### 2002

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

where available

### **Jurisdiction Report**

95

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

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

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

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

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

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

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

### **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

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

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

					vvas	hington Mainter	iance Are	ta							
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle	uck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Bristol				. 1											
11 Euclid Ave	0.75	16000	G	98%	0%	State St	0%	0%	F	0.085	F	0.525	17000	G	2002
Euclid Ave	0.73	10000	G	30 /0	0 70		0 70	070	'	0.003	'	0.525	17000	U	2002
11 Euclid Ave	0.19	18000	G	From: 98%	0%	Vance St 1% 0%	0%	0%	F	0.087	F	0.562	19000	G	2002
Euclid Ave	0.10	10000	Ū	7	070			070	•	0.007	•	0.002	10000	Ü	2002
11 Euclid Ave	0.18	21000	G	From: 98%	0%	Bob Morrison E	0%	0%	F	0.085	F	0.601	21000	G	2002
11 Euclid Ave	0.10	21000	G	30 /0	0 70			070	'	0.003	'	0.001	21000	U	2002
11 Euclid Ave	0.40	11000	G	98%	0%	Commonwealth	Ave 0%	0%	F	0.091	F	0.525	11000	G	2002
11 Euclid Ave	0.48	11000	G		076	1% 0%		0%	Г	0.091	Г	0.525	11000	G	2002
Constitution Access	0.50	0400		From:	00/	Piedmont Av				0.004		0.505	0.400		0000
11 Euclid Ave	0.56	8100	G	98%	0%	1% 0%	0%	0%	С	0.094	F	0.505	8400	G	2002
~~~				From:		Moore St					_				
11 Lee Hwy	0.77	17000	G	98%	0%	1% 0%	0%	0%	F	0.088	F	0.564	18000	G	2002
~~ ~~				From:		Valley Dr									
11 Lee Hwy	0.70	15000	G	98%	0%	0% 0%	1%	0%	С	NA			15000	G	2002
<del>~</del>				To: From:		Overhill Rd		]-							
11 Lee Hwy	0.73	16000	G	96%	0%	2% 0%	1%	0%	F	0.086	F	0.554	17000	G	2002
<u> </u>				From:		Island Rd									
11 Lee Hwy	1.25	19000	G	96%	0%	2% 0%	1%	0%	F	0.095	F	0.58	20000	G	2002
$\overline{}$				To:		Bonham Rd									
11 Lee Hwy	0.30	18000	G	96%	0%	2% 0%	1%	0%	F	0.095	F	0.582	19000	G	2002
<u></u>				To:											
11 Lee Hwy	0.68	12000	G	From: 96%	0%	Old Airport R 2% 0%	1%	0%	F	0.098	F	0.529	13000	G	2002
Lectivy	0.00	12000	J	To:	0 70	NCL Bristol		070	•	0.000	'	0.020	13000	J	2002
Vashington County								U.							
Vasimplon County				From:		NCL Bristol									
11)	2.83	10000	Α	96%	0%	2% 0%	1%	0%	Α	0.132	Α	0.654	10000	Α	2002
$\overline{}$				From:	95	5-1717 Wash Co Inc	Park Rd								
11)	0.31	10000	N	96%	0%	2% 0%	1%	0%	Ν	0.082	Ν	0.552	10000	Ν	2002
$\downarrow$				To:		95-808 Halls Botto	m Rd								
11)	1.77	10000	G	96%	0%	2% 0%	1%	0%	F	0.082	F	0.552	10000	G	2002
				To:		95-611 Diver I	0.4								
11)	1.72	8800	G	96%	0%	2% 0%	1%	0%	F	0.083	F	0.513	8900	G	2002
				To:	0,0	WCL Abingdo		770	•	0.000	•	0.0.0	0000		
Town of Abingdon								•							
town of Abiligatin				From:		WCL Abingdo	n								
11 Main St	0.55	9900	G	96%	0%	2% 0%	1%	0%	F	0.094	F	0.52	10000	G	2002
<u> </u>				To: From:		SR 140 Jonesbor	o Rd								
11 Main St	0.43	25000	G	95%	1%	2% 0%	2%	0%	F	0.087	F	0.527	26000	G	2002
$\downarrow$				To- From:		Colonial Rd									
11 Main St	0.47	24000	G	95%	1%	2% 0%	2%	0%	F	0.088	F	0.512	25000	G	2002
				To:											
11 Main St	0.47	15000	G	95%	1%	US 19 2% 0%	2%	0%	F	0.086	F	0.503	16000	G	2002
11 Main St	0.47	10000	Ū		170		270		•	0.000	•	0.000	10000	Ü	2002
	0.05	12000	G	From: 95%	1%	Palmer St 2% 0%	20/	0%	С	0.000	F	0.52	12000	G	2002
Main St		12000	G		1 70	2% 0%	2%	0%	C	0.080	Г	0.52	12000	G	2002
11 Main St	0.35			To: From:	-	US ALT 58, Russ				0.00:		0.000	10000		
~					401	00'	-,10/_	0%		0.084		$\alpha \approx \alpha \alpha$			
Main St  Main St	0.35	12000	G	95%	1%	2% 0%	2%		F	0.004	F	0.600	13000	G	2002
11) Main St	0.24	12000		95%	US	S Alt 58, SR 75, Cur	nmings St								
~			G G	95%				1%	F	0.083	F	0.500	11000	G G	
11) Main St	0.24	12000		95% From: 92%	US	S Alt 58, SR 75, Cur	nmings St								
11) Main St	0.24	12000		95%	US	S Alt 58, SR 75, Cur 2% 2%	nmings St								2002
11) Main St 11) Main St	0.24	12000 11000	G	95% From: 92% From: 92%	US 0%	S Alt 58, SR 75, Cur 2% 2% Tanner St 2% 2%	nmings St 3%	1%	F	0.083	F	0.511	11000	G	2002
Main St  Main St	0.24	12000 11000	G	95% From: 92% From:	US 0%	S Alt 58, SR 75, Cur 2% 2% Tanner St	nmings St 3%	1%	F	0.083	F	0.511	11000	G	2002 2002 2002 2002

						nington Maintena		Ju							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Abingdon				From:		Hillman Hann									
11 Main St	0.74	12000	G	92%	0%	Hillman Hwy 2% 2%	3%	1%	С	0.083	F	0.657	13000	G	2002
(1)	• • • • • • • • • • • • • • • • • • • •			To	0,0	ECL Abingdon	0,70	.,,		0.000	•	0.00.	.0000		
Washington County															
$\sim$	0.00	47000	•	From:	00/	ECL Abingdon	20/	40/	_	0.070	_	0.554	17000	0	2002
[11]	0.20	17000	G	92%	0%	2% 2%	3%	1%	F	0.073	F	0.554	17000	G	2002
$\overline{\Box}$	0.30	NA		From:		I-81, US 58				NA			NA		
[11]	0.50	INA		т		****				INA			INA		
(11)	2.58	4500	G	96%	0%	US 58 East of Abing	gdon 1%	0%	F	0.085	F	0.540	4500	G	2002
(11)				To:		95-704	.,,		•	0.000	•	0.0.0			
11	2.09	4100	G	96%	0%	2% 1%	1%	0%	F	0.091	F	0.596	4200	G	2002
<u> </u>				To:		SR 80 Cedarville	a .	1							
<u>[11]</u>	4.33	2900	G	96%	0%	2% 1%	1%	0%	F	0.088	F	0.571	2900	G	2002
				To: From:		SR 91 S		1							
(11)	0.13	6400	G	96%	0%	2% 1%	1%	0%	F	0.081	F	0.557	6500	G	2002
<u> </u>				To: From:	S	R 91 South of Glade	Spring								
(11)	2.81	1300	G	96%	0%	2% 1%	1%	0%	F	0.088	F	0.598	1300	G	2002
~				To: From:		I-81 West of Chllho	wie								
(11)	2.21	2600	G	96%	0%	2% 1%	1%	0%	F	0.093	F	0.593	2700	G	2002
~				To:		Smyth County Lin	ne								
City of Bristol Truck				From:	S	SR 381 Commonweal	th Ave	I							
11 421 State St	0.21	10000	G	92%	0%	2% 1%	4%	0%	F	0.088	F	0.547	11000	G	2002
$\bigcirc$				To: From:		102-3305 Piedmont	Ave								
Truck 11 421 State St	0.34	9900	G	92%	0%	2% 1%	4%	0%	F	0.087	F	0.537	10000	G	2002
11 421 State St	0.04	3300	J	7	070		770	070		0.007		0.557	10000	J	2002
Truck			_	From:	201	STATE ST	40/				_				
(11) Randall St	0.93	7500	G	97%	0%	1% 1%	1%	0%	С	0.086	F	0.507	7800	G	2002
Truck				From:		Cumberland St		-							
(11) (113) Moore St	0.12	10000	G	96%	0%	2% 0%	1%	0%	F	0.087	F	0.513	11000	G	2002
				To-		Euclid Ave									
Commonwoolth A	0.16	20000	G	94%	0%	US 421 3% 0%	2%	0%	F	0.084	F	0.532	21000	G	2002
(19) (381) Commonwealth A	0.10	20000	G	94 /0 	0 /0			0 70	ı	0.004	,	0.552	21000	G	2002
(381) Commonwealth A	0.16	21000	G	From: 94%	1%	SR 113 Cumberland 2% 1%	Ave 3%	0%	F	0.087	F	0.551	21000	G	2002
19 (381) Commonwealth A	0.10	21000	J	_	1 70			070		0.007		0.551	21000	J	2002
(19) (381) Commonwealth A	0.19	21000	G	From: 94%	1%	SR 133 Par Sycamor	3%	0%	F	0.087	F	0.569	21000	G	2002
(19) (301) ************************************	01.10			To:	.,,	RT 381			•	0.00.		0.000			
19 (11) Euclid Ave	0.48	11000	G	From: 98%	0%	1% 0%	0%	0%	F	0.091	F	0.525	11000	G	2002
				To:		Piedmont Ave		ı							
19 (11) Euclid Ave	0.56	8100	G	98%	0%	1% 0%	0%	0%	С	0.094	F	0.505	8400	G	2002
				To:		Moore St		1							
19 (11) Lee Hwy	0.77	17000	G	98%	0%	1% 0%	0%	0%	F	0.088	F	0.564	18000	G	2002
				To: From:		Valley Dr									
19 (11) Lee Hwy	0.70	15000	G	98%	0%	0% 0%	1%	0%	С	NA			15000	G	2002
$\sim$				To: From:		Overhill Rd									
19 (11) Lee Hwy	0.73	16000	G	96%	0%	2% 0%	1%	0%	F	0.086	F	0.554	17000	G	2002
<del></del>				To: From:		Island Rd									
(19) (11) Lee Hwy	1.25	19000	G	96%	0%	2% 0%	1%	0%	F	0.095	F	0.58	20000	G	2002
<del></del>				To: From:		Bonham Rd									
(19) (11) Lee Hwy	0.30	18000	G	96%	0%	2% 0%	1%	0%	F	0.095	F	0.582	19000	G	2002
~ ~				To-		Old Airport Rd									

					was	nington Maintenance	Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Ti		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Bristol														
19 11 Lee Hwy	0.68	12000	G	96%	0%	Old Airport Rd 2% 0% 19	% 0%	J F	0.098	F	0.529	13000	G	2002
19 (11) Lee Hwy	0.00	12000	G	Tn-	0 70	NCL Bristol	0 070	1 ່	0.030	•	0.329	13000	O	2002
Washington County								•						
~~ ~~	0.00	40000		From:	00/	NCL Bristol		,	0.400		0.054	10000	•	0000
[19] [11]	2.83	10000	Α	96%	0%	2% 0% 19		. A	0.132	Α	0.654	10000	Α	2002
(ii) (iii)	0.31	10000	N	From: 96%	0%	5-1717 Wash Co Ind Park I 2% 0% 19		N	0.082	N	0.552	10000	N	2002
[19] [11]	0.01	10000	.,	To:	070	95-808 Halls Bottom Rd			0.002	.,	0.002	10000	.,	2002
(19) (11)	1.77	10000	G	96%	0%	2% 0% 19	6 0%	F	0.082	F	0.552	10000	G	2002
				To: From:		95-611 Diver Rd		1						
19 (11)	1.72	8800	G	96%	0%	2% 0% 19	6 0%	F	0.083	F	0.513	8900	G	2002
$\bigcirc$				To:		WCL Abingdon								
Town of Abingdon				From:		WCL Abingdon		1						
19 (11) Main St	0.55	9900	G	96%	0%	2% 0% 19	6 0%	F	0.094	F	0.52	10000	G	2002
				To: From:		SR 140 Jonesboro Rd		<b>—</b>						
19 (11) Main St	0.43	25000	G	95%	1%	2% 0% 29	6 0%	F	0.087	F	0.527	26000	G	2002
<del>~</del> <del>~</del> <del>~</del>				To: From:		Colonial Rd		}						
(19) (11) Main St	0.47	24000	G	95%	1%	2% 0% 29	% 0%	F	0.088	F	0.512	25000	G	2002
~~~				From:	221	US 11 MAIN ST		<u> </u>				10000		
19 Porterfield Rd	0.45	16000	G	91%	0%	2% 1% 5%	% 0%	F	0.087	F	0.562	16000	G	2002
19 Porterfield Rd	0.21	22000	G	91%	0%	Alt US 58 2% 1% 59	% 0%	F	0.087	F	0.567	23000	G	2002
19 Porterfield Rd	0.21	22000	J	To:	0 70	NCL Abingdon	0 070	1 ່	0.007	•	0.507	23000	J	2002
Washington County														
	3.79	20000	G	91%	0%	NCL Abingdon 2% 1% 59	% 0%	] F	0.079	F	0.577	20000	G	2002
19)	3.19	20000	G	91/0	0 70		0 70	1	0.079	•	0.577	20000	G	2002
(10)	3.03	18000	G	From: 91%	0%	95-700 2% 1% 59	6 0%	F	0.08	F	0.588	18000	G	2002
19)				To:		95-802		<u> </u>		-				
(19)	3.25	17000	G	91%	0%	2% 1% 59	6 0%	F	0.082	F	0.577	17000	G	2002
				To:		Russell County Line								
City of Bristol				From:		SR 381 Commonwealth Av	_							
19 421 State St	0.21	10000	G	92%	0%	2% 1% 49		J F	0.088	F	0.547	11000	G	2002
10) (+21)				To		102-3305 Piedmont Ave		Щ.						
Truck 19 (421) State St	0.34	9900	G	92%	0%	2% 1% 49	% 0%	F	0.087	F	0.537	10000	G	2002
19 (421) Otale of	0.04	3300	•	To:	070	TRUCK US 11 Randall St		]	0.007		0.557	10000	0	2002
Truck Truck	0.02	7500	•	From:	00/	STATE ST	/ 00/		0.006		0.507	7000		2002
19) (11) Randall St	0.93	7500	G	97% To:	0%	1% 1% 19 CUMBERLAND ST	<u>% 0%</u>	С 1	0.086	F	0.507	7800	G	2002
Truck				From:		Oakview Ave		_						
19 113 Moore St	0.12	10000	G	96% To:	0%	2% 0% 19 Euclid Ave	<u>% 0%</u>	F 1	0.087	F	0.513	11000	G	2002
Vashington County				<u> </u>		Euchu Ave								
~~				From:		Scott County Line								
58	2.65	1200	G	89%	1%	4% 2% 59	% 0%	F	0.097	F	0.596	1200	G	2002
$\sim$	2.50	E400		From:	40/	95-700	/ 00/	<del></del>	0.007		0.000	F400		0000
(58)	3.59	5100	G	89% To:	1%	4% 2% 59 WCL Bristol	<u>% 0%</u>	F <b>1</b>	0.087	F	0.628	5100	G	2002
City of Bristol						ii CL Diistoi								
~~~	_		_	From:		WCL Bristol				_			_	
58 Gate City Hwy	0.50	5200	G	97% To:	0%	1% 1% 19	<u>6 0%</u>	C	0.088	F	0.635	5400	G	2002
				10.		I-81; US 421		1						

							Tarrella			D1-		D:			
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		ОC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Bristol				From:		110.50	TIG 401								
	2.44			110111.	9/		US 421 directional tra	ffic volu	mo oct	imatos fo	r thic	coamont			
58 81		20000	_	750/								•	22000	_	
	Combined Traffic:	32000	G	75%	1%	2%	1% 20%	1%		0.068	г	0.506	32000	G	
~~ ~				From:			81								
58 (81)	1.39				Se	ee I-81 for	directional tra		me est		r this	segment.			
$\smile$	Combined Traffic:	48000	G	75%	1%	2%	1% 20%	1%	F	0.075	F		48000	G	
				To:		US 11	US 19								
58 (81)	2.13				Se	ee I-81 for	directional tra	ffic volu	me est	imates fo	r this	segment.			
	Combined Traffic:	43000	G	75%	1%	2%	1% 20%	1%	F	0.074	F		44000	G	
				To:		Old Air	port Rd								
(m) (m)	0.93			From:	90		directional tra	ffic volu	ma act	imates fo	r thic	coamont			
58 81	Combined Traffic:	E0000	G	750/			1% 20%		F		F	segment.	50000	C	
	Combined Franc.	50000	G	75%	1%	2%	Bristol	1%	F	0.063	Г		50000	G	
				<u> </u>		NCL	BIISIOI								
Vashington Count	tv			From:		NCI	Bristol								
F0 (04)	3.84			<u> </u>	94		directional tra	ffic volu	l me est	imates fo	r thie	seament			
58 81		E0000	_	750/								ocyment.	E0000	C	
	Combined Traffic:	ວບບບບ	G	75%	1%	2%	1% 20%	1%	F	U.U83	F		50000	G	
~~~				From:			310								
58 (81)	0.99				Se	ee I-81 for	directional tra	ffic volu	me est	imates fo	r this	segment.			
$\smile$	Combined Traffic:	39000	G	75%	1%	2%	1% 20%	1%	F	0.079	F		39000	G	
				To:		95-	611								
58 (81)	2.00			From:	Se		directional tra	ffic volu	me est	imates fo	r this	seament.			
30) (01)	Combined Traffic:	42000	G	75%	1%	2%	1% 20%	1%	F				43000	G	
	Combined Traine.	72000	J	7570	1 70			1 70	' 1	0.002	'		43000	O	
~ ~				From:			140								
58 (81)	1.93						directional tra					_		_	
~ ~	Combined Traffic:	40000	В	75% To:	1%	2%	1% 20%	1%	В	0.086	Α	0.512	41000	В	
				10.		SCL A	oingdon								
Town of Abingdon															
$\sim$				From:	0.	SCL A	oingdon	<b>ff</b> : 1			41- !				
Town of Abingdon           58         81	0.14			From:		SCL A	oingdon directional tra					-			
$\sim$		40000	В		Se 1%	SCL A	oingdon	ffic volu 1%	me est B	imates fo		segment. 0.512	41000	В	
$\sim$	0.14	40000	В	From:		SCL A ee I-81 for 2%	oingdon directional tra					-	41000	В	
58 81	0.14	40000	В	From:	1%	SCL A ee I-81 for 2%	oingdon directional tra 1% 20%	1%	В	0.086	Α	0.512	41000	В	
$\sim$	0.14 Combined Traffic:		B	From:	1%	SCL A ee I-81 for 2%	pingdon directional tra 1% 20%	1%	В	0.086 imates fo	Α	0.512	41000	B	
58 81	0.14 Combined Traffic:			75%	1% Se	SCL A ee I-81 for 2% SR ee I-81 for 2%	bingdon directional tra 1% 20% 75 directional tra	1% ffic volu	B me est	0.086 imates fo	A or this	0.512			
58     81       58     81	0.14 Combined Traffic: 1.06 Combined Traffic:			75% To T	1% Se	SCL A ee I-81 for 2% SR ee I-81 for 2%	bingdon directional tra 1% 20% 75 directional tra 1% 20%	1% ffic volu	B me est	0.086 imates fo	A or this	0.512			
58     81       58     81	0.14 Combined Traffic: 1.06 Combined Traffic:			75% To T	1% Se	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A	bingdon directional tra 1% 20% 75 directional tra 1% 20%	1% ffic volu	B me est	0.086 imates fo	A or this	0.512			
58 81  Sashington Count	0.14 Combined Traffic: 1.06 Combined Traffic:			75% To:  75% To:	1% Se 1%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A	bingdon directional tra 1% 20% 75 directional tra 1% 20% bingdon	1% ffic volu 1%	B me est F	0.086 imates fo 0.082	A or this F	0.512 segment.			
58     81       58     81	0.14 Combined Traffic:  1.06 Combined Traffic:  tv  1.43	47000	G	75%  From  75%  From  From	1% Se 1%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A NCL A	bingdon  directional tra  1% 20%  75  directional tra  1% 20%  bingdon  bingdon  directional tra	1% ffic volu 1% ffic volu	B me est F	0.086 imates fo	A or this F	0.512 segment.	47000	G	
58 81  Samuel 1	0.14 Combined Traffic:  1.06 Combined Traffic:	47000		75% To:  75% To:	1% Se 1%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A  NCL A ee I-81 for 2%	bingdon directional tra 1% 20% 75 directional tra 1% 20% bingdon	1% ffic volu 1%	B me est F me est	0.086 imates fo 0.082	A or this F	0.512 segment.			
58 81  Samuel 1	0.14 Combined Traffic:  1.06 Combined Traffic:  tv  1.43	47000	G	75%  From  75%  From  From	1% Se 1%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A NCL A ee I-81 for 2% US 11	bingdon  1% 20%  75  directional tra 1% 20%  bingdon  bingdon  directional tra 1% 20%	1% ffic volu 1% ffic volu	B me est F me est	0.086 imates fo	A or this F	0.512 segment.	47000	G	
58 81  Washington Count  58 81	0.14 Combined Traffic:  1.06 Combined Traffic:  tv  1.43	47000	G	75%  To T	1% Se 1%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A NCL A ee I-81 for 2% US 11	bingdon  directional tra  1% 20%  75  directional tra  1% 20%  bingdon  bingdon  directional tra  1% 20%  US 58	1% ffic volu 1% ffic volu	B me est F me est	0.086 imates fo	A or this F	0.512 segment.	47000	G	
58 81  Washington Count  (58 81)	0.14 Combined Traffic:  1.06 Combined Traffic:  tv  1.43 Combined Traffic:	47000 47000	G	75%  To From:  75%  To From:  75%  To From:	1% Se 1%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A  NCL A ee I-81 for 2% US 11 I-81;	bingdon  directional tra 1% 20%  75  directional tra 1% 20%  bingdon  bingdon  directional tra 1% 20%  US 58  US 11	1% ffic volu 1% ffic volu	B me est F me est	0.086 imates fo 0.082 imates fo 0.082	A or this F	0.512 segment.	47000 47000	G	
58 81  Washington Count  58 81  58 11	0.14 Combined Traffic:  1.06 Combined Traffic:  tv  1.43 Combined Traffic:  0.30	47000 47000 NA	G G	75%  75%  75%  75%  To:  From:  75%  To:  From:  75%  To:  From:	1% Se 1% Se 1%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A NCL A ee I-81 for 2% US 11 I-81;	bingdon  directional tra 1% 20%  75  directional tra 1% 20%  bingdon  bingdon  directional tra 1% 20%  US 58  US 11	1%  ffic volu  1%  ffic volu  1%	B me est F me est	0.086 imates fo 0.082 imates fo 0.082	A or this F	segment.	47000 47000 NA	G	2002
58 81  Washington Count  58 81	0.14 Combined Traffic:  1.06 Combined Traffic:  tv  1.43 Combined Traffic:	47000 47000	G	75%  To From:  75%  To From:  75%  To From:	1% Se 1%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A NCL A ee I-81 for 2% US 11 I-81;	bingdon directional tra 1% 20% 75 directional tra 1% 20% bingdon directional tra 1% 20% US 58 US 11  of Abingdon 1% 4%	1% ffic volu 1% ffic volu	me est F me est	0.086 imates fo 0.082 imates fo 0.082	A or this F or this F	0.512 segment.	47000 47000	G	2002
58 81  Washington Count  58 81   58 81   58 81	0.14 Combined Traffic:  1.06 Combined Traffic:  1.43 Combined Traffic:  0.30  5.53	47000 47000 NA 8000	G G	75%  75%  75%  75%  75%  75%  75%  75%	1% Se 1% Se 1%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A  NCL A  NCL A  US 11 I-81; US 11 East 2% E 95	bingdon directional tra 1% 20% 75 directional tra 1% 20% bingdon directional tra 1% 20% US 58 US 11  of Abingdon 1% 4% -708	1%  ffic volu 1%  ffic volu 1% 0%	me est F me est F	0.086 imates fc 0.082 imates fc 0.082 NA 0.076	A or this F F F	o.512 segment. segment.	47000 47000 NA 8100	G G	
58 81  Washington Count  58 81  58 11	0.14 Combined Traffic:  1.06 Combined Traffic:  tv  1.43 Combined Traffic:  0.30	47000 47000 NA	G G	75%  75%  75%  75%  75%  75%  75  From  75%  75  From  93%	1% Se 1% Se 1%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A  NCL A ee I-81 for 2% US 11 I-81; US 11 East 2% E 99 2%	bingdon directional tra 1% 20% 75 directional tra 1% 20% bingdon directional tra 1% 20% US 58 US 11  of Abingdon 1% 4% -708 1% 4%	1%  ffic volu  1%  ffic volu  1%	me est F me est	0.086 imates fo 0.082 imates fo 0.082	A or this F or this F	segment.	47000 47000 NA	G	
58 81  Washington Count  58 81   58 81   58 81	0.14 Combined Traffic:  1.06 Combined Traffic:  1.43 Combined Traffic:  0.30  5.53	47000 47000 NA 8000	G G	75%  75%  75%  75%  75%  75%  75  From:  75%  75  From:  75%  75  From:  75%  75%  75  From:	1% Se 1% Se 1%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A  NCL A ee I-81 for 2% US 11 I-81; US 11 East 2% E 99 2%	bingdon directional tra 1% 20% 75 directional tra 1% 20% bingdon directional tra 1% 20% US 58 US 11  of Abingdon 1% 4% -708	1%  ffic volu 1%  ffic volu 1% 0%	me est F me est F	0.086 imates fc 0.082 imates fc 0.082 NA 0.076	A or this F F F	o.512 segment. segment.	47000 47000 NA 8100	G G	
58 81  Washington Count 58 81  58 11  58 11  58 58	0.14 Combined Traffic:  1.06 Combined Traffic:  1.43 Combined Traffic:  0.30  5.53  3.57	47000 47000 NA 8000	G G	75% To:  75% To:  75% To:  75% To:  93% To:  93% To  100	1% Se 1% Se 1%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A NCL A ee I-81 for 2% US 11 I-81; US 11 East 2% E 99 2% WCL D	bingdon directional tra 1% 20% 75 directional tra 1% 20% bingdon bingdon directional tra 1% 20% US 58 US 11  of Abingdon 1% 4% -708 1% 4% amascus	1%  ffic volu 1%  ffic volu 1% 0%	me est F me est F	0.086 imates fc 0.082 imates fc 0.082 NA 0.076	A or this F F F	o.512 segment. segment.	47000 47000 NA 8100	G G	
58 81  Vashington Count 58 81  58 11  58 11  58 58  Town of Damascus	0.14 Combined Traffic:  1.06 Combined Traffic:  1.43 Combined Traffic:  0.30  5.53  3.57	47000 47000 NA 8000 5200	G G	75% To:  75% To:  75% To:  75% To:  75% To:  75% To:  From 93% To From 93% To	1% Se 1% Se 1% O%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A NCL A ee I-81 for 2% US 11 I-81; US 11 East 2% E 96 2% WCL D	bingdon directional tra 1% 20% 75 directional tra 1% 20% bingdon directional tra 1% 20% US 58 US 11  of Abingdon 1% 4% -708 1% 4% amascus	1%  ffic volu 1%  ffic volu 1%  0%	me est F me est F	0.086 imates fc 0.082 imates fc 0.082 NA 0.076 0.083	A or this F F F	o.512 segment. segment.	47000 47000 NA 8100 5300	G G	2002
58 81  Washington Count 58 81  58 11  58 11  58 58	0.14 Combined Traffic:  1.06 Combined Traffic:  1.43 Combined Traffic:  0.30  5.53  3.57	47000 47000 NA 8000	G G	75% To:  75% To:  75% To:  75% To:  93% To:  93% To  100	1% Se 1% Se 1%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A NCL A ee I-81 for 2% US 11 I-81; US 11 East 2% E 99 2% WCL D	bingdon directional tra 1% 20% 75 directional tra 1% 20% bingdon bingdon directional tra 1% 20% US 58 US 11  of Abingdon 1% 4% -708 1% 4% amascus	1%  ffic volu 1%  ffic volu 1% 0%	me est F me est F	0.086 imates fc 0.082 imates fc 0.082 NA 0.076	A or this F F F	o.512 segment. segment.	47000 47000 NA 8100	G G	2002
58 81  Washington Count  58 81   58 81   58 81   58 11  58 11  58  Town of Damascus	0.14 Combined Traffic:  1.06 Combined Traffic:  1.43 Combined Traffic:  0.30  5.53  3.57	47000 47000 NA 8000 5200	G G G	75%  75%  75%  To:  From  93%  To:  From:  93%  From:  93%	1% Se 1% Se 1% O%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A  NCL A  NCL A  1-81; US 11 East 2% US 11 East 2% WCL D  WCL D	bingdon directional tra 1% 20% 75 directional tra 1% 20% bingdon directional tra 1% 20% bingdon directional tra 1% 20% US 58 US 11  of Abingdon 1% 4% amascus 1% 4%	1%  ffic volu 1%  ffic volu 1%  0%	me est F me est F	0.086 imates fc 0.082 imates fc 0.082 NA 0.076 0.083	A or this F or this F F	0.512 segment. segment.  0.664 0.54	47000 47000 NA 8100 5300	G G G	2002
58 81  Washington Count  58 81  58 11  58 11  58  Town of Damascus	0.14 Combined Traffic:  1.06 Combined Traffic:  1.43 Combined Traffic:  0.30  5.53  3.57	47000 47000 NA 8000 5200	G G G	75% To:  75% To:  75% To:  75% To:  75% To:  75% To:  From 93% To From 93% To	1% Se 1% Se 1% O%	SCL A ee I-81 for 2% SR ee I-81 for 2% NCL A  NCL A  NCL A  1-81; US 11 East 2% US 11 East 2% WCL D  WCL D	bingdon directional tra 1% 20% 75 directional tra 1% 20% bingdon directional tra 1% 20% US 58 US 11  of Abingdon 1% 4% -708 1% 4% amascus	1%  ffic volu 1%  ffic volu 1%  0%	me est F me est F	0.086 imates fc 0.082 imates fc 0.082 NA 0.076 0.083	A or this F or this F F	0.512 segment. segment.  0.664 0.54	47000 47000 NA 8100 5300	G G G	2002

