2001

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

Jurisdiction Report

13

Buchanan County Town of Grundy

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

Route Shield Legend

Route Systems

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 Rout	te
600	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
\ /	

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

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	1.41	250	F	From: 94%	0%	25-68 <b>3</b> %	8 2%	1%	0%	С	30	F	250	F	2001
602	1.41	230	•	To	0 70	25-60		1 /0	¬		30	'	230	'	2001
602	3.67	160	R	From:		23-00	1		_		NA		NA		1998
				To: From:		13-67	2		]						
602	3.06	70	R	_					_		NA		NA		1998
602	1.01	170	R	From:		3.06 MS 1	3-672				NA		NA		1998
002)				To: From:		13-69	2		¬						
(602)	1.52	400	R						<del>-</del>		NA		NA		1998
				To: From:		SR 80									
(603)	0.90	30	R			Dead E	ena		_		NA		NA		07/18/2001
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603	0.70	70	R	To:		12 (57 0	1		_		NA		NA		1998
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603)	1.50	70	R	To:		Dead E	ind		_		NA		NA		07/18/2001
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(604)	2.04	830	R								NA		NA		1998
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604)	2.96	420	R	т		5003=:	3D 02		<b>-</b>		NA		NA		1998
(604)	1.40	650	R	From:		5.00 MN S	SK 83				NA		NA		1998
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604)	1.00	1000	R						_		NA		NA		1998
	0.50	4200		To: From:		13-61	5		]		NIA		NIA		1000
604)	2.52	1300	R	To:		US 46	50				NA		NA		1998

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Buchanan County				From:		SR 80	)								
605)	3.22	650	R			STOO			_		NA		NA		1998
605	1.10	380	R	To: From:		13-70:	5				NA		NA		1998
				From:		13-619	)								
605	2.20	180	R	To:		13-658; 25	i-605				NA		NA		1998
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606)	1.30	490	R	To:		SR 83					NA		NA		1998
	0.90	80	R	From:		13-600	)				NA		NA		1998
607	0.90	80	ĸ	To:		Dead E	nd				INA		INA		1990
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608	2.50	310		To: From:		2.30 ME 1	3-611		7		14/3		IVA		1550
608)	1.30	250	R	To:					_		NA		NA		1998
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609	0.93	540	F	89%	1%	3%	7%	1%	0%	F	60	F	550	F	2001
609	3.79	490	F	From: 89%	0.93 M	E Dickenson	n County L 7%	ine 1%	0%	F	50	F	500	F	2001
				To: From:		13-66	1		]						
609	0.94	1400	F	89%	1%	3%	7%	1%	0%	F	120	F	1400	F	2001
609	1.76	2100	F	From: 89%	1%	13-614 3%	<del>1</del> 7%	1%	0%	F	170	F	2100	F	2001
				From:	10/	13-60		10/							
609	0.92	2800	F	89% To:	1%	3% US 46	<b>7%</b>	1%	0%	С	230	F	2900	F	2001
$\overline{}$	2.70	000		From:		SR 80	)				NIA		NIA		4000
610	3.79	380	R	To:		3.79 MN S	R 80		<b></b>		NA		NA		1998
610	2.51	660	R	From:		3.77 14114 0	11.00				NA		NA		1998
610)	2.72	910	R	From:		6.30 MN S	R 80				NA		NA		1998
610)			• • • • • • • • • • • • • • • • • • • •	To:		US 46	0								
611)	1.56	1500	R	From:		SR 83					NA		NA		1998
611)				To: From:		13-614 13-714			1						
611)	1.20	600	R						_		NA		NA		1998
				To: From:		Dead E			1						
612	0.70	280	R						_		NA		NA		1998
				To:		Dead E									
613)	3.40	230	R	<u> </u>					_		NA		NA		1998
	3.40	110	R	To: From:		3.40 MN 1	3-636		]		NA		NA		09/04/200
613	0.40			To:		13-610	5				14/1				- 5. 5 1/200
614)	4.00	200	R	From:		13-604	1				NA		NA		1998
_				To: From:		4.00 MN 1	3-604		<u> </u>						
614)	1.00	640	R	To:		13-609			7		NA		NA		1998
						13-00	,								

Route	Length	AADT	QA	4Tire	BusTruckTruck		QC	Design Hour	QK AAWDT	QW	Year
Buchanan County				From:	13-604	<u> </u>					
(615)	2.70	460	R			<b>-</b>   		NA	NA		1998
Tarana of Carran day				To:	WCL GRUNDY						
Town of Grundy				From:	WCL GRUNDY						
615)	0.49	690	R			_		NA	NA		1998
(615)	0.06	890	R	From:	13-1009			NA	NA		1998
				To:	US 460						
Buchanan County				From:	92-622	1					
616	0.60	380	R					NA	NA		1998
	1.00			To: From:	Tazewell County Line; 92-612	]		NIA	NIA		4000
616	1.60	290	R	Tar	1 (0 1 10 1 00 (10	_		NA	NA		1998
616)	2.40	210	R	From:	1.60 MN 92-612			NA	NA		09/04/2001
				To: From:	13-637						
616	1.50	120	R					NA	NA		09/04/2001
	4.60	90	R	From:	13-613			NA	NA		09/04/2001
616)	4.00	90	K	To	13-719			INA	IVA		09/04/2001
616	0.60	170	R	From:	13-/19			NA	NA		09/04/2001
				To: From:	0.60 MS 13-719	]——					
616)	1.00	240	R			_		NA	NA		1998
	0.70	290	R	From:	13-636			NA	NA		1998
616)	0.70	230		To:	13-704	٦		11/-1	IVA		1550
616)	1.00	340	R	From:	13 701			NA	NA		09/04/2001
				To: From:	13-635	]					
616	1.00	260	R	_		_		NA	NA		1998
<u>(616)</u>	0.60	240	R	From:	1.00 MN 13-635			NA	NA		09/04/2001
010				To:	13-639						
	1.90	4600	-	From:	Dead End			NA	NA		1998
617)	1.90	1600	R	To	13-695			INA	INA		1990
(617)	0.30	2100	R	From:	13-073	_		NA	NA		1998
				To:	US 460						
618)	1.39	90	R	From:	Tazewell County Line			NA	NA		09/06/2001
010				To: From:	1.40 MW OF CL	7					
618)	1.01	240	R	From:		_		NA	NA		09/06/2001
				To: From:	13-634						
618)	2.22	1100	R	To:	US 460	7		NA	NA		1998
				From:	13-605						
619	3.82	290	R					NA	NA		1998
	2.06	AE0		To: From:	3.82 MN 13-605			NΙΛ	NΙΛ		1000
619	2.96	450	R	To:	12 412			NA	NA		1998
619	2.00	1800	R	From:	13-612			NA	NA		1998
$\bigcirc$				To:	SR 83						

