### 2001

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

Jurisdiction Report 95

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

### 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.

Route	Length	AADT	QA	4Tire	Bus	2 A s.l.s	Tru		OTrc:	QC	Design	QK	AAWDT	QW	Yea
City of Bristol						∠AXIE	3+Axle	ııralı	2Trail		Hour				
Euclid Ave	0.75	16000	F	98%	0%	State S	0%	0%	0%	F	1400	F	16000	F	2001
11) Euclid Ave	0.19	18000	F	To: From: 98%	0%	Vance 1%	St 0%	0%	0%	F	1600	F	19000	F	200
11) Euclid Ave	0.18	20000	F	From: 98%	0%	Bob Morriso 1%	on Blvd 0%	0%	0%	F	1800	F	21000	F	200
11 Euclid Ave	0.48	11000	F	To: From: 98%	0%	Commonwea	olth Ave	0%	0%	F	1000	F	11000	F	200
11 Euclid Ave	0.56	7900	F	From: 98%	0%	Piedmont 1%	Ave 0%	0%	0%	С	780	F	8300	F	200
11 Lee Hwy	0.77	17000	F	From: 98%	0%	Moore 1%	St 0%	0%	0%	F	1600	F	18000	F	200
11 Lee Hwy	0.70	14000	G	To: From: 98%	0%	Valley 1	Dr 0%	1%	0%	С	1100	G	14000	G	200
11 Lee Hwy	0.73	16000	F	From: 97%	0%	Overhill 2%	Rd 1%	1%	]	F	1400	F	17000	F	200
11 Lee Hwy	1.25	19000	F	To: From: 97%	0%	Island I		1%	]	F	1900	F	19000	F	200
11 Lee Hwy	0.30	18000	F	To: From: 97%	0%	Bonham 2%		1%	J 0%	F	1800	F	19000	F	200
<u> </u>	0.68	12000	· F	To: From: 97%	0%	Old Airpo 2%		1%	J	· F	1300	, F	12000	· F	200
···	0.00	12000	<u>г</u>	97% To:	U 70	NCL Bri		1 70	U 70	Г	1300	F	12000	Г	200
Vashington County				From:		NCL Bri									
11)	2.83	9800	Α	97%	0%	<b>2</b> %	1% 7	1%	0%	Α	1000	Α	9700	Α	200
11)	2.08	9800	F	97% To:	0%	2% 95-61	1%	1%	0%	F	940	F	10000	F	200
11)	1.72	8700	F	97% To:	0%	2% WCL Abir	1%	1%	0%	F	770	F	8800	F	200
own of Abingdon				_					-						
11) Main St	0.55	9800	F	97%	0%	WCL Abir 2%	ngdon 1%	1%	0%	F	1000	F	10000	F	200
11) Main St	0.43	24000	F	From: 95%	1%	R 140 Jones 2%	boro Rd 0%	2%	0%	F	2300	F	25000	F	200
11) Main St	0.47	23000	F	From: 95%	1%	Colonial 2%	Rd 0%	2%	0%	F	2300	F	24000	F	200
11) Main St	0.47	15000	F	To: From: 95%	1%	US 19 2%	0%	2%	0%	F	1400	F	15000	F	200
11) Main St	0.35	11000	F	From: 95%	1%	Palmer 2%	St 0%	2%	0%	С	970	F	12000	F	200
11) Main St	0.24	12000	F	To: From: 95%	1%	S ALT 58, F 2%	Russell St 0%	2%	0%	F	1100	F	12000	F	200
11 Main St	0.66	11000	F	To: From: 92%	US Al	t 58, SR 75, 2%	Cummings 2%	St 3%	1%	F	970	F	11000	F	200
11 Main St	0.93	11000	F	To: From: 92%	0%	Tanner		3%	1%	F	990	F	12000	F	200
~···	0.13	14000	· F	To: From: 92%	0%	Radio 1 2%		3%	1%	F	1700	· F	15000	F.	200
÷				To: From:	U /0	Hillman I	Hwy								
11 Main St	0.74	12000	F	92%	0%	2%	2%	3%	1%	С	1200	F	13000	F	200

						gton Main	Tr				Design				.,
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Washington County				From:		ECL Abir	gdon								
11	0.09	17000	F	92%	0%	2%	2%	3%	1%	F	1300	F	17000	F	2001
11)	0.11	17000	F	From: 96%	0%	I-81 So 2%	uth 1%	1%	0%	F	1500	F	17000	F	2001
<b>→</b>				To: IS-	00081-N	019A(R)/FR	OM RT 81	NORTH	<u> </u>						
11)	0.30	NA							_		NA		NA		
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	2.58	4400	F	From: 96%	0%	S 58 East of 2%	Abingdon 1%	1%	0%	F	410	F	4500	F	2001
11)	2.50	4400	Г	30 70	0 70	95-70		1 70	7	'	410	'	4300	'	2001
11)	2.09	4100	F	96%	0%	2%	1%	1%	0%	F	400	F	4100	F	2001
				From:		SR 80 Ced			<del></del>						
11)	4.33	2900	F	96%	0%	2%	1%	1%	0% ¬	С	270	F	2900	F	2001
11)	0.13	6300	F	96%	0%	SR 91 2%	1%	1%	0%	F	560	F	6400	F	2001
				To: From:		1 South of C	Glade Sprir								
11)	2.81	1300	F	96% To:	0%	2% 81 West of 0	1%	1%	0%	F	130	F	1300	F	2001
				From:		81 West of C									
11)	2.21	2600	F	96% To:	0%	2%	1%	1%	0%	F	300	F	2600	F	2001
				10.		Smyth Cour	ity Line								
ity of Bristol ruck				From:	SR 3	381 Common	wealth Av	ve e	1						
11) (421) State St	0.21	10000	F	92%	0%	2%	1%	4%	0%	F	910	F	10000	F	2001
ruck				To: From:	10	2-3305 Pied	mont Ave		<u> </u>						
11) (421) State St	0.34	9800	F	92%	0%	2%	1%	4%	0%	F	920	F	10000	F	2001
ruck				To: From:		STATE	ST								
11) Randall St	0.93	7400	F	97%	0%	1%	1%	1%	0%	С	660	F	7700	F	2001
ruck				To: From:		Cumberla	nd St								
11 (113) Moore St	0.12	10000	F	96%	0%	2%	0%	1%	0%	F	950	F	11000	F	2001
$\bigcirc$				To:		Euclid A	Ave								
10 (381) Commonwealth	0.07	40000	N.	93%		St; Tenness 2%	ee State Li 3%	ne 1%	0%	N	1800	N	20000	N	200
19 Commonwealth	0.07	19000	N	93 /0	1%			1 /0	7	IN	1000	IN	20000	IN	200
19 (381) Commonwealth	0.16	19000	F	From: 93%	1%	US 42 2%	3%	1%	0%	F	1800	F	20000	F	2001
19 (381) Commonwealth	0.10	13000	•	To:		R 113 Cumbe		170	7		1000		20000		200
19 (381) Commonwealth	0.16	21000	F	94%	0%	2%	0%	3%	0%	F	1900	F	21000	F	2001
				To: From:	SI	R 133 Par Sy	camore St								
19 (381) Commonwealth	0.19	22000	F	94%	0%	2%	0%	3%	0%	F	1900	F	22000	F	2001
$\sim$				To: From:		RT 38	1		]						
19 (11) Euclid Ave	0.48	11000	F	98%	0%	1%	0%	0%	0%	F	1000	F	11000	F	2001
~ ~ ~ ~ · · · · ·				To: From:		Piedmont			] <del></del>						
19 11 Euclid Ave	0.56	7900	F	98%	0%	1%	0%	0%	0%	С	780	F	8300	F	2001
19 \ \( \) 11 \ Lee Hwy	0.77	47000		From: 98%	Λ0/	Moore 10/	St 0%	0%	0%	F	1600	F	19000	F	2001
19) (11) Lee Hwy	0.77	17000	F	90 70	0%	1%		U 70	U 70	ı	1600	r	18000	I.	2001
19) (11) Lee Hwy	0.70	14000	G	From: 98%	0%	Valley 0%	Dr 0%	1%	0%	С	1100	G	14000	G	2001
13) (11) 200 1,	50			To:	<b>5</b> /0	Overhill		1 /0	7				. 1000		
19) (11) Lee Hwy	0.73	16000	F	97%	0%	2%	1%	1%	0%	F	1400	F	17000	F	2001
~ ~				To: From:		Island l			]—						
19) (11) Lee Hwy	1.25	19000	F	97%	0%	2%	1%	1%	0%	F	1900	F	19000	F	2001
~ ~				To:		Bonham	Rd								

					wasnin	gton Mair									
Route	Length	AADT	QA	4Tire	Bus		TrTrı 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Bristol				From:											
19 (11) Lee Hwy	0.30	18000	F	97%	0%	Bonhan 2%	1%	1%	0%	F	1800	F	19000	F	2001
19 (11) Lee Hwy	0.68	12000	F	97% To:	0%	Old Airpo 2% NCL Bi	1%	1%	0%	F	1300	F	12000	F	2001
Washington County						TYCE B.			<u> </u>						
19 (11)	2.83	9800	Α	97%	0%	NCL Bi 2%	ristol 1%	1%	0%	Α	1000	Α	9700	Α	2001
19 (11)	2.08	9800	F	From: 97%	0%	95-17 <b>2</b> %	17 1%	1%	0%	F	940	F	10000	F	2001
(19) (11)	1.72	8700	F	From: 97%	0%	95-61 <b>2</b> %	1%	1%	0%	F	770	F	8800	F	2001
Cown of Abinadon				To:		WCL Abi	ingdon								
Cown of Abingdon				From:		WCL Abi			J						
(19) (11) Main St	0.55	9800	F	97%	0%	2%	1%	1%	0%	F	1000	F	10000	F	2001
19 (11) Main St	0.43	24000	F	From: 95%	1%	2%	o%	2%	0%	F	2300	F	25000	F	2001
19 (11) Main St	0.47	23000	F	From: 95%	1%	Colonia 2%	ll Rd 0%	2%	0%	F	2300	F	24000	F	2001
Porterfield Rd	0.45	15000	F	From: 91%	0%	US 11 MA 2%	AIN ST 1%	5%	0%	F	1500	F	16000	F	2001
19 Porterfield Rd	0.21	21000	F	From: 91%	0%	Alt US	1%	5%	0%	F	2100	F	22000	F	2001
Vashington County				10.		NCL Abi	ngaon								
Washington County				From:		NCL Abi	_		J						
[19]	3.79	19000	F	91%	0%	2%	1%	5%	0%	F	1600	F	19000	F	2001
19)	3.03	18000	F	91%	0%	95-70 <b>2</b> %	1%	5%	0%	F	1400	F	18000	F	2001
~~~				From:	22/	95-80		=0/	<u> </u>				4=000		
[19]	3.25	17000	F	91% To:	0%	2% Russell Cou	1% inty Line	5%	0% T	F	1400	F	17000	F	2001
City of Bristol									•						
Truck 19) (421) State St	0.21	10000	F	92%	SR 3	381 Commo 2%	nwealth Av	4%	0%	F	910	F	10000	F	2001
$\sim$				To: From:	10	02-3305 Pied	dmont Ave								
Truck 19 421 State St	0.34	9800	F	92%	0%	2%	1%	4%	0%	F	920	F	10000	F	2001
Truck Truck				To: From:	TR	UCK US 11 STATE		t							
19) (11) Randall St	0.93	7400	F	97%	0%	1%	1%	1%	0%	С	660	F	7700	F	2001
Fruck				To: From:	(	CUMBERL Oakview									
19 113 Moore St	0.12	10000	F	96% To:	0%	2% Euclid	0%	1%	0%	F	950	F	11000	F	2001
Vashington County				10.		Eucha	Ave								
58	2.65	1200	F	From: 89%	1%	Scott Cour	nty Line 2%	5%	0%	F	120	F	1200	F	2001
~	2.50	E000		From:	10/	95-70		E0/		г	460	Г	E100		2004
(58)	3.59	5000	F	89% To:	1%	4% WCL B	2% ristol	5%	0%	F	460	F	5100	F	2001
City of Bristol					_										
∫ <sub>58</sub> Gate City Hwy	0.50	5100	F	97%	0%	WCL B:	ristol 1%	1%	0%	С	500	F	5300	F	2001
30) 5, 7,		3.50	•	To:	0,0	I-81; US		. , 0				•		•	

				\	Washing	ton Mair	itenance	Area							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
City of Bristol				From: IC OO	001 N(D)/I	IC 00050	00(D(D)/	FROM RTS							
(58) (81)	2.44			15-00						timates	s for this s	eamer	nt		
(36) (61)	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2400	F	31000	F	2001
	Combined Traine.	0.000	•						_	•	2.00	•	01000	•	2001
	1.39			From: 5-0008				) RT 381 SO		timate	s for this s	eamer	nt		
58 81	Combined Traffic:	47000	F	75%	1%	2%	1%	21%	1%	F	3700	F	47000	F	2001
	Combined Traine.	47 000	•	To:		31-N(B)/IS			¬ ˈ″	•	0700	•	47000	•	2001
				From: IS-00				TO RTS 11							
(58) (81)	2.13						ectional	traffic vo	lume es	timates	s for this s	egmer	nt.		
$\hookrightarrow$	Combined Traffic:	42000	F	75%	1%	2%	1%	21%	1%	F	3400	F	43000	F	2001
								OM RTS 1	1						
(FO) (FO)	0.93			15-0	0081-N(B) See I-8				 lume es	timate	s for this s	eamer	nt		
58 81	Combined Traffic:	49000	F	75%	1%	2%	1%	21%	1%	F	3900	F	49000	F	2001
	Combined Trailic.	40000	-					ROM OLD A	_	'	3300	'	43000	•	2001
W 11 4 G				0000	: 11( <i>B</i> )/102	. 03310 0	02.1(10)/11	tom old i	-1						
Washington Cour	ntv			From: I	S-00081-N	(B)/JB-102	2/NCL BR	ISTOL/							
58 (81)	3.84					` _			lume es	timates	s for this s	egmer	nt.		
	Combined Traffic:	48000	F	75%	1%	2%	1%	21%	1%	F	3900	F	49000	F	2001
								RT 11 CO							
~~~				From: IS-00				FROM RT							
[58] [81]	0.99										s for this s	-			
$\sim$	Combined Traffic:	38000	F	75%	1%	2%	1%	21%	1%	F	3300	F	38000	F	2001
				From: IS-00	0081-N(B)/	IS-00081-1	N013A(L)/	TO RT 611	]						
58 (81)	2.00				See I-8	31 for dir	ectional	traffic vo	lume es	timates	s for this s	egmer	nt.		
$\bigcirc$	Combined Traffic:	41000	F	75%	1%	2%	1%	21%	1%	F	3300	F	42000	F	2001
								ROM RT 61							
$\bigcirc$	1.02			From: IS-00				FROM RTS		timata	s for this s				
58 81	1.93	00000	_	750/	1%							-		_	2004
	Combined Traffic:	39000	F	75%		2%	1%	21% O RTS 647	1%	С	4000	F	39000	F	2001
				3-0000	51-N(D)/13	-00061-110	714A(U)/1	O K13 047	0						
Town of Abingdo	n			From: IS	-00081-N(	R)/IR-140/	SCL ARD	NGDON/							
58 (81)	0.14			15					⊒ Iume es	timates	s for this s	eamer	nt.		
(36) (61)	Combined Traffic:	39000	F	75%	1%	2%	1%	21%	1%	С	4000	F	39000	F	2001
		00000	•						_			•	00000	•	
	1.06			From: IS-00				/TO RT 75		timato	s for this s	oamor	\ <del>+</del>		
58 81		40000	_	750/	1%			21%		ıımate: F		F		F	2004
	Combined Traffic:	46000	F	75%		2% P 00075	1%	ROM RT 7	1% 5	Г	3700	Г	46000	Г	2001
				15-000	761-IN(D)/3	K-000/3-	009A(R)/1	KOWI KI /	J						
Washington Cou	ntv			From: IS.	-00081-N(l	R)/IR-140/	NCL ABI	NGDON/							
(58) (81)	1.43			10		/			⊒ Iume es	timates	s for this s	egmer	nt.		
	Combined Traffic:	46000	F	75%	1%	2%	1%	21%	1%	F	3700	F	46000	F	2001
			-					O RTS 11 &							
(F) (II)	0.30	NA		From: S-0008	81-N(B)/18	-00081-NU	119A(L)/10	J K I S I I &	ζ.		NA		NA		
[58] [11]	0.50	IVA.		To: _0001	1(R)/IS-000	081_N(0197	(R)/FRO	M RT 81 NO	21		14/3		IVA		
				From:		11 East of		VI ICI OI IV	<u> </u>						
58	5.53	7900	F	93%	0%	2%	1%	4%	0%	F	690	F	8000	F	2001
$\bigcirc$				To		E 95-7	08		<b></b>						
(58)	3.57	5200	F	93%	0%	2%	1%	4%	0%	С	450	F	5200	F	2001
36)	J.J.		•	To:		WCL Dan		.,,	7	•		•		-	
Town of Damasco	200														
TOWIL OF Damasci	us			From:		WCL Dan	nascus								
58	1.38	5200	N	93%	0%	2%	1%	4%	0%	Ν	450	Ν	5200	Ν	2001
				To:	11	/ SR 91 Da	amaseue		<b>—</b>						
(58)	0.45	3900	F	93%	0%	2%	1%	4%	0%	F	320	F	4000	F	2001
(30)	0.40		•	To:	3,0	ECL Dam		1,0	¬ ~~	•	0_0	•	.000	•	_001
						Dull									