					Was	hington Maintena	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County															
$\sim$				From:	201	ECL Damascus		20/							
[58]	0.54	4000	N	93%	0%	2% 1%	4%	0%	N	0.078	N	0.558	4000	N	2002
~~				To: From:		E SR 91 Damasc									
[58]	9.63	720	G	95%	0%	2% 1%	1%	0%	F	0.104	F	0.675	730	G	2002
~				To: From:		95-603		-							
58	5.80	530	G	95%	0%	2% 1%	1%	0%	F	0.090	F	0.571	540	G	2002
$\bigcirc$				To:		Grayson County L	ine								
ALT				From:		Russell County L	ine								
(58) (19)	3.25	17000	G	91%	0%	2% 1%	5%	0%	F	0.082	F	0.577	17000	G	2002
~ ~				To: From:		95-802									
ALT	2.02	40000	_		00/		<b>E</b> 0/	00/	F	0.00	_	0.500	40000	0	2002
[58] [19]	3.03	18000	G	91%	0%	2% 1%	5%	0%	Г	0.08	F	0.588	18000	G	2002
ALT				From:		95-700		-							
58 19	3.79	20000	G	91%	0%	2% 1%	5%	0%	F	0.079	F	0.577	20000	G	2002
				To:		NCL ABINGDO	N								
Town of Abingdon															
ALT				From:		NCL ABINGDO	N								
58 19 Porterfield Rd	0.21	22000	G	91%	0%	2% 1%	5%	0%	F	0.087	F	0.567	23000	G	2002
$\bigcirc$				To		US 19									
ALT Duncell Dd	4.04	7400	_	From:	00/		20/	00/	^	0.000	_	0.550	7700	_	2000
58 Russell Rd	1.01	7400	G	97%	0%	1% 1%	2%	0%	С	0.086	F	0.556	7700	G	2002
ALT				From:		Valley Street VALLEY ST									
58 11 Main St	0.24	12000	G	95%	1%	2% 0%	2%	0%	F	0.084	F	0.600	13000	G	2002
(30) (11)				To:		MAIN ST									
ALT				From:		US 11									
(58) (75)	0.78	18000	G	97 <u>%</u>	0%	1% 1%	1%	0%	С	0.088	F	0.514	19000	G	2002
$\bigcirc$				To-		I-81									
Washington County															
	4.00		_	From:	00/	Tennessee State L		00/	_	0.400	_	0.54	0000	_	0000
75	4.29	2300	G	95%	0%	2% 1%	2%	0%	F	0.102	F	0.54	2300	G	2002
				From:		95-670 Green Spri									
(75)	4.46	4600	G	95 <u>%</u>	0%	2% 1%	2%	0%	F	0.081	F	0.599	4700	G	2002
				To:		SCL Abingdon									
Town of Abingdon															
			_	From:	201	SCL Abingdon			_		_				
75	0.98	6400	G	96%	0%	2% 1%	1%	0%	С	0.091	F	0.62	6700	G	2002
$\stackrel{\smile}{=}$				To: From:		I-81		-							
(75)	0.78	18000	G	97%	0%	1% 1%	1%	0%	С	0.088	F	0.514	19000	G	2002
				To:		US 11									
Washington County															
			_	From:	201	US 11 Cedarvill		201	_	0.05=	_	0 ====	225-	_	
80	1.06	3000	G	97%	0%	1% 1%	1%	0%	F	0.087	F	0.586	3000	G	2002
				To:		95-609 Meadowvi									
80	2.19	990	G	97%	0%	1% 1%	1%	0%	F	0.095	F	0.575	1000	G	2002
				To:		95-740 N		<u> </u>							
80	6.00	880	G	97%	0%	1% 1%	1%	0%	F	0.093	F	0.671	890	G	2002
				To:											
	2.06	560	G	97%	0%	95-689 Hayters G 1% 1%	ар 1%	0%	F	0.091	F	0.532	560	G	2002
80	2.00	300	G	31 70	U /0		1 /0	U /0	ı,	0.091	1.	0.002	500	G	2002
	A			From:	201	95-613	401		_	0.15-	-	c ==			6665
(80)	3.67	320	G	97%	0%	1% 1%	1%	0%	F	0.139	F	0.55	320	G	2002
				To:		Russell County L									
North				From:		Tennessee State L						<del></del>			
81)	0.65	14000	G	74%	1%	2% 1%	22%	1%	F	0.062	F		14000	G	2002
Combi	ined Traffic:	30000	G	75 <u>%</u>	1%	2% 1%	20%	1%	F	0.065	F	0.566	30000	G	
				To:		SCL Bristol									

					vv as	hington	vialillella	ance Are	<del>d</del>							
Route	I enath	AADT	QA	4Tire	Bus		Tru			QC	Peak	QK	Dir	AAWDT	QW	Year
	20.1901		~.	0	_40	2Axle	3+Axle	1Trail	2Trail		Hour	~.,	Factor			
City of Bristol North				From:		SC	L Bristol		ĺ							
(81)	0.61	14000	G	74%	1%	2%	1%	22%	1%	F	0.062	F		14000	G	2002
	Combined Traffic:	30000	G	75%	1%	2%	1%	20%	1%	F	0.065	F	0.566	30000	G	
				To: From:		US 5	58, US 421									
North	2.44	16000	G	74%	1%	2%	1%	22%	1%	F	0.072	F		16000	G	2002
81	Combined Traffic:	32000	G	75%	1%	2%	1%	20%	1%	F	0.068	F	0.506	32000	G	2002
	Combined Trainc.	32000	G	7570	1 /0			20 /0	1 /0	'	0.000	,	0.500	32000	G	
North				From:			I-381									
81)	1.39	26000	G	74%	1%	2%	1%	22%	1%	F	0.075	F		26000	G	2002
	Combined Traffic:	48000	G	75%	1%	2%	1%	20%	1%	F	0.075	F		48000	G	
North				From:		US	11, US 19									
81)	2.13	22000	G	74%	1%	2%	1%	22%	1%	F	0.074	F		22000	G	2002
	Combined Traffic:	43000	G	75%	1%	2%	1%	20%	1%	F	0.074	F		44000	G	
				To:		Old	Airport Rd									
North	0.93	22000	G	74%	1%	2%	1%	22%	1%	F	0.083	F		22000	G	2002
81	Combined Traffic:		G	74% 75%	1%	2%	1%	20%	1%	F	0.083	F		50000	G	2002
	Johnshieu Hailie.	55000	J	7 3 70 To:	1 /0		L Bristol	<b>2</b> U /0	1 /0	'	0.000	'		50000	J	
Washington County	7			•					<u> </u>							
North				From:			L Bristol									
(81)	3.84	22000	G	74%	1%	2%	1%	22%	1%	F	0.083	F		22000	G	2002
	Combined Traffic:	50000	G	75%	1%	2%	1%	20%	1%	F	0.083	F		50000	G	
North				To- From:			FR-310 T F-310									
81)	0.99	21000	G	74%	1%	2%	1%	22%	1%	F	0.079	F		21000	G	2002
0.1	Combined Traffic:	39000	G	75%	1%	2%	1%	20%	1%	F	0.079	F		39000	G	
				To:		-	95-611		1							
North	2.00	24000	_	From:	10/			220/	10/	_	0.000	г		21000	0	2002
81	2.00	21000	G	74%	1%	2%	1%	22%	1%	F	0.082	F F		21000	G	2002
	Combined Traffic:	42000	G	75%	1%	2%	1%	20%	1%	F	0.082	Г		43000	G	
North				From:		S	SR 140									
(81)	1.93	20000	В	74%	1%	2%	1%	22%	1%	В	0.089	Α		21000	В	2002
$\smile$	Combined Traffic:	40000	В	75 <u>%</u>	1%	2%	1%	20%	1%	В	0.086	Α	0.512	41000	В	
				To:		SCL	Abingdon									
Town of Abingdon				From:		SCI	A himadan		-							
North	0.14	20000	В	74%	1%	2%	Abingdon 1%	22%	1%	В	0.089	Α		21000	В	2002
81	Combined Traffic:		В	75%	1%	2%	1%	20%	1%	В	0.086	Α	0.512	41000	В	2002
				To:			SR 75				0.000		0.0.2			
North				From:												
81	1.06	24000	G	74%	1%	2%	1%	22%	1%	F	0.082	F		24000	G	2002
	Combined Traffic:	47000	G	75% To:	1%	2%	1% Abingdor	20%	1%	F	0.082	F		47000	G	
***						INCL	Aumguor	ı								
<b>Washington County</b> North	7			From:		NCI	Abingdor	1	ì							
81)	1.43	24000	G	74%	1%	2%	1%	22%	1%	F	0.082	F		24000	G	2002
	Combined Traffic:	47000	G	75%	1%	2%	1%	20%	1%	F	0.082	F		47000	G	
				To: From:			11, US 58									
North	2.62	18000	G	74%	1%	2%	1%	22%	1%	F	0.074	F		18000	G	2002
81	Combined Traffic:									F	0.074			37000	G	2002
	Compined Haific:	36000	G	75%	1%	2%	1%	20%	1%	F	0.074	F		37000	G	
North				From:			95-704		-							
( <del>81</del> )	2.66	18000	G	74%	1%	2%	1%	22%	1%	F	0.074	F		18000	G	2002
$\smile$	Combined Traffic:	37000	G	75%	1%	2%	1%	20%	1%	F	0.074	F		37000	G	
				To:												

1					Was	nington	Maintena	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County	7			. 1												
North	4.50	47000	_	From:	40/		SR 80	220/	40/	_	0.070	_		47000	0	2002
81	1.52	17000	G	74%	1%	2%	1%	22%	1%	F	0.076	F		17000	G	2002
	Combined Traffic:	36000	G	75%	1%	2%	1%	20%	1%	F	0.076	F		37000	G	
North				From:			95-737									
(81)	2.97	16000	G	74%	1%	2%	1%	22%	1%	F	0.074	F		17000	G	2002
	Combined Traffic:	33000	G	75%	1%	2%	1%	20%	1%	F	0.074	F		33000	G	
				To: From:			SR 91									
North	2.68	17000	G	74%	1%	2%	1%	22%	1%	F	0.069	F		17000	G	2002
81										F	0.068	F		17000	G	2002
	Combined Traffic:	33000	G	75%	1%	2%	1%	20%	1%	Г	0.068	Г		34000	G	
North				From:			US 11									
(81)	2.31	14000	G	74%	1%	2%	1%	22%	1%	F	0.069	F		14000	G	2002
	Combined Traffic:	32000	G	75%	1%	2%	1%	20%	1%	F	0.069	F		32000	G	
				To:		Smyth	County Li	ne								
South				From:			see State L	ine								
(81)	1.06	16000	G	77%	1%	2%	1%	19%	1%	F	0.070	F		16000	G	2002
$\smile$	Combined Traffic:	30000	G	75 <u>%</u>	1%	2%	1%	20%	1%	F	NA			30000	G	
				To:		SC	L Bristol									
City of Bristol																
South	0.40	40000	_	From:	40/		L Bristol	400/	40/	_	0.070	_		40000	0	2002
81	0.16	16000	G	77%	1%	2%	1%	19%	1%	F	0.070	F	0.500	16000	G	2002
	Combined Traffic:	30000	G	75%	1%	2%	1%	20%	1%	F	0.065	F	0.566	30000	G	
South				To: From:		US	58, US 421									
(81)	3.58	16000	G	77%	1%	2%	1%	19%	1%	F	0.067	F		16000	G	2002
	Combined Traffic:	32000	G	75%	1%	2%	1%	20%	1%	F	NA			32000	G	
				To:			I-381									
South	4.05	22222	_	From:	40/	20/		400/	40/	_	0.074	_		22000	0	2002
81	1.25	22000	G	77%	1%	2%	1%	19%	1%	F	0.074	F		23000	G	2002
	Combined Traffic:	48000	G	75%	1%	2%	1%	20%	1%	F	NA			48000	G	
South				From:		US	11, US 19									
( <del>81</del> )	1.99	21000	G	77%	1%	2%	1%	19%	1%	F	0.071	F		21000	G	2002
	Combined Traffic:	43000	G	75%	1%	2%	1%	20%	1%	F	NA			44000	G	
				To:		Old	Airport Rd	[								
South	0.50	27000	_	770/	40/				40/	_	0.070	_		20000	0	2002
81	0.50	27000	G	77%	1%	2%	1%	19%	1%	F	0.072	F		28000	G	2002
	Combined Traffic:	50000	G	75%	1%	2%	1% CL Bristol	20%	1%	F	NA			50000	G	
W 11 4 6						140	L DIISIUI									
Washington County South	7			From:		NO	CL Bristol		I							
(81)	3.79	27000	G	77%	1%	2%	1%	19%	1%	F	0.072	F		28000	G	2002
<b>31</b>	Combined Traffic:		G	75%	1%	2%	1%	20%	1%	F	0.083	F		50000	G	<b></b>
					- , •					-		-				
South			_	From:			T F-310			_			<del></del>			
81)	1.29	18000	G	77%	1%	2%	1%	19%	1%	F	0.087	F		18000	G	2002
	Combined Traffic:	39000	G	75%	1%	2%	1%	20%	1%	F	NA			39000	G	
South				To: From:			95-611									
(81)	1.93	22000	G	77%	1%	2%	1%	19%	1%	F	0.071	F		22000	G	2002
<b>31</b>	Combined Traffic:		G	75%	1%	2%	1%	20%	1%	F	NA	•		43000	G	<b></b>
					. 70			_3,0							_	
South			_	To: From:			SR 140			_		_				
(81)	1.40	20000	Α	77%	1%	2%	1%	19%	1%	Α	0.093	Α		20000	Α	2002
	Combined Traffic:	40000	В	75%	1%	2%	1%	20%	1%	В	NA			41000	В	
				To:		SCI	Abingdon									

					vvas	nington	iviainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Abingdon				From:		CCI	A binada		ī							
South	0.69	20000	Α	77%	1%	2%	Abingdor	19%	1%	Α	0.093	Α		20000	Α	2002
81	Combined Traffic:	40000	В	75%	1%	2%	1%	20%	1%	В	0.086	Α	0.512	41000	В	2002
	Combined Trainc.	40000		7570	1 /0			20 /0	1 70	Ь	0.000	^	0.512	41000	ь	
South				From:			SR 75									
(81)	0.79	23000	G	77%	1%	2%	1%	19%	1%	F	0.075	F		23000	G	2002
	Combined Traffic:	47000	G	75 <u>%</u>	1%	2%	1%	20%	1%	F	NA			47000	G	
				To:		NCI	. Abingdo	n								
Washington County	V			From:		NOT	41: 1									
South	1.52	23000	G	77%	1%	2%	Abingdon 1%	19%	1%	F	0.075	F		23000	G	2002
81	Combined Traffic:		G	75%	1%	2%	1%	20%	1%	F	0.073	F		47000	G	2002
	Combined Trainic.	47000	G		1 /0				1 /0		0.002	•		47000	G	
South				From:		US	11, US 58	3								
(81)	3.04	18000	G	77%	1%	2%	1%	19%	1%	F	0.066	F		18000	G	2002
	Combined Traffic:	36000	G	75%	1%	2%	1%	20%	1%	F	NA			37000	G	
0 11				To: From:			95-704		1							
South	2.56	19000	G	77%	1%	2%	1%	19%	1%	F	0.064	F		19000	G	2002
81	Combined Traffic:		G	75%	1%	2%	1%	20%	1%	F	0.064 NA			37000	G	2002
	Combined Trainic.	37000	G		1 /0			20 /0	1 /0		INA			37000	G	
South				From:			SR 80									
(81)	1.47	19000	G	77%	1%	2%	1%	19%	1%	F	0.064	F		19000	G	2002
	Combined Traffic:	36000	G	75%	1%	2%	1%	20%	1%	F	NA			37000	G	
Carrella				To: From:			95-737									
South	2.94	16000	G	77%	1%	2%	1%	19%	1%	F	0.065	F		16000	G	2002
81	Combined Traffic:	33000	G	75%	1%	2%	1%	20%	1%	F	NA	•		33000	G	2002
	Combined Traine.	33000	J	7570	1 70			2070	170	•	14/4			33000	O	
South				From:			SR 91									
(81)	2.88	16000	G	77%	1%	2%	1%	19%	1%	F	0.065	F		16000	G	2002
	Combined Traffic:	33000	G	75%	1%	2%	1%	20%	1%	F	NA			34000	G	
Courth				To: From:			US 11		-							
South 81	1.83	17000	G	77%	1%	2%	1%	19%	1%	F	0.069	F		18000	G	2002
(61)	Combined Traffic:	32000	G	75%	1%	2%	1%	20%	1%	F	NA	•		32000	G	
	Combined Traine.	02000	•	To:	170		County L		170		10.			02000	Ŭ	
				From:		Tennes	see State I	Line								
91)	1.62	2800	G	83%	0%	3%	5%	8%	0%	F	0.074	F	0.529	2800	G	2002
				To:			US 58									
Town of Damascus																
$\sim$				From:			US 58									
(91) (58)	0.45	4000	G	93%	0%	2%	1%	4%	0%	F	0.078	F	0.558	4000	G	2002
<u> </u>				To:		ECL	Damascu	S	<u> </u>							
Washington County	V			From:		FOI	Б.									
	0.54	4000	N	93%	0%	2%	Damascu 1%	s 4%	0%	N	0.078	N	0.558	4000	N	2002
91 [58]	0.54	4000	14	70 To:	0 70		US 58	7 70	070	IN	0.070	IN	0.550	4000	14	2002
							05 56									
Town of Damascus				From:			US 58		I							
91)	0.70	2200	G	91%	0%	2%	3%	4%	0%	F	0.082	F	0.575	2200	G	2002
				To			Damascu	IS								
Washington County	v					-									-	
				From:			Damascu									
91)	6.85	2200	N	91%	0%	2%	3%	4%	0%	Ν	0.082	Ν	0.575	2200	Ν	2002
				To: From:		95-803	South of I	Lodi								
91	0.97	2000	G	91%	0%	2%	3%	4%	0%	F	0.085	F	0.522	2000	G	2002
				To:		95-762	North of I	odi	<del></del> 1							
91)	3.57	2100	G	91%	0%	2%	3%	4%	0%	F	0.089	F	0.576	2100	G	2002
31)	0.07		-	To	- 70		US 11	. 70		•	2.000	•	2.0.0		-	

					was	hington Maintena	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County							IIIali	ZIIdii		Houi		Factor			
04	0.51	4800	N	95%	0%	US 11 2% 1%	1%	0%	N	0.09	N	0.653	4900	N	2002
91	0.01	1000	.,	Tn·	070	SCL Glade Sprin		070	.,	0.00		0.000	4000		2002
Town of Glade Spring	g			From:		act cl. l. a. :		-							
91)	1.37	4800	G	95%	0%	SCL Glade Spring	g 1%	0%	F	0.09	F	0.653	4900	G	2002
				To: From:		BUS SR 91									
91	0.77	3000	G	95% To:	0%	2% 1%	1%	0%	F	0.082	F	0.637	3100	G	2002
Washington County				10.		NCL Glade Sprin	g								
	5.40	0500	_	From:	00/	NCL Glade Sprin		00/	_	0.000	_	0.540	0000	_	0000
91	5.43	2500	G	95% To:	0%	2% 1% WCL Saltville	1%	0%	F	0.082	F	0.548	2600	G	2002
Town of Saltville				•				•							
	0.52	3500	G	96%	0%	WCL Saltville	1%	0%	С	0.081	F	0.565	3500	G	2002
91	0.32	3300		To:	070	Smyth County Lir		070		0.001	'	0.505	3300		2002
Town of Glade Sprins	g			From:		a an or a sign		ı							
Bus 91	1.38	800	G	97%	0%	S SR 91 Glade Spri 1% 1%	ng 1%	0%	F	0.092	F	0.573	820	G	2002
				To:		N SR 91 Glade Spr	ing								
Washington County				From:	H	S 11 OLD LOCATION	J DT 01	I							
91) (11)	0.13	6400	G	96%	0%	2% 1%	1%	0%	F	0.081	F	0.557	6500	G	2002
				To		US 11									
City of Bristol				From:		Commonwealth A	ve	I							
(113) Cumberland St	t 0.28	2700	G	96%	0%	2% 1%	1%	0%	С	0.090	F	0.528	2800	G	2002
	Combined Traffic:	3800	G	96% To:	0%	1% 1% US 421 Piedmont A	1%	0%	С	0.091	F	0.508	4000	G	
				From:		Cumberland St	ive								
113 Piedmont Ave	80.0	3800	G	96%	0%	2% 0%	1%	0%	F	0.093	F	0.539	4000	G	2002
	Combined Traffic:	4900	G	97%	0%	2% 0%	1%	0%	F	0.093	F	0.527	5100	G	
113 Piedmont Ave	0.25	3200	G	From: 96%	0%	SR 113 P, Sycamore 2% 0%	Ave 1%	0%	F	0.096	F	0.528	3400	G	2002
113 Pledmont Ave	0.23	3200	J	To:	0 70	Oakview Ave	1 /0	0 70		0.030	'	0.520	3400	J	2002
	0.00		_	From:	00/	Piedmont Ave	40/	00/	_	0.4	_	0.505	0000	_	0000
113 Oakview Ave	0.60	2200	G	96% To:	0%	2% 0% Moore St	1%	0%	С	0.1	F	0.525	2300	G	2002
				From:		Oakview Ave									
113 Moore St	0.12	10000	G	96% To:	0%	2% 0% Euclid Ave	1%	0%	F	0.087	F	0.513	11000	G	2002
				From:		SR 381 Commonwealt	h Ave								
Sycamore St	0.40	1100	G	98%	0%	1% 0%	1%	0%	С	0.095	F	0.527	1100	G	2002
	Combined Traffic:	3800	G	96 <u>%</u>	0%	1% 1%	1%	0%	С	NA			4000	G	
				To:		Piedmont Ave									
Town of Abingdon				From:		SCL Abingdon									
Jonesboro Rd	0.38	18000	G	91% To-	1%	1% 1%	5%	0%	С	0.086	F	0.52	18000	G	2002
City of Bristol						US 11 Main St									
North North				From:		SR 381									
381	1.39	7700	Α	94%	1%	2% 1%	3%	0%	Α	0.11	Α		7800	Α	2002
	Combined Traffic:	15000	Α	94%	0%	2% 0% I-81	3%	0%	Α	0.101	Α	0.588	15000	Α	
South				From:		SR 381		<u>_</u>							
South 381	1.67	7400	Α	94%	0%	2% 0%	3%	0%	Α	0.109	Α		7600	Α	2002
	Combined Traffic:	15000	Α	94%	0%	2% 0%	3%	0%	Α	NA			15000	Α	
				To:		I-81									