Length	AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
			From:		SR 83			1						
1.56	460	R						<del>-</del>		NA		NA		1998
3.21	270	R	From:		13-622 NO	RTH				NA		NA		1998
			To: From:		13-623			]——						
0.98	260	R	To:		12 626			٦		NA		NA		1998
2.75	180	R	From:		13-023	1				NA		NA		1998
1.35	350	F	From: 89%	1%		4%	1%	0%	F	30	F	360	F	2001
			To: From:		13-662	!								
2.82	460	F	89%	1%			1%	0% ¬	F	45	F	470	F	2001
3.42	1600	F	From: 89%	1%	13-657 4%	4%	1%	0%	С	140	F	1600	F	2001
								<u> </u>						
2.00	100	R			Dead Ei	10				NA		NA		09/04/200
2 20	700	D	From:		13-635	í		]—		NΙΔ		NΔ		1992
2.20	700		То:	Т	azewell Cou	nty Line		1		14/3		IVA		1002
2 40	260	R	From:		13-620	)				NA		NA		1998
			To: From:		2.40 MN 13	3-620		<del> </del>						
1.70	180	R						_ ¬		NA		NA		1998
			From:											
0.10	40	R	_					_		NA		NA		1998
1.50	10	R	From:		0.10 MN S	R 80				NA		NA		07/18/200
			To: From:		1.60 MN S	R 80								0=1101001
0.49	30	R	To:		2.00 MN S	D 90		٦		NA		NA		07/18/200
1.00	60	R	From:		2.09 MIN S	K 80				NA		NA		07/18/200
0.26	60	<b>D</b>	From:		3.09 MN S	R 80				ΝΔ		ΝΔ		1998
0.20		IX.	To		13-681			<b>7</b>		14/3		19/3		1000
0.25	130	R						 		NA		NA		1998
			From:	1										
2.23	1300	F	92%	0%	4%	2%	1%	0%	F	120	F	1300	F	2001
1.28	1600	F	From: 92%	0%			1%	] <del></del>	F	150	F	1600	F	2001
		•	To:								•		-	
0.92	2200	F	92%	0%			1%	0%	F	180	F	2200	F	2001
2.57	2400	F	From: 92%	0%	13-683 4%	2%	1%	0%	F	200	F	2400	F	2001
			To: From:					<u> </u>		<u></u>				
0.59	3000	F	92%	0%			1%	0% <b>¬</b>	_ F 	270	F 	3100	F	2001
0.25	3500	F	92%	0%	4%	2%	1%	0%	F	280	F	3600	F	2001
			To: From:		13-698	,		]——						
1.40	3900	F	92% To:	0%	4% 13-669		1%	0%	С	320	F	3900	F	2001
	1.56 3.21 0.98 2.75 1.35 2.82 3.42 2.00 2.20 2.40 1.70 0.10 1.50 0.49 1.00 0.26 0.25 2.23 1.28 0.92 2.57 0.59	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	2Axie 3+Axie 11rail 21rail Hour   SR 83	1.56	2Axles 37-Axle 11rail 21rail Hour  1.56 460 R  1.562 NORTH  NA NA  NA  NA  NA  NA  NA  NA  NA  NA	2AM6 3FAX66 117all 217all Hour    SR 83

Route	Length	AADT	QA	4Tire	HIIS	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Buchanan County				From:	13-66	9		<u> </u>						
624)	0.18	4400	F	92%	0% 4%	2%	1%	0%	F	360	F	4500	F	2001
				To: From:	US 460 W US 460 E	VEST EAST								
624)	2.35	330	R					<u>-</u>		NA		NA		1998
				To:	SR 33									
605	0.35	50	R	From:	Dead E	nd				NA		NA		1998
625	0.00	30	IX.	To:	12 (2	10				IVA		IVA		1330
625	1.70	70	R	From:	13-62	0				NA		NA		1998
				To: From:	1.70 ME 1	3-620		<del></del>						
625)	2.05	130	R	rioiii.						NA		NA		1998
				To: From:	3.75 ME 1	3-620								
625	0.35	140	R	To:	P. II.G.			_		NA		NA		1998
				From:	Russell Cou									
626	2.90	640	R		13-63	<u>Z</u>		_		NA		NA		1998
				To:	US 46	50								
				From:	SR 83	3								
627)	3.50	1400	R					_		NA		NA		1998
	5.10	500	R	From:	3.50 ME S	SR 83				NA		NA		07/23/2001
627)	5.10	500	K	To:	13-62	4		7		INA		INA		011231200
				From:	13-62									
628	3.91	130	R							NA		NA		09/06/2001
				To: From:	13-63	3								
628	2.43	200	R							NA		NA		09/06/2001
	0.47	0.4.0		From:	2.43 MN 1	3-633								1000
628	0.17	210	R	To:	13-638 W	VEST		7		NA		NA		1992
				From:	13-638 E									
628	2.50	230	R					_		NA		NA		09/06/2001
	1.00	140	R	From:	2.50 MN 1	3-628		_		NA		NA		1998
628	1.00	140	K	To	2.50.101.1	2 (20		7		INA		INA		1990
628)	0.50	150	R	From:	3.50 MN 1	3-638				NA		NA		1998
020				To:	13-63	9								
$\bigcirc$				From:	US 46	50								
629	0.80	870	R					_		NA		NA		1998
<u></u>	4.00	150	R	From:	13-61	7		_		NA		NA		09/06/2001
629	4.00	150	K	To	12.62			_		INA		INA		09/00/2001
629	1.50	200	R	From:	13-62	δ				NA		NA		09/06/2001
		-		To	1.50 MW (	05-628								
629	2.50	1100	R	From:				_		NA		NA		1998
				To: From:	13-680 N									
629)	1.97	790	R		13-000 SC	, U 111		_		NA		NA		1998
				To: From:	1.97 MN 1	3-680								
629	0.76	290	R	1 (011)						NA		NA		09/06/2001
				To: From:	13-71	5		]——						
629	2.54	100	R					_		NA		NA		1998
				To:	13-680 NO	ORTH								