Note   Length   AAU   QA   4   10   6   10   10   10   10   10   10						Washin	gton Main									
Section   Sect	Route	Length	AADT	QA	4Tire	Bus	2Avlo			2Troil	QC	Design	QK	AAWDT	QW	Year
Second   S	Washington County						ZAXIE	3+AXIE	TITAL	ZITali		Hour				
Second   S	~~~															
Second   S	[58]	0.54	3900	N	93%	0%	2%	1%	4%	0%	N	320	N	4000	N	2001
See	$\sim$	0.00	740		From:				40/			00		700		2004
See	58	9.63	710	F	95%	0%	2%	1%	1%	<u> </u>	F	80	F	720	F	2001
ALT	$\sim$	F 00	500			00/			40/			40	_	F20		2004
Al	58	5.80	520	г					1%	¬ 0%	C	49	Г	530	F	2001
Section   Sect	ΔΙΤ				From:											
1800   F   91%   0%   2%   1%   5%   0%   F   1400   F   18000   F   2001	(58) (19)	3.25	17000	F	91%				5%	0%	F	1400	F	17000	F	2001
A	•				To:		95-80	2		<b></b>						
Second   S		2.02	40000	_		00/			E0/	00/	_	1400	_	19000	_	2001
Act   Company	(58) (19)	3.03	10000	Г	91%	0 70			5%	U% 	г	1400	г	10000	Г	2001
Note of Administration   Note   Not	ALT				From:		95-70									
Note	(58) (19)	3.79	19000	F					5%	0%	F	1600	F	19000	F	2001
ALT   State	<del>\times</del>				To:		NCL ABIN	GDON								
Combined Traffic: 2000   F   91%   0%   2%   1%   5%   0%   F   2100   F   2200   F   2001	Town of Abingdon				From:		NCI ADDI	CDON		1						
ALT	~~~	0.21	21000						5%	<b>-</b> 0%	F	2100	F	22000	F	2001
ALT   Same   Robert	(36) (19) . errerment res	0.2.	2.000	•	To:	0,0			0,0	¬ ~	•		·		•	_00.
Valley Street   Valley Stree	ALT			_							_				_	
ALT	58 Russell Rd	1.01	7200	F		0%			2%	¬ 0%	C	690	F	7600	F	2001
Section   February	ALT															
MAIN ST		0.24	12000	F	95%	1%			2%	0%	F	1100	F	12000	F	2001
Nashineton County	$\bigcirc$															
Nashineton County   Town of Abineton Count		0.78	18000	F		0%			1%	┚ 0%	C	1600	F	18000	F	2001
Tempsee State Line   Tempsee	(36) (73)	0.70		•		070		1 70	170	٦	Ū	1000	·	10000	•	2001
Tempsee State Line   Tempsee	Washington County															
SCL Abingdon   Town of Abinedon   Town of Abinedo	75	4.29	2300	F	95%	0%	2%	1%	2%	0%	F	240	F	2300	F	2001
Town of Abinedon   Town of Abi										<u> </u>			_		_	
Town of Abinedian   Town	75	4.46	4500	F		0%			2%	¬ <sup>0%</sup>	С	410	F	4600	F	2001
SCL Abingdon   SCL					10.		SCL Abir	igaon								
To	Town of Abingdon				From:		SCL Abir	ıgdon								
North   1800   F   97%   0%   1%   1%   1%   1%   0%   C   1600   F   18000   F   2001	(75)	0.98	6300	F	96%	0%			1%	0%	С	600	F	6600	F	2001
Nashington County   Substitution County					To		I-81									
Nashington County	75)	0.78	18000	F		0%		1%	1%	0%	С	1600	F	18000	F	2001
North   September   Septembe					To:		US 1	1								
80 1.06 2900 F 97% 0% 1% 1% 1% 0% F 270 F 3000 F 2001  80 2.19 980 F 97% 0% 1% 1% 1% 0% F 100 F 990 F 2001  80 6.00 870 F 97% 0% 1% 1% 1% 0% C 90 F 880 F 2001  80 2.06 550 F 97% 0% 1% 1% 1% 0% F 60 F 560 F 2001  80 3.67 310 F 97% 0% 1% 1% 1% 0% F 45 F 320 F 2001  80 0 0.65 14000 F 74% 1% 2% 1% 22% 1% F 940 F 14000 F 2001  Combined Traffic: 29000 F 75% 1% 2% 1% 21% 1% F 940 F 14000 F 2001	Washington County															
80 2.19 980 F 97% 0% 1% 1% 1% 0% F 100 F 990 F 2001    80   6.00 870 F 97% 0% 1% 1% 1% 1% 0% C 90 F 880 F 2001    80   2.06   550 F 97% 0% 1% 1% 1% 1% 0% F 60 F 560 F 2001    80   3.67   310 F 97% 0% 1% 1% 1% 1% 0% F 45 F 320 F 2001    80   80   80   80 F 97% 0% 1% 1% 1% 1% 0% F 45 F 320 F 2001    80   80   80   80 F 97% 0% 1% 1% 1% 1% 0% F 45 F 320 F 2001    80   80   80   80   80   80   80   8		1.06	2000	F		00/			10/	00/	_	270	_	2000	_	2004
80 2.19 980 F 97% 0% 1% 1% 1% 0% F 100 F 990 F 2001  80 6.00 870 F 97% 0% 1% 1% 1% 0% C 90 F 880 F 2001  80 2.06 550 F 97% 0% 1% 1% 1% 0% F 60 F 560 F 2001  80 3.67 310 F 97% 0% 1% 1% 1% 0% F 45 F 320 F 2001  80 North  81 0.65 14000 F 74% 1% 2% 1% 22% 1% F 940 F 14000 F 2001  Combined Traffic: 29000 F 75% 1% 2% 1% 21% 1% F 2100 F 30000 F 2001	(80)	1.00	<b>4900</b>	Г	91%				1 70	U%	г	210	г	3000	Г	2001
80 6.00 870 F 97% 0% 1% 1% 1% 0% C 90 F 880 F 2001  80 2.06 550 F 97% 0% 1% 1% 1% 0% F 60 F 560 F 2001  80 3.67 310 F 97% 0% 1% 1% 1% 0% F 45 F 320 F 2001  80 0 0.65 14000 F 74% 1% 2% 1% 22% 1% F 940 F 14000 F 2001  Combined Traffic: 29000 F 75% 1% 2% 1% 21% 1% F 2100 F 30000 F 2001		2.10	000	F					10/	00/	Е	100		000	Е	2004
80 6.00 870 F 97% 0% 1% 1% 1% 0% C 90 F 880 F 2001  80 2.06 550 F 97% 0% 1% 1% 1% 0% F 60 F 560 F 2001  80 3.67 310 F 97% 0% 1% 1% 1% 0% F 45 F 320 F 2001  80 0 0.65 14000 F 74% 1% 2% 1% 22% 1% F 940 F 14000 F 2001  Combined Traffic: 29000 F 75% 1% 2% 1% 21% 1% F 2100 F 30000 F 2001	80	2.19	980	г	97%	0%			170	U% —	Г	100	Г	990	Г	2001
80 2.06 550 F 97% 0% 1% 1% 1% 0% F 60 F 560 F 2001  80 3.67 310 F 97% 0% 1% 1% 1% 0% F 45 F 320 F 2001  80 Russell County Line    North   Combined Traffic: 29000 F 75% 1% 2% 1% 21% 1% F 2100 F 30000 F 2001		6.00	970			00/			10/			00	г	990		2001
80 2.06 550 F 97% 0% 1% 1% 1% 0% F 60 F 560 F 2001  80 3.67 310 F 97% 0% 1% 1% 1% 0% F 45 F 320 F 2001  North  1	(80)	0.00	0/0	г	9/%				170	U%	C	90	۲	000	Г	2001
North   Solution   S		2.06	EEO	_	From:				10/	00/	Е	60		EGO	Е	2004
3.67 310 F 97% 0% 1% 1% 1% 0% F 45 F 320 F 2001    North   State   Sta	(80)	∠.00	ວວບ	г	9/%	υ%			170	U%	г	00	۲	000	Г	∠00 i
North   To   Russell County Line     North   Tennessee State Line     North   Tennessee State Line   North   Tennessee State Line   North		2.07	242			00/			10/	00/		45		200		2004
North    10.65   14000   F   74%   1%   2%   1%   22%   1%   F   940   F   14000   F   2001	(80)	3.67	310	۲					1%	U% T	F	45	F	320	F	2001
0.65 <b>14000 F</b> 74% 1% 2% 1% 22% 1% F 940 F 14000 F 2001 Combined Traffic: <b>29000 F</b> 75% 1% 2% 1% 21% 1% F 2100 F 30000 F 2001	North															
Combined Traffic: <b>29000 F</b> 75% 1% 2% 1% 21% 1% F 2100 F 30000 F 2001		0.65	14000	F					22%	<b>⊿</b> 1%	F	940	F	14000	F	2001
	Comb															
	331112		_5550	•		. 70			,,	¬ ` ~	•		•		•	

				1	Washin	gton Mair	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	ΟW	Year
Route	Length	AADI	QД	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIX	AAWDI	QVV	i Cai
City of Bristol				From:		CCL D	1 4 1								
North 81	0.61	14000	F	74%	1%	SCL Br 2%	1%	22%	<b>_</b> 1%	F	940	F	14000	F	2001
(61)	Combined Traffic:		F	75%	1%	2%	1%	21%	1%	F	2100	F	30000	F	2001
	combined traine.	20000	•	To:	. 70			2170	¬ ```	•	2100	•	00000	•	2001
North				From:		US 58, U									
(81)	2.44	15000	F	74%	1%	2%	1%	22%	1%	F	1200	F	15000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2400	F	31000	F	2001
North				To: From:		I-38	1								
(81)	1.39	25000	F	74%	1%	2%	1%	22%	1%	F	2000	F	25000	F	2001
01)	Combined Traffic:		F	75%	1%	2%	1%	21%	1%	F	3700	F	47000	F	2001
				To:					٦			-		•	
North				From:		US 11 &									
81)	2.13	21000	F	74%	1%	2%	1%	22%	1%	F	1800	F	22000	F	2001
<u> </u>	Combined Traffic:	42000	F	75%	1%	2%	1%	21%	1%	F	3400	F	43000	F	2001
North				To: From:		Old Airpo	ort Rd								
(81)	0.93	22000	F	74%	1%	2%	1%	22%	1%	F	1800	F	22000	F	2001
	Combined Traffic:	48000	F	75%	1%	2%	1%	21%	1%	F	3900	F	49000	F	2001
				To:		NCL B	ristol								
Washington Cour	ntv														
North				From:		NCL B			J						
81)	3.84	22000	F	74%	1%	2%	1%	22%	1%	F	1800	F	22000	F	2001
	Combined Traffic:	48000	F	75%	1%	2%	1%	21%	1%	F	3900	F	49000	F	2001
North				To: From:		RT F-3	310		]						
(81)	0.99	20000	F	74%	1%	2%	1%	22%	1%	F	1700	F	20000	F	2001
	Combined Traffic:	38000	F	75%	1%	2%	1%	21%	1%	F	3300	F	38000	F	2001
				To:		95-61	1								
North			_	From:	40/					_	4=00	_		_	
81	2.00	20000	F	74%	1%	2%	1%	22%	1%	F	1700	F -	20000	F -	2001
	Combined Traffic:	41000	F	75%	1%	2%	1%	21%	1%	F	3300	F	42000	F	2001
North				To: From:		SR 14	40		]						
(81)	1.93	20000	Α	74%	1%	2%	1%	22%	1%	Α	1800	Α	20000	Α	2001
	Combined Traffic:	39000	F	75%	1%	2%	1%	21%	1%	С	4000	F	39000	F	2001
				To:		SCL Abi	ngdon								
Town of Abingdo	n														
North				From:		SCL Abi			╛						
81)	0.14	20000	Α	74%	1%	2%	1%	22%	1%	Α	1800	Α	20000	Α	2001
	Combined Traffic:	39000	F	75%	1%	2%	1%	21%	1%	С	4000	F	39000	F	2001
North				To: From:		SR 7	5								
(81)	1.06	24000	F	74%	1%	2%	1%	22%	1%	F	1900	F	24000	F	2001
	Combined Traffic:		F	75%	1%	2%	1%	21%	1%	F	3700	F	46000	F	2001
				To:		NCL Abi	ngdon								
Washington Cour	ntv														
North				From:		NCL Abi							_		
81	1.43	24000	F	74%	1%	2%	1%	22%	1%	F	1900	F	24000	F	2001
~	Combined Traffic:	46000	F	75%	1%	2%	1%	21%	1%	F	3700	F	46000	F	2001
North				To: From:		US 11, U	JS 58								
(81)	2.62	18000	F	74%	1%	2%	1%	22%	1%	F	1400	F	18000	F	2001
	Combined Traffic:		F	75%	1%	2%	1%	21%	1%	F	2800	F	36000	F	2001
				To:								· 			
North				From:		95-70						_			
81	2.66	17000	F	74%	1%	2%	1%	22%	1%	F	1400	F -	17000	F -	2001
	Combined Traffic:	36000	F	75%	1%	2%	1%	21%	1%	F	2700	F	36000	F	2001
				To:		SR 8	0								

					Washin	gton Main	itenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	QW	Year
	· ·		~.	0	_40	2Axle	3+Axle	1Trail	2Trail		Hour	~.`		٠. <b>.</b>	. •••
Washington County North	7			From:		SR 80	0		1						
(81)	1.52	17000	F	74%	1%	2%	1%	22%	1%	F	1300	F	17000	F	2001
	Combined Traffic:	35000	F	75%	1%	2%	1%	21%	1%	F	2600	F	36000	F	2001
				To:		95-73	7		<del></del>						
North	2.97	16000	F	74%	1%	2%	1%	22%	 1%	F	1200	F	16000	F	2001
81	Combined Traffic:	32000	F	75%	1%	2%	1%	21%	1%	F	2300	F	32000	F.	2001
	Combined Traine.	02000	•	То:	170			2170	¬ ```	•	2000	•	02000	•	2001
North				From:		SR 9									
81	2.68	17000	F	74%	1%	2%	1%	22%	1%	F	1200	F	17000	F -	2001
	Combined Traffic:	33000	F	75%	1%	2%	1%	21%	1% 	F	2300	F	33000	F	2001
North				From:		US 1	1		_						
( <del>81</del> )	2.31	14000	F	74%	1%	2%	1%	22%	1%	F	970	F	14000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2200	F	31000	F	2001
				To:		Smyth Cour	nty Line		<u> </u>						
South	1.00	45000	_	From:		Tennessee S		400/		_	4000	_	45000	_	0004
81	1.06	15000	F	76%	1%	2%	1%	19%	1%	F	1200	F	15000	F	2001
	Combined Traffic:	29000	F	75% To:	1%	2% SCL Bri	1%	21%	<b>1</b> %	F	2100	F	30000	F	2001
C'' CD ' '						SCL BI			_1						
City of Bristol South				From:		SCL Bri	istol								
(81)	0.16	15000	F	76%	1%	2%	1%	19%	1%	F	1200	F	15000	F	2001
	Combined Traffic:	29000	F	75%	1%	2%	1%	21%	1%	F	2100	F	30000	F	2001
O th-				To: From:		US 58, U	S 421		1						
South 81	3.58	16000	F	76%	1%	2%	1%	19%	1%	F	1200	F	16000	F	2001
(81)	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2400	F	31000	F	2001
				To:		I-381									
South	4.05		_	From:	40/			400/	40/	_	4000	_	00000	_	0004
81	1.25	22000	F	76% 75%	1%	2% 2%	1%	19%	1% 1%	F F	1800 3700	F F	22000	F F	2001 2001
	Combined Traffic:	47000	F	75%	1%		1%	21%	176	Г	3700	Г	47000	Г	2001
South				From:		US 11, U	IS 19		_						
(81)	1.99	21000	F	76%	1%	2%	1%	19%	1%	F	1600	F	21000	F	2001
	Combined Traffic:	42000	F	75%	1%	2%	1%	21%	1%	F	3400	F	43000	F	2001
South				To: From:		Old Airpo	ort Rd								
81	0.50	27000	F	76%	1%	2%	1%	19%	1%	F	2000	F	27000	F	2001
	Combined Traffic:		F	75%	1%	2%	1%	21%	1%	F	3900	F	49000	F	2001
				To:		NCL Br	istol								
Washington County	T.								_						
South	3.79	27000	F	76%	1%	NCL Br	istol 1%	19%	1%	F	2000	F	27000	F	2001
81	3.79 Combined Traffic:		F	76% 75%	1%	2% 2%	1%	21%	1%	F	3900	F	49000	F	2001
	Combined Haille.	40000	r	7 J /0	1 /0			∠ I /0	70		3900	-	73000		2001
South				From:		RT F-3									
South 81	1.29	18000	F	76%	1%	2%	1%	19%	1%	F	1600	F -	18000	F	2001
~	Combined Traffic:	38000	F	75%	1%	2%	1%	21%	1%	F	3300	F	38000	F	2001
South				To: From:		95-61	1		]						
81	1.93	21000	F	76%	1%	2%	1%	19%	1%	F	1600	F	22000	F	2001
	Combined Traffic:	41000	F	75%	1%	2%	1%	21%	1%	F	3300	F	42000	F	2001
				To:		SR 14	10		<b>—</b>						
South	1.40	19000	F	76%	1%	2%	1%	19%	1%	С	2200	F	19000	F	2001
81	Combined Traffic:		F F	76% 75%	1%	2% 2%	1%	21%	1%	С	4000	F	39000	F	2001
	Combined Haille.	39000	r	To:	1 /0	SCL Abir		∠ I /0	7 ' '	C	7000	-	39000		2001
						~ ~ ~ 1 10H	٠٠٠٠٠								

					vasiiii	gton Main									
Route	Length	AADT	QA	4Tire	Bus	2 A vla	Tru		OTrail	QC	Design	QK	AAWDT	QW	Year
Town of Abingdon	_					∠Axie	3+Axle	ıırall	2Trail		Hour				
South				From:		SCL Abir									
81)	0.69	19000	F	76%	1%	2%	1%	19%	1%	С	2200	F	19000	F	2001
	Combined Traffic:	39000	F	75%	1%	2%	1%	21%	1%	С	4000	F	39000	F	2001
South				From:		SR 7:	5								
81)	0.79	22000	F	76%	1%	2%	1%	19%	1%	F	1700	F	23000	F	2001
	Combined Traffic:	46000	F	75%	1%	2%	1%	21%	1%	F	3700	F	46000	F	2001
				To:		NCL Abir	ngdon								
Vashington Count	v														
South	1.52	22000	F	76%	1%	NCL Abir	ngdon 1%	19%	1%	F	1700	F	23000	F	2001
81	Combined Traffic:	46000	F	75%	1%	2%	1%	21%	1%	F	3700	F	46000	, F	2001
	Combined Trailic.	40000		7570	1 /0			2170	¬ 1 /0	'	3700	'	40000	'	2001
outh				From:		US 11, U									
81)	3.04	18000	F	76%	1%	2%	1%	19%	1%	F	1400	F	18000	F	2001
	Combined Traffic:	36000	F	75%	1%	2%	1%	21%	1%	F	2800	F	36000	F	2001
outh				To: From:		95-70	4		]——						
81)	2.56	19000	F	76%	1%	2%	1%	19%	 1%	F	1300	F	19000	F	2001
01)	Combined Traffic:	36000	F	75%	1%	2%	1%	21%	1%	F	2700	F	36000	F	2001
			•	To	-	SR 80			¬						
outh	4.47		_	From:	40/			400/		_	1000	_	40000	_	0004
81	1.47	19000	F	76%	1%	2%	1%	19%	1%	F	1300	F	19000	F	2001
	Combined Traffic:	35000	F	75%	1%	2%	1%	21%	1% 	F	2600	F	36000	F	2001
outh				From:		95-73	7								
81)	2.94	16000	F	76%	1%	2%	1%	19%	1%	F	1100	F	16000	F	2001
	Combined Traffic:	32000	F	75%	1%	2%	1%	21%	1%	F	2300	F	32000	F	2001
				To: From:		SR 9	1								
outh	2.88	16000	F	76%	1%	2%	1%	19%	 1%	F	1100	F	16000	F	2001
81	Combined Traffic:	33000	F	75%	1%	2%	1%	21%	1%	F	2300	F	33000	F	2001
	Combined Traine.	33000	•	To:	1 70			2170	¬ ' ' '	•	2000	•	00000	•	2001
outh				From:		US 1									
81)	1.83	17000	F	76%	1%	2%	1%	19%	1%	F	1200	F	17000	F	2001
	Combined Traffic:	31000	F	75% To:	1%	2%	1%	21%	<b>1</b> %	F	2200	F	31000	F	2001
						Smyth Cour									
	1.62	2700	_	83%	0%	<u>Γennessee S</u>	tate Line 5%	8%	0%	С	220	F	2000	F	2001
91)	1.02	2700	г	03% To:	0%	US 5		6%	¬ <sup>0%</sup>	C	220	Г	2800	Г	2001
4.70						03.5	0								
own of Damascus	<u> </u>			From:		US 5	8								
91) (58)	0.45	3900	F	93%	0%	2%	1%	4%	0%	F	320	F	4000	F	2001
				To:		CL Dama	ascus								
Vashington Count	V														
$\neg \sim$	0.54			From:	00/	CL Dama		40/			000		4000		0004
91 [58]	0.54	3900	N	93% To:	0%	2%	1%	4%	0%	N	320	N	4000	N	2001
				10.		US 5	8								
Cown of Damascus	1			From:		US 5	8								
91)	0.70	2100	F	91%	0%	1%	3%	4%	0%	С	180	F	2200	F	2001
				To:		NCL Dam									
Vashington Count	v														
				From:	201	NCL Dam		***			105		600-		
91)	6.85	2100	N	91%	0%	1%	3%	4%	0%	N	180	N	2200	N	2001
				To: From:	9	5-803 South	n of Lodi								
91	0.97	2000	F	91%	0%	2%	3%	4%	0%	F	180	F	2000	F	2001
				To: From:	9	5-762 North	n of Lodi		7						
$\overline{}$		0400	_	91%	0%	1%		4%	0%	F	190	F	2100	F	2001
91)	3.57	2100	F	91/0	U /0	1 70	3%	4 70	0 70	г	190	Г	2100		2001