					was	shington	Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Bristol																
				From:			JS 421			_		_				
(381) Commonwealth Ave	0.16	20000	G	94%	0%	3%	0%	2%	0%	F	0.084	F	0.532	21000	G	2002
				To: From:		SR 113 C	umberlan	d Ave	-							
(381) Commonwealth Ave	0.16	21000	G	94%	1%	2%	1%	3%	0%	F	0.087	F	0.551	21000	G	2002
				To:		CD 122 D	C	C4								
(381) Commonwealth Ave	0.10	21000	G	From: 94%	1%	2%	ar; Sycam 1%	3%	0%	F	0.087	F	0.569	21000	G	2002
381 Commonwealth Ave	0.19	21000	G	9470	170	270	1 70	370	0%	F	0.067	Г	0.509	21000	G	2002
				To: From:		US 11	Euclid A									
(381)Commonwealth Ave	0.63	23000	G	94%	1%	2%	1%	3%	0%	F	0.087	F	0.55	23000	G	2002
				To:		Key	s St; I-381									
Washington County																
· · · · · · · · · · · · · · · · · · ·				From:		Scott	County Li	ne								
(421) (58)	2.65	1200	G	89%	1%	4%	2%	5%	0%	F	0.097	F	0.596	1200	G	2002
				To:			05.700									
	3.59	5100	G	89%	1%	4%	95-700 <b>2</b> %	5%	0%	F	0.087	F	0.628	5100	G	2002
[421] [58]	3.39	3100	G	To:	1 /0			370	0 /6	I	0.007		0.020	3100	G	2002
						WC	CL Bristol		L							
City of Bristol																
~~~~~~	0.50	F00-	_	From:	001		CL Bristol	401	001	_	0.000	_	0.00-	E 100	_	0000
(421) (58) Gate City Hwy	0.50	5200	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.635	5400	G	2002
<u> </u>				To: From:		US	58; I-81									
(A21)	0.21	7200	G	92%	0%	2%	1%	4%	0%	F	0.079	F	0.614	7400	G	2002
(421)																
~~~				From:			land Rd									
<u>421</u>	0.80	8500	G	92%	0%	2%	1%	4%	0%	F	0.087	F	0.566	8900	G	2002
<u> </u>				To: From:		W	/ US 11									
421 11 Euclid Ave	0.75	16000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.525	17000	G	2002
421) (11) = 421	00		_	-	0,0			0,0		-	0.000	•	0.020		•	
~~~~				From:			ance St									
{421}{11} Euclid Ave	0.19	18000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.562	19000	G	2002
<u> </u>				To: From:		Bob M	Iorrison B	lvd	1							
421 11 Euclid Ave	0.18	21000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.601	21000	G	2002
(421) (11) ================================				. —												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			_	From:	40/		RT 11	201		_		_		0.1000	_	
(421) (381) Commonwealth A	0.19	21000	G	94%	1%	2%	1%	3%	0%	F	0.087	F	0.569	21000	G	2002
<u> </u>				To: From:		SR 133 P	ar Sycamo	ore St								
(421)(381) Commonwealth A	0.16	21000	G	94%	1%	2%	1%	3%	0%	F	0.087	F	0.551	21000	G	2002
421 (381)	00				.,,					•	0.00.	•	0.00		•	
~~~				From:			umberlan									
(421)(381) Commonwealth A	0.16	20000	G	94%	0%	3%	0%	2%	0%	F	0.084	F	0.532	21000	G	2002
<u> </u>				To:			RT 381									
~~~	0.04	40000	_	From:		SR 381 Cor			00/	_	0.000	_	0.543	44000	_	0000
421 State St	0.21	10000	G	92%	0%	2%	1%	4%	0%	F	0.088	F	0.547	11000	G	2002
				To: From:		102-3305	Piedmon	t Ave								
State St	0.34	9900	G	92%	0%	2%	1%	4%	0%	F	0.087	F	0.537	10000	G	2002
<u></u> )				т												
Chata Ct	0.00	40000		From:	00/		5 11 Rand				0.000		0.544	40000		2000
State St	0.28	13000	G	92%	0%	2%	1%	4%	0%	F	0.082	F	0.514	13000	G	2002
				To:	Go	odson St; T	ennessee	State Line	;							
Washington County																
		· <u> </u>		From:		9	95-726				_		· <u> </u>			
(600)	0.45	240	R								NA			NA		1998
$\overline{}$				To:		-	95-777									
600	1.00	340	R	From:					·		NA			NA		1998
600	1.00	J-10		To:			US 58		1		14/3			1 47-7		1000
									!							
			_	From:		US 5	8 SOUTE	1								
601)	0.15	20	R								NA			NA		10/29/2001
$\underline{\hspace{1cm}}$				To:			95-756		į.							
(601)	2.30	46	R	From:		-	,				NA			NA		10/29/2001
(601)	2.00			To:		HC	8 NORTI	1	1		14/1			1 1/-1		10,20,2001
						083	O NUKII	1	<u> </u>							

					*** 40.	migton	Maintena	1100 / 110	<i>,</i> u							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:			US 58		ī							
602	1.20	60	R						u.		NA			NA		10/29/200
				To: From:		Smyth	n County Li	ne	-							
602	0.70	80	R								NA			NA		10/29/200
				To: From:		Smyth	n County Li	ne								
602	0.30	180	R	To:		95-	603 EAST		1		NA			NA		1998
				From:			603 WEST									
602	0.26	46	R	To:			15.1				NA			NA		10/29/200
				From:			Dead End		<u> </u>							
603	0.56	730	G	97%	0%	2%	US 58 0%	1%	0%	С	0.087	F	0.627	740	G	2002
				To:			95-755									
603)	0.35	810	G	97%	0%	2%	0%	1%	0%	F	0.085	F	0.639	820	G	2002
				To: From:		95-	-602 West		-							
603)	0.25	830	G	97%	0%	2%	0%	1%	0%	F	0.093	F	0.506	840	G	2002
				To:			n County Li									
	1.00	100	R	From:		Smyth	n County Li	ne			NA			NA		1998
604)	1.00	100		Tai			05.720				INA			IVA		1330
604)	1.20	190	R	From:			95-730				NA			NA		1998
604)				Tar		IEEEEDS	ON FOR B	NDV								
604)	0.80	240	R	From:	•	LITERS	ONTORB	NDT			NA			NA		1998
<u></u>				To:			605 SOUTH									
604)	1.30	290	G	97%	0%	95-6 1%	05 NORTH 0%	1%	0%	С	0.122	F	0.694	300	G	2002
604)	1.00	200		To:	070		95-762	170	070		0.122		0.004	000		2002
				From:			SR 91									
605)	1.37	980	R								NA			NA		1998
				From:			95-724		-							
605	3.05	430	R								NA			NA		1998
	0.75	400	_	From:		95-7	731 WEST									4000
605	3.75	480	R								NA			NA		1998
	1.90	170	R	From:			95-871				NA			NA		1998
605)	1.90	170	K	To:		Smyth	n County Li	ne			INA			INA		1990
				From:		Smyth	n County Li	ne								
606	0.58	40	R	_							NA			NA		10/25/200
				To:			Dead End									
	0.17	120	R	From:			95-762				NA			NA		1998
607)	0.17	120	K	т			72 C E 4 CE				INA			INA		1990
607)	1.00	170	R	From:		95-	736 EAST				NA			NA		1998
007)		•		To:		Smyth	n County Li	ne								.000
_				From:			95-762									
608)	1.69	190	R								NA			NA		1998
			_	To: From:		95-7	736; 95-761									
608	3.30	230	R	To:		C1	Court				NA			NA		1998
				From:			County Li									
609	1.18	1900	G	98%	0%	1%	L Abingdon 0%	1%	0%	F	0.090	F	0.612	1900	G	2002
				To: From:			95-879	•				•				
609	0.61	2100	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.585	2100	G	2002
				To			95-704		1							

					Was	hington Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax	ruck le 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County							ic i i i aii	ZITAII		rioui		i actor			
	1.02	1600	G	From: 98%	0%	95-704 1% 0%	1%	0%	F	0.110	F	0.621	1600	G	2002
(609)	1.02	1000	G	9070	070			076	г	0.110	Г	0.021	1000	G	2002
600	0.11	1800	G	From: 98%	0%	95-694 WES		0%	F	0.094	F	0.659	1800	G	2002
609	0.11	1000	Ū	JU /0	070			070	•	0.004	•	0.000	1000	J	2002
(00)	1.10	1300	Α	From: 98%	0%	95-694 EAS	1%	0%	Α	0.110	Α	0.536	1300	Α	2002
609	1.10	1000		To:	0 70		170	<u> </u>	, ,	0.110	,,	0.000	1000	,,	2002
609	0.36	1500	G	98%	0%	95-846 1% 0%	1%	0%	F	0.091	F	0.593	1500	G	2002
009				To:		SR 80 WES			-		-				
$\bigcirc$				From:	201	SR 80 EAS		201	_		_	a a -	4000		
609)	1.48	990	G	98%	0%	1% 0%	1%	0%	F	0.09	F	0.617	1000	G	2002
	0.07			From:	00/	95-737 WES		20/	-	0.000		0.500	0000		0000
609	0.07	2600	G	98%	0%	1% 0%	1%	0%	F	0.082	F	0.502	2600	G	2002
				From:		95-651									
609	0.55	2200	G	98%	0%	1% 0%	1%	0%	F	0.084	F	0.507	2200	G	2002
				From:		95-839								_	
609	2.53	1300	G	86%	1%	12% 0%	1%	0%	С	0.089	F	0.535	1400	G	2002
				To:		WCL Glade S	oring								
Town of Glade Spring				From:		WCL Glade S	ring								
609	0.42	1300	N	86%	1%	12% 0%	1%	0%	N	0.089	N	0.535	1400	N	2002
609)				To		95-750									
609	0.06	2800	G	From: 86%	1%	12% 0%	1%	0%	F	0.085	F	0.534	2900	G	2002
009)	0.00		•	To:		SR 91 BUS; Gap T			•	0.000	•	0.00			
$\sim$				From:		95-1309; Gap Te									
609)	0.16	690	R							NA			NA		1998
<u> </u>				To: From:		SR 91 Under									
(609)	0.62	750	G	86%	1%	12% 0%	1%	0%	F	0.094	F	0.542	760	G	2002
				To:		ECL Glade Sp	ring								
Washington County				From:		ECL Glade Sp	unian o	1							
600	0.41	750	N	86%	1%	12% 0%		0%	N	0.094	N	0.542	760	N	2002
609	• • • • • • • • • • • • • • • • • • • •		••	To:	.,,		.,,		•	0.00	•	0.0.2		• •	
609)	0.65	510	R	From:		95-751				NA			NA		1998
609	0.00	0.0		Tool		05.752				147 (			14/ (		1000
609)	1.29	360	R	From:		95-753				NA			NA		1998
609)	1.23	300	IX	To:		Smyth County	Line	1		INA			INA		1330
				From:		95-645									
610	0.10	90	R	<u> </u>		75 015				NA			NA		1998
9.9				To:		Dead End									
				From:		Dead End									
611)	0.40	60	R							NA			NA		1998
				To: From:		95-647 EAS									
611	0.48	1400	R			95-647 WES	51			NA			NA		1998
611)	0.40		••	Tar		101377	DC								.500
	0.08	3300	R	From:		I-81 N RAM	12			NA			NA		1998
611)	0.00	3330	11	т		1015=:	D.G.			11/7			INA		1000
	0.06	4900	R	From:		I-81 S RAM	PS	ļ		NA			NA		1998
611)	0.00	4300	ĸ							NA			INA		1998
	4 70	000		From:		US 11				A I A			B I A		4000
611)	1.70	920	R	To		95-645 SOU	ги			NA			NA		1998
				From:		95-645 NOR									
611)	0.90	350	R							NA			NA		1998
				To:		95-681									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-681		1							
611)	1.70	250	R			73-001				NA			NA		1998
	1.60	320	R	To: From:		95-633				NA			NA		1998
611)	1.00	320	K	To:		95-700		1-		INA			INA		1990
611)	3.69	130	R	From:		74 144				NA			NA		10/18/200
<u>(611)</u>	0.08	100	R	From:		3.69 MN 95-70	)	-		NA			NA		1998
(611)				To: From:		US 19 SOUTH									
611)	5.51	380	R			US 19 NORTH				NA			NA		1998
				To: From:		95-692 SOUTH 95-692 NORTH									
611)	4.74	190	R	To:		SR 80 SOUTH				NA			NA		10/18/200
	0.00			From:		SR 80 NORTH									1000
611	6.30	260	R	To:		95-747				NA			NA		1998
611)	3.40	150	R	From:						NA			NA		10/22/200
				To: From:		Smyth County Li 95-802	ne								
612	3.20	30	R							NA			NA		10/25/200
				To: From:		Russell County L	ine								
613)	3.93	550	G	99%	0%	0% 0%	1%	0%	F	0.113	F	0.591	560	G	2002
	0.57	000		From:	00/	95-747 WEST	40/	00/		0.005		0.000	040		2002
(613) (613)	0.57	800	G	99%	0%	0% 0% 95-747 EAST	1%	0%	С	0.095	F	0.608	810	G	2002
(613)	2.47	1100	G	99%	0%	0% 0%	1%	0%	F	0.088	F	0.591	1100	G	2002
				To: From:		Smyth County Li Scott County Lir									
614)	1.37	290	G	99%	0%	1% 0%	0%	0%	F	0.108	F	0.515	290	G	2002
	0.20	240	R	From:		95-802				NA			NA		1998
614)	0.20	240		To		95-615				INA			INA		1990
614)	0.30	170	R	From:						NA			NA		10/15/200
	3.70	130	R	From:		95-873		-		NA			NA		1998
(614)	0.70			To: From:		95-621				14/ (			14/1		
614)	1.26	490	G	99%	0%	1% 0%	0%	0%	С	0.092	F	0.633	500	G	2002
$\widehat{}$	0.84	220	R	From:		95-622				NA			NA		1998
(614)				To: From:		95-856									
614)	1.50	110	R							NA			NA		10/15/2001
614)	0.50	10	R	From:		95-623				NA			NA		10/15/200
				To: From:		Dead End; Gap Term 95-798; Gap Term									
(614)	1.00	40	R							NA			NA		10/15/200
				To: From:		Dead End; Gap Term 95-624; Gap Term									
614)	1.60	80	R	To:		65-625				NA			NA		10/15/2001
	0.70	440		From:		95-625				b i a			NI A		40/45/222
614)	2.70	140	R	To:		95-626				NA			NA		10/15/200

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Tru	ck		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:				TITAL	ZIIali		Tioui		1 actor			
(614)	2.20	330	R	FIOIII.		95-6	26				NA			NA		1998
01-9				To		95-700 V										
	2.00	210	R	From:		95-7001	EAST				NA			NA		1998
614)	2.00	210	IX	To:		95-633 V	WEST				INA			INA		1990
$\bigcirc$			_	From:		95-633	EAST									
(614)	1.80	140	R	To:		95-6	62		1		NA			NA		11/05/2001
				From:		Scott Cou			 T							
615)	1.69	240	R			Scott Cou	iity Liiic				NA			NA		1998
0.0				To:		95-6	14									
				From:		Scott Cou	nty Line	:								
616	2.80	70	R								NA			NA		10/15/2001
				To: From:		95-629 V	WEST		-							
616)	0.10	60	R								NA			NA		10/15/2001
	0.50		_	From:		95-6291	EAST		-							40/45/0004
616	2.50	70	R								NA			NA		10/15/2001
	4.40	450	_	To: From:		95-6	28				N10			NIA		4000
616	1.40	150	R								NA			NA		1998
	1 17	740	G	From:	00/	95-622 V	WEST 0%	0%	0%		0.091	F	0.603	720	G	2002
616	1.17	710	G	99%	0%			0%	0%	С	0.091	Г	0.603	720	G	2002
	1.50	160	R	From:		95-6221	EAST				NA			NA		1998
616	1.50	100	IX				10.0				INA			INA		1990
616	2.90	100	R	From:		95-7	98				NA			NA		1998
616	2.00	100		To:		05 (25)	WEGT				1471			1471		1000
(616)	1.00	130	R	From:		95-625 V	WEST				NA			NA		1998
010				To:		95-625	EAST									
616)	1.80	70	R	From:		93-0231	LASI				NA			NA		10/15/2001
616		_		To:		95-614 N										
	1 40	46		From:		95-614 S	OUTH				NIA			NIA		10/10/2001
616	1.40	46	R	To		95-6	26				NA			NA		10/18/2001
				From:		Scott Cou		:								
(617)	0.60	60	R	<u> </u>							NA			NA		10/15/2001
				To:		95-6	18									
(617)	1.10	120	R	rioiii.							NA			NA		10/15/2001
$\overline{}$				To: From:		95-630 S										
617)	3.50	280	R			95-630 N	UKIH				NA			NA		1998
017)				To:		95-700 N										
	0.40	220	_	From:		95-700 S	OUTH				NIA			NIA		4000
617	2.40	330	R	To:		95-6	33		1		NA			NA		1998
				From:		US:										
(618)	2.80	130	R	<u> </u>							NA			NA		10/15/2001
				To:		95-6	17									
				From:		95-6	13									
619	0.80	60	R	To:		D1	E. J				NA			NA		10/22/2001
				Erom-		Dead										
620	0.90	45	R			95-6	14				NA			NA		10/15/2001
620				To:		95-8	02				, .					
_				From:		95-6	14									
621	0.30	440	G	98%	0%		0%	0%	0%	С	0.100	F	0.5	440	G	2002
$\sim$				To:		95-8	02									

					v v as	illigion Maniena	ance An	<del>c</del> a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			()()	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-640		-							
(622)	1.57	1200	G	98%	0%	1% 0%	0%	0%	С	0.091	F	0.643	1200	G	2002
622	1.01	.200	Ū		0,0		070		Ü	0.001	•	0.010	1200	Ü	2002
(622)	2.57	850	G	From: 98%	0%	95-700 1% 0%	0%	0%	F	0.097	F	0.564	860	G	2002
622	2.01		Ū	To-	070	95-616 EAST	070	70	•	0.001	•	0.001	000	Ü	2002
				From:		95-616 WEST	1								
622	1.07	650	G	98%	0%	1% 0%	0%	0%	F	0.089	F	0.677	660	G	2002
				To:		95-614		J							
			_	From:		95-614									
623)	0.50	60	R	To		95-802				NA			NA		10/15/200
				From:											
	0.70	20	R	rioni.		95-614				NA			NA		10/15/200°
624)	0.70	20	K	To:		Dead End				INA			INA		10/13/200
				From:		95-614		1							
625	1.20	130	R	<u> </u>		93-014				NA			NA		10/15/200°
625)	0			To-		95-616 WEST									
				From:		95-616 EAST									
625	2.00	200	R	_						NA			NA		1998
				From:		95-700 WEST 95-700 EAST									
625)	2.37	300	R	<u> </u>		93-700 EAST				NA			NA		1998
625)				Tai		05 (22 F A GT									
605	1.23	390	R	From:		95-633 EAST				NA			NA		1998
625	1.20	000								147 (			14/ (		1000
	1 45	1200	R	From:		95-657 NORTH	1			NA			NA		1998
625	1.45	1200	K							INA			INA		1990
				From:		95-645 WEST	1								1000
625)	2.06	1000	R	To:		110 11				NA			NA		1998
						US 11									
	4.40	420	ь	From:		95-700				NIA			NΙΔ		10/10/2004
626	4.40	130	R	To:		95-614				NA			NA		10/18/2001
				From:				1							
627	2.00	90	R			Dead End				NA			NA		11/08/2001
627)	2.00	•	••			27.720							147		11700/2001
	1.10	230	R	From:		95-628				NA			NA		1998
627)	1.10	230	K	To:		95-700 WEST				INA			INA		1990
				From:		95-700 EAST									
627	2.10	470	R							NA			NA		1998
				To: From:		95-633 EAST									
007	0.60	570	R	rion.		95-633 WEST				NA			NA		1998
627)	0.00	370	IX.	_						IVA			INA		1990
$\bigcirc$	1 10	470		From:		95-656				NIA			NIA		11/08/2001
627)	1.40	170	R	To:		95-641		1		NA			NA		11/06/2001
				From:				1							
628	4.00	10	R	rioni.		95-627				NA			NA		10/15/2001
(628)	4.00	10	IX	To:		95-616		1		IVA			INA		10/13/2001
				From:		95-617		<u> </u>							
629	4.10	150	R			73-01/				NA			NA		1998
023				To:		95-616 WEST									
				From:		95-616 EAST									
629	0.05	NA								NA			NA		
				To:		Dead End									
$\sim$				From:		Tennessee State I	ine								
630	0.20	470	R	_						NA			NA		1998
$\overline{}$				To:		95-633 WEST	1								

Route	Length	AADT	QA	4Tire			Tru	ıck		- QC	Peak	QK	Dir	AAWDT	QW	Year
Washington County						2Axle		1 I rail	21 rail		Hour		Factor			
630	1.20	290	R	From:		95-63	3 EAST				NA			NA		10/15/2001
				To: From:		95	i-855									
630)	1.70	290	R	Ta		II	S 58		1		NA			NA		1998
630	2.30	230	R	From:			5 50				NA			NA		1998
630	1.00	60	R	From:		95-617	SOUTH				NA			NA		10/15/2001
				To: From:		95-617	NORTH	[	-							
630	0.61	150	R	To:		95	i-616				NA			NA		10/15/2001
	1.20	190	R	From:		95	i-630				NA			NA		10/15/2001
631)	1.20	190		To:		95	i-700				INA			INA		10/15/2001
(32)	2.30	150	R	From:		U	S 58				NA			NA		10/15/2001
632	2.00	100		To		95	-630				10.			10/		10/10/2001
633)	1.50	550	G	98%	0%	Tennesse 1%	e State L 1%	ine 1%	0%	С	0.093	F	0.51	550	G	2002
				From:			-635									
633	1.96	1200	G	98% To-	0%	1% US 58	1% S WEST	1%	0%	F	0.105	F	0.631	1300	G	2002
633	2.56	910	G	From: 98%	0%	US 5 1%	8 EAST 0%	0%	0%	С	0.09	F	0.627	920	G	2002
				From:	00/		i-641	20/	20/		0.005		0.510			
633)	2.26	810	G	98%	0%	1%	0% i-640	0%	0%	F	0.095	F	0.519	820	G	2002
633)	1.73	1900	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.551	2000	G	2002
(633)	1.05	210	R	From:		95-65	9 EAST				NA			NA		1998
				To: From:			5 WEST 5 EAST									
633	1.23	210	R								NA			NA		1998
633)	0.78	690	G	From: 98%	0%	95 1%	0%	0%	0%	F	0.105	F	0.581	700	G	2002
				From:			4 WEST									
633	2.23	670	G	98%	0%	1%	0% i-611	0%	0%	F	0.097	F	0.537	680	G	2002
633	1.95	750	G	98%	0%	1%		0%	0%	F	0.096	F	0.596	760	G	2002
633	0.48	530	R	From:		US 19	NORTH				NA			NA		1998
				To:			SOUTH									
634)	1.60	70	R	From:		Dea	nd End				NA			NA		11/08/2001
				To: From:			i-700									
635)	0.60	130	R	<u> </u>			i-636				NA			NA		1998
				To: From:		75 Tennesse	e State L	ine								
636	1.90	200	R	To:			i-637				NA			NA		1998
				From:			Bristol									
637	0.94	380	R	To		95	i-636				NA			NA		1998
						7.	0.00									

					vvas	nington Maintena	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Vashington County				From:		95-636		ī							
637)	0.50	120	R			75 050				NA			NA		1998
001)				To		95-633									
				From:		US 58									
638)	0.24	60	R							NA			NA		1998
				To:		US 58									
	0.00	040	_	From:		NCL Bristol				N1.0			NIA		4000
639)	0.99	310	R	To:		Dead End		1		NA			NA		1998
				From:											
640)	2.31	2700	G	98%	0%	95-641 1% 0%	1%	0%	С	0.086	F	0.658	2700	G	2002
640				To:	0,0					0.000	•	0.000			
640	1.33	2400	G	From: 98%	0%	95-656 SOUTH	1%	0%	F	0.089	F	0.629	2500	G	2002
640	1.00	2400	Ŭ	T	070		170	070	•	0.000	•	0.020	2000	Ü	2002
	1.25	2500	G	From: 98%	0%	95-633 1% 0%	1%	0%	F	0.090	F	0.578	2500	G	2002
640	1.20	2000	3	<sub>T.</sub>	J /0		1 /0		1	0.000	•	0.070	2000	J	2002
640	0.78	1000	G	From: 98%	0%	95-622 1% 0%	1%	0%	F	0.086	F	0.536	1000	G	2002
640)	0.70	1000	G	To:	0 70	95-700	1 70	0 /0		0.000	'	0.550	1000	U	2002
				From:		NCL Bristol									
641) Camp Ground Rd	0.02	1200	G	98%	0%	1% 0%	1%	0%	С	NA			1200	G	2002
641) Camp Ground Rd				To											
641)	2.59	590	G	From:		95-640				0.089	F	0.636	600	G	2002
641)				To:		05 (22									
641)	0.97	330	R	From:		95-633				NA			NA		1998
641)	0.07	000	• • • • • • • • • • • • • • • • • • • •	т.,		05.025		-		147 (			14/1		1000
	0.92	280	R	From:		95-827				NA			NA		1998
641)	0.32	200	IX	To:		95-700				INA			INA		1330
				From:		95-858									
642)	0.63	160	R	<u> </u>		75 656				NA			NA		1998
9.72				To:		95-858									
				From:		SR 91									
643)	0.19	30	R							NA			NA		1998