										Design				
Length	AADT	QA	4Tire	Bus				2Trail	QC	Hour	QK	AAWDT	QW	Year
			Erom:											
0.50	110	R	110iii.		Dead E	ena				NA		NA		07/23/200
			To:	I	Russell Cou	nty Line								
0.04	440		From:	Dicker	nson County	Line; 05-7	768			NIA		NIA		4000
0.01	410	R	_					_		NA		NA		1998
1 50	180	R	From:		13-69	3				NA		NA		1998
1.00			To:		1.50 ME 1	3 603				101				1000
0.99	60	R	From:		1.50 WIL 1	.5-075		_		NA		NA		08/08/200
			To:		Dead E	End								
1.60	200		From:	Russ	ell County I	Line; 83-63	2			NΙΛ		NΙΔ		1998
1.00	200	K	To		12.72	4		7		INA		INA		1990
3.30	230	F	From: 86%	0%	5%	5%	3%	0%	F	30	F	230	F	2001
			To		13-62	6		1						
3.10	430	F	86%	1%	5%	5%	3%	0%	С	40	F	440	F	2001
0.50	9		From:		13-62	8				NA		NA		09/06/200
0.00			To:		Dead E	End				101				00/00/200
			From:	I	Russell Cou	nty Line								
1.70	510	R	To:		12 (1	0		_		NA		NA		1998
			From:											
6.82	700	R			13-02	,1		_		NA		NA		1998
			To:											
3.92	1200	F	92%	1%	5%	1%	2%	0%	С	110	F	1200	F	2001
			To:		13-61	6								
			From:				221	]			_		_	2221
4.14	260	F	91%	2%			0%	0%	С	20	F	270	F	2001
0.16	230		From:		13-63	8				NA		NA		1998
0.10			To:		13 61	3								1000
5.24	70	R	From:		15-01	<u> </u>		_		NA		NA		09/04/200
			To:		13-61	6								
1.00	50		From:		Dead E	End				NΙΛ		NΙΔ		09/04/200
1.90	50	K	To:		13-61	6		7		INA		INA		09/04/200
			From:											
0.85	1600	F	78%	1%	5%	7%	9%	0%	С	150	F	1600	F	2001
			From:					]						
3.06	1500	F	78%	1%			9%	0% _	F	130	F	1500	F	2001
2.47	970		From:	1%			۵%	0%	F	80	F	880	F	2001
2.41	670	Г	7 O 70	1 /0			3 70	7	'	00	'	000	ı.	2001
5.16	710	F	78%	1%	5%	7%	9%	0%	F	80	F	720	F	2001
			To:		13-65	4								
2.52	1400	F	82%	1%	3%	6%	7%	0%	С	140	F	1400	F	2001
			To: From:					]					_	
0.46	2600	F	82%	1%			7%	0%	F	220	F	2600	F	2001
1 77	2400		From:	10/			70/	00/		210		2400	E	2001
1.//	<b>2400</b>	г	82% To:	1 70	3% 13-635 W		1 70	7070	Г	210	Г	2400	r	200 I
	0.01 1.50 0.99 1.60 3.30 3.10 0.50 1.70 6.82 3.92 4.14 0.16 5.24 1.90 0.85 3.06 2.47 5.16	0.50       110         0.01       410         1.50       180         0.99       60         1.60       200         3.30       230         3.10       430         0.50       9         1.70       510         6.82       700         3.92       1200         4.14       260         0.16       230         5.24       70         1.90       50         0.85       1600         3.06       1500         2.47       870         5.16       710         2.52       1400         0.46       2600	0.50 110 R  0.01 410 R  1.50 180 R  0.99 60 R  1.60 200 R  3.30 230 F  3.10 430 F  0.50 9 R  1.70 510 R  6.82 700 R  3.92 1200 F  4.14 260 F  0.16 230 R  5.24 70 R  1.90 50 R  1.90 50 R  2.47 870 F  2.47 870 F  5.16 710 F  2.52 1400 F	0.50	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4Tire   Bus   True   Dead End	1.50	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   Truck   2Axie   34Axie   1Trail   2Trail   QC   Design   Hour	Length   AADT   QA   4Tire   Bus   2Arde   3+Avte   1Trail   2Trail   2Trail   QC   Design   Hour   QK	Length   AADT   QA   4Tire   Bus   2Adde   34Ade   1Trail   2Trail   QC   Design   Hour   QK   AAWDT	Length   AADT   QA   4Tire   Bus   AADT   David   Trail   2Trail   QC   Design   Hour   QK   AAWDT   QW

					Bucha	nan Main									
Route	Length	AADT	QA	4Tire	Bus		Trt			QC	Design	QK	AAWDT	QW	Year
Buchanan County						ZAXIE	3+Axle	TITAL	2Trail		Hour				
	2.24	4000		From:	40/	13-635 V		70/			400		4000		2004
(638)	0.81	1200	F	82%	1%	3%	6%	7%	0%	F	100	F	1200	F	2001
630	3.75	590	F	From: 82%	1%	13-635 I 3%	EAST 6%	7%	0%	F	50	F	600	F	2001
638)	0.70	330	•	To:	170	13-63		1 70		•			000	•	2001
				From:		SR 8	13								
639	4.50	250	R						_		NA		NA		1998
				To: From:		13-62	28								
639	1.25	150	R								NA		NA		1998
				From:		1.25 MS	13-628								
639	0.45	160	R						_		NA		NA		1998
				To:		13-61									
640	0.30	920	R	From:		13-63	38				NA		NA		1998
640	0.50	320	IX.	т		0.202.60	12 (22		_		INA		11/-3		1000
640	2.24	850	R	From:		0.30 MS	13-638				NA		NA		09/17/200
640		000	• • • • • • • • • • • • • • • • • • • •	To:		2.54340	12 (20		_		10.		101		00/11/200
	0.16	780	R	From:		2.54 MS	13-638				NA		NA		09/17/200
640	00			To:		2.70 MS	12 629		1						00/11/200
640	1.40	890	R	From:		2.70 MS	13-038				NA		NA		1998
640				To		13-64	4.1								
640)	0.10	1400	R	From:		13-0-	+1				NA		NA		1998
0.0				To:		SR 8	13								
				From:		13-63	38								
(641)	2.30	630	R								NA		NA		1998
				To: From:		13-67	78								
641)	3.20	460	R	_					_		NA		NA		09/17/2001
				To:		13-64									
	5.25	1900	R	From:		SR 8	3				NA		NA		1998
642	3.23	1900	K	To:		13-65	51				INA		INA		1990
				From:		SR 8									
(643)	4.11	1500	F	95%	1%	2%	2%	1%	0%	F	150	F	1500	F	2001
				To		13-65	53		<b>—</b> —						
643)	1.64	2000	F	95%	1%	2%	2%	1%	0%	F	190	F	2000	F	2001
				To: From:		13-652 N	ORTH								
(643)	2.15	2500	F	95%	1%	2%	2%	1%	0%	F	270	F	2600	F	2001
(643)       (643)       (643)				From:		13-64	19								
(643)	1.22	2500	F	95%	1%	2%	2%	1%	0%	F	260	F	2600	F	2001
				To: From:		13-65	50								
(643)	0.28	3200	F	95%	1%	2%	2%	1%	0%	F	300	F	3200	F	2001
				To: From:		13-64									
(643)	1.00	3100	F	95%	1%	2%	2%	1%	0%	С	280	F	3100	F	2001
<u> </u>				From:		13-64									
(643)	0.82	2300	F	95%	1%	2%	2%	1%	0%	F	220	F	2300	F	2001
			_	From:		13-67			]			_	<u> </u>		
(643)	1.06	2400	F	95%	1%	2%	2%	1%	0%	F	210	F	2400	F	2001
	4 = 4	40.55		From:	40/	13-69		401			400		4000		0004
<ul><li>(643)</li><li>(643)</li><li>(643)</li><li>(643)</li><li>(643)</li></ul>	1.74	1900	F	95%	1%	2%	2%	1%	0%	F	160	F	1900	F	2001
	4.04	4000		From:	401	13-64		40/			400		4000		0001
(643)	1.64	1300	F	95% To:	1%	2%	2%	1%	0%	F	130	F	1300	F	2001
						Kentucky S	iate Line								