				•							Dooign				
Route	Length	AADT	QA	4Tire	Bus					QC	•	QK	AAWDT	QW	Year
Washington County						ZAXIC	JIANIC	TTTGII	ZIIdii		rioui				
$\neg \sim$	2.42			From:	201			10/		_		-	2.122	_	2224
91) [11]	0.13	6300	F	96%	0%	2%	1%	1%	0%	F	560	F	6400	F	2001
				To: From:					]						
91	0.51	4800	N		0%			1%	<b>-</b> 0%	N	440	N	4800	N	2001
				10.		SCL Glade	Spring								
Town of Glade Spring				From:		SCL Glade	Spring		ı						
91)	1.37	4800	F	95%	0%		1%	1%	0%	F	440	F	4800	F	2001
<u></u>				To:			0.1								
91)	0.77	3000	F	95%	0%			1%	0%	С	250	F	3000	F	2001
91)			•	To:					٦ ```	_		-		•	
Vashington County				•											
—				From:		NCL Glade	Spring								
(91)	5.43	2500	F	95%	0%	2%	1%	1%	0%	F	220	F	2600	F	2001
				To:		WCL Sal	tville								
own of Saltville				rI		**			_						
<u></u>	0 E2	3500	_	<u> </u>	Ω0/			10/		C	300	_	3500	_	2004
91	0.52	3000		96% To:		Truck   2Axle 3+Axle 1Trail 2Trail 2Trail   QC   Design   Hour   QK   AAWDT   QW   Ye		200 T							
					vv	asimigton CC	ranty Line		_1						
<u>Cown of Glade Spring</u> Bus				From:	5	S SR 91 Glad	e Spring								
91)	1.38	800	F	97%	0%			1%	0%	С	90	F	810	F	2001
				To:	N	N SR 91 Glac	le Spring								
City of Bristol															
				From:										_	
113 Cumberland St											Hour QK AAWDT QW  F 560 F 6400 F 2  N 440 N 4800 N 2  F 440 F 4800 F 2  C 250 F 3000 F 2  C 300 F 3500 F 2  C 300 F 3500 F 2  C 300 F 3500 F 2  C 380 F 3900 F 3  C 380 F 3900 F 3				
Com	bined Traffic:	3700	F				Truck			2001					
				From:	J										
113)Piedmont Ave	Combined Traffic:   4800   AAV   Combined Traffic:   4800   F   96%   0%   0%   2%   1%   1%   0%   F   560   F   6400   F   2001														
				To:											
113)Piedmont Ave	0.25	3200	F					1%	0%	F	330	F	3300	F	2001
113)1 leditiont 740	0.20	0200	•		0 70			1 /0	٦ ٽ ر	•	000	•	0000	•	2001
						Piedmont									
<sub>113</sub> )Oakview Ave	0.60	2200	F		0%	2%	0%	1%	0%	С	240	F	2300	F	2001
113)Moore St	0.12	10000	F		0%			1%	 	F	950	F	11000	F	2001
113) MOOIC OT	0.12	10000	•		0 70			1 /0	7 ~~		330	'	11000	•	2001
				From:	CD '										
Sycamore St	0.40	1100	F						 0%	С	110	F	1100	F	2001
Com															
<b>55</b>		0.00	•		0,0			. , ,	٦ <i>٠</i> ٠٠			•	0000	•	
own of Abingdon				-					•						
				From:			gdon								
140 Jonesboro Rd	0.38	18000	F		1%			5%	0%	С	1600	F	18000	F	2001
				To:		US 11 Ma	in St								
City of Bristol				_											
North	4.07	7000	_		00/			201		_	0.40	_	7000	Г.	0004
381															
Com	1.37														
									1						
South	4.07	7700			00/			20/		۸	040	٨	7000	٨	2004
381															
Com	bined Traffic:	15000	В		υ%		υ%	3%	٠%	В	1700	В	16000	В	2001
				10:		I-81									

				'	Washin	gton Mair	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Bristol				» I					211411		rioui				
381 Commonwealth Ave	0.07	19000	N	93%	1%	St; Tenness 2%	3%	1%	┙ ○%	N	1800	N	20000	N	2001
381 Commonwealth Ave	0.16	19000	F	93%	1%	US 42 2%	3%	1%	0%	F	1800	F	20000	F	2001
381 Commonwealth Ave	0.16	21000	F	From: 94%	0%	2%	erland Ave 0%	3%	0%	F	1900	F	21000	F	2001
381 Commonwealth Ave	0.19	22000	F	From: 94%	SR 0%	133 Par; Sy 2%	ycamore St 0%	3%	0%	F	1900	F	22000	F	2001
(381) Commonwealth Ave	0.63	23000	F	From: 94%	0%	US 11 Euc 2%	0%	3%	0%	F	2000	F	23000	F	2001
				To:		Keys St;	I-381								
Washington County				From:		Scott Coun	ty Line		T						
(421) (58)	2.65	1200	F	89%	1%	4%	2%	5%	0%	F	120	F	1200	F	2001
421 58	3.59	5000	F	89% To:	1%	95-70 <b>4%</b> WCL Bi	2%	5%	0%	F	460	F	5100	F	2001
City of Bristol				ı											
(421) (58) Gate City Hwy	0.50	5100	F	97%	0%	WCL Bi	ristol 1%	1%	0%	С	500	F	5300	F	2001
<u>421</u>	0.21	7100	F	From: 92%	0%	US 58; 2%	I-81 1%	4%	0%	С	600	F	7300	F	2001
<u>421</u>	0.80	8400	F	From: 92%	0%	Island 2%	Rd 1%	4%	0%	F	760	F	8800	F	2001
421 11 Euclid Ave	0.75	16000	F	From: 98%	0%	W US	0%	0%	0%	F	1400	F	16000	F	2001
(421) (11) Euclid Ave	0.19	18000	F	To: From: 98%	0%	Vance	St 0%	0%	0%	F	1600	F	19000	F	2001
				To:		Bob Morris	on Blvd		<b>—</b>						
(421) (11) Euclid Ave	0.18	20000	F	98%	0%	1%	0%	0%	0%	F	1800	F	21000	F	2001
Commonwealth	0.19	22000	F	94%	0%	E RT 2%	0%	3%	0%	F	1900	F	22000	F	2001
(421) (381) Commonwealth	0.16	21000	F	94%	0%	2 133 Par Sy 2%	0%	3%	0%	F	1900	F	21000	F	2001
Commonwealth	0.16	19000	F	From: 93%	SR 1%	2%	3%	1%	0%	F	1800	F	20000	F	2001
(421) State St	0.21	10000	F	To: From: 92%	SR 3	RT 38 881 Commo 2%		4%	0%	F	910	F	10000	F	2001
<u></u> ·)				To		2-3305 Piec									
State St	0.34	9800	F	92%	0%	2% uck US 11	1%	4%	0%	F	920	F	10000	F	2001
State St	0.28	12000	F	92% To:	0%	2% on St; Tenne	1%	4% Line	0%	F	1100	F	13000	F	2001
Washington County						,									
(600)	0.45	240	R	From:		95-72	2.6				NA		NA		1998
600	1.00	340	R	From:		95-77			]—— -		NA		NA		1998
				To:		US 5									_
601)	0.15	20	R	From:		US 58 SC			」 <del>-</del>		NA		NA		10/29/2001
				To:		95-75	6								

Route	Length	AADT	QA	4Tire	Bus	2Axle	I ru 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Washington County				From:		95-75	6								
601)	2.30	46	R	<u> </u>		75-15	0				NA		NA		10/29/2001
				To:		US 58 NO	RTH								
$\bigcirc$				From:		US 58	3								
602	1.20	60	R						_		NA		NA		10/29/2001
				From:	9	Smyth Coun	ty Line								10/00/000
602 602	0.70	80	R						_		NA		NA		10/29/2001
$\bigcirc$	0.00	400		To: From:	5	Smyth Coun	ty Line				NI A		NIA		4000
(602)	0.30	180	R	To:		95-603 E	AST		7		NA		NA		1998
				From:		95-603 W									
602	0.26	46	R								NA		NA		10/29/2001
				To:		Dead E	nd								
				From:		US 58									
603	0.56	720	F	97%	0%	2%	0%	2%	0%	С	70	F	730	F	2001
				To: From:		95-75			]						
603	0.35	800	F	97%	0%	2%	0%	1%	0%	F	70	F	810	F	2001
				To: From:		95-602 V	Vest								
603	0.25	820	F	97%	0%	2%	0%	1%	0%	F	80	F	830	F	2001
				To:	5	Smyth Coun	ty Line								
$\sim$				From:	9	Smyth Coun	ty Line								
604)	1.00	100	R								NA		NA		1998
				To: From:		95-73	0								
604)	1.20	190	R								NA		NA		1998
				To: From:	JEF.	FERSON F	OR BNDY	r	]						
604)	0.80	240	R						_		NA		NA		1998
<u> </u>				To: From:		95-605 SO									
600	1.30	290	F	97%	0%	95-605 NC 1%	0%	1%	0%	С	40	F	290	F	2001
604)	1.50	290	Г	To:	0 70	95-76		1 /0	7 0 / 0	C	40	'	230	'	2001
				From:		SR 91			1						
605)	1.37	980	R			SK 91	<u> </u>		_		NA		NA		1998
003)				To:		05.72	4		_						
605	3.05	430	R	From:		95-72	4				NA		NA		1998
605)	0.00	400		т		0.5. = 0.4. ***	mam.		_				101		1000
	3.75	480	R	From:		95-731 W	EST				NA		NA		1998
605	5.75	400	11	_					_		INA		INA		1330
	1.90	170	R	From:		95-87	1				NA		NA		1998
605	1.90	170	K	To:		Smyth Coun	ity Line		7		INA		INA		1990
				From:		Smyth Coun									
606)	0.58	40	R			Sillyul Couli	ity Line		_		NA		NA		10/25/2001
(000)			••	To:		Dead E	nd		7						
				From:		95-76	2								
607	0.17	120	R	<u> </u>		,,,,,,	_				NA		NA		1998
				To:		95-736 E	AST		¬						
607)	1.00	170	R	From:		70 700 E			1		NA		NA		1998
				To:	9	Smyth Coun	ty Line								
				From:		95-76	2								
608)	1.69	190	R						_		NA		NA		1998
				To:		95-736; 95	5-761		1						
608)	3.30	230	R	From:		, / 5					NA		NA		1998
				To:	(	Smyth Coun	ty Line								
				From:		ECL Abin	gdon								
609	1.18	1900	F	98%	0%	1%	0%	0%	0%	F	180	F	1900	F	2001
				To:		95-87	9		1						

				\	Washin	gton Main	tenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Hour				
Washington County				From:		95-87	9								
609	0.61	2000	F	98%	0%	1%	0%	0%	0%	F	200	F	2100	F	2001
				To: From:		95-70			J						
609	1.02	1600	F	98%	0%	1%	0%	0%	0%	F	180	F	1600	F	2001
	0.44	4000		From:	00/	95-694 W		00/			400		4000		2004
609	0.11	1800	F	98%	0%	1%	0%	0%	0%	F	180	F	1800	F	2001
600	1.10	1200	Α	From: 98%	0%	95-694 E 1%	0%	0%	0%	Α	140	Α	1300	Α	2001
609	1.10	1200		To:	0 70			0 70	7	,,	140	,,	1000	,,	2001
609	0.36	1400	F	From: 98%	0%	95-84 1%	0%	0%	0%	F	140	F	1500	F	2001
0009				To:		SR 80 W									
	1.48	980	F	98%	0%	SR 80 EA	AST 0%	1%	0%	F	100	F	990	F	2001
609	1.40	900	Г	90%	0%			1 70	U% <b>¬</b>	Г	100	г	990	Г	2001
600	0.07	2600	F	From: 98%	0%	95-737 W 1%	/EST 0%	0%	0%	F	240	F	2600	F	2001
609	J.01		_ '		J /0			J /0		'		_ '			
(600)	0.55	2200	F	From: 98%	0%	95-65 1%	0%	0%	0%	F	200	F	2200	F	2001
609				To:	<b>3</b> / 0	95-83		- 70							
(609)	2.53	1300	F	From: 86%	1%	12%	0%	1%	0%	С	130	F	1400	F	2001
				To:		WCL Glade	Spring								
Town of Glade Spring															
	0.42	1200		From: 86%	1%	WCL Glade 12%	Spring 0%	1%	0%	N	130	N	1400	N	2001
609)	0.42	1300	N	00%	1 70			1 70	076	IN	130	IN	1400	IN	2001
600	0.06	2800	F	Fram: 86%	1%	95-75 12%	0 0%	1%	0%	F	250	F	2800	F	2001
609	0.00	2000	•	То:		91 BUS; Ga			٦	•	200	·	2000	•	2001
$\bigcirc$	2.12			From:		5-1309; Gap									4000
609	0.16	690	R						_		NA		NA		1998
	0.00	740		From:	40/	SR 91 Und		40/			00		700		2004
609	0.62	740	F	86% To:	1%	12% ECL Glade	0% Spring	1%	0%	F	80	F	760	F	2001
Washington County						Deb Glade	Spring								
				From:		ECL Glade									
(609)	0.41	740	N	86%	1%	12%	0%	1%	0%	N	80	N	760	N	2001
				To: From:		95-75	1								
609)	0.65	510	R								NA		NA		1998
$\overline{}$	4.00	200		From:		95-75	3				NIA		NIA		4000
(609)	1.29	360	R	To:		Smyth Coun	nty Line		_		NA		NA		1998
				From:		95-64									
(610)	0.10	90	R			75 01	<u> </u>		1		NA		NA		1998
				To:		Dead E	ind								
				From:		Dead E	nd								
<b>(611)</b>	0.40	60	R	To:		05 (47 F	ACT		_		NA		NA		1998
				From:		95-647 E 95-647 W									
611)	0.48	1400	R								NA		NA		1998
				To: From:		I-81 N RA	MPS								
(611)	0.08	3300	R								NA		NA		1998
				To: From:		I-81 S RA	.MPS		]						
(611)	0.06	4900	R								NA		NA		1998
<u> </u>				To: From:		US 1	1		]				• • • •		
611)	1.70	920	R	To:		05.645.53	ALITELI		_		NA		NA		1998
				To:		95-645 SC	JUTH								

Route	Length	AADT	QA	4Tire	Rue	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Washington County				From:	95-645 NO	ORTH								
611)	0.90	350	R		70 0 10 110	<i>-</i>				NA		NA		1998
				To: From:	95-68	1		]						
611)	1.70	250	R					_		NA		NA		1998
611)	1.60	320	R	From:	95-63	3				NA		NA		1998
				To: From:	95-70	00		1						
(611)	3.69	130	R	T KML						NA		NA		10/18/200
	0.08	100	R	From:	3.69 MN 9	95-700		]		NA		NA		1998
611)	0.06	100	K	To:	US 19 SC	OUTH				INA		INA		1990
	5.51	380	R	From:	US 19 NO	)RTH				NA		NA		1998
611)	0.01	300	IX.	To:	95-692 SC	OUTH		1		14/4		IVA		1000
644	4.74	190	R	From:	95-692 NO	ORTH				NA		NA		10/18/200
611)	7.17	130		To:	SR 80 SO			1		1471		10.0		10/10/200
611	6.30	260	R	From:	SR 80 NC	)RTH				NA		NA		1998
611)	0.00			To	95-74	17		¬						1000
611)	3.40	150	R	From:	75-14			_		NA		NA		10/22/200
				To:	Smyth Cour			<u> </u>						
612)	3.20	30	R	From:	95-80	2				NA		NA		10/25/200
612				To:	Russell Cou	nty Line								. 0. 20. 20.
$\bigcirc$				From:	SR 80		10/				_			
613)	3.93	550	F	99%	0% 0%	0%	1%	0%	F	60	F	560	F	2001
613)	0.57	790	F	From: 98%	95-747 W 0% 0%	VEST 0%	1%	0%	С	70	F	800	F	2001
				To	95-747 E			7						
613)	2.47	1100	F	99%	0% 0%	0%	1%	0%	F	100	F	1100	F	2001
				To: From:	Smyth Cour									
<b>614</b> )	1.37	280	F	99%	Scott Coun 0% 1%	0%	0%	0%	F	30	F	290	F	2001
				To: From:	95-80	)2								
614)	0.20	240	R	T KAIL						NA		NA		1998
	0.00	4=0		To: From:	95-61	.5		]		NIA		NIA.		40/45/000
614)	0.30	170	R					_		NA		NA		10/15/200
614)	3.70	130	R	From:	95-87	3				NA		NA		1998
				To: From:	95-62	21		<del></del>						
614)	1.26	480	F	99%	0% 1%	0%	0%	0%	С	49	F	490	F	2001
$\bigcirc$	0.04			To: From:	95-62	.2		]						1000
614)	0.84	220	R					_		NA		NA		1998
614)	1.50	110	R	From:	95-85	6				NA		NA		10/15/200
				To: From:	95-62	23		<del></del>						
614)	0.50	10	R					_		NA		NA		10/15/200
				To: From:	Dead End; Gap 95-798; Gap			+						
<b>614</b> )	1.00	40	R					<b>-</b>		NA		NA		10/15/200
				To: From:	Dead End; Gap 95-624; Gap			-						
(614)	1.60	80	R					_		NA		NA		10/15/200
				To:	65-62	.5								

					washin	gton Mai	ntenance			Des.				
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Washington County				From:				 						
614)	2.70	140	R	From:		95-6	25			NA		NA		10/15/2001
	2.20	330	R	To: From:		95-6	26			NA		NA		1998
614)			• • •	To: From:		95-700		1						
614)	2.00	210	R	Piolii.		95-700				NA		NA		1998
				To: From:		95-633 \ 95-633 \								
614)	1.80	140	R	To:				 		NA		NA		11/05/2001
				From:		95-6 Scott Cou								
615)	1.69	240	R					<u>-</u>		NA		NA		1998
				To: From:		95-6								
616)	2.80	70	R	110011		Scott Cou	nty Line	_		NA		NA		10/15/2001
				To: From:		95-629	WEST							
616	0.10	60	R					_		NA		NA		10/15/2001
616)	2.50	70	R	From:		95-629	EAST			NA		NA		10/15/2001
				To: From:		95-6	28							
616)	1.40	150	R							NA		NA		1998
	1.17	740	R	To: From:		95-622 V	WEST	]		NA		NA		1998
616)	1.17	740		To		95-622	FAST			INA		INA		1990
616	1.50	160	R	From:		)3 022 ·	L2 10 1			NA		NA		1998
	0.00	400		To: From:		95-7	98			NIA		NIA		1000
616	2.90	100	R	To:		05 (25)	итет	_		NA		NA		1998
<b>616</b>	1.00	130	R	From:		95-625	WESI			NA		NA		1998
				To: From:		95-625	EAST							
616	1.80	70	R	To:		95-614 N	IOR TH	7		NA		NA		10/15/2001
$\bigcirc$	1.10			From:		95-614 S	OUTH							10/10/0001
616	1.40	46	R	To:		95-6	26	7		NA		NA		10/18/2001
				From:		Scott Cou								
617)	0.60	60	R					_		NA		NA		10/15/2001
	1.10	120	R	From:		95-6	18			NA		NA		10/15/2001
<u>617</u>				To: From:		95-630 S		1						
(617)	3.50	280	R	rion.		95-630 N	ORTH			NA		NA		1998
				To: From:		95-700 N 95-700 S								
<b>617</b> )	2.40	330	R					<u>-</u>		NA		NA		1998
				To:		95-6								
618)	2.80	130	R	From:		US:	8	_		NA		NA		10/15/2001
				To:		95-6								
<b>(619)</b>	0.80	60	R	From:		95-6	13			NA		NA		10/22/2001
019				To:		Dead	End			141		101		. 5
	0.00	45	-	From:		95-6	14			NIA		NIA		10/15/2004
620	0.90	45	R	To:		95-8	02			NA		NA		10/15/2001