				To:		SR 91									
$\sim$				From:		Dead End									
644)	0.50	360	R	т.,		25.512		-		NA			NA		1998
				To:		95-640									
	1.25	1800	G	96%	0%	NCL Bristol	2%	0%	F	0.106	F	0.567	1800	G	2002
645	1.23	1000	G	90 /6	0 70		2 /0	0 /0	'	0.100		0.507	1000	G	2002
	0.60	2200		From: 96%	00/	95-657	20/	00/		0.007	F	0.510	2200		2002
645)	0.68	2300	G	90%	0%	2% 1%	2%	0%	F	0.097	Г	0.512	2300	G	2002
$\overline{}$	0.40	2200		From:	00/	0.68 MN 95-65		00/		0.000		0.540	2200		2002
645)	0.13	2300	G	96%	0%	2% 1%	2%	0%	F	0.096	F	0.516	2300	G	2002
	0.04	4000	_	From:	00/	95-659 SOUTH				0.005	_	0.540	4000		0000
645)	0.31	4200	G	96%	0%	2% 1%	2%	0%	С	0.085	F	0.542	4300	G	2002
$\overline{}$	<b>^</b> ==	0000		From:	001	95-659 NORTH				0.055	_	0 == :			
645)	0.76	3200	G	96%	0%	2% 1%	2%	0%	F	0.089	F	0.531	3300	G	2002
				To: From:		95-625 WEST									
(645)	0.71	2600	G	96%	0%	2% 1%	2%	0%	F	0.093	F	0.505	2600	G	2002
645) 645)				To: From:		95-1717									
645)	1.02	2000	G	96%	0%	2% 1%	2%	0%	F	0.098	F	0.658	2000	G	2002
				To: From:		95-661		}							
645)	2.54	1600	R							NA			NA		1998
				To:		95-662 EAST									

						Tri				Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Washington County				From:		95-662 EAST									
645)	1.65	1300	R							NA			NA		1998
	4.07	4500		To: From:		95-611 EAST		}		NIA			NIA		4000
645)	1.67	1500	R	To		WCL Abingdon	n			NA			NA		1998
				From:		SR 91									
646)	0.36	20	R	To:		CD 01				NA			NA		1998
				From:		SR 91 ECL Bristol		<u> </u>							
647)	1.77	4900	G	97%	0%	1% 1%	1%	0%	F	0.085	F	0.586	5000	G	2002
				To: From:		95-649 WEST									
(647) (647)	1.91	3300	G	97%	0%	1% 1%	1%	0%	С	0.095	F	0.575	3400	G	2002
	2.94	2600	G	From: 97%	0%	95-666 1% 1%	1%	0%	F	0.093	F	0.695	2600	G	2002
647)	2.34	2000		31 /0	0 70	95-663	1 /0	L		0.033	'	0.033	2000		2002
647)	1.72	2200	G	97%	0%	1% 1%	1%	0%	F	0.095	F	0.696	2200	G	2002
				To: From:		95-611 WEST		-							
647)	1.36	2300	G	98%	0%	1% 1%	1%	0%	F	0.108	F	0.607	2400	G	2002
	0.24	3800	G	From: 98%	0%	95-1521 1% 1%	1%	0%	F	0.093	F	0.663	3900	G	2002
647)	0.24	3000	<u> </u>		0 /6	95-1520	1 /0	U 70		0.093		0.003	3900	G	2002
647)	0.28	4900	G	98%	0%	1% 1%	1%	0%	С	0.095	F	0.644	5000	G	2002
				To: From:		FR-24		1							
647)	0.03	5500	G	98%	0%	1% 1%	1%	0%	F	0.09	F	0.606	5600	G	2002
	0.45	10000		From:	00/	I-81	40/	-00/		0.000	_	0.540	10000		0000
647)	0.15	12000	G	98% To:	0%	1% 1% SCL Abingdor	1%	0%	F	0.090	F	0.516	13000	G	2002
				From:		95-647									
648)	0.80	1900	R							NA			NA		1998
	0.70	4000		From:		95-649				NIA			NIA		4000
648)	0.70	1200	R	To:		Dead End				NA			NA		1998
_				From:		95-650									
649	0.40	3600	G	98% To:	0%	1% 1%	1%	0%	С	0.097	F	0.580	3700	G	2002
_				From:		95-647 WEST 95-647 EAST									
649	0.70	640	R							NA			NA		1998
	0.10	CEO	R	From:		95-1450				NA			NA		1000
649	0.10	650	ĸ	To:		95-648				INA			NA		1998
_				From:		Tennessee State I	ine								
650	0.30	3700	G	98%	0%	0% 1%	1%	0%	С	0.087	F	0.596	3800	G	2002
	0.70	200	R	From:		95-649				NIA			NIA		1000
650	0.70	390	ĸ	To:		95-654				NA			NA		1998
				From:		95-609									
651)	0.20	60	R	To:		95-737				NA			NA		1998
				From:		95-609									
652)	0.20	40	R	<u> </u>						NA			NA		10/25/200
$\overline{}$				To:		95-753									
(F2)	0.20	40	R	From:		95-663			_	NA			NA	_	1998
653)	0.20	-+0	^	To		Dead End				14/4			INA		1990

						Tru	ck	<u></u>	_	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Washington County				From:		95-647		1							
654)	1.70	490	R			93-047				NA			NA		1998
				To-		95-666									
$\sim$				From:		95-640									
655)	2.10	560	R	To:		95-645				NA			NA		1998
				From:		95-627									
(656)	0.50	700	R			93-027				NA			NA		1998
000				To:		95-640 NORTH									
	2.10	870	R	From:		95-640 SOUTH				NA			NA		1998
656	2.10	670	K	To:		95-657				INA			INA		1990
				From:		95-645									
657)	0.45	1500	R							NA			NA		1998
				To: From:		95-1021									
657)	1.80	1200	R	Tioni.						NA			NA		1998
				To: From:		95-659 SOUTH 95-659 NORTH									
(657)	0.80	890	R			93-039 NORTH				NA			NA		1998
001)				To-		95-625 NORTH									
	4.40	200	_	From:		95-625 SOUTH				NIA			NIA		4000
657	1.40	380	R	To:		95-661		1		NA			NA		1998
				From:		SR 75		1							
658)	0.41	370	R			Sit 75				NA			NA		1998
				To:		95-670									
				From:		NCL Bristol									
659	1.07	4300	G	97% To:	0%	1% 1%	1%	0%	С	0.091	F	0.596	4400	G	2002
				From:		95-645 SOUTH 95-645 NORTH									
659	2.19	1000	G	97%	0%	1% 1%	1%	0%	F	0.096	F	0.633	1000	G	2002
				To: From:		95-633 EAST		]							
659	2.06	120	G	97%	0%	1% 1%	1%	0%	F	0.143	F	0.605	130	G	2002
				To: From:		95-660									
659	0.70	80	R			0.5.500				NA			NA		1998
				To:		95-700									
(660)	0.40	60	R	From:		Dead End				NA			NA		11/05/2001
(660)	0.40	00		To:		95-659				147 (			147 (		11/00/200
				From:		95-645									
<del>661</del>	0.40	1000	G	94%	1%	3% 2%	1%	0%	С	0.096	F	0.79	1000	G	2002
				To: From:		95-657		}							
661)	0.80	770	G	94%	1%	3% 2%	1%	0%	F	0.097	F	0.686	780	G	2002
				To:		95-633									
	0.77	260	R	From:		95-645 WEST				NA			NA		1998
(662)	0.77	260	ĸ							INA			INA		1990
600	0.55	160	R	From:		95-804				NA			NA		1998
(662) (662)	0.55	100	١,	To:		95-645 EAST				1 1/7			14/1		1000
				From:		95-647		1							
663	4.40	330	R							NA			NA		1998
				To: From:		95-665 WEST									
663)	0.48	290	R			95-665 EAST				NA			NA		1998
000)				To:		SR 75 WEST									
$\cap$	0.70	000	_	From:		SR 75 EAST				NIA			N: A		4000
663	0.78	200	R	To:		95-664 WEST				NA			NA		1998
						22-004 WEST									

Route   Length   AADT   QA   4Tire   Bus    Truck	Dir AAWDT Q Factor NA	Year 1998
663 0.29 <b>110 R</b> 95-664 EAST NA	NA	1998
(663) 0.29 <b>110 R</b> NA	NA	1998
From: Dead End		
(664) 0.92 <b>80 R</b> NA	NA	1998
95-663 WEST		
664) 1.46 <b>360 R</b> NA	NA	1998
From: 95-669		
664) 1.57 <b>300 R</b> NA	NA	1998
To: 95-670 WEST From: 95-670 EAST		
(664) 1.07 <b>330 R</b> NA	NA	1998
10: 95-672; Gap Terminus		
From: Dead End; Gap Terminus  664)  4.63 <b>50</b> R  NA	NA	11/01/200
664) 4.63 <b>50 R</b> NA	INA	11/01/200
From: 95-666 WEST		
0.30 <b>610 R</b> NA	NA	1998
To Prom! 95-666 EAST		
665) 3.12 <b>600 R</b> NA	NA	1998
To: 05 671		
0.90 <b>780 R</b> NA	NA	1998
To: 95-670		
From: 95-647		
666 0.75 <b>600 R</b> NA	NA	1998
From: 95-654		
(666) 1.17 <b>690 R</b> NA	NA	1998
16: 95_701		
0.90 <b>1200</b> R NA	NA	1998
To: 95-665 EAST From: 95-665 WEST		
(666) 0.02 <b>610 R</b> NA	NA	1998
Tennessee State Line		
From: Dead End		
(667) 0.30 <b>20 R</b> NA	NA	10/29/200
To: 95-724		
From: 95-647	NIA	4000
0.19 <b>140 R</b> NA  To: Dead End	NA	1998
From: 95-664		
	NA	1998
0.52 <b>520 R</b> NA SR 75		
From: SCL Abingdon		
670) 0.72 <b>1900 R</b> NA	NA	1998
To: 95-794		
(670) 4.56 <b>1500 R</b> NA	NA	1998
(670) 0.39 <b>590 R</b> NA	NA	1998
670) 0.03 <b>1500</b> R 95-665; Gap Terminus NA	NA	1993
100 To SR 75 MID		.555
From: SR 75 SOUTH		
(670) 0.43 <b>1800 R</b> NA	NA	1998
Ta 95-658		
(670) 2.88 <b>1700 R</b> NA	NA	1998
To: 95-674		

					vv as	nington Mainten	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		05.674									
670	0.60	470	R	r ioni.		95-674				NA			NA		1998
(670)	0.00	•	• • •	To		95-673							1471		1000
				From:		95-665									
671)	1.40	150	R							NA			NA		11/01/2001
				To:		Dead End									
$\bigcirc$	0.54		_	From:		95-664									4000
672	2.51	950	R	To:		SR 75		1	Ī	NA			NA		1998
				From:			ino	<u></u>							
673)	1.10	360	R			Tennessee State I	Line			NA			NA		1998
013				To:		95-670									
673	1.70	190	R	From:		93-070				NA			NA		1998
673				To:		95-759									
				From:		95-670									
674)	1.20	600	R	<u>-</u>					<u>.</u> '	NA			NA		1998
				To: From:		95-759		-							
674)	0.50	520	R	110						NA			NA		1998
				To: From:	Tenn	essee State Line; Ga	p Terminu	IS							
674)	3.00	540	R	110						NA			NA		1998
				To:		95-710									
$\bigcirc$				From:		95-677									
675)	0.70	670	R							NA			NA		1998
				To: From:		95-829									
(675)	1.79	540	R							NA			NA		1998
(675) (675)				From:		1.80 ME 95-82	9								
(675)	1.10	210	R	т					i	NA			NA		1998
				To:		Dead End									
	1.91	90	R	From:		95-670				NΙΛ			NA		11/01/200
676)	1.91	80	K					1	1	NA			INA		11/01/200
	0.09	110	R	From:		1.91 ME 95-67	0			NIA			NΙΔ		11/01/200:
676)	0.09	110	K						1	NA			NA		11/01/200
	0.40	270	R	From:		95-672				NA			NA		1998
676	0.48	370	K						1	INA			IVA		1990
	0.70	220	R	From:		95-906				NIA			NIA		1998
676)	0.70	220	ĸ	To:		Dead End			Ì	NA			NA		1990
				From:		SR 75		<u>.</u>							
677	0.21	1100	G	97%	0%	1% 1%	1%	0%	F	0.093	F	0.684	1100	G	2002
677)				To: From:		95-902									
677 677 677 678	2.80	2100	G	97%	0%	1% 1%	1%	0%	F	0.104	F	0.579	2100	G	2002
(II)				To:		95-1810									
677	1.20	2300	G	97%	0%	1% 1%	1%	0%	С	0.088	F	0.596	2400	G	2002
				To: From:		US 58									
677	2.10	1400	R	From:		U3 36				NA			NA		1998
				To:		US 11									
				From:		Dead End									
(678)	0.80	1100	R						•	NA			NA		1998
				To:		95-670									
				From:		95-663							_		
679	0.16	20	R	Tool		D 17			i	NA			NA		11/08/2001
				To:		Dead End									

					vvas	shington Maintena	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		NCL Bristol		ı							
(680)	2.11	360	R	<u> </u>		IVEL BIISTOI				NA			NA		1998
				To		95-641									
	0.60	380	R	From:		95-611				NA			NA		1998
(681)	0.00	300	K	To:		05 (02				INA			INA		1990
(681)	1.58	1400	R	From:		95-683				NA			NA		1998
(601)				To:		WCL Abingdon	n								
$\bigcirc$	0.55	400	_	From:		Dead End									44/05/0004
683	0.55	180	R	To:		95-681				NA			NA		11/05/2001
				From:		95-766									
684	1.80	120	R	-						NA			NA		11/05/2001
				To: From:		95-891		-							
684)	1.10	250	R	To:		95-700 MID		1		NA			NA		1998
				From:		95-700 EAST									
684	3.80	90	R							NA			NA		10/18/2001
	1.00	460	R	From:		95-898				NIA			NΙΔ		1000
684)	1.00	160	ĸ	To:		95-700 WEST				NA			NA		1998
				From:		NCL Bristol									
685)	0.06	60	R							NA			NA		1998
				To: From:		Dead End									
686	0.43	5	R	From.		Dead End				NA			NA		10/22/2001
(000)		•		To:		95-745 SOUTH									
(686)	1.50	80	R	From:		95-745 NORTI	1			NA			NA		10/22/2001
(686)	1.00			To		95-746				1471			147.		10/22/2001
				From:		95-611									
687	0.51	260	R							NA			NA		10/18/2001
	0.11	270	R	From:		0.51 MN 95-61	1	·		NA			NA		10/18/2001
(687)	0.11	210	K	To:		0.62 101.05.61	1	1		INA			INA		10/16/2001
(687)	0.30	280	R	From:		0.62 MN 95-61	1			NA			NA		10/18/2001
				To:		95-689									
$\bigcirc$	0.45		_	From:		95-689									10/10/0001
688	0.45	70	R	To:		Dead End				NA			NA		10/18/2001
				From:		US 19									
689	3.10	860	G	96%	0%	1% 2%	1%	0%	С	0.094	F	0.627	870	G	2002
				To: From:		95-688									
689	0.50	640	G	96%	0%	1% 1%	1%	0%	С	0.1	F	0.561	640	G	2002
	6.90	260	G	From: 93%	1%	95-687 1% 2%	5%	0%	С	0.126	F	0.636	270	G	2002
689	0.90	200	G	93 70 To:	170	SR 80	3%	0%	C	0.120	Г	0.030	270	G	2002
				From:		US 19									
690	2.00	440	R							NA			NA		1998
				To: From:		Dead End									
691)	1.00	80	R			SR 80				NA			NA		10/18/2001
			-	To		Dead End				-			-		
$\overline{}$				From:		NCL Abingdon					_				
692)	0.46	1700	G	98% To:	0%	1% 0% 95-1510	0%	0%	С	0.095	F	0.661	1800	G	2002
-						93-1310									

						nington Mainten									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-1510		i							
602	0.41	1100	G	98%	0%	1% 0%	0%	0%	F	0.089	F	0.569	1200	G	2002
(692)				To		95-695									
603	2.56	810	G	From: 98%	0%	1% 0%	0%	0%	F	0.102	F	0.685	820	G	2002
692)		0.0	•	To:	0,10	95-700	0,0	0,0	•	002	•	0.000	0_0	Ū	
				From:		95-700 EAST									
692)	1.28	490	R							NA			NA		10/18/200
				From:		1.28 MN 95-70	00								
692	0.73	390	R							NA			NA		10/18/200
				To:		95-765		-							
692)	0.34	250	R							NA			NA		1998
$\bigcirc$				To:		95-611									
				From:		95-699									
693)	2.42	220	R							NA			NA		1998
				To-		95-700									
_				From:		95-706									
694)	2.10	290	R							NA			NA		1998
				To		US 11		1							
(694)	1.20	540	R	From:						NA			NA		1998
				To		95-609 WEST		j							
				From:		95-609 EAST									
694)	0.18	760	R							NA			NA		1998
				To: From:		95-811									
694)	1.62	660	R							NA			NA		1998
				To:		95-740									
	1.00	220	В	From:		95-740 EAST				NIA			NΙΛ		1000
694)	1.00	220	R	To:		95-779		1		NA			NA		1998
				From:				J 1							
	0.60	230	R	FIOIII.		95-692				NA			NA		1998
695)	0.00	230	K							INA			INA		1990
$\overline{}$	4.50		_	From:		95-697		-							1000
695	1.70	140	R							NA			NA		1998
<u> </u>				From:		95-696									
695)	1.30	90	R							NA			NA		1998
				To: From:		95-700 EAST 95-700 WEST									
(695)	0.70	10	R			93-700 WEST				NA			NA		10/18/200
(095)	0.70	10	1	To:		Dead End				14/4			INA		10/10/200
				From:		95-695									
606	1.55	60	R			93-093				NA			NA		10/22/200
696)	1.00	•	•	To:		95-693							147 (		10/22/200
				From:		95-695		1							
(697)	1.84	380	R			93-093				NA			NA		1998
(097)				To:		NCL Abingdo	n	į							
				From:		Dead End		Ī							
698)	0.12	20	R	<u> </u>		Dead End				NA			NA		1993
030)				To-		95-663									
				From:		NCL Abingdo	n	Î							
699)	2.94	2000	R			3				NA			NA		1998
				To		95-693									
(00)	0.90	490	R	From:		93-693				NA			NA		1998
699	0.50	700	11	To:		95-740				13/7			INA		1000
				From:				I							
700	0.04	1300	G	97%	0%	US 58 2% 0%	0%	0%	F	0.096	F	0.552	1300	G	2002
			•	01/0	U /U	<u>~</u> /U U/U	U / U	U /U		0.000		0.002	1000	J	2002

					vvas	hington Mainter	iance An	<del>c</del> a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Vashington County				From:		05.621		i							
700)	1.36	760	G	97%	0%	95-631 2% 0%	0%	0%	С	0.101	F	0.57	770	G	2002
100)				To:		95-617 NORT									
700	1.50	600	G	97%	0%	2% 0%	0%	0%	F	0.096	F	0.539	610	G	2002
				To:		95-641									
700	1.29	560	G	97%	0%	2% 0%	0%	0%	F	0.107	F	0.525	560	G	2002
				To: From:		95-627 WES	Γ								
700	0.95	840	G	97%	0%	2% 0%	0%	0%	F	0.082	F	0.507	850	G	2002
				To: From:		95-640									
700	1.70	400	R							NA			NA		1998
				To: From:		95-622									
700	1.75	450	R							NA			NA		1998
_				From:		95-659									
700	3.75	420	R							NA			NA		1998
				From:		95-614 WES	Γ								
700	3.40	1400	R							NA			NA		1998
	0.07			From:		US 19									4000
700	0.07	790	R	To:		95-775 WES	Γ			NA			NA		1998
				From:		95-775 EAST									
700)	1.00	740	R							NA			NA		1993
				To: From:		95-684 WES	Γ								
700	3.31	620	R							NA			NA		1993
				To: From:		95-692 EAS		-							
700	3.10	380	R							NA			NA		1998
				To: From:		95-741 WES	Γ								
700	1.80	290	R							NA			NA		1998
				From:		SR 80									
700	6.41	280	R	To:		95-745				NA			NA		1998
				From:			Lina	1							
701)	0.23	800	R			Tennessee State	Line			NA			NA		1998
				To:		SR 75									
				From:		NCL Abingdo	n								
702)	0.13	570	R							NA			NA		1998
				To:		95-699									
	1.40	690	R	From:		95-740				NA			NA		1998
703)	1.40	090	K	. —						INA			INA		1990
700	1.30	310	R	From:		95-743				NA			NA		1998
703)	1.00	310	1	To:		SR 80 NORT	H			INA			IVA		1000
$\widehat{}$				From:		SR 80 SOUT									
703)	2.74	190	R	To:		95-700				NA			NA		1998
				From:											
704)	0.72	2200	G	85%	1%	US 11 3% 1%	10%	0%	F	0.096	F	0.655	2200	G	2002
704)	V.12		_		. 70									_	
704)	0.03	2200	G	From:		0.72 MN US	1			0.096	N	0.655	2300	G	2002
704)			_	To:		05.070									
704	0.35	3800	G	From: 85%	1%	95-879 3% 1%	10%	0%	С	0.095	F	0.674	3800	G	2002
704)				To:	. 70	95-609	.570	<u> </u>				J.01 T			
				From:		95-706									
705)	1.23	230	R							NA			NA		1998
				To:		95-904									

					vvasi	nington ivi	amtena	ance Area								
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail 2	(	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County																
(705)	0.70	520	R	From:		95	-904				NA			NA		1998
(705)	0.70	020	.,	To		95-	-677				1471			147 (		1000
				From:		US	S 58									
706)	0.30	770	R								NA			NA		1998
				To: From:		95-	1227									
706)	2.18	430	R								NA			NA		1998
				From:		95	-694									
706	1.90	180	R	To:		95.	-803				NA			NA		1998
				From:			d End									
(707)	1.30	50	R	<u> </u>		Dea	a Liia				NA			NA		11/08/200
				To:		95	-706									
$\bigcirc$				From:		SF	R 91									
708	2.80	1600	R	To		LIC 5	0 MID				NA			NA		1998
				From:			8 MID SOUTH									
708)	1.37	80	R								NA			NA		11/01/200
				To: From:		95	-722									
708)	1.05	840	R								NA			NA		1998
				To:			NORTH	[								
<del></del>	0.90	280	R	From:		95	-722				NA			NA		1998
709	0.50	200		To:		95-	-803				INA			IVA		1000
				From:		Tennessee	e State L	ine								
710	2.70	270	R								NA			NA		1998
				To: From:		95	-674									
710	1.52	670	R								NA			NA		1998
				To: From:		95-	-722									
710	1.40	280	R	To:		05	-708		_		NA			NA		11/01/200
				From:												
711)	1.50	210	G	99%	0%	0%	-710 <b>0%</b>	0%	0%	F	0.149	F	0.574	210	G	2002
				To			-712									
711)	1.31	250	G	From: 99%	0%	0%	0%	0%	0%	С	0.107	F	0.607	250	G	2002
				To: From:		95-	-833									
(711)	0.03	50	R	From:							NA			NA		1995
				To: From:			WEST									
(711)	0.46	200	R	110		US 38	EAST				NA			NA		1998
				To:		OLD US	58 EAS	ST								
				From:		Dea	d End									
712	1.20	60	R								NA			NA		11/01/200
_				To: From:		95	-713									
(712)	0.50	140	R								NA			NA		1998
	1.10	000		From:		95	-711				N.1.0			N. A.		44/04/000
(712)	1.43	360	R	To-		119 59	SOUTH				NA			NA		11/01/200
				From:		US 58	NORTH	[								
(712)	1.10	150	R								NA			NA		1998
				To:			-719		Ļ_							
(743)	0.70	30	R	From:		Dea	d End				NA			NA		11/01/200
713)	0.70	30	K	To:		95.	-712				INA			INA		1 1/0 1/200
						,,,										

					Was	hington Mainte									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-731									
(714)	1.50	130	R	<u> </u>		93-731				NA			NA		10/25/2001
744)	1.15	160	R	To: From:		95-733				NA			NA		10/25/2001
(714)	1.10			To- From:		95-762							14/ (		10/20/2001
714)	1.60	340	R	rion.						NA			NA		10/25/2001
(714)	0.40	480	R	From:		95-736 SOU	TH			NA			NA		1998
				To: From:		95-736 NOR	TH								
714)	1.80	820	R	To-		110.11			ı	NA			NA		1998
714)	0.08	20	R	From:		US 11				NA			NA		1998
				To: From:		Dead End									
(715)	1.49	200	R	rioin.		Dead End	1			NA			NA		1998
				To: From:		US 58 WES	ST								
715)	0.43	60	R	To:		US 58 EAS	ST			NA			NA		1998
				From:		Tennessee Stat									
(716)	0.79	930	G	98% To:	0%	1% 0% SCL Damas		0%	F	0.087	F	0.535	940	G	2002
Town of Damascus				l .											
(716)	0.26	930	N	From: 98%	0%	SCL Damas		0%	N	0.087	N	0.535	940	N	2002
				To: From:		95-1210									
716	0.48	1300	G	98%	0%	1% 0%	0%	0%	С	0.093	F	0.542	1300	G	2002
(716)	0.14	1700	G	From: 98%	0%	95-1203 1% 0%	0%	0%	F	0.097	F	0.540	1700	G	2002
(710)				To: From:		95-1205									
716	0.09	1900	G	98%	0%	1% 0%	0%	0%	F	0.099	F	0.581	2000	G	2002
(716)	0.07	460	R	From:		US 58				NA			NA		1998
(710)				To:		95-1222									
Washington County				From:		Dead Eng	1								
