From:	17-683										
				To:											
(940)	0.20	20	R								NA		NA		08/06/2001
				From:	SR 97 WEST										
				To:	SR 97 EAST										
(941)	0.50	90	R								NA		NA		10/17/2001
				From:	Dead End										
				To:	17-707										

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
941	0.25	40	R			From: 17-707					NA	NA			10/17/2001
						To: Dead End									
942	0.30	50	R			From: Dead End					NA	NA			09/10/2001
						To: 17-692									
943	1.15	80	R			From: 17-682					NA	NA			09/24/2001
						To: 17-683									
944	0.55	60	R			From: 17-620					NA	NA			1998
						To: Dead End									
945	0.35	20	R			From: Dead End					NA	NA			09/24/2001
						To: 17-608									
947	0.15	50	R			From: 17-692					NA	NA			09/10/2001
						To: 17-692									
948	1.00	120	R			From: Dead End					NA	NA			10/22/2001
						To: 17-620									
949	0.10	20	R			From: SR 94					NA	NA			10/15/2001
						To: Dead End									
950	0.20	100	R			From: ECL GALAX					NA	NA			08/06/2001
						To: Dead End									
951	0.10	50	R			From: 17-947					NA	NA			09/10/2001
						To: Dead End									
952	0.30	50	R			From: Dead End					NA	NA			10/17/2001
						To: 17-707									
953	0.80	48	R			From: 17-679					NA	NA			09/17/2001
						To: Dead End									
954	0.55	40	R			From: Dead End					NA	NA			10/01/2001
						To: 17-643									
955	0.18	10	R			From: Dead End					NA	NA			11/07/2001
						To: 17-683									
956	0.37	70	R			From: 17-743					NA	NA			10/24/2001
						To: 17-743									
957	0.20	10	R			From: Dead End					NA	NA			11/07/2001
						To: 17-714									
958	0.65	600	R			From: 17-707					NA	NA			10/22/2001
						To: 17-743									
958	0.60	10	R			From: 17-743					NA	NA			10/22/2001
						To: Dead End									
959	0.07	6	R			From: 17-808					NA	NA			11/07/2001
						To: WCL Hillsville									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Hillsville</b>															
959	0.53	6	R			From: WCL Hillsville To: 17-703					NA	NA			11/07/2001
<b>Carroll County</b>															
960	0.30	100	R			From: 17-702 To: 0.30 MS 17-702					NA	NA			11/07/2001
960	0.65	70	R			From: 17-703 To: 17-703					NA	NA			11/07/2001
961	0.61	70	R			From: Dead End To: 17-635					NA	NA			10/17/2001
962	1.78	180	R			From: 17-705 To: 17-898					NA	NA			10/24/2001
962	1.00	60	R			From: 17-898 To: 1.00 ME 17-898					NA	NA			10/24/2001
962	1.28	150	R			From: WCL HILLSVILLE To: WCL HILLSVILLE					NA	NA			10/24/2001
<b>Town of Hillsville</b>															
962	0.52	200	R			From: WCL HILLSVILLE To: US 52					NA	NA			10/24/2001
<b>Carroll County</b>															
963	0.33	40	R			From: 17-743; 17-803 To: Dead End					NA	NA			10/24/2001
964	0.10	20	R			From: Dead End To: 17-685					NA	NA			11/07/2001
965	0.25	50	R			From: 17-688 To: Dead End					NA	NA			09/10/2001
966	0.20	20	R			From: 17-674 To: Dead End					NA	NA			09/24/2001
967	0.25	40	R			From: 17-831 To: Dead End					NA	NA			08/22/2001
968	0.28	50	R			From: Dead End To: 17-702					NA	NA			11/07/2001
970	0.15	70	R			From: 17-705 To: Cul-de-Sac					NA	NA			10/24/2001
971	0.34	40	R			From: 17-725 To: SR 97					NA	NA			1998
<b>Town of Hillsville</b>															
972	0.18	120	R			From: 17-668 To: Dead End					NA	NA			10/09/2001
<b>Carroll County</b>															