Route	Length	AADT	QA	4Tire	Bus			JCK 1Trail		QC	Design	QK	AAWDT	QW	Year
Washington County								1Trail	∠ i i ali		Hour				
	0.20	420		From:	00/	95-614		00/	00/		40		440		2004
621)	0.30	430	F	98% To:	0%	1% 95-802	0%	0%	0%	С	48	F	440	F	2001
				From:		95-640									
622	1.57	1200	F	98%	0%	1%	0%	0%	0%	С	110	F	1200	F	2001
				To: From:		95-700	)								
622	2.57	840	F	98%	0%	1%	0%	0%	0%	F	80	F	850	F	2001
				To: From:		95-616 EA									
622	1.07	640	F	98%	0%	1%	0%	0%	0%	F	60	F	650	F	2001
				To:		95-614									
200	0.50	60	R	From:		95-614					NA		NA		10/15/20
623	0.50	00	IX.	To:		95-802	!				IVA		IVA		10/13/200
				From:		95-614									
624	0.70	20	R								NA		NA		10/15/200
				To:		Dead Er									
605	1.20	130	R	From:		95-614					NA		NA		10/15/200
625)	1.20	130	IX.	То:		95-616 W	EST		1		INA		INA		10/13/200
$\bigcirc$	0.00		_	From:		95-616 EA									4000
625	2.00	200	R	To:		95-700 W	FST		7		NA		NA		1998
				From:		95-700 EA									
625)	2.37	300	R								NA		NA		1998
				From:		95-633 EA	AST								1000
625)	1.23	390	R						_		NA		NA		1998
	1.45	1200	R	From:		95-657 NO	RTH				NA		NA		1998
625)	1.43	1200	K	To		05 645 W	nom.		_		INA		INA		1990
625)	2.06	1000	R	From:		95-645 W	ESI				NA		NA		1998
023)				To:		US 11									
$\widehat{}$				From:		95-700	)								
626	4.40	130	R	To:		05.614			7		NA		NA		10/18/200
				From:		95-614			1						
627)	2.00	90	R			Dead Er	10		_		NA		NA		11/08/20
021)				To		95-628			1						
627)	1.10	230	R	From:					_		NA		NA		1998
				To: From:		95-700 W									
627)	2.10	470	R			95-700 EA	151				NA		NA		1998
				To:		95-633 EA									
627	0.60	570	R	From:		95-633 W	EST				NA		NA		1998
627)				To:		95-656							177		1000
627)	1.40	170	R	From:		93-030	•				NA		NA		11/08/200
627				To:		95-641									
			_	From:		95-627	,								4044=
628)	4.00	10	R	To:		05 617			7		NA		NA		10/15/200
				From:		95-616			1						
629	4.10	150	R	·		95-617			_		NA		NA		1998
020				To:		95-616 W									
629	0.05	NA		From:		95-616 EA	AST				NA	· <u> </u>	NA		_
(000)															

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Washington County				From:	Т	ennessee St	tate Line								
(630)	0.20	470	R	To:					_		NA		NA		1998
				From:		95-633 W 95-633 E									
630	1.20	290	R								NA		NA		10/15/2001
	1.70	290	R	To: From:		95-85	5		_		NA		NA		1998
630	1.70	290	K	To:		US 5	Q				INA		INA		1990
630	2.30	230	R	From:		033	0				NA		NA		1998
				To: From:		95-617 SC	OUTH		]						
630	1.00	60	R						_		NA		NA		10/15/2001
630)	0.61	150	R	From:		95-617 NO	ORTH				NA		NA		10/15/2001
030)				To:		95-61	6		Ī						
$\bigcirc$	4.00	400	_	From:		95-63	0				NIA		NIA		40/45/0004
631)	1.20	190	R	To:		95-70	0		1		NA		NA		10/15/2001
				From:		US 5									
632	2.30	150	R	To:		05.62	0		_		NA		NA		10/15/2001
				From:	Т	95-63 ennessee St			1						
(633)	1.50	540	F	98%	0%	1%	1%	1%	0%	С	50	F	550	F	2001
_				To: From:		95-63			]						
633	1.96	1200	F	98%	0%	1% US 58 W	1% TST	1%	<b>0</b> %	F	140	F	1200	F	2001
$\overline{}$				From:		US 58 E.	AST		┪						
633	2.56	900	F	98%	0%	1%	0%	0%	0%	С	80	F	910	F	2001
633	2.26	800	F	From: 98%	0%	95-64 1%	0%	0%	0%	F	80	F	810	F	2001
				To: From:		95-64			1						
633	1.73	1900	F	98%	0%	1%	0%	0%	0%	F	170	F	1900	F	2001
	4.05	040		From:		95-659 E	AST		]		NIA		NIA		1000
633	1.05	210	R	To:		95-625 W	/EST		1		NA		NA		1998
	1 22	240		From:		95-625 E	AST				NA		NA		1009
633)	1.23	210	R	To:		95-66	1		_		INA		INA		1998
(633)	0.78	690	F	99%	0%	1%	0%	0%	0%	F	70	F	700	F	2001
				To: From:		95-614 W			]						
633)	2.23	660	F	98%	0%	1%	0%	0%	0%	F	70	F	670	F	2001
	1.95	740	F	From: 99%	0%	95-61 1%	0%	0%	0%	F	80	F	760	F	2001
633)	1.93	740	r	To:	0 70	US 19 NC		0 70	7	'	00		700	<u>'</u>	2001
633)	0.48	530	R	From:					_		NA		NA		1998
				To:		US 19 SO									
634)	1.60	70	R	From:		Dead E	end				NA		NA		11/08/2001
				To:		95-70	0								
	0.60	420	В	From:		95-63	6				NA		NA		1998
635)	0.00	130	R	To:		95-63	3				INA		INA		1 3 3 0
				From:	Т	ennessee St	tate Line								
636	1.90	200	R	To:		95-63	7		<b>-</b> 1		NA		NA		1998
						93-03	1								

					Washin	gton Mair	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Washington County						2Axie	3+Axle	1 I rail	21 rail		Hour				
			_	From:		WCL B	ristol								
637	0.94	380	R						_		NA		NA		1998
	0.50	420	R	From:		95-63	36				NA		NA		1998
637	0.50	120	ĸ	To:		95-63	33		1		INA		INA		1990
				From:		US 5									
638	0.24	60	R				<u> </u>				NA		NA		1998
$\bigcup_{i=1}^{n}$				To:		US 5	8								
$\bigcirc$	0.00	242		From:		NCL Br	ristol				NIA		NIA		4000
639	0.99	310	R	To:		Dead I	End		1		NA		NA		1998
				From:		95-64									
640	2.31	2600	F	98%	0%	1%	0%	1%	0%	С	240	F	2700	F	2001
				To: From:		95-656 SC	OUTH		T						
640	1.33	2400	F	98%	0%	1%	0%	1%	0%	F	220	F	2400	F	2001
				To: From:		95-63	33								
640	1.25	2500	F	98%	0%	1%	0%	1%	0%	F	230	F	2500	F	2001
				To: From:		95-62									
640	0.78	1000	F	98% To:	0%	1%	0%	1%	0%	F	90	F	1000	F	2001
				From:		95-70			1						
641)	2.59	590	F	rioin.		95-64	10				60	F	600	F	2001
041)				To:		95-63	12		1						
641)	0.97	330	R	From:		93-03					NA		NA		1998
				To		95-82	27		<b>—</b>						
641)	0.92	280	R	From:		7,5,5	,				NA		NA		1998
				To:		95-70	00								
$\bigcirc$	0.00		_	From:		95-85	58								4000
642	0.63	160	R	To:		95-85	ξQ		1		NA		NA		1998
				From:		SR 9									
643)	0.19	30	R			SK)	1				NA		NA		1998
				To:		SR 9	1								
$\bigcirc$				From:		Dead I	End								
644)	0.50	360	R	To:		95-64	10		7		NA		NA		1998
				From:					1						
645)	1.25	1800	F	96%	0%	NCL Br 2%	1%	2%	0%	F	200	F	1800	F	2001
043)				To:		95-65			<b>—</b>						
645)	0.68	2200	F	96%	0%	2%	1%	2%	0%	F	220	F	2300	F	2001
				To: From:		0.68 MN 9	95-657		<b>-</b>						
645)	0.13	2200	F	96%	0%	2%	1%	2%	0%	F	230	F	2300	F	2001
				To: From:		95-659 SC	OUTH								
645)	0.31	4100	F	96%	0%	2%	1%	2%	0%	С	370	F	4200	F	2001
				To: From:		95-659 NO									
645)	0.76	3100	F	96%	0%	2%	1%	2%	0%	F	300	F	3200	F	2001
(645) (645)	2 = 1			From:	001	95-625 V		001	]	_	0.10		0000		000 /
(645)	0.71	2600	F	96%	0%	2%	1%	2%	0%	F	240	F	2600	F	2001
$\bigcirc$	4.00	2022		From:	00/	95-17		00/			202		2022		0004
645)	1.02	2000	F	96%	0%	2%	1%	2%	0%	F	200	F	2000	F	2001
	2.54	1600	R	From:		95-66	51				NA		NA		1998
645)	2.04	1000	ĸ	To:		95-662 E	EAST		1		14/4		INA		1 2 20
				-					-						

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Washington County				From:		95-662 E			1						
645)	1.65	1300	R			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			_		NA		NA		1998
	1.67	1500	R	To: From:		95-611 E	EAST				NA		NA		1998
645)	1.07	1000	- 11	To:		WCL Abi	ngdon				1471		14/ (		1000
				From:		SR 9	1								
646	0.36	20	R	_					_		NA		NA		1998
				To:		SR 9									
(A)	1.77	4800	F	97%	0%	ECL Br 1%	istol 1%	1%	<b>」</b> ○%	F	440	F	4900	F	2001
647	1.77	4000	Г	31 /0	0 70			1 70	7	'	440	•	4900	'	2001
647	1.91	3200	F	From: 97%	0%	95-649 V 1%	1%	1%	0%	С	330	F	3300	F	2001
647)	1.01	0200	•	To:				.,,	7	Ü	000	·	0000	·	2001
647)	2.94	2500	F	97%	0%	95-66 1%	1%	1%	0%	F	250	F	2600	F	2001
041)	_			To:		95-66									
647)	1.72	2200	F	97%	0%	1%	1%	1%	0%	F	220	F	2200	F	2001
				To:		95-611 V			٦						
647)	1.36	2300	F	98%	0%	1%	1%	1%	0%	F	270	F	2400	F	2001
				To:		95-15	21		1						
647)	0.24	3800	F	98%	0%	1%	1%	1%	0%	F	360	F	3800	F	2001
				To:		95-15	20		7						
647)	0.28	4900	F	98%	0%	1%	1%	1%	0%	С	470	F	4900	F	2001
				To: From:		FR-2	4		<b>—</b>						
647)	0.03	5400	F	98%	0%	1%	1%	1%	0%	F	510	F	5500	F	2001
				To: From:		I-81			<b>—</b>						
647)	0.15	12000	F	98%	0%	1%	1%	1%	0%	F	1200	F	12000	F	2001
				To:		SCL Abii	ngdon								
$\bigcirc$				From:		95-64	17								
648)	0.80	1900	R								NA		NA		1998
	0.70			From:		95-64	19								4000
648	0.70	1200	R	To:		Dead I	End				NA		NA		1998
				From:		95-65									
649	0.40	3500	F	98%	0%	1%		1%	0%	С	370	F	3700	F	2001
0,10				To:		95-647 V	VEST								
	0.70	640	ь.	From:		95-647 E	EAST				NΙΔ		NΙΔ		1009
649	0.70	640	R						_		NA		NA		1998
	0.10	650	R	From:		95-14	50		_		NA		NA		1998
649	0.10	030	K	To:		95-64	18		7		INA		INA		1990
				From:	,	Tennessee S									
(650)	0.30	3600	F	98%	0%	0%		1%	0%	С	340	F	3800	F	2001
				To		95-64	19								
(650)	0.70	390	R	From:		75 01	.,		_		NA		NA		1998
				To		95-65	54								
				From:		95-60	)9								
(651)	0.20	60	R	To:					_		NA		NA		1998
				To:		95-73									
050	0.20	40	R	From:		95-60	)9				NA		NA		10/25/200
652	0.20	40	ĸ	To:		95-75	53				INA		INA		101231200
				From:		95-66			1						
653)	0.20	40	R			75-00			_		NA		NA		1998
				To:		Dead I	End		7						

Route	Length	AADT	QA	4Tire	Bus	2Axle		1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Washington County				From:		95-647	,		1						
654)	1.70	490	R			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					NA		NA		1998
				To:		95-666	i								
$\overline{}$				From:		95-640									
655)	2.10	560	R	т		0.5.61			7		NA		NA		1998
				To:		95-645									
	0.50	700	R	From:		95-627					NA		NA		1998
656	0.50	700	K	To:		95-640 NO	RTH		7		INA		INA		1990
				From:		95-640 SO									
656	2.10	870	R	_					_		NA		NA		1998
				To:		95-657									
	0.45	4500	_	From:		95-645	<u> </u>				NIA		NIA		4000
657)	0.45	1500	R						_		NA		NA		1998
	1.00	4000		From:		95-102	1				NIA		NIA		4000
657)	1.80	1200	R	To:		95-659 SO	UTU		7		NA		NA		1998
				From:		95-659 NO									
657	0.80	890	R								NA		NA		1998
				To: From:		95-625 NO	RTH		1						
057	1.40	380	R	From:		95-625 SO	UTH				NA		NA		1998
657	1.40	300	IX	To:		95-661			7		IVA		IVA		1330
				From:		SR 75									
658	0.41	370	R			510 75			_		NA		NA		1998
				To:		95-670	)		]						
				From:		NCL Bris	tol								
659	1.07	4200	F	97%	0%	1%	1%	1%	0%	С	430	F	4400	F	2001
				To: From:		95-645 SO									
650	2.19	1000	F	97%	0%	95-645 NO 1%	1%	1%	0%	F	100	F	1000	F	2001
659	2.13	1000	•	37 70	0 70			1 70	7	'	100	'	1000		2001
050	2.06	330	R	From:		95-633 EA	AST				NA		NA		1998
659	2.00	330	IX						_		IVA		IVA		1330
	0.70	80	R	From:		95-660	)				NA		NA		1998
659	0.70	00	K	To:		95-700	)		1		INA		INA		1990
				From:		Dead Er									
660)	0.40	60	R			Dead Li	IG		_		NA		NA		11/05/200
<u> </u>				To:		95-659	)								
				From:		95-645	;								
661)	0.40	990	F	94%	1%	3%	2%	1%	0%	С	100	F	1000	F	2001
<u> </u>				To: From:		95-657	,		<b>—</b>						
661)	0.80	760	F	94%	1%	3%	2%	1%	0%	F	80	F	770	F	2001
				To:		95-633									
				From:		95-645 W	EST								
662	0.77	260	R								NA		NA		1998
				To: From:		95-804			]——						
662	0.55	160	R						_		NA		NA		1998
				To:		95-645 EA			<u> </u>						
	4.40	220	В	From:		95-647	'		_		NA		NIA		1000
663	4.40	330	R	To:		95-665 W	EST		٦		INA		NA		1998
				From:		95-665 EA									
663	0.48	290	R						_		NA		NA		1998
				To: From:		SR 75 WI			+						
			_			SR 75 EA	101								1998
663)	0.78	200	R								NA		NA		1998

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Washington County				From:	95-664 EAST						
663	0.29	110	R		93-004 LAS1			NA	NA		1998
				To:	Dead End						
$\bigcirc$				From:	Dead End						
664)	0.92	80	R					NA	NA		1998
				From:	95-663 WEST	J					1000
664)	1.46	360	R					NA	NA		1998
	4 57	200		To: From:	95-669			NIA	NIA		1000
664)	1.57	300	R	To:	95-670 WEST	1		NA	NA		1998
				From:	95-670 EAST						
664	1.07	330	R			_		NA	NA		1998
				To: From:	95-672; Gap Terminus Dead End; Gap Terminus						
(664)	4.63	50	R	<u> </u>	Dead End, Gap Terminus			NA	NA		11/01/200 <sup>-</sup>
				To:	95-674						
				From:	95-666 WEST						
665	0.30	610	R					NA	NA		1998
				To: From:	95-666 EAST	]					
665	3.12	600	R					NA	NA		1998
				From:	95-671						
665)	0.90	780	R			_		NA	NA		1998
				To:	95-670						
	0.75	600	R	From:	95-647	_		NA	NA		1998
666	0.75	600	K			_		INA	INA		1990
<u></u>	1.17	690	R	From:	95-654			NA	NA		1998
666	1.17	030	IX.			_		INA	INA		1990
600	0.90	1200	R	From:	95-791			NA	NA		1998
666	0.90	1200	K	To:	95-665 EAST	7		INA	INA		1990
				From:	95-665 WEST						
666	0.02	610	R			_		NA	NA		1998
				To:	Tennessee State Line	1					
	0.30	20	R	From:	Dead End			NA	NA		10/29/2001
667	0.30	20	K	To:	95-724	7		INA	INA		10/29/2001
				From:	95-647	1					
(668)	0.19	140	R	<u> </u>	75-047			NA	NA		1998
				To:	Dead End						
				From:	95-664						
669	0.52	520	R	_		_		NA	NA		1998
				To:	SR 75						
$\bigcirc$	0.70	4000	_	From:	SCL Abingdon			NIA	NIA		4000
670	0.72	1900	R			_		NA	NA		1998
	4 FG	4500		From:	95-794			NIA	NΙΔ		1000
670	4.56	1500	R			_		NA	NA		1998
	0.20	500	_	From:	95-908 NORTH			NIA	NΙΔ		1000
670	0.39	590	R	To:	SR 75 NORTH; Gap Terminus	1		NA	NA		1998
				From:	95-665; Gap Terminus						
670	0.03	1500	R	<u> </u>		-		NA	NA		1993
				To: From:	SR 75 MID SR 75 SOUTH	-					
670	0.43	1800	R		SK /3 300111			NA	NA		1998
9.9	- · <del>-</del>			To:	95-658			<u> </u>			
				r	タン-ひン8						
670	2.88	1700	R	From:		_		NA	NA		1998