(717)	0.80	30	R	_			•		1	NA			NA		11/08/2001
				To: From:		95-663 95-858									
(718)	0.12	90	R			93-636				NA			NA		1998
				To: From:		US 58									
718	0.97	870	R	To:		95-788				NA			NA		1998
				From:		95-708									
719	2.11	280	R	To:		95-788			ĺ	NA			NA		1998
				From:		95-722									
720	2.40	350	R	т					1	NA			NA		1998
				To:		95-721 SR 91									
721)	0.70	380	R	<u> </u>						NA			NA		1998
				To: From:		95-722 EAS 95-722 WE									
721)	1.30	280	R						ı İ	NA			NA		1998
				To:		95-720									

					Washington Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	eak our	QK Dir Factor	AAWDT	QW	Year
Washington County				From:	95-720						
(721)	0.72	30	R		93-720	1	NA		NA		11/08/2001
(/21)				To-	Dead End						
				From:	95-710						
722	1.80	610	R	-		1	NA		NA		1998
<u> </u>				To: From:	US 58 NORTH						
(700)	0.90	830	R	1.0	US 58 SOUTH		NA		NA		1998
722	0.00	000	• • •	To:	05 520		• • • • • • • • • • • • • • • • • • • •		10.		1000
	2.50	420	R	From:	95-720	N	۱A		NA		1998
722	2.00	0	• • •	To:	05 500		• • • • • • • • • • • • • • • • • • • •		10.		1000
(700)	0.79	120	R	From:	95-709	N	۱A		NA		1998
722	0.75	120		To:	SR 91 WEST		<b>V</b> /\		IVA		1330
				From:	SR 91 E; 95-736						
722	0.05	80	R			١	NA		NA		1998
				To: From:	0.05 MW SR 91 EAST						
722	0.36	50	R			1	NΑ		NA		10/29/2001
				To: From:	95-774						
722	0.30	48	R			١	NA		NA		10/29/2001
				To:	Dead End						
				From:	SR 91						
723	0.81	20	R			1	NA		NA		10/29/2001
				To:	Dead End						
$\bigcirc$	4.70	440	_	From:	95-605				NIA		40/00/0004
724	1.70	110	R			r	NA		NA		10/29/2001
$\bigcirc$	4.75	450		From:	95-789						1000
724	1.75	150	R	To	CD 01	ľ	NA		NA		1998
				From:	SR 91						
	1.60	370	R	FIOIII.	Tennessee State Line		NA		NA		1998
725	1.00	370	IX.				N/A		INA		1990
	0.60	200	R	From:	95-726		۱A		NA		10/20/2001
725	0.00	200	K	To:	Dead End		N/A		INA		10/29/2001
				From:	95-725						
(726)	0.50	230	R		93-123		NA		NA		1998
(720)	0.00			To:	05 505	· 					
(700)	0.40	260	R	From:	95-727	N	۱A		NA		1998
726	0.40	200	• • • • • • • • • • • • • • • • • • • •	т.,	0.403.573.07.707		***		14/1		1000
700	1.62	220	R	From:	0.40 ME 95-727		۱A		NA		10/29/2001
726	1.02	220	ĸ	_		ı.	N/A		INA		10/29/2001
	1.48	240	R	From:	2.02 ME 95-727		۱A		NA		10/29/2001
726	1.40	240	K	To:	95-859 WEST		N/A		INA		10/29/2001
				From:	95-859 EAST						
726	0.35	220	R	-		1	NΑ		NA		1998
				To: From:	95-600						
726	0.90	80	R			1	NA		NA		10/29/2001
				To:	US 58						
				From:	Tennessee State Line						
727	0.60	170	R	_ —		1	NΑ		NA		1998
				To:	95-726						
$\bigcirc$			_	From:	Dead End						10/00/205
728	0.95	20	R	To:	110.50	<b>\</b>	NA		NA		10/29/2001
					US 58					<del></del>	
	0.07	420	Б	From:	US 58		.1.0		NIA		10/20/2021
729	0.67	130	R	To:	95-602	ր 	NA		NA		10/29/2001
					73-002						

					v v ası	III IQ LOTT IVI AIT II	eriarice Ai	еа							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	Truck xle 1Trai	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		Dead Er	d								
730	0.90	120	R			Dead Er	a			NA			NA		10/25/200
730				To		95-604									
				From:		SR 91									
731)	2.80	470	R	-						NA			NA		1998
				To: From:		95-605 WI	EST	1							
731)	1.33	120	R	Piolii.						NA			NA		1998
				To:		95-605 EA	ST								
				From:		95-733									
732	0.90	200	R	_					Ī	NA			NA		10/25/200
				To:		95-605									
$\bigcirc$	0.05	400	_	From:		95-714									40/05/00
733	2.25	100	R	To:		95-605		1	I	NA			NA		10/25/200
				From:											
724	1.90	70	R	r roin.		95-803				NA			NA		1998
734)	1.50	70	11	To:		SR 91		1		14/4			14/5		1330
				From:		US 11		1							
735	2.30	240	R			0511				NA			NA		1998
.00				To:		95-803 WI									
	0.70		_	From:		95-803 EA	ST								1000
735)	2.70	380	R	To:		95-736		1	Ì	NA			NA		1998
				From:											
	0.20	90	R	From:		95-762				NA			NA		1998
736)	0.20	30	IX.	To:		95-607 EA	ST			INA			INA		1990
				From:		95-607 WI									
736	2.30	150	R						ī	NA			NA		10/25/200
				To: From:		95-608; 95 95-608									
736	1.80	220	R			93-000				NA			NA		1998
730)			••	To:		95-714 SO	JTH								.000
$\widehat{}$				From:		95-714 NO	RTH								
736	2.30	170	R	To:		CD 01 COI	TOTAL T		Ī	NA			NA		1998
				From:		SR 91 SOU SR 91 NO									
736	1.20	480	R			222722				NA			NA		1998
				To:		95-735									
736)	2.30	280	R	From:		75 155				NA			NA		1998
.00				To		US 11		1							
726	0.10	70	R	From:		03 11				NA			NA		1998
736				To:		95-754 WI	EST								
				From:		95-754 EA						-			
736	0.38	90	R	Tar		F			i	NA			NA		11/13/200
				To:		Dead Er	a								
	0.50	4500	_	From:	40/	US 11	′ 00/	00/		0.070	_	0.504	1000	0	2000
737)	0.58	1500	G	94%	1%	1% 2%	6 2%	0%	С	0.076	F	0.591	1600	G	2002
737) 737)	0.57	0000		From:	40/	I-81		00/		0.004		0.000	0000		2000
737)	0.57	2300	G	94%	1%	1% 29 95-609 WI		0%	F I	0.091	F	0.602	2300	G	2002
				From:		95-609 WI	ST								
737)	0.67	1100	R	-					•	NA			NA		1998
				To:		95-744									
737)	0.48	300	R	From:		25 711			ı	NA			NA		1998
				Tax		95-870									
737)	0.25	30	R	From:		73-070			I	NA			NA		10/22/200
				To:		Dead Er	d								

Route	Length	ΔΔΠΤ	ΟΔ	4Tire	Bus		Maintena Tru			QC	Peak	QK	Dir	AAWDT	OW	Year
Washington County	Longar	7001	•	41110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	Factor	70000	QVV	i cai
	0.10	190	R	From:		, ,	SR 80				NA			NA		1998
738)	0.10	130	IX.	To:		95-8	06 WEST				INA			INA		1990
738	0.20	260	R	From:		70 0	00 11201		<u> </u>		NA			NA		1998
	0.50	400		From:		95-8	306 EAST				NIA			NIA		4000
738	0.56	130	R	To:		ç	95-609				NA			NA		1998
				From:		ç	95-609									
739	0.90	70	R	To:		De	ead End				NA			NA		11/13/20
				From:			Abingdon									
740	1.24	1800	G	98%	0%	2%	0%	1%	0%	F	0.092	F	0.642	1800	G	2002
	1.64	1400	G	From: 98%	0%	2%	05-699 0%	1%	0%	С	0.086	F	0.724	1400	G	2002
740	1.04	1400	<u> </u>	To:	070		076 594 EAST	170	0%	C	0.060	Г	0.724	1400	G	2002
740	0.43	1600	G	98%	0%	1%	0%	1%	0%	С	0.094	F	0.725	1600	G	2002
				From:			95-703		-							
740	1.60	1000	G	98% To:	0%	1%	0% 80 WEST	1%	0%	F	0.105	F	0.733	1000	G	2002
	1.01	400	_	From:			80 EAST									4000
740	1.01	400	R								NA			NA		1998
740	1.67	100	R	From:		95-7	44 EAST				NA			NA		1998
				To:		ç	95-737									
	1.40	100	R	From:		ç	95-742				NA			NA		10/22/200
741)	1.40	100	• • • • • • • • • • • • • • • • • • • •	To:		95-7	03 EAST				147 (			1471		10/22/200
741)	1.80	180	R	From:		95-7	03 WEST				NA			NA		1998
				To: From:		95-7	00 EAST									
741)	0.67	NA		To:							NA			NA		
				From:			ead End SR 80									
742)	0.20	90	R				3K 60				NA			NA		10/22/200
				From:		ç	95-741									
742	0.60	40	R	To:		Ç	95-743				NA			NA		10/22/200
				From:			95-703									
743)	1.20	40	R	To:			CD 00				NA			NA		10/22/200
				From:			SR 80 SR 80									
744)	0.60	320	R								NA			NA		1998
744)				To: From:			40 WEST 40 EAST									
744)	1.30	470	R	_							NA			NA		1998
				To: From:			95-737 CD 90									
745)	3.24	540	G	98%	0%	1%	SR 80 0%	1%	0%	F	0.106	F	0.641	550	G	2002
				To: From:			65-746 95-746									
745	1.65	570	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.621	580	G	2002
$\overline{\bigcirc}$				To: From:			95-748		<u> </u>							
(745)       (745)	0.95	340	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.592	350	G	2002
745)	0.70	1000	G	From: 98%	0%	1%	95-700 <b>0</b> %	1%	0%	F	0.093	F	0.513	1000	G	2002
(***)	J J			To:	- / 0		95-750	. , ,				•		. 300		

					Was	hington Maintena	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru			QC	Peak	QK	Dir	AAWDT	QW	Year
Washington County						2Axle 3+Axle	ıırall	∠ i rali		Hour		Factor			
	1.00	1100	G	98%	0%	95-750 1% 0%	1%	0%	С	0.092	F	0.554	1100	G	2002
(745)	1.00	1100	G	90 70 To:	070	SR 91	1 70	0%	C	0.092	г	0.554	1100	G	2002
				From:		95-745		1							
746	2.00	120	R	<u> </u>		<i>70 7.0</i>				NA			NA		1998
				To: From:		95-700									
746	0.08	30	R	rioin.						NA			NA		10/22/2001
				To:		Dead End									
$\bigcirc$	0.00	070		From:		95-611				<b>N</b> 1.0			NIA		4000
(747)	0.80	270	R	To:		95-613 WEST		1		NA			NA		1998
				From:		95-613 EAST									
747)	2.00	110	R	_						NA			NA		10/22/2001
				To:		Dead End									
	4.40	400	_	From:		95-745				<b>N</b> 1.0			NIA		4000
(748)	1.40	400	R	To		95-750 NORTH				NA			NA		1998
_				From:		95-750 SOUTH									
(748)	2.30	240	R							NA			NA		1998
				Tn·		SR 91									
Town of Glade Spring				From:		95-609		1							
(750)	0.08	2300	G	98%	0%	1% 1%	1%	0%	F	0.083	F	0.657	2300	G	2002
130				To:		95-751									
	0.00	4000	•	From:	00/	95-751 SOUTH	40/	00/	_	0.444	_	0.050	4000	0	0000
(750)	0.38	1300	G	98% To:	0%	1% 1% NCL Glade Sprin	1%	0%	F	0.111	F	0.652	1300	G	2002
W 1: 4 C 4						NCL Glade Sprin	<u> </u>								
Washington County				From:		NCL Glade Sprin	g								
750	1.44	1100	G	98%	0%	1% 1%	1%	0%	С	0.115	F	0.676	1100	G	2002
				To: From:		95-751 NORTH		ŀ							
750	1.00	950	G	98%	0%	1% 1%	1%	0%	F	0.092	F	0.632	970	G	2002
				To: From:		95-748 SOUTH									
750	2.20	390	G	98%	0%	1% 1%	1%	0%	F	0.099	F	0.608	390	G	2002
				Tn·		95-745									
	0.70	400	_	From:		Dead End									1000
751)	0.72	100	R	To:		US 11; FR-34		1		NA			NA		1998
				From:		US 11; FR-34									
(751)	1.40	520	G	99%	0%	1% 0%	0%	0%	С	0.101	F	0.566	530	G	2002
				To: From:		95-609		-							
751)	1.00	500	R							NA			NA		1998
				To: From:		SR 91 SOUTH SR 91 NORTH									
(751)	1.60	240	R			SK 91 NOKIII				NA			NA		1998
(131)				To:		05 750 NODTH									
(751)	1.71	220	R	From:		95-750 NORTH				NA			NA		1998
(731)				To:		WCL Glade Sprin	g								
Town of Glade Spring															
	0.40	000		From:		WCL Glade Sprin	g			<b>N</b> 1.0			NIA		4000
(751)	0.49	380	R	To:		95-750 SOUTH				NA			NA		1998
				From:		95-609; 95-1309									
(752)	0.63	330	R			95-609; 95-1309				NA			NA		1998
(132)	0.00		•••	To:		SR 91									
Washington County															
	. ==		_	From:		95-751									10/07/55
(753)	1.50	20	R	To:		05 (52				NA			NA		10/25/2001
				10.		95-652									

					Washington Mai	ntenance Area							
Route	Length	AADT	QA	4Tire	Rus	Truck -Axle 1Trail 2Trail	OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:	95-65	52	1						
(753)	0.30	270	R	<u>.                                    </u>	<i>70</i> 0.	<u> </u>	1	NA			NA		10/25/200
				To-	95-60	09							
$\sim$				From:	US 11 W	VEST	j						
754)	1.40	350	R	To:	LIC 11 F	S A CIT	1	NA			NA		1998
				From:	US 11 E		<u> </u>						
755	0.68	90	R		083	28	1	NA			NA		10/29/200
733)	0.00			To:	95-60	03	]						. 0. 20. 20.
				From:	US 5	58							
756)	0.10	30	R				-	NA			NA		10/29/200
				To:	95-60								
$\bigcirc$	4.00	4400	_	From:	Dead l	End	j	N.1.A			NIA		4000
757)	1.20	1400	R	To:	US 5	58	1	NA			NA		1998
				From:	Dead 1								
758)	0.40	20	R	<u> </u>	Dead	End	Į	NA			NA		10/29/200
730)				To:	95-60	05							
				From:	Tennessee S	State Line							
759	0.15	45	R				=	NA			NA		1998
				To: From:	95-6	73	}						
759	0.15	120	R					NA			NA		1998
				From:	State Line; Ga	p Terminus	}						
759	0.80	190	R					NA			NA		1998
				To:	95-6	74							
Town of Glade Spring				From:	95-750 S	OUTH	1						
760	0.10	90	R	<u> </u>	75-750 30	50111	1	NA			NA		11/13/200
100)				To:	0.10 MN	95-750	1						
760)	0.10	60	R	From:	0.10 10111	<del>)</del> 55-150	1	NA			NA		1998
				To:	95-750 N	ORTH							
Washington County													
	0.20	40	ь.	From:	95-608; 9	95-736	1	NIA			NIA		10/05/00
(761)	0.20	40	R	To:	Dead I	End	1	NA			NA		10/25/200
				From:	SR 9		1						
(762)	2.52	620	G	97%		0% 0% 0%	С	0.106	F	0.618	630	G	2002
				To:	95-60		1						
762	3.63	630	G	97%		0% 0% 0%	F	0.092	F	0.537	640	G	2002
				To:	Smyth Cou								
				From:	Dead l	End							
763)	0.30	60	R				1	NA			NA		11/08/200
				To:	95-64								
	0.30	100	ь.	From:	95-80	69	j	NA			NA		1998
764)	0.30	100	R	To-	Dead I	End	1	INA			INA		1990
				From:	Dead I		1 1						
765)	1.00	60	R	<u> </u>	Dead		1	NA			NA		10/18/200
765)				To:	95-69	92	]						
	<u> </u>			From:	US 1	19							
766	1.08	130	R					NA			NA		1998
<u> </u>				To:	US 19; 9		<u> </u>						
$\bigcirc$		400	_	From:	US 1	(1					<b>.</b>		1000
767)	1.00	480	R	To:	95-60	00	1	NA			NA		1998
				1	95-60	J7	ı						

					Washington Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	()K	Dir Factor	AAWDT	QW	Year
Washington County				From:	Dead End						
768)	0.60	30	R		2 3.00	NA			NA		10/18/200
				To:	95-700						
$\bigcirc$				From:	US 58						
769	0.30	80	R	To:	US 58	NA I			NA		1998
				From:	Dead End						
770	0.11	NA			Dead End	I NA			NA		
(110)				To:	95-630						
				From:	Dead End						
771)	0.15	40	R			NA			NA		1998
				To:	US 58						
	0.00	•	_	From:	SR 80	N.1.0			NIA		4000
772	0.22	8	R	To:	SR 80	NA I			NA		1998
				From:	SR 91						
773	0.21	130	R	<u> </u>	SK 91	l NA			NA		1998
(113)				To:	Dead End						
				From:	Dead End						
774)	0.45	70	R	<u>-</u>		NA			NA		10/29/200
				To: From:	SR 91						
774)	1.30	70	R			NA			NA		10/29/200
				To:	95-722						
$\bigcirc$	0.47		_	From:	US 19						1000
775	0.17	260	R			NA			NA		1998
	0.00	750	_	From:	95-700 NORTH	NI A			NIA		4000
775)	0.03	750	R			NA			NA		1998
$\overline{}$	0.40			From:	95-700 SOUTH						4000
(775)	0.10	30	R	To:	Dead End	NA I			NA		1998
				From:							
(776)	0.22	80	R		SR 91	l NA			NA		1998
(110)				To:	Dead End						
				From:	Dead End						
(777)	0.40	60	R			NA			NA		10/29/200
				To:	95-600						
	0.04	00	_	From:	SR 91 SOUTH	NI A			NIA		4000
778)	0.24	20	R	To:	SR 91 NORTH	NA I			NA		1998
				From:	95-693						
779	0.70	180	R	<u> </u>	75-073	l NA			NA		1998
				To:	95-694				-		
779	0.10	150	R	From:	7,0-0,7	NA NA			NA		1998
				To:	95-780						
(779)	0.10	120	R	From:	70 100	I NA			NA		1998
				To:	0.10 ME 95-780						
779	0.60	100	R	From:	51.50 T.E. 70 700	NA			NA		10/22/200
<u></u>				To:	95-741						
				From:	Dead End						
780	0.40	70	R			NA			NA		10/22/200
				To:	95-779						
	4.50	040	_	From:	NCL Bristol				NI A		4000
781)	1.50	210	R	To-	95-655	NA I			NA		1998
					73-033						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		QK Dir Factor	AAWDT QW	Year
Vashington County				From:	Dead End				
782	0.60	80	R		Delid End	NA		NA	1998
				To:	US 58				
$\bigcirc$	4.50		_	From:	95-710	N10		NIA	44/04/000
783	1.50	60	R	To:	95-708	NA I		NA	11/01/200
				From:	Dead End				
784)	0.60	80	R			NA		NA	11/05/200
				To: From:	95-700				
784)	1.20	60	R			NA		NA	11/05/200
				To:	Dead End; 1.20 MN				
700	0.60	110	R	From:	Dead End	NA NA		NA	11/05/20
785	0.00	110		To	95-659	]		IVA	11/05/200
				From:	Dead End				
786	0.40	220	R	_		NA		NA	10/25/200
				To:	95-735				
	1.04	120	R	From:	Dead End	NA		NA	11/08/200
787	1.04	120	K			1 11/1		INA	11/00/200
787)	0.16	160	R	From:	1.04 ME Dead End	NA		NA	11/08/200
181)	0.10	100		To:	US 58			IVA	11/00/200
				From:	95-718 SOUTH				
788	1.29	110	R			NA		NA	11/01/20
				To: From:	1.29 MN 95-718				
788)	0.07	90	R			NA		NA	11/01/200
				To: From:	95-719	<del></del>			4000
788	0.19	270	R			NA		NA	1998
<u> </u>	0.70	600	R	From:	95-718 NORTH	NA		NA	1998
788	0.70	800	K	To:	SR 91	INA ]		INA	1990
				From:	Dead End				
789)	0.15	20	R			NA		NA	10/29/200
				To:	95-724				
	0.35	180	R	From:	Dead End	NA		NA	1998
790	0.33	100	K	To:	95-745	INA ]		INA	1990
				From:	95-666				
791)	0.40	230	R	_		NA		NA	1998
				To:	Dead End				
	0.45	40	_	From:	Dead End	NIA.		NIA	40/40/000
792	0.45	40	R	To:	95-700	NA I		NA	10/18/200
				From:	Dead End				
793)	1.05	250	R		Doug Ling	NA		NA	1998
				To:	SCL Abingdon				
$\widehat{}$			_	From:	SCL Abingdon				,
794)	0.91	1400	R	To:	95-670	NA I		NA	1998
_				From:	95-670	l			
795)	0.38	80	R	<u> </u>	73-743	NA NA		NA	1998
		-		To:	95-745				
				From:	Dead End				
96) 0.2	0.25	70	R	~	2-22	NA		NA	10/15/200
				To-	95-802				

					***	nington Maint									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			$\cap$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		SR 80									
797)	0.50	260	R	_					,	NA			NA		11/13/2001
				To:		Dead En			<u> </u>						
(700)	3.64	160	R	From:		95-616			<u>l</u>	NA			NA		10/15/2001
798)	0.01			To:		95-622			]						10/10/2001
				From:		Dead En	d								
799	1.50	70	R	To:		95-627			1	NA			NA		11/08/2001
				From:		Dead En									
800	0.19	100	R	<u> </u>		Doug En	u		ı	NA			NA		11/13/2001
				To:		SR 80									
$\bigcirc$	0.00	440		From:		Dead En	d								10/00/0001
801)	0.80	110	R							NA			NA		10/29/2001
	0.10	110	R	From:		0.80 ME Dea	d End		<b>!</b>	NA			NA		10/29/2001
801)	0.10	110	1	To:		95-605				INA			INA		10/29/2001
				From:		US 19									
802	0.23	340	G	98%	0%	2% 0%	6 1%	0%	F	0.121	F	0.529	340	G	2002
				From:		95-876			}						
802	1.94	360	G	98%	0%	2% 0%	6 1%	0%	С	0.09	F	0.636	370	G	2002
	F 04	200		From:	00/	95-831	/ 40/	00/	┝╤	0.000		0.5	200		2002
802	5.21	300	G	98%	0%	2% 0%		0%	F 1	0.099	F	0.5	300	G	2002
903	3.12	180	G	From: 98%	0%	95-872 <b>2% 0</b> %		0%	F	0.099	F	0.525	180	G	2002
802	0.12			To	070	95-856		070	L	0.000	•	0.020	100		2002
802	2.09	170	G	98%	0%	2% 0%		0%	I F	0.109	F	0.595	170	G	2002
				To: From:		95-621			<b> </b>						
802	3.21	460	G	98%	0%	2% 0%		0%	F	0.119	F	0.624	470	G	2002
				To:		95-614									
	4.20	1900	R	From:		US 11; SF	2 80		ļ	NA			NA		10/25/2001
803)	4.20	1900	K	т		0.5.500			1	INA			INA		10/25/2001
(803)	2.25	180	R	From:		95-709				NA			NA		10/25/2001
(803)				To:		SR 91			]						
				From:		95-662									
804)	1.80	130	R	To:		05.645			1	NA			NA		11/05/2001
				From:		95-645 SR 80			<u> </u>						
805)	0.07	740	R	<u> </u>		SK 80			J	NA			NA		1998
				To:		95-738			]						
				From:		95-738									
806	0.55	90	R	To:		95-738			1	NA			NA		11/13/2001
				From:		US 11			l———						
807)	0.30	300	R	<u> </u>		0511			ı	NA			NA		1998
				To: From:		95-1702	2		<b> </b>						
807)	0.12	60	R						-	NA			NA		1998
				To:		Dead En									
<u></u>	1.31	1300	R	From:		95-647			j	NA			NA		1998
808	1.31	1300		To:		US 11			L	11/7			11/4		1990
				From:		95-700					_				
809	0.60	60	R						1	NA			NA		11/08/2001
				To:		Dead En	d								

					washington Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peal Hou	()K	AAWDT QW	Year
Washington County				From:	Dead End				
810	1.40	80	R	<u> </u>	Dead End	NA	<u>i</u>	NA	11/01/200
				To-	95-711				
$\bigcirc$	0.00	400		From:	95-694	NI A		NIA.	40/05/000
811)	0.60	100	R	To:	Dead End	NA		NA	10/25/200
				From:	Dead End				
812	1.50	80	R			NA	ı	NA	10/15/200
				To:	95-622				
	0.60	120	R	From:	95-689	NA		NA	10/18/200
813)	0.00	120	K	To:	Dead End	INA		INA	10/16/200
				From:	95-795				
814)	0.19	60	R			NA		NA	10/22/200
				To:	Dead End				
	1.00	00	R	From:	95-674	NA		NA	11/01/200
815)	1.00	90	K	To:	Dead End	INA		INA	11/01/200
				From:	95-609				
816)	0.19	240	R			NA		NA	11/13/200
				To:	Dead End				
$\bigcirc$	0.45	40		From:	95-745	NIA		NIA	40/00/000
817)	0.15	10	R	To:	Dead End	NA		NA	10/22/200
				From:	Dead End				
818)	0.30	70	R		2 1.0 2.00	NA	ı	NA	11/01/200
$\bigcirc$				To-	SR 75				
$\bigcirc$	0.50		_	From:	95-751				10/05/000
819	0.50	40	R	To:	Dead End	NA		NA	10/25/200
				From:	US 11				