					Bucha	nan Main									
Route	Length	AADT	QA	4Tire	Bus	O A 1 -	Tru		OT=:	QC	Design	QK	AAWDT	QW	Year
Buchanan County						ZAXIE	3+Axle	ııralı	2Trail		Hour				
	0.00	40	-	From:		Kentucky S	tate Line				NIA		NIA		4000
(643)	0.60	10	R	To:		Kentucky S	tate Line		7		NA		NA		1998
				From:		Dead I									
644)	2.00	440	R								NA		NA		1998
				To:		13-64	15								
$\bigcirc$	0.40	4400		From:	00/	US 4		40/		_	070	_	4400	_	0004
645)	0.10	4400	F	91% To:	0%	2% 13-700 S0	6%	1%	0%	F	370	F	4400	F	2001
				From:		13-700 N	ORTH								
645)	0.21	3000	F	91%	0%	2%	6%	1%	0%	F	270	F	3100	F	2001
	0.00	4400		From:	00/	13-69		40/			110		1100		2004
645)	6.98	1100	F	91%	0%	2%	6%	1%	0%	С	110	F	1100	F	2001
	2.46	1600	F	From: 91%	0%	13-64 2%	14 6%	1%	0%	F	140	F	1600	F	2001
645)	2.40	1000	•	To:	0 70	13-64		1 70	٦	'	140	'	1000	'	2001
				From:		13-64									
646	2.88	1400	F	96%	1%	2%	0%	1%	0%	С	120	F	1400	F	2001
				To: From:		13-64	17		<u> </u>						
646)	3.03	980	F	95%	1%	2%	0%	1%	0%	F	100	F	990	F	2001
				To:	W	est Virginia									
	1.50	80	R	From:		Dead I	∃nd				NA		NA		1998
647)	1.50	00	IX.	To:		1.50 1.01.0	15.1		_		INA		INA		1990
647	0.50	250	R	From:		1.50 MN D	ead End				NA		NA		1998
647)	0.00			To:		2.00 MN D	and End								
647)	1.00	370	R	From:		2.00 MIN D	eau Enu				NA		NA		1998
				To		3.00 MN D	ead End		7						
647)	2.00	640	R	From:		3.00 MI ( B	cua Ena		_		NA		NA		1998
				To:		13-64	16								
$\bigcirc$				From:		Dead I	End								00/0=/000
648)	0.80	70	R						_		NA		NA		09/25/2001
	1.10	400	R	From:		0.80 ME D	ead End				NA		NA		1998
648)	1.10	160	ĸ	To:		13-64	13		7		INA		INA		1990
				From:		13-64									
649)	0.37	200	R	•							NA		NA		1998
				To: From:		0.37 ME	13-643		_						
649	1.63	120	R						_		NA		NA		09/25/2001
				To:		Dead I									
	2.34	1200	F	90%	1%	13-70 2%	7%	0%	0%	С	120	F	1200	F	2001
650	2.34	1200	Г	30 70	1 70			U /0	7	C	120	1.	1200	1.	2001
650	6.09	560	F	From: 90%	1%	13-65 <b>2</b> %	7%	0%	0%	F	50	F	570	F	2001
650				To:	1 /0			J /0							
650	5.71	1300	F	From: 90%	1%	13-651 S0 2%	7%	0%	0%	F	120	F	1300	F	2001
				To:		13-64									
				From:		13-65	50								
651)	0.80	1100	R								NA		NA		1998
				To: From:		13-64	12		]—						
651)	1.57	410	R								NA		NA		1998
	2.12			To: From:		1.57 MN	13-642		]—		<b>N/</b> *				4600
651)	0.13	460	R	To:		12.7	75		7		NA		NA		1998
						13-67	13								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Buchanan County				From:	13-675	<u> </u>					
651)	0.93	420	R	<u> </u>	13 070	_1		NA	NA		1998
				To: From:	0.93 MN 13-675						1000
651)	2.07	660	R	To:	13-650	7		NA	NA		1998
				From:	Dead End						
652	1.25	480	R					NA	NA		1998
				To: From:	13-643 SOUTH 13-643 NORTH						
652)	0.90	960	R		13-043 NOK1H	_		NA	NA		1998
				To: From:	13-706	<del>_</del>					
652	1.10	500	R	rioni:		_		NA	NA		1998
				To: From:	1.10 ME 13-706						
652	0.99	480	R					NA	NA	C	)9/25/20
	2.52			From:	2.09 ME 13-706	]					0.05.00
652	0.50	340	R			_		NA	NA	C	)9/25/20
	4.01	110	R	From:	2.59 ME 13-706			NA	NA		1998
652	4.01	110		To:	West Virginia State Line	1		14/1	10/1		1000
				From:	13-643						
653)	0.50	540	R					NA	NA		1998
				To: From:	0.50 ME 13-643	}					
653)	0.20	440	R			_		NA	NA	C	)9/25/20
$\bigcirc$	1.30	460		From:	13-709			NA	NΛ		9/25/20
653) 653)	1.30	160	R	To:	Dead End	7		INA	NA	·	19/23/200
				From:	13-638	1					
654)	1.00	620	R			_		NA	NA		1998
				To: From:	1.00 MN 13-638	]					
654)	1.10	100	R	т		_		NA	NA		1998
				To: From:	Dead End						
655)	4.55	600	R	rioni.	US 460			NA	NA		1998
000				To	4.55 ME US 460						
655)	0.35	20	R	From:	4.55 NIL 05 400	_		NA	NA	C	08/08/20
				To:	Dead End						
$\bigcirc$	0.00			From:	US 460			NIA	NIA		4000
656	3.00	890	R			_		NA	NA		1998
250	0.90	120	R	From:	13-677	_		NA	NA		08/08/200
656	0.50	120		To:	Dead End	1		IVA	IVA		00/00/200
				From:	13-600						
657	0.85	670	R					NA	NA	C	7/18/200
				To: From:	0.85 MN 13-600	]					
657)	0.45	510	R					NA	NA	C	7/18/20
		400		To: From:	13-603 SOUTH	]					7/46/07
657	0.50	460	R			_		NA	NA	C	7/18/200
<u> </u>	5.30	200	B	From:	13-603 NORTH			NA	NΙΛ		7/19/20
657	5.30	390	R	To:	13-620	1		NA	NA	Ĺ	)7/18/20(
				From:	13-605	Ť					
658)	3.09	570	R		10 000	_		NA	NA	C	7/30/200
				To:	3.09 MN 13-605						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Buchanan County				From:	3.09 MN 13-605							
(658)	0.91	740	R	110.11.	3.09 MIN 13-003	_		NA		NA		07/30/200
(030)				To:	SR 83							
				From:	13-650							
659	0.80	420	R					NA		NA		08/08/200
				To: From:	0.80 MN 13-650							
659	1.10	240	R					NA		NA		08/08/200
				To:	Dead End							
	1.10	220	R	From:	Dead End			NA		NA		07/23/200
660	1.10	220	IX.	To:	13-624	1		IVA		INA		011201200
Town of Grundy				•								
				From:	Dead End							
661)	0.36	450	R					NA		NA		07/23/200
				To: From:	13-1010							
661)	0.20	1100	R			_		NA		NA		07/23/200
				To:	US 460							
Buchanan County				From:	Dead End	1						
662	0.30	150	R		Dette Ente			NA		NA		07/23/200
				To:	0.30 MS Dead End							
662	0.90	150	R	From:	0.50 MB Dead Life			NA		NA		07/23/20
				To:	13-620 SOUTH							
	2.00	E20	_	From:	13-620 NORTH	00/	0	40	_	F20	_	2001
662	2.00	520	F	91% To:	0% 3% 5% 1% 13-624	0% ¬	С	49	F	530	F	2001
				From:	13-605							
663	1.10	190	R		13-003			NA		NA		07/18/200
663				To	1 10 MS 12 605							
663	0.75	110	R	From:	1.10 MS 13-605			NA		NA		07/18/20
663				To:	Dead End							
				From:	Dead End							
664)	0.90	340	R					NA		NA		08/08/20
				To:	13-609							
$\bigcirc$				From:	13-624							
665)	0.30	170	R					NA		NA		07/23/20
				To: From:	0.30 MN 13-624							
665)	1.20	130	R	Tor	D. IE I			NA		NA		07/23/200
				To: From:	Dead End							
200	2.10	590	R	From:	13-638			NA		NA		09/17/200
666	2.10	330	• • • • • • • • • • • • • • • • • • • •	To:	Dead End			IVA		INA		03/11/200
				From:	Dead End							
667)	0.50	70	R		Dout Ent			NA		NA		07/23/200
				То:	13-660							
				From:	Dead End							
668	0.98	160	R	_				NA		NA		07/23/200
				To:	13-624							
_	0.40	00	Б	From:	13-624			NIA .		NIA		07/00/00
669	0.10	80	R	To:	Dead End	_		NA		NA		07/23/200
				From:		1						
670	0.34	90	R		Dead End	_		NA		NA		09/27/200
				To	0.24 MNI D J E J							
670	0.51	150	R	From:	0.34 MN Dead End			NA		NA		09/27/200
11.17.1.11	0.01			To:	13-645							55.2.7200