Route	Length	AADT	QA	4Tire	Bus			uck		QC	Design	OK	AAWDT	OW	Year
	Longui	ו עחה	<b>س</b> ِ۸	71116	Dus	2Axle	3+Axle	1Trail	2Trail	Q.O	Hour	ωι\	, v 144 D I	<b>∞</b> , ۷ ۷	i Cai
Washington County				From:		95-67	'4								
670	0.60	470	R			0.5.6			_		NA		NA		1998
				To: From:		95-67									
(671)	1.40	150	R	T KAIII.		95-66	13				NA		NA		11/01/200
				To:		Dead E	End								
$\bigcirc$	0.54	0.50	_	From:		95-66	4								1000
672	2.51	950	R	To:		SR 7:	5		1		NA		NA		1998
				From:	T	ennessee S									
673	1.10	360	R								NA		NA		1998
				To: From:		95-67	0		]						
673)	1.70	190	R	To:		95-75	0		7		NA		NA		1998
				From:		95-67			1						
674)	1.20	600	R			,,,,,					NA		NA		1998
				To: From:		95-75	9		]						
674)	0.50	520	R						_		NA		NA		1998
	3.00	540	R	From:	Tennesse	e State Line	e; Gap Ten	minus			NA		NA		1998
674)	3.00	540	K	To:		95-71	0		1		INA		INA		1990
				From:		95-67									
675)	0.70	670	R								NA		NA		1998
$\bigcirc$	4.70	= 40		To: From:		95-82	.9		]		NIA		NIA.		4000
(675) (675)	1.79	540	R						_		NA		NA		1998
675)	1.10	210	R	From:		1.80 ME 9	05-829				NA		NA		1998
013				To:		Dead E	End								
				From:		95-67	0								
676)	1.91	80	R						_		NA		NA		11/01/200
	0.09	110	R	From:		1.91 ME 9	05-670				NA		NA		11/01/200
676	0.03	110	IX.	To		95-67	2				IVA		IVA		11/01/200
(676)	0.48	370	R	From:		93-07	<u> </u>				NA		NA		1998
				To: From:		95-90	16								
676)	0.70	220	R						_		NA		NA		1998
				To: From:		Dead E									
677	0.21	1100	F	97%	0%	SR 7:		1%	0%	F	100	F	1100	F	2001
011)				To:		95-90			<b>—</b>						
(677)	2.80	2100	F	97%	0%	1%	1%	1%	0%	F	210	F	2100	F	2001
677 677 677 677 678				To: From:		95-18			]						
(677)	1.20	2300	F	97%	0%		1%	1%	0%	С	210	F	2300	F	2001
	2.10	1400	R	To: From:		US 5	8		_		NA		NA		1998
(011)	2.10	1400		To:		US 1	1		1		INA		INA		1990
				From:		Dead E	End			•					
678)	0.80	1100	R	To					_		NA		NA		1998
				To: From:		95-67			1						
679	0.16	20	R			95-66	13				NA		NA		11/08/2001
C. 5				To:		Dead F	End		7						

Route	Length	AADT	QA	4Tire	Rus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Washington County				From:		NCL Bristo	ol								
680	2.11	360	R			IVEE BIISU	01		_		NA		NA		1998
				To:		95-641									
(694)	0.60	380	R	From:		95-611			_		NA		NA		1998
681)	0.00		.`	To:		95-683									1000
681)	1.58	1400	R	From:		93-003					NA		NA		1998
				To:	V	VCL Abing	don								
600	0.55	180	R	From:		Dead End	<u> 1</u>				NA		NA		11/05/2001
683	0.00	100	- 1\	To:		95-681					147 (		147 (		11/00/2001
				From:		95-766									
684	1.80	120	R								NA		NA		11/05/2001
	1.10	250	R	From:		95-891			]		NA		NA		1998
684)	1.10	250	ĸ	To:		95-700 MI	D		1		NA		INA		1990
	2.00	00		From:		95-700 EAS					NIA		NIA		40/40/2004
684)	3.80	90	R			0.7.000			_		NA		NA		10/18/2001
684)	1.00	160	R	From:		95-898					NA		NA		1998
004)				To:	ç	95-700 WE	ST								
$\bigcirc$			_	From:		NCL Bristo	ol								
685	0.06	60	R	To:		Dead End	1		1		NA		NA		1998
				From:		Dead End									
686	0.43	5	R						_		NA		NA		10/22/2001
				To: From:		5-745 SOU 5-745 NOR									
(686)	1.50	80	R			<i>5</i> 7 15 11 611			_		NA		NA		10/22/2001
				To:		95-746									
697	0.51	260	R	From:		95-611					NA		NA		10/18/2001
687	0.01		.`	To:	0	.51 MN 95-	611								10/10/2001
687)	0.11	270	R	From:	0.	.51 WIIV 75-	-011				NA		NA		10/18/2001
				To: From:	0.	.62 MN 95-	-611		]						
687)	0.30	280	R			0.7.000			_		NA		NA		10/18/2001
				To: From:		95-689 95-689									
688	0.45	70	R			93-009			_		NA		NA		10/18/2001
				To:		Dead End	i								
	3.10	850	F	96%	0%	US 19 1%	2%	1%	0%	С	80	F	860	F	2001
689 689 689	3.10	050	г	90 70	076		270	1 70	7	C	80	г	000	Г	2001
689	0.50	630	F	From: 96%	0%	95-688 1%	1%	1%	0%	С	70	F	640	F	2001
				To: From:		95-687			<del></del>						
(689)	6.90	260	F	93%	0%	0%	2%	5%	0%	С	30	F	260	F	2001
				To		SR 80									
690	2.00	440	R	From:		US 19					NA		NA		1998
				To:		Dead End	i						•		
$\overline{}$			_	From:		SR 80									10116:::
691)	1.00	80	R	To:		Dead End	1		7		NA		NA		10/18/2001
				From:	N	NCL Abingo			1						
692	0.46	1700	F	98%	0%	1%	0%	0%	0%	С	170	F	1800	F	2001
$\overline{}$				To:		95-1510									

					vvasnin	gton Main				<u> </u>					
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!	QC	Design	QK	AAWDT	QW	Year
Washington County	J					2Axle	3+Axle	1 Trail	2Trail		Hour				
washington County				From:		95-151									
692	0.41	1100	F	98%	0%	1%	0%	0%	0%	F	100	F	1100	F	2001
				To: From:		95-693			] <del></del>	_					
692	2.56	800	F	99% To:	0%	1% 95-70	0%	0%	0%	F	80	F	810	F	2001
				From:		95-700 E									
692	1.28	490	R								NA		NA		10/18/2001
				To: From:		1.28 MN 9	5-700								
692	0.73	390	R								NA		NA		10/18/2001
$\bigcirc$				To: From:		95-76:	5								1000
692	0.34	250	R	To:		95-61	1		_		NA		NA		1998
				From:		95-699			l						
693)	2.42	220	R			93-09	9				NA		NA		1998
093)				To:		95-700	)								
				From:		95-70	5								
694)	2.10	290	R								NA		NA		1998
				To: From:		US 11									
694)	1.20	540	R						_		NA		NA		1998
				From:		95-609 W 95-609 E									
694)	0.18	760	R	<u> </u>							NA		NA		1998
				To: From:		95-81	1								
694	1.62	660	R	FIGH.							NA		NA		1998
				To: From:		95-740 05-740 E									
694)	1.00	220	R			95-740 E	ASI				NA		NA		1998
034)				To:		95-779	)								
				From:		95-692	2								
695)	0.60	230	R	·							NA		NA		1998
				To: From:		95-69	7								
695)	1.70	140	R								NA		NA		1998
				To: From:		95-690	5								
695)	1.30	90	R	To:		0.5.500.70			_		NA		NA		1998
				From:		95-700 E	EST								
(695)	0.70	10	R								NA		NA		10/18/2001
				To:		Dead E	nd								
$\bigcirc$	4 5 5		_	From:		95-69:	5								10/00/0001
696)	1.55	60	R	To:		95-693	2		$\neg$		NA		NA		10/22/2001
				From:		95-69:			l l						
697)	1.84	380	R			93-09.	,				NA		NA		1998
				To:		NCL Abin	gdon								
				From:		Dead E	nd								
698)	0.12	20	R						_		NA		NA		1993
				To:		95-663									
600	2.94	2000	R	From:		NCL Abin	gdon		_		NA		NA		1998
699	2.34	2000	1	To		05.60			<b>-</b>		INC		14/7		1000
600	0.90	490	R	From:		95-693	5		_		NA		NA		1998
699				To:		95-740	)		1		, .				
				From:		US 58	3								
(700)	0.04	1300	F	97%	0%	2%	0%	0%	0%	F	130	F	1300	F	2001
				To:		95-63	1		]						

Route	Length	AADT	QA	4Tire	Bus	2Axle	Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Vashington County				From:		95-63	11								
700	1.36	750	F	97%	0%	2%	0%	0%	0%	С	80	F	770	F	2001
700	1.50	590	F	97%	0%	95-617 NO 2%	0%	0%	0%	F	60	F	600	F	2001
700)	1.29	550	F	From: 97%	0%	95-64 <b>2</b> %	0%	0%	0%	F	60	F	560	F	2001
700)	0.95	830	F	To: From: 97%	0%	95-627 W 2%	VEST 0%	0%	0%	F	80	F	840	F	2001
700)	1.70	400	R	To: From:		95-64	10		]——		NA		NA		1998
700	1.75	450	R	To: From:		95-62	22		]—		NA		NA		1998
99				To: From:		95-65	i9		<del>_</del>						
700	3.75	420	R	To		95-614 W	VECT				NA		NA		1998
700	3.40	1400	R	From:					<b>」</b> ¬		NA		NA		1998
700	0.07	790	R	From:		US 19					NA		NA		1998
700)	1.00	740	R	From:		95-775 E					NA		NA		1993
700)	3.31	620	R	To: From:		95-684 W	VEST		]——		NA		NA		1993
700)	3.10	380	R	To: From:		95-692 E	EAST		]——		NA		NA		1998
700	1.80	290	R	To: From:		95-741 W	VEST				NA		NA		1998
700)	6.41	280	R	To: From:		SR 80	0		]——		NA		NA		1998
				To:		95-74	15								
701)	0.23	800	R	From:	,	Γennessee S	tate Line				NA		NA		1998
				To:		SR 7:									
702)	0.13	570	R	From:		NCL Abir			<b>」</b> -		NA		NA		1998
				To: From:		95-69									
703)	1.40	690	R	Tion.		95-74			<b>⊿</b> _		NA		NA		1998
703)	1.30	310	R	From:		95-74			<u>-</u>		NA		NA		1998
	2.74	190	R	To: From:		SR 80 NO SR 80 SO					NA		NA		1998
703)	2.17	130	IX.	To:		95-70	00				14/4		IVA		1000
704)	0.72	2200	F	85%	1%	US 1 3%	1%	10%	0%	F	220	F	2200	F	2001
	0.03	2200	G	To: From:		0.72 MN I	US 11		]——		220	G	2300	G	2001
704)				To: From:		95-87			<u></u>						
704)	0.35	3700	F	85% To:	1%	3% 95-60	1% 9	10%	0%	С	360	F	3800	F	2001
705)	1.23	230	R	From:		95-70	06				NA		NA		1998
				To:		95-90	)4								

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Washington County				From:		95-904	1		1						
705)	0.70	520	R						_		NA		NA		1998
				To:		95-67									
<del></del>	0.30	770	R	From:		US 58	1		_		NA		NA		1998
706	0.30	770	K	To		05.100	-		-		INA		INA		1990
706	2.18	430	R	From:		95-122	7				NA		NA		1998
<del>706</del>				To: From:		95-694	1								
706)	1.90	180	R	From:		93-09-	<u> </u>		_		NA		NA		1998
				To:		95-803	3								
$\sim$				From:		Dead E	nd								
707)	1.30	50	R	To:		05.70	·		7		NA		NA		11/08/200
				From:		95-700			+						
708)	2.80	1600	R	Troni.		SR 91			_		NA		NA		1998
100)				To:		US 58 M									
	1.37	80	R	From:		US 58 SO	UTH				NA		NA		11/01/200
708)	1.37	00	K						_		INA		INA		11/01/200
	1.05	840	R	From:		95-722	2				NA		NA		1998
708)	1.00	040		To:		US 58 NO	RTH		7		1471		14/1		1000
				From:		95-722									
709	0.90	280	R						_		NA		NA		1998
				To:		95-803									
	2.70	270	R	From:	T	ennessee St	ate Line				NA		NA		1998
710	2.70	270	K	т					_		INA		INA		1990
710	1.52	670	R	From:		95-674	1				NA		NA		1998
710		0.0	• • • • • • • • • • • • • • • • • • • •	To		95-722	,								
710	1.40	280	R	From:		93-122	2				NA		NA		11/01/200
				To:		95-708	3								
				From:		95-710									
711)	1.50	200	F	100%	0%	0%	0%	0%	0%	F	30	F	210	F	2001
	4.04			From:	00/	95-712		00/					050		0004
711)	1.31	250	F	100%	0%	0%	0%	0%	0%	С	30	F	250	F	2001
$\overline{\Omega}$	0.03	50	R	From:		95-833	3		_		NA		NA		1995
711)	0.03	50	K	To:		US 58 W	EST		7		INA		INA		1995
$\overline{}$				From:		US 58 EA			]						
711)	0.46	200	R	To:		OLD HE 50	EACT		-		NA		NA		1998
				From:	(	OLD US 58			+						
712)	1.20	60	R	Troni.		Dead E	na		_		NA		NA		11/01/200
712				To:		95-713	1								
712	0.50	140	R	From:		95-71.	,		_		NA		NA		1998
				To:		95-71	l		<b>—</b>						
712)	1.43	360	R	From:					_		NA		NA		11/01/200
				To: From:		US 58 SO									
712)	1.10	150	R			US 58 NO	KIH		_		NA		NA		1998
112				To:		95-719	)		1						
				From:		Dead E	nd								
713)	0.70	30	R						_		NA		NA		11/01/200
				To:		95-712	2		]						

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Washington County				From:		95-73	1								
714)	1.50	130	R						_		NA		NA		10/25/2001
(714)	1.15	160	R	From:		95-73	13		_		NA		NA		10/25/200
(14)				To: From:		95-76	52		<b>—</b>						
714)	1.60	340	R	Piolii.							NA		NA		10/25/200
	0.40	400	R	To: From:		95-736 SC	OUTH		]		NA		NA		1998
714)	0.40	480	ĸ	To:		95-736 NO	Эрти				INA		INA		1990
714)	1.80	820	R	From:		93-730 NO	жтп		_		NA		NA		1998
	0.08	20	R	From:		US 1	1		_		NA		NA		1998
714)	0.00	20	K	To:		Dead F	End				INA		INA		1990
				From:		Dead E	End								
715	1.49	200	R						_		NA		NA		1998
(715)	0.43	60	R	From:		US 58 W	EST				NA		NA		1998
				To:		US 58 E	AST								
	0.79	920	F	From: 98%	0%	Γennessee S 1%	tate Line	0%	0%	F	80	F	930	F	2001
(716)	0.79	920	Г	90 70 To:	070	SCL Dam		070		Г	80	Г	930	Г	2001
Town of Damascus				. 1											
(716)	0.26	920	N	98%	0%	SCL Dam 1%	nascus 0%	0%	<b>」</b> 0%	N	80	N	930	N	2001
<u></u>				To: From:		95-12	10		<b>—</b>						
716	0.48	1300	F	98%	0%	1%	0%	0%	0%	С	120	F	1300	F	2001
	0.14	4000		From:	00/	95-120		0%		F	170	F	1700	F	2001
716	0.14	1600	F	98%	0%	1% 95-120	0%	070	0%	Г	170	Г	1700	Г	2001
(716)	0.09	1900	F	98%	0%	1%	0%	0%	0%	F	210	F	1900	F	2001
				To: From:		US 5	8								
716	0.07	460	R	To:		95-122	22		1		NA		NA		1998
Washington County				1		75-12.	<u> </u>								
	0.80	30	R	From:		Dead F	End				NA		NA		11/08/200
(717)	0.80	30	K	To:		95-66	53				INA		INA		11/00/200
$\overline{}$				From:		95-85	58								
718)	0.12	90	R	_					_		NA		NA		1998
(718)	0.97	870	R	From:		US 5	8				NA		NA		1998
				To:		95-78	38								
	2.11	280	R	From:		95-70	18				NA		NA		1998
719	2.11	200	K	To:		95-78	38				INA		INA		1990
				From:		95-72	.22		]						
720	2.40	350	R	To:		95-72	!1		7		NA		NA		1998
_				From:		SR 9									
721)	0.70	380	R	To:		05 700 5	CACT		_		NA		NA		1998
				From:		95-722 B 95-722 W									
(721)	1.30	280	R	To:		05.50			7		NA		NA		1998
						95-72	U								

Route	Length	AADT	QA	4Tire	Rue	Truck 3+Axle 1Tra		QC	Design Hour	QK	AAWDT	QW	Year
Washington County				From:	95-72	0							
721)	0.72	30	R				<u></u>		NA		NA		11/08/200
				To:	Dead E	nd							
$\bigcirc$	4.00	242		From:	95-71	0			NIA		NIA		4000
722	1.80	610	R	To:	US 58 NC	DRTH			NA		NA		1998
				From:	US 58 SO								
722	0.90	830	R						NA		NA		1998
				From:	95-72	0							
722	2.50	420	R						NA		NA		1998
	0.70	400		From:	95-70	9			NIA		NIA		4000
722	0.79	120	R	To:	SR 91 W	FST	_		NA		NA		1998
				From:	SR 91 E; 9								
722	0.05	80	R						NA		NA		1998
				To: From:	0.05 MW SR	91 EAST							
722	0.36	50	R						NA		NA		10/29/200
				To: From:	95-77	4							
722	0.30	48	R						NA		NA		10/29/200
				To:	Dead E								
<u></u>	0.81	20	R	From:	SR 91				NA		NA		10/29/200
723	0.01	20	K	To:	Dead E	nd			INA		INA		10/23/200
				From:	95-60								
(724)	1.70	110	R						NA		NA		10/29/200
				To	95-78	9							
(724)	1.75	150	R	From:			<b>_</b>		NA		NA		1998
				To:	SR 91								
$\bigcirc$				From:	Tennessee St	ate Line							1000
(725)	1.60	370	R						NA		NA		1998
$\overline{}$	0.00			From:	95-72	6							10/00/000
(725)	0.60	200	R	To:	Dead E	nd			NA		NA		10/29/200
				From:	95-72								
(726)	0.50	230	R	<u> </u>	93-12	<u> </u>			NA		NA		1998
(120)				To:	95-72	7							
(726)	0.40	260	R	From:	93-12	/			NA		NA		1998
(120)				To:	0.40 ME 9	5 727							
726	1.62	220	R	From:	0.40 NIL )	5-121			NA		NA		10/29/200
				To:	2.02 ME 9	5-727							
726)	1.48	240	R	From:		<del>- , - ,</del>			NA		NA		10/29/200
				To: From:	95-859 W								
700	0.35	220	R	From:	95-859 E	AST			NA		NA		1998
726	0.00	220	IX.						IVA		IVA		1330
726	0.90	80	R	From:	95-60	0			NA		NA		10/29/2001
726	0.00		••	To	US 58	3			101				10/20/200
				From:	Tennessee St	ate Line							
727)	0.60	170	R						NA		NA		1998
				To:	95-72	6							
$\bigcirc$	2.2-		_	From:	Dead E	nd							40/00/222
728	0.95	20	R	To:	110.50	)	<del></del>		NA		NA		10/29/2001
				From:	US 58		1						
720	0.67	130	R		US 58	)			NA		NA		10/29/2001
729	0.01		••	To:	95-60	2					. •. •		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Washington County				From:	Dead End		1						
(730)	0.90	120	R				_		NA		NA		10/25/200
$\bigcup_{i=1}^{n}$				To:	95-604								
	2.00	470		From:	SR 91				NIA		NIA		4000
731)	2.80	470	R				_		NA		NA		1998
	1.33	120	R	From:	95-605 WEST				NA		NA		1998
(731)	1.00	120	1	To:	95-605 EAST		7		IVA		14/3		1330
				From:	95-733								
732	0.90	200	R				_		NA		NA		10/25/200
				To:	95-605								
$\bigcirc$	2.25	400	В	From:	95-714				NA		NA		10/25/200
733	2.20	100	R	To:	95-605		1		INA		INA		10/25/200
				From:	95-803								
734)	1.90	70	R						NA		NA		1998
				To:	SR 91								
$\bigcirc$	0.00			From:	US 11								4000
735	2.30	240	R	To:	95-803 WEST		7		NA		NA		1998
				From:	95-803 EAST								
735)	2.70	380	R	_			_		NA		NA		1998
				To:	95-736								
720	0.20	90	R	From:	95-762				NA		NA		1998
736)	0.20	30	• • • • • • • • • • • • • • • • • • • •	To:	95-607 EAST		7		IVA		14/3		1550
$\bigcirc$				From:	95-607 WEST								10/05/000
736	2.30	150	R	To:	95-608; 95-761		_		NA		NA		10/25/200
				From:	95-608								
736)	1.80	220	R				_		NA		NA		1998
				To: From:	95-714 SOUTH 95-714 NORTH								
736)	2.30	170	R		<i>75</i> /111000111		_		NA		NA		1998
				To: From:	SR 91 SOUTH								
(736)	1.20	480	R	From:	SR 91 NORTH				NA		NA		1998
(730)	0			To	05 725								.000
(736)	2.30	280	R	From:	95-735				NA		NA		1998
(730)				To:	US 11		<b></b>						
736	0.10	70	R	From:	0011				NA		NA		1998
				To:	95-754 WEST								
(726)	0.38	90	R	From:	95-754 EAST		_		NA		NA		11/13/200
736	0.00		• • •	To:	Dead End		1						1 11 10/200
				From:	US 11								
737)	0.58	1500	F	94%	1% 1% 2%	2%	0%	С	140	F	1500	F	2001
				To: From:	I-81		]						
737)	0.57	2300	F	94%	1% 1% 2%	2%	0%	F	230	F	2300	F	2001
				To: From:	95-609 WEST 95-609 EAST								
737)	0.67	1100	R		***				NA		NA		1998
				To: From:	95-744		1						
737)	0.48	300	R						NA		NA		1998
				To: From:	95-870		]——						
(737)	0.25	30	R				_		NA		NA		10/22/200
				To:	Dead End		1						