820)	0.45	110	R	<u> </u>	05 11	NA		NA	10/25/200
				To:	Dead End				
$\bigcirc$	2.22	400		From:	95-613				10/00/000
821)	0.80	180	R	To:	Dead End	NA		NA	10/22/200
				From:	Dead End				
822)	0.50	80	R	<u> </u>	Dead Elia	NA		NA	11/08/200
				To:	95-633				
$\bigcirc$				From:	Dead End				
823)	0.39	90	R	To:	95-647	NA		NA	11/08/200
				From:	95-700				
824)	0.75	47	R	<u>L</u>	75 700	NA		NA	10/18/200
				To:	Dead End				
				From:	95-681				
825	0.73	1600	R	To:	US 19	NA		NA	11/05/2001
				From:	Dead End				
826	0.70	150	R	<u> </u>	Dead Elid	NA		NA	11/08/2001
				To:	95-700				
				From:	Dead End				
827)	0.54	60	R	т	25.64	NA		NA	11/08/2001
				To: From:	95-641				
0.5	0.52	70	R	rioili.	Dead End	NA		NA	10/22/200
828)				To:	95-700				. 5

					vvas	nington Mainten	lance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County															
	1.00	60	R	From:		95-675				NA			NA		11/08/2001
829	1.00	60	ĸ	To:		Dead End				INA			INA		11/06/200
				From:		SR 80		1							
830	0.63	40	R	<u> </u>		5100				NA			NA		10/22/200
				To:		Dead End									
$\sim$				From:		Dead End									
(831)	0.40	10	R	To:		05.002		1		NA			NA		10/18/200
T. 461.16.1				10.		95-802									
Town of Glade Spring				From:		Dead End									
832	0.13	100	R							NA			NA		11/13/200
				To:		SR 91 BUS									
Washington County				From:											
000	0.09	380	G	95%	1%	95-711 2% 1%	1%	0%	С	0.115	F	0.581	390	G	2002
(833)	0.03	300	G	To:	1 /0	US 58	1 70	0 70	C	0.113	•	0.501	390	O	2002
				From:		Dead End									
834)	0.10	20	R	I		Dead End				NA			NA		10/22/200
				To:		SR 91									
				From:		95-674									
835	1.82	80	R							NA			NA		11/01/200
				To:		95-664									
	1 10	200	ь.	From:		95-699				NΙΛ			NΙΔ		10/22/200
836)	1.10	300	R	To:		95-694				NA			NA		10/22/200
				From:		95-645									
837)	0.12	70	R			93-043				NA			NA		11/05/200
001)				To:		Cul-de-Sac									
				From:		95-737									
838	0.08	40	R	_						NA			NA		1993
				To: From:		95-897 Gap Term 95-816 Gap Term									
838)	0.08	20	R			73-010 Gap Telli	imus			NA			NA		1993
				To:		Dead End; Gap Ter	rminus								
	0.00	20	_	From:		95-866 Gap Term	ninus			NIA			NIA		4000
838	0.06	30	R	To:		Dead End		1		NA			NA		1993
				From:		95-609		1							
(839)	0.08	170	R			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA			NA		11/13/200
				To:		95-838									
				From:		SR 91; 95-75	1								
840	0.06	110	R			0.00				NA			NA		10/25/200
				To:		95-841									
$\bigcirc$	0.13	50	R	From:		Dead End				NA			NA		10/25/200
841)	0.13	50	ĸ	To:		95-840				INA			INA		10/23/200
				From:		95-609									
842)	1.45	370	R			75-007				NA			NA		11/13/200
				To:		END LOOP									
				From:		95-640									
843)	0.20	510	R							NA			NA		11/08/200
				To:		95-633									
$\widehat{\mathbb{Q}}$	0.46	NA		From:		Dead End/				NI A			NIA	NΙΔ	
844)	0.16	NA		To:		SR-00091(B)	/			NA			NA		
						51C-00071(D)	,								

					Washington Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	QC Pe ail Ho	()K	Dir Factor	AAWDT	QW Year
Washington County				From:	US 58	1				
845)	0.11	9	R		05 36	N	4		NA	11/08/200
				To-	Dead End					
$\sim$				From:	Dead End					
846	0.43	90	R	To:	05 (00	¬ N	4		NA	11/13/200
				From:	95-609 SR 80	1				
847)	0.10	40	R		SK 60	∟ N⁄	4		NA	11/13/200
047)				To:	Dead End					
				From:	US 19; 95-766					
848)	0.40	310	R			N/	4		NA	11/05/200
				To:	Dead End					
	1.00	45	R	From:	95-878	N	٨		NA	11/08/200
849	1.00	40	IX.	To:	Dead End	٦ '''	`		INA	11/00/200
				From:	Dead End					
850	0.25	46	R	<u> </u>	2 1111	— N∠	4		NA	11/05/200
				To:	95-633					
$\bigcirc$				From:	95-605					
851)	0.25	30	R	To:	D1E-1	¬ N	4		NA	10/25/200
				From:	Dead End	i				
(OF2)	0.22	70	R		95-609	IJ Na	Δ.		NA	11/13/200
852	0.22			To:	95-609	1	•			
				From:	95-666					
853)	0.38	70	R			N.	4		NA	11/08/200
				To-	Dead End					
	4.05	470		From:	Dead End				NIA	44/00/000
854	1.05	170	R	To:	95-666	N/	4		NA	11/08/200
				From:	Scott County Line	<u> </u>				
855)	0.40	70	R	<u> </u>	Scott County Ente	N	4		NA	10/15/200
				To:	95-630					
				From:	95-614					
(856)	0.50	120	R			N.	4		NA	10/15/200
				To:	95-802					
050	1.02	180	R	From:	US 58 WEST	∟ N	۸		NA	11/01/200
858	1.02	100	IX.	To:	US 58 EAST	7	`		INA	11/01/200
				From:	95-726					
859)	3.50	90	R		2 2 2 2	N.	4		NA	10/29/200
				To:	US 58					
$\bigcirc$				From:	Dead End					
862	0.30	50	R	To:	95-600	¬ N	4		NA	10/29/200
				From:	95-608					
863	0.55	60	R	<u> </u>	73-000	∟ N	4		NA	10/25/200
				To-	Dead End					
				From:	95-737				<u> </u>	
865)	0.92	40	R			N	4		NA	10/22/200
				To: From:	0.92 MN 95-737	]				
865	0.20	710	R			N.	4		NA	10/22/200
				To-	95-609					
	0.00	200	_	From:	95-609	<u></u>	^		NIA	44/40/000
866	0.08	200	R	To:	95-838	¬ N	4		NA	11/13/200
					75-050					

						aton Mainten								
Route	Length	AADT	QA	4Tire	Duc		uck 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County					2.	TAKE STAXIE	: IIIdli ZIfall		HOUL		racion			
	0.00	440		From:		95-838								4440000
866	0.22	110	R	To:		Dead End			NA			NA		11/13/200
				From:		Dead End								
867)	0.03	20	R	<u> </u>		Dead Elid			NA			NA		1998
001)				To:		95-868	1-							
867)	0.08	120	R	From:		75 000			NA			NA		1998
				To:		95-647								
$\overline{}$				From:		Dead End								
868	0.11	120	R	To:		95-867			NA			NA		11/08/20
				From:										
(00)	0.15	90	R	FIOIII.		Dead End			NA			NA		11/08/20
869	0.10	00		To:		LIC 11			147 (			147.		11/00/20
	1.54	1200	R	From:		US 11			NA			NA		11/08/20
869				To:		95-645								
				From:		95-737								
870	0.73	80	R						NA			NA		10/22/20
				To-		Dead End								
	4.00	20		From:		95-605			NIA			NIA		40/05/00
871)	1.88	30	R	To:		Dead End			NA			NA		10/25/20
				From:		Dead End								
872	0.40	9	R	<u> </u>		Dead Elid			NA			NA		10/25/20
012				To:		95-802								
	0.60			From:		Dead End								
873	0.60	7	R						NA			NA		10/15/20
				To:		95-614								
	0.40	60	R	From:		95-611			NIA			NA		10/22/20
874	0.40	60	K	To:		Dead End			NA			INA		10/22/20
				From:		Dead End								
875)	0.33	60	R	<u> </u>		Dead End			NA			NA		10/25/20
				To:		95-762								
$\widehat{}$				From:		US 19								
876)	0.20	320	R	To:		0.5.00.5			NA			NA		10/18/20
				From:		95-802								
070	0.41	70	R	From:		US 58 SOUTE	H		NA			NA		11/08/20
878	0.41	,,		To:		US 58 NORTI	Н		147 (			147.		11/00/20
				From:		95-704								
879	0.65	580	R				-		NA			NA		11/08/20
				To:		95-609								
$\bigcirc$				From:		95-633								4.4.00.400
880	0.30	220	R	To:		95-640			NA			NA		11/08/20
				From:			<u>l</u>							
881)	0.25	80	R			Dead End			NA			NA		11/08/20
881)				To:		95-700								
				From:		95-869								
882	0.01	480	R						NA			NA		11/05/20
				To:		95-645								
			_	From:	<del></del>	95-611								44/0=:=:
883	1.69	360	R	To:	τ.	VCL ABINGDO	ON		NA			NA		11/05/20
-					١	VCL ABINGD	UIN							

					washington waintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC P	eak lour	QK Dir Factor	AAWDT	QW	Year
Washington County				From:	Dead End	1					
884)	0.95	90	R	_		1	NA		NA		11/01/2001
				To:	95-674						
	0.25	90	R	From:	US 58	] ,	NA		NA		10/29/2001
885	0.25	90	K	To:	Dead End	, ]	INA		INA		10/29/200
				From:	95-753						
886	0.70	40	R			1	NA		NA		10/25/2001
				To:	Dead End						
(887)	0.20	130	R	From:	Dead End	]	NA		NA		11/13/200
007)	0.20	100		To:	95-609	]	147 (		147 (		11/10/200
_				From:	95-603						
888	0.25	50	R			1	NA		NA		10/29/200
				To: From:	Dead End						
000	0.15	20	R	From:	95-603	l ,	NA		NA		10/29/200
889	0.10			To:	Dead End	]	147 (		147 (		10/20/200
				From:	US 58						
890	0.12	70	R			1	NA		NA		10/29/200
				To:	Dead End	<u> </u>					
	1.30	400	R	From:	95-633	] ,	NA		NA		11/05/200
891)	1.50	400	IX.	To:	95-684	]	INA		INA		11/03/200
				From:	95-684						
892	0.50	70	R			ı	NA		NA		11/05/2001
				To:	Dead End						
	0.65	45	R	From:	95-751	l,	NA		NA		10/25/200
894)	0.05	40	K	To:	Dead End	, ]	INA		INA		10/23/200
				From:	US 11						
(895)	0.25	90	R	_		1	NA		NA		11/08/200
				To:	Dead End						
	0.18	130	R	From:	95-609	l,	NA		NA		11/13/200
(897)	0.10	130	K	To:	Dead End	, ]	INA		INA		11/13/200
				From:	95-684						
(898)	0.40	40	R			1	NA		NA		10/18/2001
				To:	Dead End						
	0.85	40	R	From:	Dead End	l ,	NI A		NA		10/29/200
899	0.00	40	K	To:	95-600	, ]	NA		INA		10/29/200
				From:	Dead End						
900)	0.30	70	R			1	NA		NA		11/01/200
				To:	Tennessee State Line						
	0.70	540	_	From:	95-803		N 1 A		NIA		40/05/000
901)	0.76	510	R	To:	Dead End	' ]	NA		NA		10/25/2001
				From:	95-677						
902	0.40	1200	R	_		١	NA		NA		11/08/200
				To:	SR 75						
$\bigcirc$			_	From:	SR 75						441001===
903	0.14	20	R	To:	Dead End	 	NA		NA		11/08/2001
				From:	95-705	<u> </u>					
904)	0.10	330	R	<u> </u>	75-105	, 1	NA		NA		11/08/200
				To:	Dead End						

					washington Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C)C: C)K		Year
Washington County				From:	US 58			
905)	0.26	240	R			NA	NA	1995
				To: From:	END LOOP			
905	0.08	60	R		PROPERTY OF THE PROPERTY OF TH	NA	NA	1986
				To: From:	BEGIN LOOP			
906)	0.40	60	R	r toni.	Dead End	l NA	NA	11/01/200
(900)				To:	95-676			
				From:	Dead End			
907	0.55	60	R	To:	95-711	NA I	NA	11/01/200
				From:	95-670			
908)	0.13	20	R	<u> </u>	75-070	NA	NA	11/01/200
				To	95-670			
$\bigcirc$				From:	95-659			
909	0.45	80	R	To:	Dead End	NA I	NA	11/05/200
				From:	Dead End			
910	0.25	70	R	L	Dead End	NA NA	NA	11/05/200
				To: From:	0.25 MN Dead End			
910	0.20	70	R			NA	NA	11/05/200
<u> </u>				To:	US 19			
	0.12	170	R	From:	95-665	NA	NA	1993
911)	0.12	170	K	To:	SR 75; 95-670	INA 	NA .	1995
				From:	95-901			
920	0.17	260	R	_		NA	NA	10/25/200
				To:	US 11			
	0.59	NA		From:	Cul-de-Sac	NA	NA	
923	0.59	NA.		To:	95-699	INA 	IVA	
				From:	Cul-de-Sac/			
(1010)	0.32	NA				NA	NA	
				To:	FR-00022(B)/			
(1044)	0.25	NA		From:	95-01010(B)/	NA NA	NA	
1011)	0.20	147		To:	Cul-de-Sac/	10/1		
				From:	95-657			
(1021)	0.28	140	R			NA	NA	11/08/200
				To: From:	Dead End			
1030	0.30	NA		rioiii.	Cul-de-Sac	NA NA	NA	
1030				To:	95-647			
				From:	US 58			
1101	0.15	280	R	To:	05 1102	NA I	NA	10/15/200
				From:	95-1102			
(1102)	0.07	70	R		95-1101	NA NA	NA	10/15/200
				To:	Dead End			
				From:	95-1106			
1106	0.11	510	R			NA	NA	1995
		400		To: From:	95-1111	<b>.</b>		1000
(1106)	0.04	130	R			NA	NA	1986
	0.23	170	R	From:	95-1107	NA	NA	1986
(1106)	0.23	170	ĸ	To:	END LOOP	INA 	INA	1960

1					Washington Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Q Hour	K Dir AAWDT Factor	QW Year
Washington County				From:	END LOOP			
(1106)	0.37	970	R		ENDEOOI	NA	NA	10/15/2001
				To:	NCL Bristol			
	0.05	110	R	From:	95-1106	NA NA	NA	10/15/2001
(1107)	0.03	110	IX.	To:	95-1106	INA	IVA	10/13/200
				From:	95-633			
1108	0.22	200	R			NA	NA	10/15/2001
$\bigcirc$	• • • • • • • • • • • • • • • • • • • •			From:	95-1109			40/45/000
1108	0.44	140	R	To:	END LOOP	NA I	NA	10/15/200
				From:	Cul-de-Sac			
(1109)	0.10	60	R			NA	NA	10/15/200
				To:	95-1108			
$\bigcirc$	0.06	500	R	From:	95-1106	NA NA	NA	10/15/200
(1111)	0.00	500	K	To:	05 1112	INA I	NA	10/15/2001
(1111)	0.07	210	R	From:	95-1112	NA	NA	10/15/2001
				To-	95-1113			
				From:	95-1111			
1112	0.24	290	R			NA	NA	10/15/2001
				From:	95-1113			404474000
1112	0.18	160	R	To:	Dead End	NA I	NA	10/15/2001
				From:	95-1111			
(1113)	0.17	140	R	<u> </u>	70	NA	NA	10/15/2001
				To:	95-1112			
$\bigcirc$	0.45	400	_	From:	NCL Bristol	NIA	NA	40/45/0004
1116	0.15	120	R	To:	95-1117	NA I	NA	10/15/2001
				From:	95-1116			
(1117)	0.31	60	R			NA	NA	10/15/200
				To:	Cul-de-Sac			
(1119)	0.70	210	R	From:	NCL Bristol	NA NA	NA	10/15/2001
(1119)	0.70	210	IX.	To:	END OF LOOP	INA	IVA	10/13/200
				From:	95-640			
1120	0.36	45	R			NA	NA	10/15/2001
				To:	Dead End			
(1120)	0.21	180	R	From:	Cul-de-Sac	NA NA	NA	1995
1130	· · · ·			To:	95-633			
				From:	Cul-de-Sac			
(1131)	0.06	60	R	To:	05 1120	NA	NA	1995
				From:	95-1130			
(1132)	0.06	20	R		Cul-de-Sac	NA NA	NA	1995
				To:	95-1130			
$\bigcirc$			_	From:	Dead End			
(1200)	0.32	160	R	To:	95-757	NA I	NA	1995
				From:	95-757 Dead End			
(1201)	0.20	80	R	<u> </u>	Dead Elld	NA	NA	11/01/2001
$\bigcup$				To:	WCL Damascus			

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak ail Hour	QK Dir Factor	AAWDT QW	Year
Town of Damascus				From:	WCL Damascus	1			
1201)	0.09	200	R	<u> </u>	WCL Damascus	<b>□</b> NA		NA	11/01/200
				To	US 58				
				From:	95-1203				
1202	0.20	1200	R			NA		NA	11/01/200
<u> </u>				From:	95-1225				
1202	0.06	1200	R			NA		NA	11/01/200
				From:	95-1224				
1202	0.02	780	R	To:	US 58	NA NA		NA	11/01/200
				From:		1			
1202	0.09	680	R		95-1202	<b>→</b> NA		NA	11/01/20
1203				To	95-1204				
1203	0.06	820	R	From:	95-1204	NA		NA	11/01/200
1203)				To:	95-716				
				From:	95-1203				
1204	0.16	130	R			NA		NA	11/01/20
				To:	95-1205				
				From:	95-1204				
1205	0.05	140	R	To:	0.5	NA NA		NA	11/01/20
					95-716				
	0.07	190	R	From:	95-716	 NA		NA	11/01/20
1206	0.07	130	K					NA	11/01/20
$\overline{}$	0.07	80	R	From:	95-1221	NA		NA	11/01/20
1206	0.07	00	K	To:	95-1207			NA.	11/01/20
				From:	95-1206	<del>-</del>			
1207)	0.05	80	R		75-1200	NA NA		NA	11/01/20
				To:	US 58				
				From:	95-1209				
1208	0.14	130	R			NA		NA	11/01/20
				To: From:	US 58				
1208	0.15	320	R			NA		NA	11/01/200
				To:	95-1217				
	0.06	00	В	From:	95-1208	NA		NIA	11/01/20
1209	0.06	90	R			NA		NA	11/01/20
$\overline{}$	0.09	70		From:	US 58			NIA.	44/04/00/
1209)	0.09	70	R	To:	Dead End	□ NA		NA	11/01/20
				From:	95-716				
1210	0.06	110	R		75-110	<b>□</b> NA		NA	11/01/20
				To:	Dead End				
				From:	95-716				
1211)	0.06	80	R			NA		NA	11/01/20
				To:	Dead End				
	0.44	000	_	From:	US 58			NIA	44/04/00
1212	0.41	290	R	To:	SCL Damascus	NA NA		NA	11/01/20
Vashingts C 1					SCL Daniascus	1			
Vashington County				From:	SCL Damascus				
1212)	0.63	150	R			NA		NA	11/01/20
				To:	SR 91				
Town of Damascus				r 1	***				
	0.04	60	R	From:	US 58	 NA		NA	1993
1213	0.04	00	K	To:	95-1214			INC	1993
					>U 1211				-

Route	Length	AADT	QA	4Tire	Bus 2Aylo 2+Aylo 1Troil 2Troil	- QC Peak	QK Dir AAW	DT QW `	Year
own of Damascus					ZAXIE STAXIE IITAII ZITAII	Hour	Factor		
	0.08	48	R	From:	Dead End	NA	NA	4	1993
1214)	0.00	40	IX.	To	95-1213	INA	14/-		1990
				From:	95-1208				
1215)	0.06	70	R			NA	NA	4	1993
				To: From:	US 58				
1215	0.06	120	R	To:	D 15.1	NA	NA	1	1993
				From:	Dead End				
1216	0.07	80	R	r toin.	95-1208	NA	NA	,	1993
1210)				To:	SR 91				
1216	0.07	80	R	From:	SR 71	NA	NA	,	1993
				To:	Dead End				
				From:	95-1218				
1217	0.03	230	R			NA	NA	١ 1	1993
	0.07			From:	SR 91				1000
1217)	0.07	80	R	To:	95-1208	NA	NA	1	1993
				From:	95-1217				
1218	0.17	190	R	<u> </u>	73-1217	NA	NA	,	1993
				To:	95-1219				
$\overline{}$				From:	95-1220				
1219	0.14	150	R	To:	05 1010	NA	NA	١ 1	1993
				From:	95-1218				
1220	0.20	80	R	110111	SR 91	NA	NA	,	1993
1220				To:	95-1219				
				From:	95-1206				
1221	0.06	180	R			NA	NA	1	1993
				To: From:	US 58				
1221	0.06	210	R	To:	05 1000	NA	NA	١ 1	1993
				From:	95-1222				
1222	0.05	10	R		Dead End	NA	NA	,	1993
				To:	95-1223				
1222	0.07	330	R	From:	75-1225	NA	NA	,	1993
				To:	95-716				
1222	0.07	160	R	From:	72	NA	NA	4	1993
				To:	95-1221				
$\bigcap$	0.05	4000	-	From:	Dead End				1000
1223)	0.05	1200	R			NA	NA	1	1993
1223	0.06	1600	R	From:	US 58	NA	NA		1993
1223)	0.00	1000	ĸ	To:	95-1222	INA	INA	`	1993
				From:	95-1226				
1224	0.14	180	R			NA	NA	4	1993
				To:	95-1202				
$\bigcirc$	o :-	400	_	From:	95-1226				1000
1225	0.17	160	R	To:	95-1202	NA	NA	1	1993
				From:	95-1225				
1226	0.07	80	R	<u> </u>	73-1223	NA	NA	,	1993
				To:	95-1224				

					Washington Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	(.)K	AAWDT Q\	V Year
Washington County				From:	95-706				
1227)	0.51	140	R			NA		NA	1986
$\bigcirc$				To-	LOOP END				
$\bigcirc$	0.05	470	-	From:	95-711	NIA		NIA	4000
1230	0.25	170	R	To:	Dead End	NA		NA	1993
				From:	95-708				
1235)	0.39	140	R		93-706	NA		NA	1986
				To:	LOOP END				
				From:	95-842				
1240	0.47	230	R			NA		NA	11/13/200
				From:	95-1241				
1240	0.40	120	R			NA		NA	11/13/200
				To:	Cul-de-Sac				
$\bigcirc$				From:	95-1240				
1241	0.42	60	R	To:	Cul do Soo	NA		NA	11/13/200
				10.	Cul-de-Sac				
Town of Glade Spring				From:	SR 91 BUS				
1301)	0.07	200	R	<u> </u>	2337.2.2.2	NA		NA	1993
				To:	95-1313				
1301)	0.23	220	R	From:	70 12 12	NA		NA	1993
				To:	95-1304				
<u> </u>				From:	SR 91 BUS				
1302)	0.07	40	R			NA		NA	1993
				To-	Dead End				
	0.00	070	_	From:	SR 91	NIA		NIA	4000
1303	0.32	270	R			NA		NA	1993
$\overline{}$	0.00	200	_	From:	95-1304	NIA		NIA	4000
1303	0.08	300	R	To-	SR 91 BUS	NA		NA	1993
				From:	Dead End				
1304	0.03	120	R	<u> </u>	Dead End	NA		NA	1995
				To:	95-1301				
1304)	0.10	140	R	From:	93-1301	NA		NA	1993
1304)				To:	95-1303				
				From:	SR 91				
1305)	0.17	170	R			NA		NA	1993
				To: From:	95-1307				
1305	0.15	340	R			NA		NA	1993
$\bigcup_{i=1}^{n}$				To:	SR 91 BUS				
$\bigcirc$				From:	95-1307				1000
1306)	0.06	180	R			NA		NA	1993
				To: From:	SR 91 BUS				
1306	0.06	60	R	To:	Dead End	NA		NA	1993
				From:					
1207	0.22	130	R	rioid.	95-1306	NA		NA	1993
1307	V. <i>LL</i>	.50	• • • • • • • • • • • • • • • • • • • •	Tar	06 1211	14/1			1000
1207	0.08	200	R	From:	95-1311	NA		NA	1993
1307	0.00	200	11	To:	95-1305	INA		INC	1333
				From:	95-1310				
308)	0.06	120	R	<u> </u>	/U 1510	NA		NA	1993
				To-	95-1311				

								! -			Б.		<u> </u>			
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWD <sup>-</sup>	ΓQW	Year
Town of Glade Spring				From:		SE	R 91 BUS		ī							
1309	80.0	1500	R								NA			NA		11/13/2001
4000	0.29	630	R	To: From:		95-6	609; 95-752	!			NA			NA		11/13/2001
(1309)	0.20		.,	To:			SR 91				1471			147.		11/10/2001
$\bigcirc$			_	From:			SR 91									
(1310)	0.07	360	R	To:			05 1211				NA			NA		1993
(1310)	0.06	160	R	From:			95-1311				NA			NA		1993
<u> </u>				From:		· ·	95-1314									
(1310)	0.04	120	R	To:			95-1308				NA			NA		1993
				From:			Dead End									
(1311)	0.09	80	R								NA			NA		1993
	0.10	100		From:		9	95-1310		-		NΙΔ			NΙΔ		1002
(1311)	0.18	190	R	To:		<del></del>	05 1200				NA			NA		1993
(1311)	0.03	200	R	From:			95-1308				NA			NA		1993
				To:		Ç	95-1307									
Washington County				From:		SR	91 SOUTH	[								
(1312)	0.69	1400	R								NA			NA		11/13/2001
$\bigcirc$	0.00		_	From:			FR-33									4440/0004
(1312)	0.38	570	R	т			05 1210				NA			NA		11/13/2001
(1312)	0.25	690	R	From:			95-1318				NA			NA		11/13/2001
				To	9:	5-1317 S	SCL Glade S	Spring								
Town of Glade Spring				From:	Q.	5-1317 S	SCL Glade S	Snring								
(1312)	0.23	1400	R								NA			NA		11/13/2001
				To:			91 NORTH	[								
(1313)	0.19	160	R	From:		-	SR 91				NA			NA		1993
(1515)				To:			95-1301									
$\bigcirc$	0.00			From:		Г	Dead End				NIA			NIA		4000
(1314)	0.09	90	R	To:			95-1310				NA			NA		1993
Washington County				•					•							