973	0.20	40	R			From: US 52 To: Dead End					NA	NA			09/10/2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(974)	0.20	20	R			From: 17-831					NA	NA			08/22/2001
						To: Dead End									
(975)	0.30	30	R			From: 17-715					NA	NA			08/01/2001
						To: Dead End									
(976)	0.10	80	R			From: Dead End					NA	NA			11/07/2001
						To: 17-706									
(977)	0.19	60	R			From: 17-985 SOUTH					NA	NA			1998
(977)	0.21	110	R			From: 17-985 NORTH					NA	NA			1998
						To: 17-604									
(978)	0.20	20	R			From: 17-828					NA	NA			09/06/2001
						To: 17-9085									
(979)	0.62	70	R			From: US 52 SOUTH					NA	NA			1998
						To: US 52 NORTH									
(980)	0.43	110	R			From: Dead End					NA	NA			10/22/2001
						To: 17-722									
(981)	0.35	110	R			From: Dead End					NA	NA			1998
						To: US 52									
(982)	0.15	60	R			From: Dead End					NA	NA			1998
						To: 17-687									
(983)	0.20	320	R			From: 17-714					NA	NA			10/24/2001
						To: Dead End									
(984)	0.25	970	R			From: US 221					NA	NA			1998
						To: Dead End									
(985)	0.10	60	R			From: 17-934					NA	NA			1998
(985)	0.10	50	R			From: 17-977 SOUTH					NA	NA			1998
						To: 17-977 NORTH									
(986)	0.38	60	R			From: 17-666					NA	NA			09/19/2001
						To: Cul-de-Sac									
(987)	0.13	60	R			From: Dead End					NA	NA			1998
						To: SR 97									
(988)	0.15	100	R			From: 17-737					NA	NA			1998
						To: Dead End									
(989)	0.06	20	R			From: Dead End					NA	NA			10/24/2001
						To: 17-911									
(990)	0.51	60	R			From: Dead End					NA	NA			11/27/2001
						To: US 52									



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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
991	0.26	20	R			From: 17-758					NA	NA			1998
						To: Dead End									
992	0.40	70	R			From: Dead End					NA	NA			11/13/2001
						To: 17-785									
993	0.08	20	R			From: Dead End					NA	NA			10/22/2001
						To: SR 94									
994	0.13	40	R			From: Dead End					NA	NA			10/15/2001
						To: 17-604									
995	0.11	6	R			From: 17-872					NA	NA			10/22/2001
						To: US 58									
996	0.18	20	R			From: Dead End					NA	NA			11/27/2001
						To: US 52									
997	0.12	20	R			From: 17-620					NA	NA			08/01/2001
						To: Dead End									
998	0.20	20	R			From: SR 100					NA	NA			1998
						To: Dead End									
<b>Town of Hillsville</b>															
1000	0.15	80	R			From: 17-1017					NA	NA			1986
						To: 17-668									
1001	0.15	900	R			From: 17-1002					NA	NA			1986
						To: 17-1008									
1001	0.05	980	R			From: 17-1003					NA	NA			1986
						To: 17-1009									
1002	0.04	1700	R			From: US 52; 17-1020					NA	NA			1994
						To: 17-1001									
1002	0.49	1700	R			From: 17-1001					NA	NA			1994
						To: US 221									
1003	0.07	1100	R			From: US 52					NA	NA			1986
						To: 17-1001									
1004	0.15	1000	R			From: Dead End					NA	NA			1986
						To: US 52									
1005	0.02	10	R			From: Dead End					NA	NA			1988
						To: 17-1016									
1006	0.31	320	R			From: 17-1007					NA	NA			1986
						To: 17-668									
1007	0.29	160	R			From: US 52					NA	NA			1996
						To: 17-1024									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Hillsville</b>															
1007	0.06	160	R			From: 17-1024					NA		NA		1986