	AADT	QA	4Tire	Bus 2A	xle 3+Axle	1Trail	2Trail	QC	Hour	QIV	AAWDT	QVV	Year
			From:		13-618								
1.50	200	R	<u> </u>		13 010		_1		NA		NA		1992
2.27			To: From:		13-671		]						
0.07	NA		To:	1	US 460		7		NA		NA		
			From:										
0.80	110	R					_		NA		NA		07/18/20
1 25	300	R	From:	0.80	ME 13-602		]——		NA		NA		07/18/20
			To:		SR 80								
			From:		SR 83								
0.77	170	R					_		NA		NA		07/30/20
0.33	60	В	From:	0.77	MS SR 83		_		NΛ		NΙΛ		07/30/20
0.23	60	ĸ	т		142 an an		_		INA		INA		07/30/20
0.29	50	R	From:	1.00	MS SR 83				NA		NA		07/30/20
			To:	D	ead End		1						
			From:		SR 83								
1.70	340	R	To:				_		NA		NA		09/17/20
0.50	20	R	rioni.	D	Pead End				NA		NA		09/25/20
			To:				1						
0.60	40	Þ	From:		13-740		_		NΑ		NΙΔ		09/25/20
0.09	40	K	т	0.50			_		INA		INA		09/23/20
0.51	90	R	From:	0.70	MS 13-740		_		NA		NA		09/25/20
			To:		13-651								
			From:	D	ead End								
1.37	350	R							NA		NA		09/25/20
			To: From:	1.37 N	/IN Dead End		]						
0.69	1400	R	To:		12 642		7		NA		NA		09/25/20
							1						
1.00	80	R			13-030		_		NA		NA		08/08/20
			To:	D	Dead End								
			From:		13-641								
0.10	50	R	To:	D	and End		7		NA		NA		1986
							1						
0.50	20	R			13-003		_		NA		NA		07/18/20
			To:	D	ead End								
			From:										
0.65	4200	F	88%	1% 5	% 3%	3%	0%	С	400	F	4300	F	2001
2.40	0700	_	From:			20/			200		2000		2004
2.48	2/00	۲				<b>ა</b> %	U% <b>-</b>	۲	200	۲	∠800	F	2001
1 67	2700	F	From:	13-6		3%	0%	F	250	F	2700	F	2001
1.01			To:			J /0							2001
			From:										
1.60	170	R					_		NA		NA		07/18/20
			To:				<u> </u>						
0.10	200	R	From:	D	Dead End		_		NA		NA		07/23/200
	/00	ĸ							INA		INA		01123120
	0.07  0.80  1.25  0.77  0.23  0.29  1.70  0.50  0.69  0.51  1.37  0.69  1.00  0.10  0.50  0.65  2.48  1.67  1.60	0.07 NA  0.80 110  1.25 300  0.77 170  0.23 60  0.29 50  1.70 340  0.50 20  0.69 40  0.51 90  1.37 350  0.69 1400  1.00 80  0.10 50  0.50 20  0.65 4200  2.48 2700  1.67 2700	0.07 NA  0.80 110 R  1.25 300 R  0.77 170 R  0.23 60 R  0.29 50 R  1.70 340 R  0.50 20 R  0.69 40 R  0.51 90 R  1.37 350 R  0.69 1400 R  1.00 80 R  0.69 1400 R  0.69 1400 F  2.48 2700 F  1.67 2700 F	1.50   200   R	1.50   200   R	1.50   200   R	1.50   200   R	1.50	1.50   200   R	1.50   200   R	1.50 200 R	1.50 200 R	1.50   200   R