	0.07	120	R	From:			SR 91				NA			NA		11/13/2001
(1315)	0.07	120		To:		05.1	316 SOUTI	ч			IVA			14/-1		11/10/2001
(1315)	0.12	70	R	From:			210 300 11	1			NA			NA		11/13/2001
				To:			316 NORTI									
(1316)	0.23	120	R	From:		95-13	315 SOUTI	H			NA			NA		11/13/2001
(1310)				Tax		95-1	315 NORTI	Н								
(1316)	0.07	130	R	From:							NA			NA		11/13/2001
				To:		SR 91 SC	CL Glade S	pring								
Town of Glade Spring				From:	9:	5-1312 S	SCL Glade S	Spring								
(1317)	0.14	60	R	To:		Г	Dead End				NA			NA		11/13/2001
Washington County						L	reau EHU									
	0.15	22	_	From:		Γ	Dead End				N.1.0			A 1 A		44/40/000:
(1318)	0.15	30	R	To			95-1312				NA			NA		11/13/2001

					Washington Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:	_							
(1319)	0.23	20	R	r tonii.	Cul-de-Sac		NA			NA		1995
(1319)				To:	95-1316							
				From:	SR 91 NORTH							
(1320)	0.31	100	R	. —			NA			NA		1995
				To:	SR 91 SOUTH							
Town of Glade Spring				From:	Dead End							
(1323)	0.12	50	R				NA			NA		1995
				To:	95-1304							
Washington County				From:	95-1402							
(1401)	0.17	120	R	<u> </u>	73 1102		NA			NA		11/08/200
				To:	95-664							
$\bigcirc$			_	From:	Cul-de-Sac							4.4.00.000
1402	0.30	120	R	To:	95-1401		NA			NA		11/08/200
				From:	BEGIN LOOP							
(1405)	0.37	70	R	<u> </u>	BEGIN EGGI		NA			NA		1995
				To:	95-664							
				From:	95-647							
1424	0.26	180	R	To:	Dead End		NA			NA		1998
				From:	Dead End							
(1425)	0.26	200	R		Dead End		NA			NA		1998
1429				To:	95-650							
				From:	Cul-de-Sac							
(1445)	0.18	130	R	To:	05.670		NA			NA		11/08/200
				From:	95-670							
(1446)	0.31	80	R	r tonii.	BEGIN LOOP		NA			NA		11/08/200
1440				To:	95-1445							
				From:	95-649							
(1450)	0.07	980	R				NA			NA		1998
				To: From:	95-1453							
1450	0.07	690	R				NA			NA		1998
$\sim$	0.10	450		From:	95-1454		NA			NA		1998
(1450)	0.19	450	R				NA			INA		1990
(1450)	0.06	340	R	From:	95-1455		NA			NA		1998
(1450)	0.00	040		To:	05 1454		147 (			147.		1000
(1450)	0.26	150	R	From:	95-1456		NA			NA		1998
1400				To:	95-1452							
				From:	95-1454							
1451)	0.19	140	R	To-	1		NA			NA		1998
				From:	95-1455							
(1452)	0.08	160	R	1 10111.	95-1453		NA			NA		1998
1452				To:	95-1454					•		
(1452)	0.20	150	R	From:	7J-1TJ-T		NA			NA		1998
				To:	95-1455							
(1452)	0.35	100	R	From:	70 . 100		NA			NA		1998
				To: From:	95-1450							
(1452)	0.03	30	R	_			NA			NA		1998
				To:	Dead End							

					Washington Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2	,	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				_				rioui		i dotoi			
	0.12	240	R	From:	95-1452			NA			NA		1998
(1453)	0.12	240	K	To	95-1450			INA			INA		1990
				From:	95-1452								
1454	0.06	70	R					NA			NA		1998
				To: From:	95-1451								
(1454)	0.06	180	R	To:	05.1450			NA			NA		1998
				From:	95-1450								
1455	0.06	48	R	r toin.	95-1452			NA			NA		1998
(1455)				To:	95-1451								
(1455)	0.06	90	R	From:	70-1401			NA			NA		1998
				To:	95-1450								
				From:	95-1450								
(1456)	0.18	190	R	To:	95-1452			NA			NA		1998
				From:	95-648								
1460	0.21	120	R		93-048			NA			NA		11/08/200
(1400)				To-	95-1461								
_				From:	95-1460								
(1461)	0.07	40	R					NA			NA		11/08/200
				To:	Cul-de-Sac								
	0.12	270	R	From:	95-1491			NA			NA		11/08/200
1490	0.12	210	IX.	т	2.1.02			INA			INA		11/00/200
(1400)	0.08	250	R	From:	95-1492			NA			NA		11/08/200
(1490)	0.00		• • •	To:	Tennessee State Line								11/00/200
				From:	Cul-de-Sac								
(1491)	0.04	60	R					NA			NA		11/08/2001
				To:	95-1490								
	0.05	70	R	From:	Tennessee State Line			NA			NA		11/08/200°
1492	0.05	70	K	To:	95-1490			INA			INA		11/00/200
				From:	SR 75	İ							
(1500)	0.28	90	R					NA			NA		11/08/200
$\overline{}$				To:	Cul-de-Sac								
	0.00	400	_	From:	95-1502								44/05/000
(1501)	0.06	460	R					NA			NA		11/05/2001
$\bigcirc$	0.27	240		From:	95-1503			NIA			NΙΔ		11/05/2004
(1501)	0.27	310	R	To:	US 19			NA			NA		11/05/2001
				From:	95-1505								
(1502)	0.28	420	R	<u> </u>	,	-		NA			NA		11/05/2001
				To:	95-1508								
1502	0.43	410	R	From:		-		NA			NA		11/05/2001
				To: From:	95-1504								
1502	0.18	450	R			-		NA			NA		1986
				To: From:	95-1501	$\Box$ $\vdash$							
1502	0.19	890	R	To:	110.10			NA			NA		1986
					US 19								
1502	0.54	410	R	From:	95-1505			NA			NA		11/05/2001
(1503)	J.J7			To:	05 1504						14/3		
(1503)	0.05	460	R	From:	95-1504			NA			NA		11/05/2001
(1503)				To:	95-1501			-					
·													

Route	Length	AADT	QA	4Tire	Washington Maintenance AreaTruckBus	വല	()K	Dir	AAWDT	QW	Year
Washington County	· ·				2Axle 3+Axle 1Trail 2Trail	Hour		Factor			
	0.40		_	From:	95-1502						44/05/000
(1504)	0.16	230	R	To:	95-1503	NA I			NA		11/05/200
				From:	95-1502						
(1505)	0.18	230	R		75-1302	NA			NA		11/05/200
				To: From:	95-1503						
1505	0.07	80	R	From:		NA			NA		11/05/200
				To:	Dead End						
				From:	US 58 ALT; NCL Abingdon						
1506	0.11	30	R	To:	Dood End	NA I			NA		11/05/200
				From:	Dead End						
1507)	0.08	NA		1101111	95-670; 95-1514	l NA			NA		
1507)	0.00	144		To:	95-1509	1071			147.		
				From:	95-681						
1508)	0.06	710	R			NA			NA		11/05/200
				To:	95-1502						
$\bigcirc$	2.4.			From:	Cul-de-Sac						
(1509)	0.14	NA				NA			NA		
$\bigcirc$				From:	95-1507						
(1509)	0.13	NA		To:	Cul do Soo	NA I			NA		
				From:	Cul-de-Sac						
4540	0.41	100	R	F10111	BEGIN LOOP	l NA			NA		11/05/200
1510	0.41	100	1	To:	Thin I con	l INA			IVA		11/03/200
4540	0.11	310	R	From:	END LOOP	NA			NA		11/05/200
1510	0.11	010		To:	95-692				147.		11/00/200
				From:	END LOOP						
1511)	0.19	390	R			NA			NA		11/05/200
				To: From:	95-1513						
(1511)	0.86	420	R	From:		NA			NA		11/05/200
				To: From:	BEGIN LOOP						
(1511)	0.16	810	R	rioni.		NA			NA		11/05/200
				To:	US 19						
$\bigcirc$				From:	95-00670(B)/						
1512	0.25	NA		To:	Cul-de-Sac/	NA I			NA		
				From:							
1513	0.23	130	R		Dead End	l NA			NA		11/05/200
(1010)				To:	95-1511						
				From:	Cul-de-Sac						
1514	0.12	80	R			NA			NA		1998
				To: From:	95-1515						
1514	0.07	240	R			NA			NA		1998
				To:	95-670						
$\bigcirc$	0.40	440	_	From:	95-1514						4000
(1515)	0.12	140	R	To:	Cul-de-Sac	NA I			NA		1998
				From:	95-1517						
(1516)	0.12	NA			93-131/	l NA			NA		
				To:	Cul-de-Sac						
				From:	95-766						
1517	0.33	NA		_		NA			NA		
$\overline{}$				To-	95-1516						

S-1516						Washington Maintenance Area				
S-1516		Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	QC Peak ail Hour	()K	AAWDT QW	Year
Second   S	Washington County				From:	05 1516	<del>-</del> i			
10.68   NA	1517)	0.07	NA		<u>L</u>	93-1310	NA		NA	
Second   S					To: From:	95-1518				
Second   S	1517)	0.68	NA				_ NA		NA	
1510   0.25   NA							1			
		0.25	NΔ		From:	95-1517	NA		NΔ	
SS   120   R	(1518)	0.23	NA.		To	Cul-de-Sac	7		TV-X	
Sept					From:					
1	1519)	0.28	120	R			NA		NA	11/05/200
100   140   R	<u> </u>				To:	95-1520				
1520   0.07   490   R	$\bigcirc$				From:	Dead End	J			4.4.0=40.04
100   100	1520)	0.09	140	R			NA		NA	11/05/200
10,000   1	$\overline{}$	0.07	400		From:	95-1525			NIA.	44/05/000
10,000   1	(1520)	0.07	490	К			NA		NA	11/05/200
10,000   1		0.07	540		From:	95-1523			NIA.	44/05/000
10,000   1	(1520)	0.07	510	ĸ			NA		NA	11/05/200
1520   0.18   830   R		0.00	750		To: From:	95-1519			NIA	11/05/200
100   100	(1520)	0.09	750	ĸ			na –		NA	11/05/200
		0.10	920	В	From:	95-1522			NIA	11/05/200
1521   0.25   440   R	1520)	0.10	030	ĸ	To:	95-647			INA	11/05/200
S2    0.25   440   R					From:		<u> </u>			
1521   0.07   450   R	1521)	0.25	440	R	<u> </u>	75 010	NA		NA	11/05/200
152    0.07   450   R					To:	95-1543	7			
1521   0.07   560   R	1521)	0.07	450	R	From:	<i>ye</i> 10.5	NA NA		NA	11/05/200
100   100					To:	95-1542	7			
1521   0.07   810   R	1521)	0.07	560	R	From:		NA		NA	11/05/200
1521   0.07   810   R					To:	95-1525	<b></b>			
1521   0.08   1100   R	1521)	0.07	810	R	Piolii.		NA NA		NA	11/05/200
1521   0.08   1100   R					To:	95-1523	7			
1521   0.07   1200   R	1521)	0.08	1100	R	rioin.		NA NA		NA	11/05/200
1521   0.07   1200   R					To: From:	95-1519	<b>]</b>			
1521   0.07   1200   R	1521)	0.07	1200	R			NA NA		NA	11/05/200
1521   0.07   1200   R					To: From:	95-1522				
1522   0.27   220   R	1521)	0.07	1200	R			NA		NA	11/05/200
1522) 0.27 220 R NA NA 11/05/200  1523) 0.43 220 R NA NA NA 11/05/200  1523) 0.29 220 R Prom										
1523   0.43   220   R		0.07	220	ь	From:	95-1521			NIA	11/05/200
Dead End   NA NA 11/05/200	1522)	0.27	220	ĸ	To:	95-1520			INA	11/05/200
1523  0.43  220  R  95-1521  NA  NA  11/05/200  1523  0.29  220  R  10  95-1520  NA  NA  NA  11/05/200  1524  0.14  80  R  10  95-647  NA  NA  NA  NA  11/05/200  1525  0.22  430  R  NA  NA  NA  NA  NA  NA  NA  NA  NA					From:		1			
1523)  0.29  220  R  100  95-1520  NA  NA  11/05/200  1524)  0.14  80  R  Dead End  NA  NA  NA  11/05/200  1525)  0.58  210  R  END LOOP  NA  NA  NA  NA  11/05/200  NA  NA  NA  NA  11/05/200	1523)	0.43	220	R		Dead End	<b>」</b> NA		NA	11/05/200
1523  0.29  220  R  To: 95-1520  1524  0.14  80  R  Dead End  NA  NA  11/05/200  1525  0.58  210  R  From: BEGIN LOOP  To: 95-647  NA  NA  NA  11/05/200  To: 95-647  NA  NA  NA  NA  11/05/200  NA  NA  NA  NA  NA  11/05/200  NA  NA  NA  NA  NA  NA  11/05/200					To:	95-1521	7			
1524) 0.14 80 R Dead End  NA NA 11/05/200  1525) 0.58 210 R NA NA 11/05/200  1525) 0.22 430 R NA NA NA 11/05/200	1523)	0.29	220	R	From:	70 10 <b>2</b> 1	NA		NA	11/05/200
1524 0.14 80 R NA NA 11/05/200  1525 0.58 210 R NA NA 11/05/200  1525 0.22 430 R NA NA NA 11/05/200					To:	95-1520	<b></b>			
1525) 0.58 <b>210</b> R BEGIN LOOP NA NA 11/05/200 1525) 0.22 <b>430</b> R NA NA 11/05/200	$\widehat{}$				From:	Dead End				
1525) 0.58 <b>210</b> R BEGIN LOOP NA NA 11/05/200 1525) 0.22 <b>430</b> R NA NA 11/05/200	(1524)	0.14	80	R	, I	20.67	NA		NA	11/05/200
0.58 <b>210</b> R NA NA 11/05/200 1525) 0.22 <b>430</b> R NA NA 11/05/200							1			
1525) 0.22 <b>430 R</b> NA NA 11/05/200		0.50	240	D	From:	BEGIN LOOP			NIA	11/05/200
1525) 0.22 <b>430 R</b> NA NA 11/05/200	1525)	0.00	210	ĸ	. I	<del></del>	INA		INA	11/03/200
15/25) 5.22 <b>750 N</b> INA 11/03/200		0.22	<b>430</b>	D	From:	END LOOP	NIA		NΔ	11/05/200
	(1525)	0.22	730	Λ.	To	95-1521			INC	11/03/200

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	CC CK		Year
Washington County				From:				
1525	0.28	140	R	110111	95-1521	NA NA	NA	11/05/200
				To: From:	95-1520			
1525	0.09	80	R			NA	NA	11/05/200
				To: From:	Dead End			
(1526)	0.48	130	R	FIOIII.	BEGIN LOOP	NA NA	NA	11/05/200
(1320)				To:	END LOOP			
1526	0.08	270	R	From:	END BOOT	NA	NA	11/05/200
				To:	95-647			
$\bigcirc$	0.05	500		From:	95-645	NIA	NIA	44/05/200
1527)	0.05	520	R			NA	NA	11/05/200
	0.21	350	R	From:	95-1528	NA	NA	11/05/200
1527	0.21	330		To:	95-1530	IN/A	INA	11/03/200
(1527)	0.07	370	R	From:	93-1330	NA	NA	11/05/200
				To:	95-681			
$\sim$				From:	95-1527			
(1528)	0.09	250	R			NA	NA	11/05/200
	0.00	440		From:	95-1529	NIA .	- NA	44/05/000
1528	0.06	110	R	To:	95-1531	NA I	NA	11/05/200
				From:	95-1528			
(1529)	0.19	100	R			NA	NA	11/05/200
				To:	95-1530			
$\bigcirc$	0.40	440	_	From:	95-1527	NIA	NIA.	44/05/000
1530	0.10	110	R	_		NA	NA	11/05/200
	0.06	130	R	From:	95-1529	NA	NA	11/05/200
1530	0.00	100		To:	95-1531	IN/A	INA	11/03/200
				From:	95-1528			
(1531)	0.19	110	R			NA	NA	11/05/200
				To: From:	95-1530			
(1531)	0.07	150	R	To:	05 (01, 05 00(4	NA I	NA	11/05/200
				From:	95-681; 95-9864 US 19			
(1533)	0.05	470	R	<u> </u>	03 17	NA	NA	11/05/200
				To:	95-766			
$\bigcirc$				From:	95-647			
1535	0.24	330	R	To:	95-1536	NA I	NA	11/05/2001
				From:	95-1535			
(1536)	0.43	330	R		75-1555	NA	NA	11/05/2001
				To-	95-1538			
1536	0.18	150	R	rioiii.		NA	NA	1995
				To:	Dead End			
4500	0.24	280	R	From:	95-1536	NA	NA	1995
1538	U. <b>∠4</b>	200	ĸ	To:	Cul-de-Sac	INA	INA	1990
				From:	95-1538 SOUTH			
(1539)	0.29	45	R	_		NA	NA	1995
				To:	95-1538 NORTH			
(1540)	0.00	00	Р	From:	95-1541	NA	NA	11/05/2024
(1540)	0.08	90	R	To:	95-678	NA I	NA	11/05/2001

					washington wantenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	QC Pea il Hou	()K	AAWDT QW	Year
Washington County				From:	Cul do Soo	1			
(1541)	0.14	90	R		Cul-de-Sac	⊒ NA		NA	11/05/200
(1541)				To:	95-1540				
				From:	95-1521				
1542	0.12	47	R			NA	<b>\</b>	NA	11/05/200
				To: From:	Cul-de-Sac				
(1543)	0.11	60	R	rioni.	95-1521	J NA		NA	11/05/200
(1543)	0.11	00		To:	Cul-de-Sac	] ''	`	101	11/00/200
				From:	95-1546				
1544	0.45	110	R			NA	<b>\</b>	NA	11/05/200
				To: From:	95-1545				
1544	0.18	260	R	. —		¬ NA	١	NA	11/05/200
				To:	95-647				
	0.23	120	R	From:	95-1544	_l NA		NA	11/05/200
1545	0.25	120	IX.	To:	Cul-de-Sac	7	`	IVA	11/03/200
				From:	95-1544				
1546	0.22	90	R			N/	١	NA	11/05/200
				To:	95-1544				
$\bigcirc$	0.40	400	_	From:	95-670				44/05/000
(1547)	0.16	120	R	To:	Cul-de-Sac	NA T	<b>\</b>	NA	11/05/200
				From:	Cul-de-Sac				
1548	0.10	80	R		Cui-ue-Sac	⊒ NA	<b>\</b>	NA	11/05/200
				To	95-1536				
				From:	Cul-de-Sac				
(1549)	0.26	130	R			NA	<b>\</b>	NA	11/05/200
				To:	95-1536				
	0.18	90	R	From:	Cul-de-Sac	_l NA		NA	11/05/200
(1550)	0.10	30	IX.	To:	95-647	7	`	IVA	11/03/200
				From:	Cul-de-Sac				
1551	0.50	60	R			N/	١	NA	11/05/200
				To:	95-678				
	0.04	40	_	From:	Cul-de-Sac			NIA	44/05/000
(1552)	0.04	40	R	To:	95-1551	NA □	1	NA	11/05/200
				From:	US 19				
1555	0.40	400	R			NA NA	Λ.	NA	11/05/200
				To:	95-1556				
				From:	Cul-de-Sac				
1556	0.24	260	R	To:	05.1555	_ NA	\	NA	11/05/200
				From:	95-1555	1			
(1557)	0.08	100	R	r tonii.	Cul-de-Sac	_l NA		NA	11/05/200
				To:	95-1555	<u> </u>			
_				From:	95-1502				
1560	0.44	70	R			NA	<b>\</b>	NA	11/05/200
				To:	95-1505				
$\overline{}$	0.04	60	_	From:	Cul-de-Sac		_	NIA	11/05/000
(1561)	0.04	60	R	To:	95-1560	NA T	`	NA	11/05/200
				From:	Cul-de-Sac	1			
(1700)	0.12	120	R	<u> </u>	Cur-uc-pac	⊒ NA	<b>\</b>	NA	1995
				To-	95-869				

					Washington Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus	OC OK	Dir Factor AAWDT QW	Year
Washington County				From:	95-625			
(1701)	0.11	460	R		73 020	NA	NA	10/15/2001
0				To: From:	95-1703	<u> </u>		
(1701)	0.09	380	R			NA	NA	10/15/2001
(1701)	0.07	240	R	From:	95-1704	NA	NA	10/15/2001
(1701)	0.07			To:	95-1702	1		10/10/2001
$\overline{}$				From:	95-1703			
(1702)	0.15	170	R			NA -	NA	10/15/2001
(1702)	0.17	140	R	From:	95-1701	NA	NA	10/15/2001
(1702)	0.17	1-70		To:	95-807	107	107	10/10/2001
$\overline{}$				From:	95-1702			
1703	0.13	120	R			NA	NA	10/15/2001
	0.10	110	R	From:	95-1704	NA NA	NA	10/15/2001
(1703)	0.10	110	K	To:	95-1701	l NA	INA	10/13/2001
				From:	95-625			
(1704)	0.06	190	R			NA	NA	10/15/2001
				To: From:	95-1703			
(1704)	0.10	110	R			NA	NA	10/15/2001
	0.15	120	R	From:	95-1701	NA	NA	10/15/2001
1704)	0.15	120	K	To:	95-807	l NA	NA.	10/13/2001
				From:	95-1706			
1705	0.07	220	R			NA	NA	10/15/2001
				From:	95-1727	<u> </u>		
1705	0.20	280	R	To:	US 11	NA I	NA	10/15/2001
				From:	Dead End			
(1706)	0.15	50	R	<u> </u>	Dead End	NA	NA	10/15/2001
				To: From:	95-1705			
(1706)	0.09	120	R			NA	NA	10/15/2001
				From:	95-1721	<u> </u>		
(1706)	0.03	30	R	To:	Dead End	NA I	NA	10/15/2001
				From:	Dead End			
(1707)	0.11	60	R		Dead End	NA	NA	10/25/2001
				To: From:	95-1711			
(1707)	0.08	80	R			NA	NA	10/15/2001
				To: From:	95-1708	<u> </u>		
(1707)	0.02	180	R			NA	NA	10/15/2001
	0.05	220	R	From:	95-1710	NA	NA	10/15/2001
(1707)	0.05	220	K	To	05 1700	1	NA.	10/13/2001
(1707)	0.03	210	R	From:	95-1708	NA	NA	10/15/2001
				To:	FR-21	<u> </u>		
$\overline{}$				From:	95-1707			
(1708)	0.20	60	R	To:	05 1707	NA I	NA	10/15/2001
				From:	95-1707	<u> </u>		
1709	0.08	150	R		95-1711	I NA	NA	10/15/2001
				Tn·	95-1710	<u> </u>		

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail		QK Dir Factor	AAWDT QW	/ Year
Washington County				From:	95-1710	1			
(1709)	0.10	330	R			NA		NA	10/15/2001
				To:	FR-21	<u> </u>			
(1710)	0.11	60	R	From:	95-1709	J NA		NA	10/15/2001
				To:	95-1707				
$\bigcirc$	0.40	20		From:	95-1709			NIA	40/45/0004
(1711)	0.12	90	R	To:	95-1707	NA 1		NA	10/15/2001
				From:	US 11				
(1712)	0.40	2200	R	-		NA		NA	1989
				To: From:	95-1720				
1712	0.10	1600	R			NA _		NA	1986
$\bigcirc$	0.07	1200	R	From:	95-1713 NORTH	NA		NA	1986
1712	0.07	1200	K	т	05 1512 GOVERN	1 NA		NA	1900
(1712)	0.13	950	R	From:	95-1713 SOUTH	NA		NA	1986
(11)				To:	95-1733	1			
(1712)	0.09	870	R	From:	75 1,55	NA		NA	1986
				To: From:	95-1730 WEST	]			
(1712)	0.08	750	R			NA		NA	1986
^				From:	95-1730 EAST	<del></del>			
(1712)	0.07	730	R			NA		NA	1986
	0.07	290	R	From:	95-1732	NA		NA	1986
1712	0.07	290	K	To:	05 1726 WEST	1		INA	1900
(1712)	0.04	190	R	From:	95-1736 WEST	NA		NA	1986
1112				To:	95-1732 WEST	1			
(1712)	0.08	220	R	From:	75 1752 WEST	NA		NA	1986
				To: From:	95-1736 EAST				
(1712)	0.08	270	R			NA		NA	1986
				To:	95-1732 EAST				
1713	0.21	210	R	From:	95-1712 SOUTH	J NA		NA	10/15/2001
(11)				To:	95-1730	1			
(1713)	0.28	120	R	From:	73-1730	NA		NA	10/15/2001
				To: From:	95-1735				
(1713)	0.11	320	R			NA		NA	10/15/2001
<u> </u>			_	From:	95-1714	]			
1713	80.0	560	R	To:	95-1712 NORTH	NA 1		NA	10/15/2001
				From:	95-1713	İ			
(1714)	0.05	60	R	<u> </u>	75-1715	NA		NA	10/15/2001
				To:	Dead End				
$\bigcirc$	0.40	4000		From:	US 11			NIA.	40/45/0004
(1715)	0.13	1200	R	_		NA •		NA	10/15/2001
(745)	0.07	860	R	From:	95-1722	NA		NA	10/15/2001
(1715)	0.01	300		To:	95-1716			1 W/T	10/10/2001
				From:	Dead End				
(1716)	0.05	660	R			NA		NA	10/15/2001
		<b>6</b>	_	To: From:	95-1715	<del> </del>			10/1=/===
(1716)	0.10	250	R	To:	95-1722	NA 1		NA	10/15/2001
					73-1/44	I			

					vvas	mington Mainten	ance An	Ja							
Route	Length	AADT	QA	4Tire	Bus	Tr	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		US 11		1							
1717)	0.48	5100	G	93%	0%	2% 1%	3%	0%	С	0.151	F	0.709	5300	G	2002
1717	0.80	3200	G	From: 93%	0%	95-1729 2% 1%	3%	0%	F	0.117	F	0.616	3400	G	2002
1717)	1.07	2000	G	From: 93%	0%	95-1728 <b>2%</b> 1%	3%	0%	F	0.104	F	0.575	2100	G	2002
(1717)	0.01	1500	G	From: 93%	0%	1.07 M FRM 95-1 2% 1%	.728 <b>3%</b>	0%	F	0.121	F	0.709	1600	G	2002
1717)	0.25	1500	G	From: 93%	0%	1.08 M FRM 95-1 2% 1%	728 <b>3%</b>	0%	F	0.127	F	0.705	1500	G	2002
				To:		95-645									
$\bigcirc$	0.00	4000	_	From:		US 11									1000
1718	0.62	1900	R							NA			NA		1993
	0.05	850	R	From:		95-1741				NA			NA		1993
1718)	0.03	030	K	To:		Dead End				INA			INA		1993
				From:		Dead End									
1719)	0.16	150	R	<u> </u>						NA			NA		1993
				To:		US 11									
$\bigcirc$	A 1-			From:		95-1712									1011=100
1720	0.17	170	R	To:		Dead End				NA			NA		10/15/20
				From:		95-1706		I							
1721	0.11	100	R			93-1700				NA			NA		10/15/20
1121)	-			To:		Dead End									
				From:		95-1715									
1722	0.17	120	R							NA			NA		10/15/20
				To:		95-1716									