1007	0.51	160	R			To: 17-1025					NA		NA		1986
1007	0.15	40	R			From: 17-1006					NA		NA		1986
						To: Dead End									
1008	0.07	820	R			From: US 52					NA		NA		1986
						To: 17-1001									
1009	0.07	1200	R			From: US 52					NA		NA		1986
						To: 17-1001									
1009	0.30	530	R			From: 17-1010					NA		NA		1986
						To: 17-1010									
1009	0.20	230	R			From: 17-1026					NA		NA		1986
						To: Dead End									
						From: Dead End									
1010	0.24	160	R								NA		NA		1986
						To: 17-1009									
1010	0.09	120	R			From: Dead End					NA		NA		1986
						To: Dead End									
						From: 17-886									
1011	0.30	70	R			To: Dead End					NA		NA		1986
						From: 17-1013									
1012	0.14	850	R			To: US 58					NA		NA		1994
						From: 17-1015									
1013	0.18	790	R			To: 17-1012					NA		NA		1994
						From: US 58									
1014	0.33	1500	R			To: US 52					NA		NA		1994
						From: US 52									
1015	0.12	1000	R								NA		NA		1986
						To: 17-1013									
1015	0.08	570	R			To: 17-668					NA		NA		1986
						From: US 52									
1016	0.10	120	R								NA		NA		1986
						To: 17-1005									
1016	0.15	60	R			To: Dead End					NA		NA		1986
						From: Dead End									
1017	0.21	80	R								NA		NA		1986
						To: 17-1000									
1017	0.07	140	R			To: US 52					NA		NA		1986
						From: US 52									
1018	0.10	70	R			From: US 52					NA		NA		1986
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Hillsville</b>															
1019	0.20	70	R			From: 17-1020					NA		NA		1986
						To: US 58									
1020	1.12	970	R			From: US 58					NA		NA		1994
						To: US 52; 17-1001									
<b>Carroll County</b>															
1021	0.51	100	R			From: 17-705					NA		NA		10/24/2001
						To: US 52									
<b>Town of Hillsville</b>															
1022	0.04	45	R			From: US 52					NA		NA		10/09/2001
						To: 17-1023									
1023	0.16	40	R			From: 17-1022					NA		NA		10/09/2001
						To: 17-1018									
1024	0.25	70	R			From: 17-1007					NA		NA		1994
						To: 17-1025									
1025	0.34	120	R			From: 17-1007					NA		NA		1986
						To: 17-1024									
1025	0.41	130	R			From: 17-1024					NA		NA		1994
						To: 17-668									
1026	0.05	40	R			From: 17-1009					NA		NA		1986
						To: 17-1027									
1027	0.08	20	R			From: Dead End					NA		NA		1986
						To: 17-1026									
1028	0.15	90	R			From: 17-972					NA		NA		10/09/2001
						To: 17-1029 SOUTH									
1028	0.42	45	R			From: 17-1029 SOUTH					NA		NA		10/09/2001
						To: 17-1029 NORTH									
1028	0.31	160	R			From: 17-1029 NORTH					NA		NA		10/09/2001
						To: US 221									
1029	0.12	47	R			From: 17-1028 SOUTH					NA		NA		10/09/2001
						To: 17-1028 NORTH									
1031	0.10	190	R			From: 17-1032					NA		NA		1986
						To: 17-1033									
1031	0.07	100	R			From: 17-1033					NA		NA		1986
						To: 17-1030									
1032	0.06	230	R			From: 17-1031					NA		NA		1986
						To: US 52									
1033	0.18	110	R			From: 17-1034					NA		NA		1986
						To: 17-1031									
1034	0.08	100	R			From: US 52					NA		NA		11/27/2001
						To: 17-1031									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Hillsville</b>															
1034	0.23	70	R			From: 17-1031					NA	NA		11/27/2001	