				,	Washin	gton Mair									
Route	Length	AADT	QA	4Tire	Bus	20	Tru			QC	Design	QK	AAWDT	QW	Year
Washington County						ZAXIE	3+Axle	IIIali	ZITAII		Hour				
738	0.10	190	R	From:		SR 8					NA		NA		1998
738)	0.20	260	R	To: From:		95-806 W	/EST				NA		NA		1998
	0.56	130	R	From:		95-806 E	AST				NA		NA		1998
738	0.50	100		То:		95-60	9		1		14/3		IVA		1550
$\bigcirc$	0.00		_	From:		95-60	19				NIA		NIA		44/40/0004
739	0.90	70	R	To:		Dead E	End		1		NA		NA		11/13/2001
				From:		NCL Abii									
740	1.24	1700	F	98%	0%	2%	0%	1%	0%	F	160	F	1800	F	2001
	1.64	1300	F	From: 98%	0%	95-69 1%	0%	1%	0%	С	120	F	1400	F	2001
740	1.04	1300	Г	To	0 70	95-694 E		1 /0	7	C	120	ı	1400		2001
740	0.43	1600	F	98%	0%	1%	0%	1%	0%	С	150	F	1600	F	2001
				To: From:		95-70			]—						
740)	1.60	1000	F	98% To:	0%	1%	0%	1%	0%	F	110	F	1000	F	2001
				From:		SR 80 W SR 80 E									
740	1.01	400	R								NA		NA		1998
	1.67	400		To: From:		95-744 E	AST				NIA		NIA		1000
740	1.67	100	R	To:		95-73	7		7		NA		NA		1998
				From:		95-74									
(741)	1.40	100	R	_					_		NA		NA		10/22/2001
				To: From:		95-703 E									
(741)	1.80	180	R								NA		NA		1998
				To: From:		95-700 E	AST		]——						
741)	0.67	NA		To:		Dead F	end.		7		NA		NA		
				From:		SR 8									
(742)	0.20	90	R			511.0	0				NA		NA		10/22/2001
				To: From:		95-74	1		}—						
742	0.60	40	R	To:		95-74	2		_		NA		NA		10/22/2001
				From:		95-74									
743)	1.20	40	R	<u> </u>		93-70					NA		NA		10/22/2001
				To:		SR 8	0								
	0.60	220	_	From:		SR 8	0				NIA		NIA		1000
744)	0.60	320	R	To:		95-740 W	/EST		7		NA		NA		1998
				From:		95-740 E									
744	1.30	470	R	To:		95-73	.7		7		NA		NA		1998
				From:		SR 8									
745)	3.24	540	F	98%	0%	1%		1%	0%	F	60	F	550	F	2001
				To: From:		65-74 95-74			1						
745)	1.65	560	F	98%	0%	1%	0%	1%	0%	F	60	F	570	F	2001
				To: From:		95-74									
(745)       (745)	0.95	340	F	98%	0%	1%	0%	1%	0%	F	40	F	340	F	2001
				From:		95-70			<u> </u>			_	,		
(745)	0.70	1000	F	98% To:	0%	1%	0%	1%	0%	F	100	F	1000	F	2001
						95-75	U								

				\	/Vashin	gton Mainte									
Route	Length	AADT	QA	4Tire	Bus	2Axle :	Tru			QC	Design	QK	AAWDT	QW	Year
Washington County								ıııdlı	∠ I I dll		Hour				
	1.00	1100	F	98%	0%	95-750 <b>1%</b>	0%	1%	0%	С	110	F	1100	F	2001
745)	1.00	1100	Г	90 70 To:	070	SR 91	0 70	1 70	7 0%	C	110	г	1100	Г	2001
				From:		95-745									
746	2.00	120	R								NA		NA		1998
				From:		95-700			]—						
746	0.08	30	R	To:		D 1F	1		_		NA		NA		10/22/2001
				From:		Dead En	a								
747)	0.80	270	R	<u> </u>		93-011					NA		NA		1998
				To: From:		95-613 WE									
(747)	2.00	110	R	From:		95-613 EA	.ST				NA		NA		10/22/2001
747)				To:		Dead En	d								
				From:		95-745									
748)	1.40	400	R	_					_		NA		NA		1998
				To: From:		95-750 NOI 95-750 SOU			+						
(748)	2.30	240	R								NA		NA		1998
				To:		SR 91									
Town of Glade Spring				From:		95-609			1						
(750)	0.08	2300	F	98%	0%	1%	0%	1%	0%	F	210	F	2300	F	2001
				To:		95-751									
(750)	0.38	1300	F	98%	0%	95-751 SOU 1%	<u>ЛТН</u> 0%	0%	0%	F	150	F	1300	F	2001
(730)	0.00		•	То:		NCL Glade S		070			100		1000	•	2001
Washington County															
	1 11	4400	F	From:	0%	NCL Glade S		10/	0%	С	140	F	1100	F	2001
(750)	1.44	1100	Г	98%	070		1%	1%	7	C	140	г	1100	Г	2001
750	1.00	940	F	From: 98%	0%	95-751 NOF	1%	1%	0%	F	90	F	960	F	2001
750		<u> </u>	•			95-748 SOU		.,,	¬			•			
750	2.20	380	F	98%	0%	1%	1%	1%	0%	F	40	F	390	F	2001
				To:		95-745									
				From:		Dead En	d								
751)	0.72	100	R	To:		US 11; FR	2.4		_		NA		NA		1998
				From:		US 11; FR-									
(751)	1.40	520	F	99%	0%	1%	0%	0%	0%	С	50	F	530	F	2001
				From:		95-609									
(751)	1.00	500	R	To:		SR 91 SOU	TII		_		NA		NA		1998
				From:		SR 91 NOR									
751)	1.60	240	R								NA		NA		1998
				From:		95-750 NOI	RTH		_						
751)	1.71	220	R	To:		WCL Glade S	Enrina		_		NA		NA		1998
Town of Glade Spring						WCL Glade i	opring								
10WII OF GRAde SDFIIIE				From:		WCL Glade S	Spring								
(751)	0.49	380	R	To:		05 750 001	TOTAL		_		NA		NA		1998
				From:		95-750 SOU									
(752)	0.63	330	R	110111.		95-609; 95-1	1309		_		NA		NA		1998
1.02				To:		SR 91									
Washington County									_						
752	1.50	20	R	From:		95-751			_		NA		NA		10/25/2001
(753)	1.50			To:		95-652			ユ		13/-1		13/7		10/20/2001
				-					-						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Washington County				From:	95-652					
(753)	0.30	270	R		73 <del>-</del> 032	_		NA	NA	10/25/2001
				To:	95-609					
$\bigcirc$	4.40	050		From:	US 11 WEST			NIA	NIA	4000
(754)	1.40	350	R	To:	US 11 EAST	7		NA	NA	1998
				From:	US 58					
(755)	0.68	90	R	<u> </u>	05 36			NA	NA	10/29/2001
				To:	95-603					
$\bigcirc$	0.40			From:	US 58					10/00/000
756	0.10	30	R	To:	95-601	7		NA	NA	10/29/2001
				From:	Dead End					
757)	1.20	1400	R	<u> </u>	Dead End			NA	NA	1998
(0)				To:	US 58					
				From:	Dead End					
758	0.40	20	R			=		NA	NA	10/29/2001
				To:	95-605					
750	0.15	45	R	From:	Tennessee State Line			NA	NA	1998
759	0.13	43	IX.	To:	05 (52)	_		IVA	IVA	1330
750	0.15	120	R	From:	95-673			NA	NA	1998
759	0.10	0	• • • • • • • • • • • • • • • • • • • •	To:	State Line: Can Tampinus	_		101	10.	1000
(759)	0.80	190	R	From:	State Line; Gap Terminus	_		NA	NA	1998
				To	95-674					
Town of Glade Spring										
	0.10	90	R	From:	95-750 SOUTH			NA	NA	11/13/2001
760	0.10	90	K			_		INA	IVA	11/13/2001
700	0.10	60	R	From:	0.10 MN 95-750			NA	NA	1998
760	0.10		• • • • • • • • • • • • • • • • • • • •	To:	95-750 NORTH			101	10.	1000
Washington County						-				
	0.00	40	_	From:	95-608; 95-736			NIA	NIA	40/05/0004
(761)	0.20	40	R	To:	Dead End	7		NA	NA	10/25/2001
				From:	SR 91	1				
(762)	2.52	670	R	<u> </u>	SR /1	_		NA	NA	1998
				To: From:	95-608					
762	3.63	530	R	From:				NA	NA	1998
				To:	Smyth County Line					
$\bigcirc$	0.00			From:	Dead End					11/00/0001
763	0.30	60	R	To:	95-640	_		NA	NA	11/08/2001
				From:	95-869					
764)	0.30	100	R	<u> </u>	73-807			NA	NA	1998
				To:	Dead End					
$\overline{}$				From:	Dead End					
765)	1.00	60	R	To:	05 (02	7		NA	NA	10/18/2001
					95-692					
766	1.08	130	R	From:	US 19	_		NA	NA	1998
766)	1.00			To:	US 19; 95-848	1				
				From:	US 11					
767	1.00	480	R			_		NA	NA	1998
$\smile$				To:	95-609					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Washington County				From:	Dead End	1				
(768)	0.60	30	R		Dead End	_		NA	NA	10/18/200°
				To:	95-700					
$\bigcirc$				From:	US 58					
769	0.30	80	R	To:	110.50	7		NA	NA	1998
				From:	US 58  Dead End	1				
(770)	0.11	NA			Dead End	_		NA	NA	
(10)	-			To:	95-630					
				From:	Dead End					
771)	0.15	40	R	To:	110.10	-		NA	NA	1998
				From:	US 58					
(772)	0.22	8	R	rioni.	SR 80			NA	NA	1998
772	0			To:	SR 80	1				
				From:	SR 91					
773	0.21	130	R			_		NA	NA	1998
				To:	Dead End					
	0.45	70	R	From:	Dead End			NA	NA	10/29/2001
774)	0.45	70	ĸ			_		INA	NA.	10/29/200
774	1.30	70	R	From:	SR 91	_		NA	NA	10/29/2001
774)	1.50	70	11	To:	95-722	7		IVA	IVA	10/23/200
				From:	US 19					
775	0.17	260	R			_		NA	NA	1998
				To: From:	95-700 NORTH	}—				
775)	0.03	750	R					NA	NA	1998
				To: From:	95-700 SOUTH	]—				
775)	0.10	30	R	To:		<b>-</b>		NA	NA	1998
				From:	Dead End					
(776)	0.22	80	R	rioni.	SR 91	_		NA	NA	1998
(776)	0			To:	Dead End	1				
				From:	Dead End					
(777)	0.40	60	R			_		NA	NA	10/29/2001
				To:	95-600					
	0.24	20	ь	From:	SR 91 SOUTH			NA	NA	1998
778)	0.24	20	R	To:	SR 91 NORTH	7		INA	NA.	1990
				From:	95-693					
779	0.70	180	R		70 070			NA	NA	1998
				To: From:	95-694	Ī				
779	0.10	150	R	TOM.				NA	NA	1998
				To: From:	95-780					
(779)	0.10	120	R					NA	NA	1998
				To: From:	0.10 ME 95-780	]——				
779	0.60	100	R	To:	05 741	7		NA	NA	10/22/2001
				From:	95-741	1				
(780)	0.40	70	R		Dead End	_		NA	NA	10/22/2001
1,000				To:	95-779	<u> </u>				
				From:	NCL Bristol					
781)	1.50	210	R			_		NA	NA	1998
				To:	95-655					

Route	Length	AADT	QA	4Tire	Bus 20 de 2 de 4 Trail		QC	Design	QK AAWDT	QW Year
Washington County	_				2Axle 3+Axle 1Trail	21 rail		Hour		
	0.60	90		From:	Dead End			NIA	NA	1000
782	0.60	80	R	To:	US 58	7		NA	NA	1998
				From:	95-710					
783)	1.50	60	R			<b>_</b>		NA	NA	11/01/200
				To:	95-708					
$\bigcirc$	0.00			From:	Dead End					44/05/00/
784)	0.60	80	R			_		NA	NA	11/05/200
$\bigcirc$	1.20	60	R	From:	95-700	_		NA	NA	11/05/20
784	1.20	00	IX.	To:	Dead End; 1.20 MN	7		IVA	IVA	11/05/20
				From:	Dead End					
785	0.60	110	R			_		NA	NA	11/05/20
				To:	95-659					
	0.40	222	_	From:	Dead End			NIA	NIA	10/25/20
786	0.40	220	R	To:	95-735	$\neg$		NA	NA	10/25/20
				From:	Dead End					
787)	1.04	120	R		D vaa Dia			NA	NA	11/08/20
				To: From:	1.04 ME Dead End					
787)	0.16	160	R			_		NA	NA	11/08/20
				To:	US 58					
	4.00	440	_	From:	95-718 SOUTH			NIA	NIA	44/04/00
788	1.29	110	R			_		NA	NA	11/01/20
	0.07	90	R	From:	1.29 MN 95-718			NA	NA	11/01/20
788	0.07	90	K	т		_		INA	IVA	11/01/20
	0.19	270	R	From:	95-719			NA	NA	1998
788	0.10	0		To	95-718 NORTH					1000
788)	0.70	600	R	From:	93-/16 NOK1fi			NA	NA	1998
				To:	SR 91					
				From:	Dead End					
789	0.15	20	R	To:	0.5.704	_		NA	NA	10/29/20
				To: From:	95-724					
790)	0.35	180	R	Tion.	Dead End			NA	NA	1998
790)				To:	95-745	Ī				
				From:	95-666					
791)	0.40	230	R			_		NA	NA	1998
				To:	Dead End					
700	0.45	40	R	From:	Dead End			NA	NA	10/18/20
792)	0.40	40	11	To:	95-700	1		IN/A	INA	10/10/200
				From:	Dead End					
793)	1.05	250	R			<b>_</b>		NA	NA	1998
				To:	SCL Abingdon					
$\overline{}$	0.01	4400	_	From:	SCL Abingdon			NIA	A14	4000
794)	0.91	1400	R	To:	95-670			NA	NA	1998
				From:	95-745	1				
795)	0.38	80	R		7J-1 <del>4</del> J	_		NA	NA	1998
				To:	95-745					
				From:	Dead End					
796)	0.25	70	R	т.		_		NA	NA	10/15/200
				To:	95-802					

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Washington County				From:		SR 80									
(797)	0.50	260	R						<u> </u>		NA		NA		11/13/2001
				To:		Dead E									
709	3.64	160	R	From:		95-61	6				NA		NA		10/15/2001
798)	0.04	100		To:		95-62	2		1		1471		10.0		10/10/2001
				From:		Dead E	nd								
799	1.50	70	R	To:		95-62	7		_		NA		NA		11/08/2001
				From:		Dead E									
800	0.19	100	R	<u> </u>		Dead E	IIQ		_		NA		NA		11/13/2001
				To:		SR 80	)								
	0.80	440		From:		Dead E	nd				NA		NA		10/20/2001
801)	0.60	110	R	. —					_		NA		INA		10/29/2001
801	0.10	110	R	From:	(	0.80 ME De	ad End				NA		NA		10/29/2001
(001)				To:		95-60:	5		1						
				From:		US 19									
802	0.23	340	F	98%	0%	2%	0%	1%	0%	F	40	F	340	F	2001
	1.94	360	F	From: 97%	0%	95-876 <b>2</b> %	6 0%	1%	0%	С	30	F	360	F	2001
802	1.94	360	Г	91 70	0 70			1 70	U% -	C	30	г	300	Г	2001
802	5.21	300	F	From: 98%	0%	95-83 <b>2</b> %	0%	1%	0%	F	30	F	300	F	2001
002)				To:		95-87									
(802)	3.12	180	F	98%	0%	2%	0%	1%	0%	F	20	F	180	F	2001
				To: From:		95-85	6		]						
802 802 802	2.09	170	F	98%	0%	2%	0%	1%	0%	F	20	F	170	F	2001
	0.04			From:	00/	95-62		00/					470		2224
(802)	3.21	460	F	98% To:	0%	2% 95-61	0%	0%	O%	F	60	F	470	F	2001
				From:		US 11; S			1						
803	4.20	1900	R								NA		NA		10/25/2001
-				From:		95-70	9		]——						
803)	2.25	180	R	To:		an a			_		NA		NA		10/25/2001
				From:		SR 91			<u> </u>						
804)	1.80	130	R			95-66	2		_		NA		NA		11/05/2001
				To:		95-64	5								
$\bigcirc$				From:		SR 80	)								
805)	0.07	740	R	To:		95-73	Q.		7		NA		NA		1998
				From:		95-73			†						
806)	0.55	90	R			75 75			_		NA		NA		11/13/2001
				To:		95-73									
	0.30	300	R	From:		US 11					NA		NA		1998
807	0.30	300		To:		05 170	12		_		INA		IVA		1990
807)	0.12	60	R	From:		95-170	12				NA		NA		1998
				To:		Dead E	nd		1						
				From:		95-64	7								
808)	1.31	1300	R	To:		US 11	1		_		NA		NA		1998
				From:		95-70			+						
809	0.60	60	R	<u> </u>		75-70			_		NA		NA		11/08/2001
				To:		Dead E	nd								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW	Year
Washington County				From:	Dead End	1					
810	1.40	80	R		Dead End	_		NA	NA		11/01/200
				To:	95-711						
	0.60	100	В	From:	95-694			NA	NA		10/25/200
811)	0.00	100	R	To:	Dead End	7		INA	INA		10/23/200
				From:	Dead End						
812)	1.50	80	R			<b>-</b> -		NA	NA		10/15/200
				To:	95-622						
	0.60	120	R	From:	95-689			NA	NA		10/18/200
813)	0.00	120	IX.	To:	Dead End	٦		IVA	IVA		10/10/200
				From:	95-795						
814)	0.19	60	R			_		NA	NA		10/22/200
				To:	Dead End						
	1.00	90	R	From:	95-674			NA	NA		11/01/200
815)	1.00	90	K	To:	Dead End	7		INA	INA		1 1/0 1/200
				From:	95-609	1					
816)	0.19	240	R			_		NA	NA		11/13/200
				To:	Dead End						
	0.15	40	В	From:	95-745			NA	NIA		10/22/200
817)	0.15	10	R	To:	Dead End	7		INA	NA		10/22/200
				From:	Dead End						
(818)	0.30	70	R					NA	NA		11/01/200
				To:	SR 75						
	0.50	40	-	From:	95-751			NA	NIA		10/25/200
819	0.50	40	R	To:	Dead End	٦			NA		10/25/200
				From:	US 11						
(820)	0.45	110	R			<b>-</b>		NA	NA		10/25/200
				To:	Dead End						
	0.80	180	R	From:	95-613			NA	NA		10/22/200
821)	0.80	100	K	To:	Dead End	7		INA	INA		10/22/200
				From:	Dead End						
(822)	0.50	80	R			_		NA	NA		11/08/200
				To:	95-633						
	0.39	90	R	From:	Dead End			NA	NA		11/08/200
823)	0.39	90	K	To:	95-647	7		INA	INA		11/06/200
				From:	95-700	1					
824	0.75	47	R			_		NA	NA		10/18/200
				To:	Dead End						
	0.73	4600	В	From:	95-681			NA	NA		11/05/200
825	0.73	1600	R	To:	US 19	7		INA	INA		11/03/200
				From:	Dead End						
826	0.70	150	R			<del>-</del>		NA	NA		11/08/200
				To:	95-700	<u></u>					
	\			From:	Dead End			NIA			11/00/000
827)	0.54	60	R	To:	95-641	ī		NA	NA		11/08/200
				From:	Dead End	<del>1</del>					
28)	0.52	70	R		Dona Ena			NA	NA		10/22/200
	0.52										