					Buchanan Mair	itenance /	Area							
Route	Length	AADT	QA	4Tire	Rus	Tru			QC	Design	QK	AAWDT	QW	Year
	_5,19,11		٠,٠		2Axle	3+Axle	1Trail	2Trail	~~	Hour	~.`		~	. 531
Buchanan County				From:	13-624 S	OUTH								
(682)	0.20	260	R							NA		NA		07/23/2001
				To:	0.20 ME I	Dead End								
$\bigcirc$	4.00			From:	13-6	24								07/00/000
(683)	1.00	290	R					_		NA		NA		07/23/2001
	0.05			From:	1.00 MN	13-624								07/00/000
683	0.25	60	R	To:	Dead	End		_		NA		NA		07/23/2001
				From:	Dead			1						
(684)	0.58	370	R	<u> </u>	Dead	EIIQ				NA		NA		09/17/200
004)				To:	US 4	160								
				From:	13-6	38								
685)	0.10	40	R							NA		NA		09/17/200
				To: From:	0.10 MN	13-638		]						
(685)	2.40	40	R					_		NA		NA		09/17/2001
				To:	Dead									
$\bigcirc$				From:	SR	83								00/4=/000
(686)	0.23	120	R	To:	SR	0.2		_		NA		NA		09/17/2001
					SK	83								
Town of Grundy				From:	13-6	88								
(687)	0.03	280	R							NA		NA		07/23/2001
				To:	US 4	160								
				From:	Dead	End								
(688)	0.25	120	R							NA		NA		07/23/2001
				To: From:	13-6	87		]						
688	0.16	110	R	To:	D J	E. J		_		NA		NA		07/23/2001
				From:	Dead									
(689)	0.15	50	R	110111.	SR	83		_		NA		NA		07/23/2001
(009)	0.10		•••	To:	SR	83		1		10.		10.		0172072001
Buchanan County														
				From:	13-6	38								
(690)	0.50	210	R							NA		NA		09/06/2001
				From:	0.50 MW	13-638		]						
(690)	1.00	210	R	To:	D 1	г. 1		_		NA		NA		09/06/2001
				From:	Dead									
(691)	0.35	240	R	r ioiii.	13-6	45				NA		NA		09/27/2001
(691)	0.00	240		To:	12.6	.00		_		10.				00/2//2001
(691)	2.15	210	R	From:	13-6	99				NA		NA		09/27/2001
(091)		0	•••	To:	Dead	End		1						
				From:	Dead			1						
692	0.90	130	R							NA		NA		07/18/2001
				To:	13-6	02								
			_	From:	05-6	31								0015-11-1
693	1.35	110	R	To:	D. 1	End				NA		NA		08/08/2001
					Dead									
604	1.00	160	R	From:	Dead	End		_		NA		NA		09/25/2001
694)	1.00	100	11	To:	13-6	97		7		INA		14/7		50/20/2001
				From:	Dead									
695)	0.01	140	R	1	Duu			_		NA		NA		07/26/2001
$\bigcup$				To:	13-6	17								

Route	Length	AADT	QA	4Tire	Bus	2Axle	Trι 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Buchanan County				From:		13-73	0								
(696)	0.35	180	R						<b>-</b>		NA		NA		09/17/2001
				To:		US 46	0								
697)	0.10	1100	F	From: 88%	1%	13-64: 4%	6%	1%	0%	F	110	F	1200	F	2001
				To: From:		13-69	4		]						
697)	2.50	930	F	88%	1%	5%	6%	1%	0%	С	90	F	950	F	2001
				To: From:	k	Kentucky Sta									
698)	0.02	120	R	From:		13-62	4				NA		NA		07/23/2001
096)	0.02	.20		To:		Dead E	nd								0172072001
				From:		13-64	5								
699	0.50	250	R						_		NA		NA		09/27/2001
				To:		13-69									
700	1.13	3200	R	From:		US 46	0				NA		NA		08/08/2001
700	1.10	3200	IX	To:		12.65	0		_		IVA		14/3		00/00/2001
700	1.34	660	F	79%	2%	13-650 4%	10%	5%	0%	С	60	F	670	F	2001
				To: From:		13-64	5								
700	2.32	3700	R								NA		NA		1992
				From:		13-73	3		_						
700	0.45	2100	R	To:	L	Kentucky Sta	ata Lina		7		NA		NA		1992
				From:	Г	SR 83			<u> </u>						
(701)	1.00	530	R			SK 6.2	,				NA		NA		09/17/2001
				To		1.00 MN S	SR 83		¬						
701)	0.30	200	R	From:							NA		NA		09/17/2001
				To:		Dead E	nd								
$\bigcirc$	0.04	040	_	From:		Dead E	nd				NIA		NIA		07/00/0004
702	0.84	210	R	To:		13-62-	4		7		NA		NA		07/23/2001
				From:		13-67			1						
(703)	0.75	90	R			13 07			_		NA		NA		1992
				To:		Dead E	nd								
$\bigcirc$	0.75		_	From:		Dead E	nd								00/04/0004
704)	0.75	40	R	To:		13-61	6		_		NA		NA		09/04/2001
				From:		13-60:									
705	2.00	200	R			13 00.	J		_		NA		NA		07/18/2001
				To: From:		2.00 ME 1	3-605		<b>—</b>						
705)	0.05	130	R	rioin.							NA		NA		1988
				To:		Dead E	nd								
	1.00	70	В	From:		13-65	2				NA		NA		09/25/2001
706	1.00	70	R	To:		Dead E	nd		7		INA		INA		09/23/2001
				From:		SR 83									
(707)	1.45	230	R						<b>-</b> -		NA		NA		07/30/2001
				To:		Dead E									
	0.00	60	-	From:		Dead E	nd				NIA		NIA		00/00/0004
708	0.30	60	R						<b>-</b> -		NA		NA		08/08/2001
700	0.10	60	R	From:	(	).30 ME De	ad End				NA		NA		08/08/2001
708)	0.10	00	IX.	To:		US 46	0		7		IN/A		11/7		30/30/2001