	0.25	460		From:		US 11				NIA			NIA		10/15/20
1723	0.25	460	R	To:		Dead End				NA			NA		10/15/20
				From:		US 11		1							
1724)	0.07	120	R	<u> </u>		0511				NA			NA		10/15/20
				To: From:		95-1725									
1724	0.08	20	R	From:						NA			NA		10/15/20
				To:		Dead End									
				From:		Dead End									
1725	0.05	40	R							NA			NA		10/15/20
$\overline{}$	0.45		_	From:		95-1724				NIA.			NIA.		40/45/00
1725	0.15	80	R	To:		Dead End				NA			NA		10/15/20
				From:		95-1725									
1726	0.07	200	R	<u> </u>		ye 1,20				NA			NA		10/15/20
				To:		US 11									
$\bigcirc$				From:		Dead End									
1727	0.10	80	R							NA			NA		10/15/20
	0.10	400	_	From:		95-1705				N1.6			N1 A		40/45/00
1727	0.10	100	R	To:		Dead End				NA			NA		10/15/20
				From:		95-1717 WES	Γ								
(1728)	0.04	2100	R			73-1111 WES.				NA			NA		1993
				To:		Dead End; Gap Ter									
		4000	_	From:		0.41 MW 95-171	7 E			NI A			N1A		1000
1728	0.41	1800	R	To:		95-1717 EAST	,			NA			NA		1993
						75-1/1/ EA31									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C)C C)K	AAWDT QW	Year
Washington County						noui Facio	Л	
1729	0.20	310	R	From:	Dead End	l NA	NA	10/15/2001
1729				To:	95-1746			
1729	0.45	520	R	From:		NA	NA	10/15/2001
				To:	95-1717			
	0.07	90	R	From:	95-1713	NA NA	NA	10/15/2001
1730	0.07	30	IX.	To	05 1712 NODTH	l NA	IVA	10/13/200
(1730)	0.28	70	R	From:	95-1712 NORTH	NA	NA	10/15/200°
				Tar	95-1712 SOUTH			
1730	0.07	190	R	From:	72 3.32 2.00 3.33	NA	NA	10/15/200
				To: From:	95-1734			
(1730)	0.14	220	R			NA	NA	10/15/200
				To:	95-1731			
(1731)	0.40	240	R	From:	95-1730	l NA	NA	10/15/200°
(1731)	0.40	2-10		To:	95-1735	IVA	IVA	10/13/200
				From:	95-1712 MID			
1732	0.42	170	R	<del></del>		NA	NA	10/15/2001
				To: From:	95-1712 EAST			
1732	0.21	180	R			NA	NA	10/15/2001
	0.00	000		From:	95-1738	NIA		40/45/0004
1732	0.38	260	R	To:	95-1712 WEST	NA I	NA	10/15/200
				From:	Cul-de-Sac			
(1733)	0.05	40	R		ou do out	NA	NA	10/15/2001
				To:	95-1712			
$\bigcirc$	0.05			From:	Cul-de-Sac	N. A.		40/45/000
1734	0.05	50	R	To:	95-1730	NA I	NA	10/15/200
				From:	95-1713			
(1735)	0.06	240	R		<i>ye</i> 1,13	NA	NA	10/15/200
				To:	95-1731			
$\bigcirc$	0.07			From:	95-1712 WEST	N. A.		40/45/000
(1736)	0.07	60	R			NA	NA	10/15/2001
(700)	0.14	110	R	From:	95-1737	NA	NA	10/15/200°
1736	0.14	110		To:	95-1712 EAST	INA	14/4	10/13/200
				From:	Cul-de-Sac			
1737	0.06	30	R			NA	NA	10/15/2001
				To:	95-1736			
(1700)	0.07	49	R	From:	95-1732	NA NA	NA	10/15/2001
1738	0.01		• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	107	107	10/10/200
				From:	Dead End			
1739	0.07	130	R	_		NA	NA	10/15/2001
				To:	95-1717			
(1740)	0.25	420	R	From:	Dead End	l NA	NA	10/15/2001
(1740)				To:	95-1717			
				From:	END LOOP			
(1741)	0.08	100	R	-		NA	NA	1995
				To: From:	95-1748			
(1741)	0.01	140	R	To:	05 1740 FACT	NA I	NA	10/02/2001
				10.	95-1742 EAST			

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC:	QK Dir Factor	AAWDT Q	W Year
Washington County				From:	95-1742 EAST				
(1741)	0.34	70	R		75-1742 LAS1	NA		NA	10/02/200
				To: From:	95-1742 WEST				
(1741)	0.07	60	R	rioii.		NA		NA	10/02/200
				To:	95-1743				
(1741)	0.08	270	R			NA		NA	1995
				To: From:	95-1747				
(1741)	0.28	160	R			NA		NA	10/02/200
				To: From:	BEGIN LOOP				
1741)	0.15	260	R	To:	95-1718	NA I		NA	10/02/200
				From:					
(1742)	0.16	70	R		95-1741 WEST	l NA		NA	10/02/200
1742				To:	95-1743				
(1742)	0.06	50	R	From:	73-1743	NA		NA	10/02/200
				To:	95-1741 EAST				
				From:	95-1741				
(1743)	0.23	40	R	. —		NA		NA	10/02/200
				To:	95-1742				
	0.12	110	R	From:	95-1729	l NA		NA	10/15/200
1746)	0.12	110	K	To:	Cul-de-Sac	INA 		INA	10/13/200
				From:	Cul-de-Sac				
1747)	0.08	40	R		Cu. do Buo	NA		NA	10/02/200
				To:	95-1741				
				From:	95-1741				
(1748)	0.21	90	R	To:	0.1.1.0	NA		NA	10/02/200
					Cul-de-Sac				
(1770)	0.05	390	R	From:	US 58	l NA		NA	1995
1750	0.00	000	• • • • • • • • • • • • • • • • • • • •	To:	95-1751			101	1000
				From:	95-1752				
(1751)	0.05	110	R			NA		NA	1995
				To: From:	95-1750				
(1751)	0.45	110	R			NA		NA	1995
				To:	Cul-de-Sac				
	0.10	50	R	From:	95-1751	NA NA		NA	1998
(1752)	0.10	JU	ĸ	To:	Cul-de-Sac	INA 		INA	1990
				From:	95-1751				
(1753)	0.08	30	R			NA		NA	1998
				To-	Cul-de-Sac				
$\bigcirc$				From:	US 11				
1760	0.67	320	R	To:	END LOOP	NA I		NA	1995
				From:	END LOOP				
(1761)	0.76	NA			Dead End/	l NA		NA	
				To:	FR-00020(R)/				
				From:	Dead End/				
(1769)	0.06	NA				NA		NA	
				To:	95-01715(B)/				
$\bigcirc$	0.07	040	_	From:	95-645	NIA		NIA.	4005
1770	0.07	240	R	To:	95-1771	NA I		NA	1995
				1	73-1//1				

Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		(JK	Dir Factor	AAWDT	QW	Year
			From:	95-1770						
0.56	80	R	т	05 1550 FMD 1 00D	NA			NA		1995
0.09	70	R		93-17/1	l NA			NA		1995
			To:	Cul-de-Sac						
		_	From:	95-1782						400=
0.37	210	R	To:	95-645	NA I			NA		1995
			From:							
0.54	60	R			NA			NA		1995
			To:							
0.77	240	В	From:	95-645	NA.			NΙΔ		1995
0.77	240	ĸ	To:	95-1780	11/-			INA		1995
			From:	95-1802						
0.08	210	R			NA			NA		11/08/200
0.08	60	D	From:	Dead End	NA.			NΙΔ		11/18/200 <sup>2</sup>
0.06	80	K		25.1221	IN/-			INA		11/10/200
0 11	80	R	From:	95-1801	NA			NA		11/08/200
••••			To:	Dead End		,				
			From:	BEGIN LOOP						
0.38	200	R	. —		NA I			NA		11/08/200
			From:							
0.10	240	R			NA			NA		11/08/200
			To	95-677						
0.00	<b>50</b>		From:	Dead End	NI A			NIA		44/00/000
0.06	50	ĸ			IN <i>P</i>			NA		11/08/200
0.25	160	R	From:	95-1815	NΔ			NΔ		11/08/200
0.20		.`	To	95-677		•				11/00/200
			From:	Cul-de-Sac						
0.28	90	R			NA I			NA		11/08/200
0.20	60	R	From:	Cul-de-Sac	l NA			NA		11/08/200
0.20		.`	To:	95-1811						11/00/200
			From:	95-1810						
0.07	140	R			NA			NA		11/08/2001
			To: From:	95-1818						
0.07	150	R			NA			NA		11/08/2001
0.00	450		To: From:	95-1816 WEST	NI A			NIA		44/00/000
0.06	150	ĸ		0.000	IN <i>P</i>			NA		11/08/2001
0.06	170	R	From:	95-1819	NΔ			NΔ		11/08/2001
0.00	•	.`	To:	05 1916 EAST	I	•				11/00/2001
0.10	200	R	From:	73-1010 EA31	NA			NA		11/08/2001
			To	95-1817						
0.24	320	R	From:		NA			NA		11/08/2001
			To:	95-677						
0.00		-	From:	95-1817				NI A		11/00/000
0.09	60	К	To:	95-1815 WEST	NA			NΑ		11/08/2001
	0.56  0.09  0.37  0.54  0.77  0.08  0.11  0.38  0.10  0.06  0.25  0.20  0.07  0.07  0.06  0.06  0.10	0.56 80  0.09 70  0.37 210  0.54 60  0.77 240  0.08 210  0.08 60  0.11 80  0.38 200  0.10 240  0.06 50  0.25 160  0.28 90  0.20 60  0.07 140  0.07 150  0.06 150  0.06 170  0.10 200  0.24 320	0.56 80 R  0.09 70 R  0.37 210 R  0.54 60 R  0.77 240 R  0.08 210 R  0.08 60 R  0.11 80 R  0.11 80 R  0.10 240 R  0.25 160 R  0.25 160 R  0.25 160 R  0.27 140 R  0.07 140 R  0.07 150 R  0.06 150 R  0.06 150 R  0.06 170 R  0.06 170 R  0.10 200 R	0.56	Length   AADT   QA   4 lire   Bus   2Axle 3+Axle 1Trail 2Trail   95-1770	Length AAD1   QA 4 line   Bus   2Axie 3+Axie 1Trail 2Trail   QC	Length AADT   QA   4	Company   Comp	Length AADT   QA   4   the Bus   2Axie 3+Axie 1Trail 2Trail   QC   Hour QK   Factor AAVID	Carrier   Carr

Route	Length	AADT	QA	4Tire	Bus	( )( :	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:	95-1815 WEST	i						
1816	0.20	80	R		93-1013 WEST	1	NA			NA		11/08/200
				To:	95-1815 EAST							
				From:	95-1818							
1817	0.07	100	R				NA			NA		11/08/200
				To: From:	95-1816	}						
1817)	0.07	230	R				NA			NA		11/08/200
				From:	95-1819	}						
1817	0.11	240	R	To:	05 1015	1	NA			NA		11/08/200
					95-1815							
	0.11	80	R	From:	95-1815	ı	NA			NA		11/08/200
1818	0.11	00	IX.	To:	95-1817	Ī	INA			INA		11/00/200
				From:	95-1817	!						
1819	0.10	100	R		73 1017	1	NA			NA		11/08/200
				To:	95-1815	1						
_				From:	Damascus Elem Sch							
9408	0.15	370	R			-	NA			NA		1993
				To-	95-757							
$\bigcirc$				From:	SR 80							
9409	0.10	380	R	To:	Mandamai on Cali	1	NA			NA		1993
				From:	Meadowview Sch							
	0.15	250	R	From:	95-700	ı	NA			NA		1993
9410	0.13	230	IX.	To:	Greendale Elem Sch	1	INA			INA		1995
				From:	95-645							
9411)	0.15	420	R		75 015	1	NA			NA		1993
				To:	Wallace Elem Sch	]						
				From:	95-677							
9415	0.14	500	R			-	NA			NA		1993
				To:	Wataugua Elem Sch							
$\bigcirc$				From:	Rhea Valley Sch							
9416	0.30	300	R	To:	95-708	1	NA			NA		1993
				From:		1						
2000	0.20	270	R	Piolii.	N V Inst	1	NA			NA		1993
9680	0.20	210		To:	US 58	1	14/7			IVA		1555
				From:	Dead End							
9681)	0.10	60	R		D that DAM	4	NA			NA		1986
				To:	SR 80	]						
				From:	95-802							
9683	0.10	100	R			-	NA			NA		1986
				To:	95-802							
	0.40		_	From:	John Battle High School							4000
9767	0.10	350	R			_	NA			NA		1993
	<b>A</b> :=			From:	0.10 ME School	<b> </b>				***		
9767	0.10	980	R				NA			NA		1993
				To: From:	0.20 ME School	}						
9767	0.40	980	R	To:	110.11	1	NA			NA		1993
					US 11	<u> </u>						
	0.13	420	R	From:	95-609	J	NΙΛ			NA		1002
9768	0.13	42U	ĸ	To:	Patrick Henry HS	1	NA			INA		1993
				From:	95-648	 I						
_			_		73-048	J						4000
9863	0.15	560	R				NA			NA		1993

					Wa	shington Maintenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Washington County														
	0.17	350	R	From:		Abingdon Elem School			NA			NA		1993
9864)	0.17	330		To:		95-681			INA			IVA		1000
				From:		Holston High School								
9865)	0.13	320	R						NA			NA		1993
				To:		SR 91								
Town of Glade Spring				From:		Glade Spring School	Ī							
9919)	0.25	600	R	<u>L</u>		Glade Spring School			NA			NA		1993
				To:		95-1312								
City of Bristol				From:			1							
1 Benham Rd	0.03	5500	G	97%	0%	Island Rd 1% 1% 1%	0%	F	0.093	F	0.616	5800	G	2002
Benham Rd	0.00			To:	070	NCL Bristol	070		0.000		0.010	0000		2002
				From:		State St								
Goodson St	0.36	3800	G	96%	0%	1% 1% 1%	0%	С	0.093	F	0.573	4000	G	2002
				To:		Mary St								
Commonwoolth Ave	0.33	4900		From: 96%	0%	Keys St 1% 1% 2%	0%	_	0.087	F	0.644	E100	C	2002
5 Commonwealth Ave	0.33	4900	G	90% To:	0%	Pittstown Rd	0%	С	0.067	Г	0.044	5100	G	2002
				From:		Commonwealth Ave								
6 Glenway Ave	0.42	4700	G	97%	0%	2% 0% 0%	0%	С	0.107	F	0.587	4900	G	2002
102/				To:		Piedmont Ave								
O			_	From:		Commonwealth Ave							_	
8 Pittstown Rd	0.45	3900	G	97% To:	0%	1% 1% 1%	0%	С	0.099	F	0.651	4100	G	2002
				From:		Island Rd								
Randolph Ave	0.22	4600	G	98%	0%	Vance St 1% 0% 1%	0%	F	0.1	F	0.514	4800	G	2002
g Randolph Ave	0.22			To:		Wagner Rd		•	• • • • • • • • • • • • • • • • • • • •	•	0.0			
9 Randolph Ave	0.51	6900	G	98%	0%	1% 0% 1%	0%	С	0.114	F	0.576	7200	G	2002
9 Randolph Ave				To:		Spurgeon Ln								
				From:		Fairview St								
10 Rhode Island Rd	0.35	1700	G	96%	1%	2% 0% 1%	0%	С	0.113	F	0.579	1800	G	2002
				To: From:		Texas St								
Spurgeon Ln	0.12	5800	G	99%	0%	Randolph Ave 1% 0% 0%	0%	С	0.108	F	0.547	6000	G	2002
11 Spurgeon Ln	0.12	0000		To:	070	Commonwealth Ave	070		0.100	•	0.017	0000		2002
				From:		Rhode Island Ave								
12 Texas St	0.49	2100	G	92%	1%	3% 1% 3%	0%	С	NA			2200	G	2002
				To:		E Valley Dr								
13) Vance St	0.12	2200	c	98%	0%	US 11Euclid Ave 1% 0% 0%	0%	C	0.000	F	0.507	3300	G	2002
13) Vance St	0.13	3200	G	90 70 To:	0%	Randolph Ave	076	С	0.098	г	0.507	3300	G	2002
				From:		US 11 Euclid Ave								
3300 State St	0.55	17000	G	97%	0%	2% 0% 1%	0%	С	0.079	F	0.524	17000	G	2002
102/				To:		Peters St	ŀ							
State St	0.67	15000	G	97%	0%	2% 0% 1%	0%	F	0.081	F	0.519	15000	G	2002
luz)				To: From:		Commonwealth Ave								
3300)	0.43	NA				SR 381 JB-TN			NA			NA		
3300) 102				To-		Edgemont Ave								
				From:		W State St								
Bob Morrison Blvd	0.45	3700	G	97%	0%	1% 0% 1%	0%	С	0.104	F	0.563	3900	G	2002
				To:		US 11 W Euclid Ave								
3305) Piedmont Ave	0.05	NA		From:		102-3300; State Street			NA			NA		
Pledmont Ave	0.05	INA		To:		US 421 Gap Terminus			INA			INA		
						22 21 Cup 1011111103								

					vvuo	mington Maintenance An								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Bristol				-										
Diadment Ave	0.45	2200	_	From:	00/	Oakview Ave	00/	0	0.000	_	0.544	2200	0	2002
(3305) Piedmont Ave	0.15	2200	G	98%	0%	1% 0% 1%	0%	С	0.098	F	0.544	2300	G	2002
				From:		W Mary St Mary St								
3305 Piedmont Ave	0.15	4900	G	98%	0%	1% 0% 1%	0%	F	0.098	F	0.554	5100	G	2002
102				To:		Euclid Ave US 11								
				From:		State St								
3307 Moore St	0.41	1000	G	97%	0%	2% 0% 0%	0%	С	0.123	F		1100	G	2002
1027				To: From:		Cumberland St								
3307 Moore St	0.43	1700	G	97%	0%	Mary St 2% 0% 0%	0%	F	0.093	F	0.59	1800	G	2002
(3307) Moore St	0.40	1700	·	To:	070	Oakview St	- 070	Į.	0.000	•	0.55	1000	J	2002
				From:		Mary St								
3308) Fairview St	0.27	3600	G	97%	0%	1% 0% 1%	0%	F	0.099	F	0.501	3700	G	2002
(3308) Fairview St	0.2.		_	Tay				-	0.000	•	0.00	0.00	•	
3308) Rhode Island Ave	0.37	1500	G	From: 97%	0%	Massachusetts Ave 1% 0% 1%	0%	С	0.127	F	0.645	1600	G	2002
(3308) Rhode Island Ave	0.57	1300	G	37 70	0 70		070	C	0.127	'	0.043	1000	J	2002
O Dhada Jaland Ava	0.45	4500	N.	From:	00/	102-10	-00/		0.407	N.I.	0.045	1000		2002
Rhode Island Ave	0.15	1500	N	97%	0%	1% 0% 1%	0%	N	0.127	N	0.645	1600	N	2002
<u> </u>				From:		Hillside Ave								
(3308) Kings Mill Pike	0.46	4900	G	96%	0%	1% 1% 1%	0%	F	0.088	F	0.504	5100	G	2002
				To: From:		E Valley Dr Valley Dr								
3308 Kings Mill Pike	1.12	7300	G	96%	0%	1% 1% 1%	0%	С	0.087	F	0.561	7600	G	2002
(3308) Kings Mill Pike			_	Tay					0.00.	•	0.00		•	
3308) Kings Mill Rd	0.36	7500	G	From: 96%	0%	Old Airport Rd  1% 1% 1%	0%	F	0.085	F	0.57	7900	G	2002
(3308) Kings Mill Rd	0.50	7 300	G	To:	0 70	ECL Bristol	070	'	0.003	•	0.51	7 300	J	2002
				From:			=							
(3312) W Valley Dr	0.93	2200	G	97%	1%	Green Hill Rd 2% 1% 0%	0%	F	0.107	F	0.580	2300	G	2002
(3312) W Valley Dr	0.00	2200	Ū	7 T	170			•	0.107	•	0.000	2000	J	2002
C E Valloy Dr	0.56	7200	G	From: 97%	1%	US 11 Lee Hwy 2% 1% 0%	0%	F	0.093	F	0.618	7500	G	2002
(3312) E Valley Dr	0.56	7200	G	97%	170	2% 1% 0%	0%	Г	0.093	Г	0.016	7500	G	2002
O = 14 # 4 5				From:	10/	Old Abingdon Pike				_				
(3312) E Vallet Dr	0.72	4700	G	97% To:	1%	2% 1% 0%	0%	С	0.084	F	0.555	4900	G	2002
						Kingsmill Pike								
O	0.04			From:		102-1 Pittston Rd								
3314 Island Road	2.01	NA		To:		102-3319 Wallace Pike			NA			NA		
				From:		Wallace Pike								
3314 Island Rd	0.31	4000	G	93%	0%	2% 3% 2%	0%	С	0.092	F	0.574	4100	G	2002
102				To:		US 11 Lee Hwy								
				From:		102-3308 King Mill Rd								
3318 Old Airport Rd	0.96	NA							NA			NA		
102				To		Bonham Rd	$\neg$							
(3318) Old Airport Rd	0.98	NA		From:		Boillain Rd			NA			NA		
Old Airport Rd				To:		T 01								
(3318) Old Airport Rd	0.20	NA		From:		I-81			NA			NA		
(3318) Old Airport Rd	0.20	147		To:		US 11			14/1			14/7		
				From:		Island Rd								
3319 Wallace Pike	0.33	2300	G	97%	1%	2% 0% 1%	0%	С	0.095	F	0.624	2400	G	2002
Wallace Pike	0.00	_000	3	To:	1 /0	NCL Bristol	370	5	5.000	•	J.UZ-T	100	J	_002
				From:		Valley Dr	<del></del>							
(3320) Old Abingdon Pike	1.27	3100	G	94%	1%	2% 1% 3%	0%	С	0.092	F	0.590	3300	G	2002
Old Abingdon Pike	1.21	0.00	3	Tn·	1 /0	US 11 Lee Hwy	3,0	5	0.002	•	0.000	3000	J	_002
				From:		US 11 Lee Hwy	<del></del>							
Clear Creek Rd	ი 13	5300	G		1%		0%	C	0 087	F	0.551	5500	G	2002
(3321) Clear Creek Rd	0.13	5300	G	93%	1%	3% 1% 2%	0%	С	0.087	F	0.551	5500	G	2002

						mington mantena									
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Bristol				-				-							
Peters St	0.28	2900	G	96% To:	0%	W State St  1% 1%  US 11 Euclid Ave	2%	1%	С	NA			3000	G	2002
				From:		102-6 Glenway Av		1							
Piedmont Ave	0.16	NA		<u> </u>		102 0 Glenway 11v				NA			NA		
Piedmont Ave				To:		102-3312 Valley D	r								
_				From:		Piedmont Ave									
3326 W Mary St	0.45	3400	G	97%	0%	1% 0%	1%	0%	С	0.094	F	0.503	3500	G	2002
326 W Mary St	0.23	5300	G	97% To:	0%	Randall St	1%	0%	F	0.093	F	0.616	5600	G	2002
						Fairview St									
3328) Bonham Rd	0.32	6500	G	97%	0%	Old Airport Rd	1%	0%	F	0.088	F	0.500	6800	G	2003
Bonham Rd	0.52	0300	J	37 70	0 70		1 70	0 70	'	0.000	'	0.500	0000	O	2002
3328) Bonham Rd	0.45	8200	G	From: 97%	0%	I-81 1% 0%	1%	0%	С	0.087	F	0.535	8500	G	2003
Bonham Rd	0.40	0200	Ŭ	To:	070	US 11 Lee Hwy	170	070	Ü	0.007	•	0.000	0000	Ü	2002
own of Abingdon								· ·							
				From:		US 11									
Cummings St	0.08	7200	G	98%	0%	1% 0%	0%	0%	F	0.087	F	0.520	7500	G	2002
				To:		Valley St									
Valley St	0.72	11000	G	98%	0%	Russell Rd ALT 58	8 0%	0%	С	0.093	F	0.526	11000	G	2003
Valley St	0.72	11000	G	90 /0	0 70		0 70	0 70	C	0.093		0.520	11000	G	2002
Valloy St	0.14	8000	G	From: 98%	0%	Court St 1% 0%	0%	0%	F	0.106	F	0.519	8300		2001
Valley St	0.14	8000	G	90 70 To:	070	Whites Mill Rd	070	076	Г	0.100	г	0.519	6300	G	2002
				From:		US 11 Main St									
Tanner St	0.08	1900	G	97%	1%	1% 1%	1%	0%	F	0.107	F	0.554	2000	G	2002
Tanner St				To		Valley St		1							
Whites Mill Rd	0.87	3000	G	97%	1%	1% 1%	1%	0%	С	0.087	F	0.611	3200	G	2002
140/				To:		New NCL Abingdo	n								
				From:		US 11									
Hillman Hwy	1.35	2800	G	97%	0%	2% 0%	0%	0%	С	0.09	F	0.583	2900	G	2002
				To:		ECL Abingdon									
Tunnel Street	0.08	NA		From:		140-3005 Hillman H	wy			NA			NA		
Tunnel Street	0.00	INA		To:	9:	5-740 JB-140 NCL Abi	ingdon			INA			INA		
				From:		Glenway Ave									
Chester St		420	G							0.153	F	0.5	440	G	2002
				To:		Arlington Ave									
				From:		Shawnee Rd									
Cheyenne Rd		210	G	_						0.115	F	0.542	220	G	2002
				To:		Sherwood Dr									
D : 101			_	From:		Newton St				0.400	_	0.040	000	•	0000
Daniel St		290	G	To:		Tennessee State Lin	10	1		0.129	F	0.846	300	G	2002
				From:		Cherry Ln	ic								
Jefferson Dr		460	G			CHEITY LII				0.126	F	0.521	480	G	2002
				To:		Cedar Ln					•				_,,,,
				From:		Moore St									
Lester St		710	G							0.093	F	0.564	740	G	2002
				To		Russell St									
_				From:		Prospect Ave						_			
Pearl St		90	G							0.115	F	0.524	90	G	2002
			To:		Arlington Ave								G 2002 G 2002 G 2002 G 2002 G 2002 G 2002 G 2002 G 2002 G 2002 G 2002 G 2002		

Route	Length	AADT	QA	4Tire	Bus	Tru			QC	Peak	QK	Dir Factor	AAWDT	QW	Year
						2Axle 3+Axle	TITAL	ZTrail		Hour		Factor			
			_	From:		Oakview Dr								_	
Poplar St		70	G							0.136	F	0.579	70	G	2002
				To:		Meadow Dr									
				From:		Overlake Dr									
Spring Branch Rd		50	G	<u> </u>				-		0.116	F	0.833	60	G	2002
- pg				To:		Vale Dr									
				From:				+							
			_	From:		Sawgrass Circle					_			_	
Augusta Dr		290	G							0.091	F	0.643	310 G	G	G 2002
				To-		Winterham Dr									
				From:		Preston St									
Bradley St		1500	G							0.087	F	0.555	1600	G	2002
,				To:		Fuller St									
				From:		Bogie Hollow D									
Fairus Da		540	_	110111		Bogie Hollow D	Г			0.405	F	0.550	F00	_	2002
Fairway Dr		540	G							0.105	Г	0.553	560	G	2002
				To-		Dead End									
				From:		Hillside Dr									
Oak Hill St	4	430	G							0.112	F	0.58	450	G	2002
				To:		Stonewall Height									