Route	Length	AADT	QA	4T			Maintenar	-Truck			QC	Design	OK	AAWDT	OW	Year
Washington County	Longui	7751	Q,r	7.		2/	Axle 3+A	xle 1Tra	ail 2	Trail	QU	Hour	QIV	700001	QII	rear
				From:			95-675									
829)	1.00	60	R	To:		ī	Dead End					NA		NA		11/08/2001
				From:			SR 80									
830	0.63	40	R	<u></u>			SIC 00					NA		NA		10/22/2001
				To:		I	Dead End									
	0.40	40	_	From:		I	Dead End									40/40/0004
831)	0.40	10	R	To:			95-802		_			NA		NA		10/18/2001
Town of Glade Spring									-							
	0.40	400	_	From:		I	Dead End					NIA		NIA		44/42/2004
832	0.13	100	R	To:		S	R 91 BUS					NA		NA		11/13/2001
Washington County							IC 71 BOS									
				From:			95-711									
833	0.09	380	F	95 To:	% 1	1% 2	2% 19 US 58	6 1%	6 (	0%	С	40	F	380	F	2001
				From:		Т	Dead End									
834)	0.10	20	R	L			ocad End					NA		NA		10/22/2001
				To:			SR 91									
				From:			95-674									
835	1.82	80	R	To:			95-664					NA		NA		11/01/2001
				From:			95-699									
(836)	1.10	300	R	<u></u>			93-099					NA		NA		10/22/2001
				To:			95-694									
				From:			95-645									
837	0.12	70	R	To:		-	L.1 J. C					NA		NA		11/05/2001
				From:			95-737									
838	0.08	40	R	L			93-131					NA		NA		1993
				To:			Gap Termin									
620	0.08	20	R	From:		95-816	Gap Termin	us				NA		NA		1993
838)	0.00	20		To:		Dead En	d; Gap Term	inus				14/ (		10.		1000
$\bigcirc$	0.00	20	_	From:		95-866	Gap Termin	us				NIA		NIA		4000
838	0.06	30	R	To:		ī	Dead End					NA		NA		1993
				From:			95-609									
(839)	0.08	170	R	_								NA		NA		11/13/2001
				To:			95-838									
$\bigcirc$	0.06	140	Б	From:		SR	91; 95-751					NA		NA		10/25/2004
840	0.06	110	R	To:			95-841					INA		INA		10/25/2001
				From:		I	Dead End		<del>- i</del>							
841)	0.13	50	R	_								NA		NA		10/25/2001
				To:			95-840									
	1.45	270	Р	From:			95-609					NA		NA		11/13/2001
842	1.40	370	R	To:		E	ND LOOP					INA		INA		11/13/2001
				From:			95-640		<del>- i</del>							
(843)	0.20	510	R	_								NA		NA		11/08/2001
				To:			95-633									
	0.16	NI A		From:			Dead End/					NA		NA		
844)	0.10	NA		To:		SR	-00091(B)/					INA		INA		
						, Jiv										

					Truck			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT	QW Year
Washington County				From:	US 58					
(845)	0.11	9	R		03.38			NA	NA	11/08/200
				To:	Dead End					
$\bigcirc$	2.12			From:	Dead End					
846	0.43	90	R	To:	95-609	_		NA	NA	11/13/200
				From:		1				
(847)	0.10	40	R		SR 80			NA	NA	11/13/200
				To:	Dead End					
$\sim$				From:	US 19; 95-766					
848	0.40	310	R	To:	D. I.F. I	_		NA	NA	11/05/200
				From:	Dead End					
849	1.00	45	R		95-878			NA	NA	11/08/200
043)				To:	Dead End					
				From:	Dead End					
850	0.25	46	R			_		NA	NA	11/05/2001
				To:	95-633					
	0.25	20	В	From:	95-605			NA	NA	10/25/200
851)	0.23	30	R	To:	Dead End	7		INA	NA.	10/25/200
				From:	95-609					
852	0.22	70	R		75 007			NA	NA	11/13/200
				To:	95-609					
				From:	95-666					
853	0.38	70	R	To:	D. IF I	_		NA	NA	11/08/200
				From:	Dead End					
854	1.05	170	R		Dead End			NA	NA	11/08/200
004)				To:	95-666					
_				From:	Scott County Line					
855	0.40	70	R	_		_		NA	NA	10/15/200
				To:	95-630					
	0.50	120	R	From:	95-614			NA	NA	10/15/200
856	0.30	120	K	To:	95-802	1		INA	NA.	10/13/200
				From:	US 58 WEST					
(858)	1.02	180	R		0000			NA	NA	11/01/200
				To:	US 58 EAST					
$\bigcirc$				From:	95-726					404004000
859	3.50	90	R	To:	US 58	_		NA	NA	10/29/2001
				From:	Dead End					
862	0.30	50	R		Dead End			NA	NA	10/29/2001
002				To:	95-600					
				From:	95-608					
863	0.55	60	R			_		NA	NA	10/25/2001
				To:	Dead End					
005	0.92	40	R	From:	95-737	_		NA	NA	10/22/2001
865	0.52	70	I.	т	0.00 1.01 5 7 7 7 7	_		INA	INA	10/22/200
(OCE)	0.20	710	R	From:	0.92 MN 95-737			NA	NA	10/22/200
865)	0.20	, 10	11	To:	95-609			IVA	IVA	10/22/200
				From:	95-609					
866	0.08	200	R		· 	_		NA	NA	11/13/2001
				To:	95-838					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Year
Washington County				From:	95-838					
866)	0.22	110	R		73-636	_		NA	NA	11/13/200
				To:	Dead End					
				From:	Dead End					
867	0.03	20	R					NA	NA	1998
				To: From:	95-868					
867)	0.08	120	R	т		_		NA	NA	1998
				To:	95-647					
200	0.11	120	R	From:	Dead End			NA	NA	11/08/200
868	0.11	120		To:	95-867			1471	10.0	11/00/200
				From:	Dead End					
869	0.15	90	R		2 000 200			NA	NA	11/08/200
				To	US 11					
869	1.54	1200	R	From:				NA	NA	11/08/200
				To:	95-645					
$\widehat{}$				From:	95-737					
870	0.73	80	R	т	2.12.1			NA	NA	10/22/200
				To:	Dead End					
974	1.88	30	R	From:	95-605			NA	NA	10/25/200
871)	1.00	30	IX.	To:	Dead End			INA	INA	10/23/200
				From:	Dead End					
872	0.40	9	R	<u>.                                    </u>	S the End		NA	NA	10/25/20	
				To	95-802					
<u> </u>	0.60	7		From:	Dead End					
873	0.60 7	7	R	_		_		NA	NA	10/15/20
				To:	95-614		NA			
	0.40	60	_	From:	95-611			NIA	NIA	40/00/00
874)	0.40	60	R	To:	Dead End			NA	NA	10/22/20
				From:	Dead End					
875)	0.33	60	R		Dead End			NA	NA	10/25/20
				To:	95-762					
				From:	US 19					
876	0.20	320	R	_				NA	NA	10/18/200
				To:	95-802					
	0.44	70	_	From:	US 58 SOUTH			NIA	NIA	11/09/20
878	0.41	70	R	To:	US 58 NORTH			NA	NA	11/08/200
				From:	95-704					
879)	0.65	580	R		7J=1U <del>-1</del>			NA	NA	11/08/200
				To:	95-609					
_				From:	95-633					
880	0.30	220	R	_				NA	NA	11/08/200
				To:	95-640					
	0.05	00	В	From:	Dead End			NIA	NIA	11/00/00
881)	0.25	80	R	To:	95-700	ī		NA	NA	11/08/200
				From:	95-869					
882	0.01	480	R		25-002	_		NA	NA	11/05/200
				To:	95-645					
				From:	95-611					
883	1.69	360	R			_		NA	NA	11/05/200
				To:	WCL ABINGDON					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Washington County				From:	Dead End	1				
884	0.95	90	R		Dead End	_		NA	NA	11/01/200
				To:	95-674					
$\bigcirc$	0.05		_	From:	US 58			NIA	<b>NIA</b>	40/00/000
885	0.25	90	R	To:	Dead End	7		NA	NA	10/29/2001
				From:	95-753					
886	0.70	40	R		70 103			NA	NA	10/25/2001
				To:	Dead End					
$\bigcirc$	0.00	400	_	From:	Dead End			NIA	NIA	44/42/200
887)	0.20	130	R	To:	95-609	7		NA	NA	11/13/200
				From:	95-603					
888	0.25	50	R	<u> </u>	70 003			NA	NA	10/29/200
				To:	Dead End					
$\bigcirc$				From:	95-603					
889	0.15	20	R	To:	D J.F J	7		NA	NA	10/29/200
				From:	Dead End					
890	0.12	70	R	110111	US 58	_		NA	NA	10/29/200
030	-			To:	Dead End					
				From:	95-633					
891)	1.30	400	R			_		NA	NA	11/05/2001
				To:	95-684					
600	0.50	70	R	From:	95-684	_		NA	NA	11/05/200
892	0.50	70		To:	Dead End	7		14/3	IVA	11/03/200
				From:	95-751					
894)	0.65	45	R			_		NA	NA	10/25/2001
				To:	Dead End					
$\bigcirc$	0.05	20		From:	US 11			NIA	NIA	44/00/000
895)	0.25	90	R	To:	Dead End	٦		NA	NA	11/08/200
				From:	95-609					
(897)	0.18	130	R		30 003			NA	NA	11/13/2001
				To:	Dead End					
$\bigcirc$				From:	95-684					
898)	0.40	40	R	To:	Dead End	7		NA	NA	10/18/2001
				From:	Dead End	1				
899	0.85	40	R	<u> </u>	Dead End	_		NA	NA	10/29/200°
000				To:	95-600					
				From:	Dead End					
900	0.30	70	R	To:		_		NA	NA	11/01/2001
				From:	Tennessee State Line					
001	0.76	510	R	Pioni.	95-803			NA	NA	10/25/2001
901)	00	0.0	• • • • • • • • • • • • • • • • • • • •	To:	Dead End	1				. 0, 20, 200
				From:	95-677					
902	0.40	1200	R			_		NA	NA	11/08/2001
				To:	SR 75	<u> </u>				
<u></u> _	0.14	20	Б	From:	SR 75			NIA	NIA	11/09/202
903	0.14	20	R	To:	Dead End	7		NA	NA	11/08/2001
				From:	95-705	†				
201			_		75 105					
904	0.10	330	R					NA	NA	11/08/2001

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Washington County				From:	US 58	1					
905)	0.26	240	R		05 30			NA	NA		1995
				To: From:	END LOOP						
905	0.08	60	R	To:	BEGIN LOOP	1		NA	NA		1986
				From:	Dead End						
906)	0.40	60	R			_		NA	NA		11/01/2001
				To: From:	95-676						
907)	0.55	60	R	rioin.	Dead End			NA	NA		11/01/200
				To:	95-711						
	0.12	20	-	From:	95-670			NA	NA		11/01/200
908)	0.13	20	R	To:	95-670	1		NA	NA		11/01/200 <sup>-</sup>
				From:	95-659						
909	0.45	80	R			_		NA	NA		11/05/200
				To: From:	Dead End						
910	0.25	70	R	From:	Dead End			NA	NA		11/05/2001
				To:	0.25 MN Dead End	1					
910	0.20	70	R	From:	0.25 MIN Dette Ent	_		NA	NA		11/05/2001
				To:	US 19						
<b>₩</b>	0.12	170	R	From:	95-665			NA	NA		1993
911)	0.12	170	ĸ	To:	SR 75; 95-670	1		INA	NA		1993
				From:	95-901			NA NA			
920	0.17	260	R			_		NA	NA		10/25/2001
				To: From:	US 11						
923)	0.59	NA		From:	Cul-de-Sac			NA	NA		
(323)				To:	95-699						
$\bigcirc$				From:	Cul-de-Sac/						
1010	0.32	NA		To:	FR-00022(B)/	1		NA	NA		
				From:	95-01010(B)/						
(1011)	0.25	NA			,	_		NA	NA		
				To:	Cul-de-Sac/						
(1004)	0.28	140	R	From:	95-657			NA	NA		11/08/200
(1021)	0.20	140	IX.	To:	Dead End			IVA	IVA		11/00/200
				From:	Cul-de-Sac						
1030	0.30	NA		т	0.5.1.5	_		NA	NA		
				To: From:	95-647						
(1101)	0.15	280	R	T TOM.	US 58			NA	NA		10/15/2001
				To:	95-1102						
$\bigcirc$	A		_	From:	95-1101						1011=10=1
(1102)	0.07	70	R	To:	Dead End	7		NA	NA		10/15/2001
				From:	95-1106						
(1106)	0.11	510	R		,,,,,,,			NA	NA		1995
				To: From:	95-1111	]					
(1106)	0.04	130	R					NA	NA		1986
	2.22	450		To: From:	95-1107			N/ 0	<b></b>		4000
(1106)	0.23	170	R	To:	END LOOP	1		NA	NA		1986
					END LOOP						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year	
Washington County				From:	END LOOP						
1106	0.37	970	R			_		NA	NA	10/15/2001	
				To:	NCL Bristol						
	0.05	110	R	From:	95-1106			NA	NA	10/15/2001	
(1107)	0.03	110	K	To:	95-1106			INA	INA	10/13/2001	
				From:	95-633						
(1108)	0.22	200	R					NA	NA	10/15/2001	
				To: From:	95-1109						
(1108)	0.44	140	R	т	TVD 100D	_		NA	NA	10/15/2001	
				To: From:	END LOOP						
(1109)	0.10	60	R	From:	Cul-de-Sac			NA	NA	10/15/2001	
(1109)	0.10			To:	95-1108				101	10/10/2001	
				From:	95-1106						
(1111)	0.06	500	R			_		NA	NA	10/15/2001	
				To: From:	95-1112						
(1111)	0.07	210	R			_		NA	NA	10/15/2001	
				To:	95-1113						
	0.24	290	R	From:	95-1111			NA	NA	10/15/2001	
1112	0.24	230	1	To	05.1112	_		INA	IVA	10/13/2001	
(1112)	0.18	160	R	From:	95-1113			NA	NA	10/15/2001	
(1112)	00			To:	Dead End						
				From:	95-1111						
(1113)	0.17 <b>14</b>	0.17 <b>1</b> 4		R			_		NA	NA	10/15/2001
				To:	95-1112						
	0.15	120	R	From:	NCL Bristol			NA	NA	10/15/2001	
1116	0.13	120	K	To:	95-1117	1		INA	INA	10/13/2001	
				From:	95-1116						
(1117)	0.31	60	R					NA	NA	10/15/2001	
				To:	Cul-de-Sac						
	0.70	040		From:	NCL Bristol			NIA	NIA	40/45/2004	
(1119)	0.70	210	R	To:	END OF LOOP	_		NA	NA	10/15/2001	
				From:	95-640						
(1120)	0.36	45	R		<i>35</i> 0.10			NA	NA	10/15/2001	
				To:	Dead End						
$\bigcirc$	0.04			From:	Cul-de-Sac					400-	
(1130)	0.21	180	R	To:	95-633	$\neg$		NA	NA	1995	
				From:	Cul-de-Sac	1					
(1131)	0.06	60	R		Cui-uc-Sac			NA	NA	1995	
				To:	95-1130						
				From:	Cul-de-Sac						
(1132)	0.06	20	R	To:	05 1120	_		NA	NA	1995	
				From:	95-1130	<u> </u>					
1200	0.32	160	R		Dead End	_		NA	NA	1995	
1200				To:	95-757	<u></u>		•			
				From:	Dead End						
1201)	0.20	80	R			_		NA	NA	11/01/2001	
				To:	WCL Damascus						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Damascus				From:	WCL Damascus					
(1201)	0.09	200	R	<u> </u>	Web Bulluseus	_		NA	NA	11/01/200
				To:	US 58					
$\bigcirc$				From:	95-1203					
1202	0.20	1200	R					NA	NA	11/01/2001
				From:	95-1225	}——				1.1/0.1/0.00
(1202)	0.06	1200	R			_		NA	NA	11/01/2001
	0.00	700		From:	95-1224			NIA	NIA	44/04/2004
1202	0.02	780	R	To:	US 58	1		NA	NA	11/01/2001
				From:	95-1202	1				
(1203)	0.09	680	R	<u> </u>	73-1202	_		NA	NA	11/01/200
				To	95-1204					
(1203)	0.06	820	R	From:	73-1204			NA	NA	11/01/2001
				To:	95-716					
				From:	95-1203					
1204	0.16	130	R			_		NA	NA	11/01/2001
				To:	95-1205					
$\bigcirc$	0.05	440	_	From:	95-1204			NIA	NIA	44/04/2004
1205	0.05	140	R	To:	95-716	7		NA	NA	11/01/2001
				From:	95-716					
(1206)	0.07	190	R	<u> </u>	93-710			NA	NA	11/01/2001
1200				To:	95-1221					
(1206)	0.07	80	R	From:	93-1221			NA	NA	11/01/2001
(1206)				To:	95-1207					
				From:	95-1206					
(1207)	0.05	80	R					NA	NA	11/01/2001
<u> </u>				To:	US 58					
$\bigcirc$				From:	95-1209					
1208	0.14	130	R			_		NA	NA	11/01/2001
				From:	US 58					4.4/0.4/0.00
1208	0.15	320	R	To:	95-1217	_		NA	NA	11/01/2001
				From:	95-1217					
(1209)	0.06	90	R		93-1208			NA	NA	11/01/2001
(1209)				Tor	110 50					
(1209)	0.09	70	R	From:	US 58			NA	NA	11/01/2001
(1203)				To:	Dead End	1				
				From:	95-716					
(1210)	0.06	110	R			_		NA	NA	11/01/2001
				To:	Dead End					
	0.00			From:	95-716					4.4/0.4/0.00
1211	0.06	80	R	To:	Dead End	$\neg$		NA	NA	11/01/2001
				From:	US 58	1				
(1212)	0.41	290	R	<u> </u>	US 38			NA	NA	11/01/2001
(1212)				To:	SCL Damascus	1				
Washington County										
_			_	From:	SCL Damascus					
(1212)	0.63	150	R	To:	CD 01	7		NA	NA	11/01/2001
					SR 91					
Town of Damascus				From:	US 58					
(1213)	0.04	60	R			_		NA	NA	1993
				To:	95-1214	_				