1034	0.22	100	R			From: 17-1033					NA	NA		1986	
						To: 17-780									
<b>Carroll County</b>															
1035	0.57	1300	R			From: 17-808					NA	NA		11/07/2001	
						To: Cul-de-Sac									
1036	0.08	170	R			From: 17-670					NA	NA		09/19/2001	
1036	0.26	100	R			From: 17-1037					NA	NA		09/19/2001	
						To: Cul-de-Sac									
1037	0.76	70	R			From: 17-1036					NA	NA		09/19/2001	
						To: Cul-de-Sac									
1038	0.34	40	R			From: 17-1037 WEST					NA	NA		1998	
						To: 17-1037 EAST									
1039	0.32	180	R			From: Cul-de-Sac					NA	NA		11/07/2001	
						To: 17-780									
1040	0.11	50	R			From: 17-740					NA	NA		1986	
						To: Cul-de-Sac									
<b>Town of Hillsville</b>															
1041	0.07	20	R			From: Dead End					NA	NA		1994	
1041	0.18	160	R			From: 17-1042					NA	NA		1994	
						To: US 52									
1042	0.12	100	R			From: 17-1041					NA	NA		1994	
1042	0.04	10	R			From: 17-1043					NA	NA		1994	
						To: Dead End									
1043	0.09	40	R			From: Dead End					NA	NA		1994	
						To: 17-1042									
<b>Carroll County</b>															
1044	0.09	20	R			From: Dead End					NA	NA		10/11/2001	
						To: 17-666									
1045	0.33	30	R			From: 17-669					NA	NA		10/09/2001	
						To: Dead End									
<b>Town of Hillsville</b>															
1046	0.07	48	R			From: US 58					NA	NA		10/09/2001	
						To: NCL Hillsville									
<b>Carroll County</b>															
1046	0.15	48	R			From: NCL Hillsville					NA	NA		10/09/2001	
1046	0.08	10	R			From: 17-1065					NA	NA		10/09/2001	
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
1047	0.10	20	R			From: 17-670					NA	NA			09/19/2001
						To: Dead End									
1048	0.30	70	R			From: Dead End					NA	NA			10/24/2001
						To: 17-705									
1049	0.32	110	R			From: Dead End					NA	NA			10/24/2001
						To: 17-821									
1050	0.85	180	R			From: Cul-de-Sac					NA	NA			10/22/2001
						To: US 58									
1051	0.38	20	R			From: Dead End					NA	NA			11/27/2001
						To: 17-691									
1052	0.31	90	R			From: Cul-de-Sac					NA	NA			1998
						To: 17-791									
1053	0.12	30	R			From: 17-887					NA	NA			10/22/2001
						To: Cul-de-Sac									
1054	0.43	120	R			From: US 58					NA	NA			10/22/2001
						To: End Loop									
1054	0.08	80	R			From: Gap Terminus					NA	NA			10/22/2001
						To: 17-731									
1055	0.20	120	R			From: US 58					NA	NA			10/22/2001
						To: Dead End									
1056	0.21	50	R			From: 17-887					NA	NA			10/22/2001
						To: Dead End									
1057	0.10	30	R			From: 17-887					NA	NA			10/22/2001
						To: Dead End									
1058	0.08	20	R			From: Dead End					NA	NA			08/08/2001
						To: 17-888									
1059	0.18	60	R			From: Cul-de-Sac					NA	NA			10/22/2001
						To: 17-722									
1060	0.28	20	R			From: Dead End					NA	NA			10/22/2001
						To: 17-805									
1061	0.08	20	R			From: Cul-de-Sac					NA	NA			10/22/2001
						To: 17-722									
1062	0.10	30	R			From: 17-1021					NA	NA			11/27/2001
						To: Dead End									
1063	0.09	20	R			From: 17-1064					NA	NA			1998
						To: 17-1059									
1064	0.08	20	R			From: Cul-de-Sac					NA	NA			1998
						To: 17-1063									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(1065)	0.12	10	R			From: 17-1046					NA		NA		10/09/2001
						To: Dead End									