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Buchanan County				From:	Dead End					
(709)	0.50	70	R	<u> </u>	Dead End			NA	NA	09/25/2001
				To:	13-653					
				From:	BEGIN LOOP					
(710)	0.41	240	R			_		NA	NA	09/06/2001
				To:	13-638					
$\bigcirc$	2.75	200	R	From:	Kentucky State Line			NIA	NIA	09/25/2001
711)	2.75	290	ĸ			_		NA	NA	09/25/2001
	0.55	90	R	From:	2.75 ME OF STATE LINE			NA	NA	09/25/2001
711)	0.55	30	K	To:	Dead End	1		INA	IN/A	09/23/2001
				From:	SR 80					
712	0.72	70	R		SR 00			NA	NA	07/18/2001
				To:	Dead End					
				From:	13-628					
713	0.50	20	R			_		NA	NA	09/06/2001
				To:	Dead End					
$\bigcirc$				From:	Dead End					
714)	0.04	70	R	To:	10 (11	_		NA	NA	07/30/2001
					13-611					
	4.30	130	R	From:	13-629			NA	NA	09/06/2001
715)	4.50	130	K	To:	13-638	7		INA	NA.	09/00/2001
				From:	SR 83					
716	0.30	230	R		SK 63			NA	NA	09/17/2001
(10)				To:	Dead End	]				
				From:	SR 83					
717)	0.03	1100	R					NA	NA	09/17/2001
				To: From:	13-728					
717	0.25	810	R	Pioni.				NA	NA	09/17/2001
				To:	Dead End					
				From:	SR 83					
718	1.90	250	R			_		NA	NA	07/30/2001
				10:	Dead End					
	0.00	70	ъ.	From:	Dead End			NA	NA	09/04/2001
719	0.90	70	R	To:	13-616	7		INA	INA	09/04/2001
				From:	13-600					
720	0.41	80	R		13-000			NA	NA	07/18/2001
120				To:	Dead End					
				From:	US 460					
(721)	0.05	130	R					NA	NA	09/17/2001
				To: From:	13-723	7——				
721	0.30	60	R	Pioni.				NA	NA	09/17/2001
				To:	Dead End					
				From:	Dead End					
722	0.27	20	R	Tar	10.700	_		NA	NA	09/06/2001
				To:	13-680	<u> </u>				
	0.05	40	Б	From:	Dead End			NA	NA	09/12/2001
723	0.05	40	R	To:	13-721	7		INA	INA	09/12/2001
				From:		1				
724)	0.07	5	R		Dead End	_		NA	NA	09/06/2001
(124)	0.01	•		To:	13-629	_		14/1	11/7	00/00/2001

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Year
Buchanan County				From:	US 460	<u> </u>				
(725)	0.02	90	R			<b>-</b>		NA	NA	07/26/2001
				To:	Dead End					
	0.07	20	R	From:	Dead End			NA	NA	09/06/2001
726	0.07	20	K	To:	US 460	7		INA	INA	09/00/2001
				From:	US 460					
(727)	0.23	30	R			<del>-</del>		NA	NA	09/06/2001
				To:	US 460					
(720)	1.30	200	R	From:	Dead End	_		NA	NA	09/17/2001
728	1.00	200		To	1.20 MN Dood End					00/11/2001
728	0.66	360	R	From:	1.30 MN Dead End			NA	NA	09/17/2001
				To:	13-717					
				From:	SR 83					
729	0.35	130	R	To:	D1E.1	_		NA	NA	07/30/2001
				From:	Dead End  Dead End	_				
730	0.30	210	R	<u> </u>	Dead End	_		NA	NA	09/17/2001
				To:	13-696					
730	0.10	220	R	From:				NA	NA	09/17/2001
				To:	US 460					
$\bigcirc$	0.40			From:	Dead End			NIA	NIA	4000
731)	0.10	30	R	To	13-680	_		NA	NA	1992
				From:	Dead End					
732	0.06	160	R					NA	NA	07/26/2001
				To:	US 460					
$\bigcirc$	0.11		_	From:	US 460					00/07/0004
733	0.11	40	R	To:	13-700	7		NA	NA	09/27/2001
				From:	Dead End					
734)	0.15	540	R					NA	NA	1992
				To:	13-632					
$\bigcirc$	0.50	400	_	From:	13-680			NIA	NIA	00/00/2004
736	0.50	160	R	To:	Dead End	7		NA	NA	09/06/2001
				From:	13-728					
738)	0.10	70	R					NA	NA	07/30/2001
				To:	Dead End					
$\bigcirc$	0.05			From:	13-675			NIA	NIA	00/05/0004
740	0.25	20	R	To:	Dead End	_		NA	NA	09/25/2001
				From:	Dead End					
745)	0.15	280	R	<u> </u>	Dette Ente			NA	NA	09/25/2001
				To: From:	0.15 MN Dead End	<b>—</b>				
745)	0.90	280	R			_		NA	NA	09/25/2001
				To:	13-645					
750	0.60	80	R	From:	Dead End	_		NA	NA	07/30/2001
750	0.00	ου	ĸ	To:	13-718	7		INA	INA	0773072001
				From:	Dead End					
755	0.04	130	R			_		NA	NA	08/08/2001
$\smile$				To:	US 460					