(1066)	0.06	30	R			From: Dead End					NA		NA		08/20/2001
						To: 17-700									
(1067)	0.50	50	R			From: ECL Galax					NA		NA		1998
						To: Cul-de-Sac									
(1068)	0.50	100	R			From: 17-722					NA		NA		10/22/2001
						To: Dead End									
(1069)	0.25	40	R			From: Cul-de-Sac					NA		NA		10/24/2001
						To: 17-1049									
(1070)	0.20	48	R			From: 17-669					NA		NA		10/09/2001
						To: Dead End									
(1071)	0.28	40	R			From: 17-886					NA		NA		11/27/2001
						To: Dead End									
(1072)	0.15	10	R			From: 17-1071					NA		NA		11/27/2001
						To: Dead End									
(1073)	0.37	NA				From: 17-00887(B)/					NA		NA		
						To: Cul-de-Sac/									
(1074)	0.25	20	R			From: 17-941					NA		NA		1998
						To: Dead End									
(1075)	0.05	20	R			From: US 58					NA		NA		1994
						To: Dead End									
(1076)	0.34	20	R			From: 17-707					NA		NA		11/07/2001
						To: Dead End									
(1077)	0.06	20	R			From: Dead End					NA		NA		1998
						To: US 58									
(1080)	0.25	40	R			From: 17-692					NA		NA		09/10/2001
						To: Dead End									
(1081)	0.14	20	R			From: 17-691					NA		NA		11/27/2001
						To: Dead End									
(1083)	0.25	40	R			From: SR 100					NA		NA		1998
						To: Dead End									
(1085)	0.50	40	R			From: 17-800					NA		NA		08/22/2001
						To: Dead End									
(1090)	0.24	80	R			From: SR 97					NA		NA		08/06/2001
						To: Dead End									
(1091)	0.38	200	R			From: Dead End					NA		NA		08/08/2001
						To: 17-722									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
(1092)	0.30	70	R			From: Cul-de-Sac					NA		NA		1998
						To: 17-1091									
(1095)	0.19	20	R			From: Dead End					NA		NA		11/05/2001
						To: 17-624									
(1097)	0.13	60	R			From: Cul-de-Sac					NA		NA		08/08/2001
						To: 17-722									
(1099)	0.72	20	R			From: 17-683; 17-826					NA		NA		11/27/2001
						To: Dead End									
(1100)	0.54	60	R			From: US 58					NA		NA		10/09/2001
						To: Dead End									
(1101)	0.45	80	R			From: 17-1102					NA		NA		09/06/2001
						To: SR 100									
(1102)	0.04	10	R			From: Dead End					NA		NA		09/06/2001
						To: 17-1101									
(1102)	0.05	40	R			From: 17-1101					NA		NA		09/06/2001
						To: 17-771									
(1103)	0.23	100	R			From: SR 100					NA		NA		1986
						To: Dead End									
(1104)	0.10	40	R			From: SR 100					NA		NA		1986
						To: Dead End									
(1105)	0.54	40	R			From: Dead End					NA		NA		11/13/2001
						To: 17-1103									
(1106)	0.17	10	R			From: 17-1105					NA		NA		11/13/2001
						To: Dead End									
(1107)	0.13	200	R			From: 17-707					NA		NA		11/07/2001
						To: Dead End									
(1108)	0.14	20	R			From: 17-1109					NA		NA		10/22/2001
						To: Dead End									
(1109)	0.25	40	R			From: 17-620					NA		NA		10/22/2001
						To: Dead End									
(1110)	0.08	20	R			From: 17-1112					NA		NA		1986
						To: 17-1111									
(1110)	0.07	80	R			From: 17-1111					NA		NA		1986
						To: 17-708									
(1111)	0.07	20	R			From: Dead End					NA		NA		1986
						To: 17-1110									
(1111)	0.05	30	R			From: 17-1110					NA		NA		1986
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Carroll County</b>															
1112	0.26	20	R			From: 17-1110					NA	NA			1986
						To: Dead End									
1115	0.25	60	R			From: Cul-de-Sac					NA	NA			10/22/2001
						To: 17-743									
1116	0.34	60	R			From: Dead End					NA	NA			1986
						To: US 58									
1120	0.10	60	R			From: Dead End					NA	NA			1994
						To: US 58									
1125	0.05	20	R			From: US 58					NA	NA			10/22/2001
						To: 17-1126									
1125	0.05	10	R			From: Dead End					NA	NA			10/22/2001
						To: 17-1125									
1126	0.07	20	R			From: 17-1125					NA	NA			10/22/2001
						To: 17-787									
1130	0.50	40	R			From: 17-608					NA	NA			09/26/2001
						To: 17-670									
1131	0.25	NA				From: Cul-de-Sac/					NA	NA			
						To: 17-00740(B)/									
1135	0.26	30	R			From: 17-843					NA	NA			08/01/2001
						To: Dead End									
1140	0.04	20	R			From: Dead End					NA	NA			09/10/2001
						To: 17-1141									
1140	0.07	40	R			From: 17-687					NA	NA			09/10/2001
						To: 0.06 MW 17-1140									
1141	0.06	6	R			From: 17-1140					NA	NA			09/10/2001
						To: 0.04 ME 17-1140									
1141	0.04	20	R			From: Dead End					NA	NA			09/10/2001
						To: 17-614									
1145	0.19	30	R			From: Dead End					NA	NA			09/19/2001
						To: 17-614									
1146	0.31	30	R			From: Dead End					NA	NA			09/19/2001
						To: 17-614									
9084	0.30	440	R			From: US 221					NA	NA			1992
						To: US 58 CARROLL CY HS									
9084	0.17	600	R			From: US 58					NA	NA			1992
						To: CARROLL CY HS									
9085	0.10	150	R			From: SR 100					NA	NA			1992
						To: 17-978 SYLVATUS SCH									
9087	0.14	140	R			From: 17-620					NA	NA			1992
						To: LAMBSBURG SCH									



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						2Axle	3+Axle	1Trail	2Trail							
<b>Carroll County</b>																
(9474)	0.20	230	R			From: 17-688 To: ST PAUL INT SCHOOL					NA		NA		1992	
(9497)	0.10	140	R			From: SR 97 To: OAKLAND ELEM SCH					NA		NA		1992	
(9551)	0.15	140	R			From: 17-743 To: 17-740 LAUREL SCH					NA		NA		1992	
(9672)	0.14	200	R			From: 17-685 To: FANCY GAP SCH					NA		NA		1992	
(9673)	0.10	60	R			From: 17-753 To: DUGSPUR ELEM SCH					NA		NA		1992	
(9674)	0.10	90	R			From: 17-670 To: GLADSBORO ELEM SCH					NA		NA		1992	
<b>Town of Hillsville</b>																
(9748)	0.05	350	R			From: 17-1014 To: 17-1014					NA		NA		1986	
<b>Carroll County</b>																
(9817)	0.10	180	R			From: 17-887 To: 17-887					NA		NA		1986	
(9818)	0.10	280	R			From: 17-872 To: 17-872					NA		NA		1986	
(781 31)	0.30	30	N			From: Floyd County Line To: 17-630					NA		NA		1995	
(608 70)	Pilot View Drive	1.77	110	R		From: 17-631 CARROLL CO To: 70-638					NA		NA		1992	
<b>City of Galax</b>																
(2 113)	Calhoun St	0.07	2400	F	95%	0%	3%	0%	1%	0%	C	300	F	2500	F	2001
						From: Jefferson St To: SR 89 Main St										
(3 113)	Fries Rd	0.58	1600	F	97%	0%	2%	0%	0%	0%	C	180	F	1600	F	2001
						From: US 58 Stuart Dr To: Sherry La										
(3 113)	Fries Rd	1.03	2000	F	97%	0%	2%	0%	0%	0%	F	190	F	2100	F	2001
						From: SCL Galax To: NCL Galax										
(4051 113)	Branch St	0.43	370	F	97%	1%	2%	0%	0%	0%	C	50	F	390	F	2001
						From: WCL Galax To: SR 89 Main St										
(4052 113)	Oldtown Rd	0.37	1100	F	92%	0%	4%	1%	2%	0%	C	120	F	1100	F	2001
						From: US 58 To: US 58 Bypass										
(4052 113)	Stuart Dr	0.48	4500	F	95%	1%	2%	0%	1%	0%	F	450	F	4700	F	2001