					Buchana	an Mainte									
Route	Length	AADT	QA	4Tire	Bus				OT:I	QC	Design	QK	AAWDT	QW	Year
Buchanan County	ŭ					2Axle	3+Axle	1 I rail	21 rail		Hour				
Suchanan County				From:		US 460									
(759)	0.12	30	R								NA		NA		07/23/2001
				To:		Dead En	d								
(760)	0.20	NA		From:		13-619					NA		NA		
760)	0.20	1474		To:		Dead En	d								
				From:		13-608									
765)	0.32	190	R								NA		NA		1998
				To:		Dead En									
	1.85	470	В	From:		SR 330					NA		NA		09/06/200
800	1.00	170	R	To:		13-629					INA		INA		09/00/200
				From:		13-00639(1			1						
(838)	1.03	NA				13-00037(1	<i>D )</i> /		_		NA		NA		
				To:		Dead End	1/								
Town of Grundy				_					1						
	0.01	860	R	From:		SR 83					NA		NA		07/23/200
(1001)	0.01	000	IX.			10.1000.					INA		INA		011231200
4004	0.11	48	R	From:		13-1002 WI	EST				NA		NA		1992
1001)	0.11	40	1	To		12 1000			_		14/1		147.		1002
(1001)	0.08	50	R	From:		13-1008					NA		NA		1992
(1001)				To:		13-1002 EA	AST								
				From:		Dead En	d								
1002	0.03	50	R								NA		NA		07/23/200
				To: From:		13-1001			]						
1002	0.06	320	R								NA		NA		07/23/200
				From:		13-1008			]						
(1002)	0.06	200	R								NA		NA		07/23/200
				To: From:		13-1001			]						0=1001000
1002	0.18	130	R	To:		Dead En	d				NA		NA		07/23/200
				From:		SR 83	u								
(1003)	0.21	710	R			SK 63			_		NA		NA		07/23/200
1003				To:		13-1004									
(1003)	0.30	650	R	From:		13-1004					NA		NA		07/23/200
				To:		SR 83									
				From:		13-1003									
(1004)	0.14	320	R								NA		NA		07/23/200
				From:		13-1011			]						
(1004)	0.76	270	R	To:					_		NA		NA		07/23/200
				From:		Dead En									
(1005)	0.27	280	R	rion.		US 460					NA		NA		07/23/200
1005	V. <u></u>			To:		US 460			<u></u>						
				From:		US 460 WE	EST								
1006	0.18	3800	F	94%	1%	1%	2%	2%	0%	F	350	F	3800	F	2001
				To: From:		13-1007			]						
1006	0.44	6700	F	94%	1%	1%	2%	2%	0%	С	650	F	6800	F	2001
				To:		US 460 EA									
	0.12	960	В	From:		13-1006					NA	_	NA	_	07/23/200
1007)	0.12	860	R	To:		Dead En	d				INA		NA		01123/200
				ı		Doug Elli									

					Buchana										
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
	Longin	, , , ,	J.		240	2Axle	3+Axle	1Trail	2Trail	40	Hour	ω.·.		Q 1 1	· Jui
Town of Grundy				From:		13-100	01								
(1008)	0.03	70	R								NA		NA		07/23/2001
				To:		13-100									
	0.16	180	R	From:		Dead E	End				NA		NA		07/23/2001
1009	0.10	100	K	To:		13-61	.5		7		INA		INA		0112312001
				From:		13-66									
1010	0.04	70	R								NA		NA		07/23/2001
				To:		Dead E									
	0.15	60	R	From:		Dead E	End				NA		NA		07/23/2001
1011)	0.13	00	K	To:		13-100	04				INA		INA		0112312001
				From:		US 46									
(1012)	0.10	200	R								NA		NA		1994
				To:		Dead E	End								
<b>Buchanan County</b>				From:		US 46	50								
(1013)	0.09	160	R	<u> </u>		05 40	50		_		NA		NA		1994
				To:		Dead E	End								
				From:		Dead E	End								
1020	0.04	230	R	To:		US 46	50		7		NA		NA		07/26/2001
				From:		Dead E			1						
(1025)	0.04	50	R			Dead L	Sild				NA		NA		1998
				To:		US 46	50								
				From:		Dead E	End								
(1030)	0.38	60	R	To:		SR 80	0				NA		NA		07/18/2001
				From:		Dead E									
(1101)	0.17	70	R			Deau E	ena				NA		NA		07/23/2001
				To		13-110	06		<b>—</b>						
(1101)	0.04	140	R	From:		10 110					NA		NA		07/23/2001
				To: From:		13-110	05		<del></del>						
(1101)	0.03	200	R	110111.							NA		NA		07/23/2001
				To: From:		13-110	04								
(1101)	0.04	260	R								NA		NA		07/23/2001
				To: From:		13-110	03								
(1101)	0.04	350	R						_		NA		NA		07/23/2001
	0.06	920		From:		13-110	02				NΙΛ		NΙΔ		07/22/2001
(1101)	0.06	820	R	To:		US 46	50				NA		NA		07/23/2001
				From:		Dead E									
(1102)	0.04	100	R			Dead L	J. 14				NA		NA		1986
				To:		13-110	01								
$\bigcirc$	0.00		_	From:		Dead E	End				NIA		NIA		07/00/0004
(1103)	0.06	60	R	To:		13-110	01		7		NA		NA		07/23/2001
				From:		Dead E									
(1104)	0.06	60	R			⇒eau L			_		NA		NA		07/23/2001
				To:		13-110	01								
			_	From:		Dead F	End								0=10=11
(1105)	0.07	60	R	To:		13-110	01				NA		NA		07/23/2001
				From:		Dead E			+						
1106	0.06	70	R	<u> </u>		Deau E	an <b>u</b>		_		NA		NA		07/23/2001
				To:		13-110	01								

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
<b>Buchanan County</b>								_						
	0.41	1400	R	From:		Cul-de-	Sac			NA		NA		1986
(9000)	0.41	1400	IX.	To:		SR 8	3			INA		IVA		1900
				From:	D	ickenson Co	ounty Line							
607	0.30	770	N					_		NA		NA		1997
2)				To:	Е	Buchanan CI	.; 13-606							