						From: Alderman St To: Stanford St										
(4052 113)	Stuart Dr	0.29	4700	F	95%	1%	2%	0%	1%	0%	F	470	F	4900	F	2001
						From: US 58 Stuart Dr To: Circle Dr										
(4052 113)	Mac Arthur St	0.19	3400	F	95%	1%	2%	0%	1%	0%	C	460	F	3600	F	2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>City of Galax</b>															
4052 113 Mac Arthur St	0.31	2700	F	95%	1%	2%	0%	1%	0%	F	300	F	2800	F	2001
				From:	Circle Dr										
				To:	SR 89 Main St										
4053 113 Lineberry Rd	1.21	5200	F	93%	0%	3%	1%	4%	0%	C	530	F	5500	F	2001
				From:	SR 89 Main St										
				To:	Oldtown St										
4053 113 Meadow St	0.59	9800	F	93%	0%	3%	1%	4%	0%	F	970	F	10000	F	2001
				From:	Oldtown St										
				To:	US 58 E Stuart Dr										
4054 113 Grayson St	0.38	1600	F	95%	1%	2%	1%	1%	0%	C	210	F	1700	F	2001
				From:	Stuart Dr										
				To:	Meadow St										
4055 113 Jefferson St	0.12	1200	F								170	F	1300	F	2001
				From:	Calhoun St										
				To:	Grayson St										
4055 113 Jefferson St	0.29	1400	F	98%	0%	1%	0%	1%	0%	C	170	F	1500	F	2001
				From:	Grayson St										
				To:	US 58 Stuart Dr										
4056 113 Oldtown St	0.14	2600	F	96%	1%	2%	1%	1%	0%	C	300	F	2700	F	2001
				From:	Meadow St										
				To:	Oak St										
4056 113 Poplar Knob Rd	1.08	1900	F	96%	1%	2%	1%	1%	0%	F	240	F	2000	F	2001
				From:	Oak St										
				To:	ECL Galax										
4057 113 Country Club Ln	0.21	1100	F	97%	0%	2%	0%	1%	0%	F	130	F	1100	F	2001
				From:	SECL Galax										
				To:	Poplar Knob Rd										
4057 113 Country Club La	0.78	3200	F	97%	0%	2%	0%	1%	0%	C	330	F	3400	F	2001
				From:	Poplar Knob Rd										
				To:	US 58 E Stuart Dr										
4057 113 Dixon La	0.32	890	F	97%	0%	2%	0%	1%	0%	F	120	F	930	F	2001
				From:	US 58 E Stuart Dr										
				To:	Glendale Rd										
4058 113 Glendale Rd	0.62	6600	F	97%	0%	2%	0%	1%	0%	F	700	F	6900	F	2001
				From:	US 58 E Stuart Dr										
				To:	Cliffview Rd										
4058 113 Glendale Rd	1.05	6100	F	97%	0%	2%	0%	1%	0%	C	620	F	6400	F	2001
				From:	Cliffview Rd										
				To:	Haynes Rd										
4058 113 Glendale Rd	1.02	3600	F	97%	0%	2%	0%	1%	0%	F	340	F	3800	F	2001
				From:	Haynes Rd										
				To:	NCL Galax										
4059 113 Cliffview Rd	0.39	4700	F	95%	0%	2%	1%	1%	0%	C	510	F	4900	F	2001
				From:	Glendale Rd										
				To:	NCL Galax										
4060 113 Cranberry Rd	0.24	2600	F	93%	0%	2%	1%	3%	0%	C	250	F	2800	F	2001
				From:	Glendale Rd										
				To:	US 58 Stuart Dr										
4060 113 Cranberry Rd	0.30	1900	F	93%	0%	2%	1%	3%	0%	F	220	F	2000	F	2001
				From:	US 58 Stuart Dr										
				To:	ECL Galax										
Calloway St	9.90	380	F								40	F	400	F	2001
				From:	Webster St										
				To:	Hanks St										
Clover St	9.90	1100	F								130	F	1200	F	2001
				From:	Stanley Dr										
				To:	Valley St										
Forrest Ave	9.90	130	F								10	F	140	F	2001
				From:	Country Club Ln										
				To:	Cross St										
Kenbrook Dr	9.90	340	F								30	F	360	F	2001
				From:	Piine Knoll Dr										
				To:	Scotland Dr										

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<b>City of Galax</b>															
Langer Meadow	0.00	<b>5600</b>	<b>F</b>			From: SR 89					520	F	5800	F	2001
						To: Bedsaul Rd									