					washing		ntenance								
Route	Length	AADT	QA	4Tire	Bus		Tru		OT:	QC	Design	QK	AAWDT	QW	Year
	ŭ					2Axle	3+Axle	1 I rail	21 rail		Hour				
Town of Damascus				From:		Dead I	End								
(1214)	0.08	48	R						_		NA		NA		1993
				To:		95-12									
	0.00		_	From:		95-12	08				N1.0		N.1.0		4000
(1215)	0.06	70	R						_		NA		NA		1993
$\overline{}$	0.00	400		From:		US 5	8		_		NIA		NIA.		4000
1215	0.06	120	R	To:		Dead I	End		_		NA		NA		1993
				From:		95-12									
(1216)	0.07	80	R	<u> </u>		93-12	08				NA		NA		1993
(1216)				To:		CD 0	11		_						
(1216)	0.07	80	R	From:		SR 9	'1				NA		NA		1993
1216				To:		Dead I	End		1						
				From:		95-12	18								
(1217)	0.03	230	R								NA		NA		1993
				To		SR 9	01		7						
(1217)	0.07	80	R	From:							NA		NA		1993
				To:		95-12	08								
				From:		95-12	17								
(1218)	0.17	190	R	_					_		NA		NA		1993
				To:		95-12	19								
	0.44	4=0	_	From:		95-12	20				N1.0		N.1.0		4000
1219	0.14	150	R	To:		95-12	10		_		NA		NA		1993
				From:					+						
(1000)	0.20	80	R	Tioni.		SR 9	'1				NA		NA		1993
(1220)	0.20	00	• • • • • • • • • • • • • • • • • • • •	To:		95-12	19		7						1000
				From:		95-12			1						
(1221)	0.06	180	R	<u> </u>		75 12			_		NA		NA		1993
				To:		US 5	58		٦						
(1221)	0.06	210	R	From:		000					NA		NA		1993
				To:		95-12	22								
				From:		Dead I	End								
1222	0.05	10	R								NA		NA		1993
				To: From:		95-12	23		<u> </u>						
1222	0.07	330	R								NA		NA		1993
				To: From:		95-71	16								
1222	0.07	160	R						_		NA		NA		1993
				To:		95-12	21		<u> </u>						
$\bigcirc$		400-	_	From:		Dead I	End								
(1223)	0.05	1200	R						_		NA		NA		1993
				To: From:		US 5	58								
(1223)	0.06	1600	R	To		05.15	22		_		NA		NA		1993
				To:		95-12									
	0.14	180	R	From:		95-12	26				NA		NA		1993
1224	0.14	100	ĸ	To:		95-12	02		1		INA		INA		1333
				From:		95-12			1						
1225	0.17	160	R	<u> </u>		93-12	20				NA		NA		1993
				To:		95-12	02								
				From:		95-12									
(1226)	0.07	80	R	_					_		NA		NA		1993
				To:		95-12	24								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Washington County				From:	95-706	1					
1227	0.51	140	R	<u> </u>	75-700	_		NA	NA		1986
				To:	LOOP END						
				From:	95-711						
1230	0.25	170	R			_		NA	NA		1993
				To:	Dead End						
$\frown$	0.00	4.40	_	From:	95-708						4000
1235)	0.39	140	R	To:	LOOP END	7		NA	NA		1986
				From:		1					
1240	0.47	230	R		95-842	_		NA	NA		11/13/20
1240	0.11	200		To:	05 1041	_			10.		1 11 10/20
	0.40	120	R	From:	95-1241	_		NA	NA		11/13/20
1240	0.40	120	1	To:	Cul-de-Sac	7		147 (	10.0		11/10/20
				From:	95-1240	ì					
1241)	0.42	60	R		75 1210	_		NA	NA		11/13/20
				To:	Cul-de-Sac						
own of Glade Spring											
				From:	SR 91 BUS						
1301)	0.07	200	R					NA	NA		1993
_				From:	95-1313						
1301)	0.23	220	R			_		NA	NA		1993
				To:	95-1304	<u> </u>					
	0.07	40	_	From:	SR 91 BUS			NIA	NIA		4000
1302	0.07	40	R	To:	Dead End	7		NA	NA		1993
				From:		1					
4000	0.32	270	R		SR 91			NA	NA		1993
1303	0.02	2.0		т	27.4224	_			10.0		1000
	0.08	300	R	From:	95-1304			NA	NA		1993
1303	0.00	300	K	To:	SR 91 BUS	7		INA	INA		1995
				From:	Dead End	1					
1304	0.03	120	R	<u> </u>	Dead End			NA	NA		1995
1304)				To:	95-1301						
1304)	0.10	140	R	From:	93-1301			NA	NA		1993
1304)			••	To:	95-1303	7					
				From:	SR 91						
1305	0.17	170	R	<u> </u>		_		NA	NA		1993
				To: From:	95-1307	<del></del>					
1305)	0.15	340	R	r/om:		_		NA	NA		1993
				To:	SR 91 BUS						
				From:	95-1307						
1306	0.06	180	R					NA	NA		1993
				To: From:	SR 91 BUS	]——					
1306)	0.06	60	R			_		NA	NA		1993
				To:	Dead End	<u> </u>					
			_	From:	95-1306						
1307)	0.22	130	R					NA	NA		1993
<u> </u>				To: From:	95-1311	]					
1307)	0.08	200	R			_		NA	NA		1993
				To:	95-1305						
	0.00	466	_	From:	95-1310			N.1.0			4000
1308)	0.06	120	R	To:	05 1211	7		NA	NA		1993
				To:	95-1311						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Glade Spring				From:	SR 91 BUS					
(1309)	80.0	1500	R		33,7,2,00			NA	NA	11/13/2001
(1300)	0.29	630	R	From:	95-609; 95-752			NA	NA	11/13/2001
(1309)	0.20			To:	SR 91					1171072001
$\bigcirc$	0.07		_	From:	SR 91				<b></b>	1000
(1310)	0.07	360	R	To:	05 1211	_		NA	NA	1993
(1310)	0.06	160	R	From:	95-1311			NA	NA	1993
_				To: 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
	0.18	190	R	From:	95-1310			NA	NA	1993
(1311)	0.10	130		To	95-1308			INA	INA	1993
(1311)	0.03	200	R	From:		<u> </u>		NA	NA	1993
				To:	95-1307					
Washington County				From:	SR 91 SOUTH					
(1312)	0.69	1400	R					NA	NA	11/13/2001
(1212)	0.38	570	R	From:	FR-33			NA	NA	11/13/2001
(1312)				To: From:	95-1318					
(1312)	0.25	690	R			_		NA	NA	11/13/2001
T. COLLC:				To:	95-1317 SCL Glade Spring					
Town of Glade Spring				From:	95-1317 SCL Glade Spring					
(1312)	0.23	1400	R	To:	SR 91 NORTH	_		NA	NA	11/13/2001
				From:	SR 91					
1313	0.19	160	R	To:	95-1301	_		NA	NA	1993
				From:	Dead End					
(1314)	0.09	90	R			<u>-</u>		NA	NA	1993
				To:	95-1310					
Washington County				From:	SR 91					
(1315)	0.07	120	R			_		NA	NA	11/13/2001
(1315)	0.12	70	R	From:	95-1316 SOUTH			NA	NA	11/13/2001
(1313)				To:	95-1316 NORTH					
	0.23	420	R	From:	95-1315 SOUTH			NA	NA	11/13/2001
(1316)	0.23	120	rt	To:	95-1315 NORTH			INA	INA	11/13/2001
(1316)	0.07	130	R	From:				NA	NA	11/13/2001
				To:	SR 91 SCL Glade Spring					
Town of Glade Spring				From:	95-1312 SCL Glade Spring					
1317	0.14	60	R	To:	Dead End	_		NA	NA	11/13/2001
Washington County					Dead Elid					
	0.15	20		From:	Dead End			NIA	NΙΛ	11/12/2001
(1318)	0.15	30	R	To:	95-1312			NA	NA	11/13/2001

					wasnington Maintenance Area			Design			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT	QW	Year
Washington County				From:	Cul-de-Sac						
(1319)	0.23	20	R	<u> </u>		_		NA	NA		1995
				To:	95-1316						
	0.31	100	R	From:	SR 91 NORTH			NA	NA		1995
(1320)	0.01	100		To:	SR 91 SOUTH			1471	10.1		1000
Town of Glade Spring											
	0.12	50	R	From:	Dead End			NA	NA		1995
(1323)	0.12			To:	95-1304			1471	10.1		1000
Washington County											
(1401)	0.17	120	R	From:	95-1402			NA	NA		11/08/200
(1401)	• • • • • • • • • • • • • • • • • • • •		.``	To:	95-664						
				From:	Cul-de-Sac						
(1402)	0.30	120	R	To:	95-1401	7		NA	NA		11/08/200
				From:	BEGIN LOOP						
(1405)	0.37	70	R		BEGILVEGOT			NA	NA		1995
				To:	95-664						
	0.26	180	R	From:	95-647			NA	NA		1998
1424	0.20	100	IX.	To:	Dead End			11/-1	IVA		1556
				From:	Dead End						
1425	0.26	200	R	To:	05 (50	_		NA	NA		1998
				From:	95-650 Cul-de-Sac	+					
(1445)	0.18	130	R	L	Cui-uc-Sac			NA	NA		11/08/200
				To:	95-670						
$\bigcirc$	0.31	80	R	From:	BEGIN LOOP			NA	NA		11/08/200
1446)	0.51	80	K	To:	95-1445			INA	NA.		11/00/200
				From:	95-649						
(1450)	0.07	980	R	-		-		NA	NA		1998
	0.07			From:	95-1453	]		N10	NIA		4000
(1450)	0.07	690	R	. —		_		NA	NA		1998
(1450)	0.19	450	R	From:	95-1454			NA	NA		1998
(1430)				To:	95-1455						
(1450)	0.06	340	R	From:	70 1100	_		NA	NA		1998
				To: From:	95-1456	]——					
1450	0.26	150	R	To:	05 1452	7		NA	NA		1998
				From:	95-1452 95-1454						
1451)	0.19	140	R		75-1434	_		NA	NA		1998
				To:	95-1455						
	0.08	160	R	From:	95-1453			NA	NA		1998
1452	0.06	160	K	Tec	05 1454			INA	INA		1990
(1452)	0.20	150	R	From:	95-1454			NA	NA		1998
		-		To: From:	95-1455	<b>—</b>					
(1452)	0.35	100	R	rtom:	<del> </del>			NA	NA		1998
-				From:	95-1450	]——					
1452	0.03	30	R	To:	Dood End	_		NA	NA		1998
-					Dead End						

Povito	المحمد ا	AADT	^^		Washington Maintenance Area		QC	Design		OW V==
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDT	QW Year
Washington County				From:	95-1452					
(1453)	0.12	240	R			_		NA	NA	1998
				To:	95-1450					
	0.06	70	R	From:	95-1452			NA	NA	1998
(1454)	0.00	70		To:	05 1451			10.0	10.	1000
(1454)	0.06	180	R	From:	95-1451			NA	NA	1998
(1434)				To:	95-1450					
				From:	95-1452					
1455	0.06	48	R					NA	NA	1998
	0.00			From:	95-1451					4000
(1455)	0.06	90	R	To:	95-1450			NA	NA	1998
				From:	95-1450					
(1456)	0.18	190	R	<u>I</u>	73-1430			NA	NA	1998
				To:	95-1452					
$\bigcirc$				From:	95-648					
1460	0.21	120	R	To:	05.1461	_		NA	NA	11/08/2
				From:	95-1461					
(1461)	0.07	40	R		95-1460			NA	NA	11/08/2
(1401)				To:	Cul-de-Sac					
				From:	95-1491					
(1490)	0.12	270	R					NA	NA	11/08/2
<u> </u>				To: From:	95-1492					
(1490)	0.08	250	R	To:	Tanasasa Chaha Lina			NA	NA	11/08/2
				From:	Tennessee State Line Cul-de-Sac					
(1491)	0.04	60	R		Cui-de-Sac			NA	NA	11/08/2
				To:	95-1490					
				From:	Tennessee State Line					
1492	0.05	70	R	To:	05.1400			NA	NA	11/08/2
				From:	95-1490					
(1500)	0.28	90	R	Troin.	SR 75			NA	NA	11/08/2
(1300)				To:	Cul-de-Sac					
_				From:	95-1502					
(1501)	0.06	460	R					NA	NA	11/05/2
<u> </u>				From:	95-1503					
(1501)	0.27	310	R	To:	110.10	_		NA	NA	11/05/2
				From:	US 19					
(1502)	0.28	420	R		95-1505			NA	NA	11/05/2
			-	To:	95-1508					
(1502)	0.43	410	R	From:	75-1500			NA	NA	11/05/2
$\bigcup$				To	95-1504					
1502	0.18	450	R	From:	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			NA	NA	1986
				To: From:	95-1501					
(1502)	0.19	890	R			_		NA	NA	1986
				To:	US 19					
$\bigcirc$	0.54	440	_	From:	95-1505			NIA	NIA	11/05/0
1503	0.54	410	R			_		NA	NA	11/05/2
(F500)	0.05	460	R	From:	95-1504			NA	NA	11/05/2
(1503)	0.00	-100	N	To:	95-1501			14/7	INC	11/03/2
					·					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Washington County				From:	95-1502					
1504	0.16	230	R		93-1302	_		NA	NA	11/05/200
				To:	95-1503	1				
				From:	95-1502					
(1505)	0.18	230	R					NA	NA	11/05/200
				From:	95-1503	]				
1505)	0.07	80	R	To:	D 15 1	_		NA	NA	11/05/200
				From:	Dead End					
4500	0.11	30	R	riom.	US 58 ALT; NCL Abingdon			NA	NA	11/05/200
1506	0.11	00		To:	Dead End	1				11/00/200
				From:	95-670; 95-1514					
1507	80.0	NA			,			NA	NA	
				To:	95-1509					
$\bigcirc$				From:	95-681					
1508	0.06	710	R	To:	05.1502	_		NA	NA	11/05/200
				From:	95-1502	1				
4500	0.14	NA		FIOIII.	Cul-de-Sac			NA	NA	
(1509)	0.11	11/4		To	05.1507	_				
4500	0.13	NA		From:	95-1507			NA	NA	
(1509)	0.10			To:	Cul-de-Sac	1				
				From:	BEGIN LOOP					
(1510)	0.41	100	R					NA	NA	11/05/200
				To: From:	END LOOP	7——				
1510	0.11	310	R					NA	NA	11/05/200
				To:	95-692					
				From:	END LOOP					
(1511)	0.19	390	R					NA	NA	11/05/200
				To: From:	95-1513	]				
(1511)	0.86	420	R					NA	NA	11/05/200
	0.10			From:	BEGIN LOOP					44/05/000
(1511)	0.16	810	R	To:	US 19	_		NA	NA	11/05/200
				From:	95-00670(B)/	1				
(1512)	0.25	NA			93-006/0(B)/			NA	NA	
(1312)				To:	Cul-de-Sac/	1				
				From:	Dead End					
(1513)	0.23	130	R			_		NA	NA	11/05/200
				To:	95-1511					
$\bigcirc$	0.40			From:	Cul-de-Sac					1000
(1514)	0.12	80	R			_		NA	NA	1998
$\overline{}$	0.07			From:	95-1515	_		NIA	NIA.	4000
(1514)	0.07	240	R	To:	95-670	1		NA	NA	1998
				From:	95-1514	+				
(1515)	0.12	140	R	<u> </u>	75-1514	_		NA	NA	1998
				To:	Cul-de-Sac					
_				From:	95-1517		<u> </u>			
1516	0.12	NA				_		NA	NA	
				To:	Cul-de-Sac	<u></u>				
	0.00			From:	95-766			NIA.	A14	
1517	0.33	NA		To:	95-1516	7		NA	NA	
					73-1310					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Washington County				From:	95-1516	1				
1517	0.07	NA		<u> </u>	75 1510			NA	NA	
				To: From:	95-1518	]				
(1517)	0.68	NA		To:	Cul-de-Sac	7		NA	NA	
				From:	95-1517	1				
(1518)	0.25	NA			70 1017			NA	NA	
<u> </u>				To:	Cul-de-Sac					
	0.28	120	R	From:	95-1521	_		NA	NA	11/05/200
(1519)	0.20	120		To:	95-1520			1471	147.	11/00/200
				From:	Dead End					
1520	0.09	140	R					NA	NA	11/05/200
	0.07	400		From:	95-1525			NIA	NIA	44/05/2004
(1520)	0.07	490	R			_		NA	NA	11/05/2001
(1520)	0.07	510	R	From:	95-1523			NA	NA	11/05/2001
				To	95-1519	<b></b>				
(1520)	0.09	750	R	From:	70 1017	_		NA	NA	11/05/2001
				To: From:	95-1522	]——				
1520	0.18	830	R	To:	05.645	_		NA	NA	11/05/2001
				From:	95-647 95-678					
(1521)	0.25	440	R		95-678	_		NA	NA	11/05/2001
				To: From:	95-1543	1				
(1521)	0.07	450	R	Piolii.				NA	NA	11/05/2001
				To: From:	95-1542					
(1521)	0.07	560	R					NA	NA	11/05/2001
	0.07	810	R	From:	95-1525	_		NA	NA	11/05/2001
(1521)	0.07	010	K	To:	05 1522	7		INA	NA	11/05/2001
(1521)	0.08	1100	R	From:	95-1523			NA	NA	11/05/2001
				To: From:	95-1519	1				
(1521)	0.07	1200	R	Piolii.				NA	NA	11/05/2001
				To: From:	95-1522	]——				
(1521)	0.07	1200	R	To:	95-647	_		NA	NA	11/05/2001
				From:	95-1521					
(1522)	0.27	220	R	<u> </u>	)J-1J21	_		NA	NA	11/05/2001
				To:	95-1520					
$\bigcirc$	0.43	220	R	From:	Dead End			NA	NA	11/05/2001
(1523)	0.43	220	K	To:	05 1521	7		INA	NA	11/03/2001
(1523)	0.29	220	R	From:	95-1521			NA	NA	11/05/2001
				To:	95-1520					
$\bigcirc$	0.44			From:	Dead End			N1 *	<b>.</b>	44/05/000
1524	0.14	80	R	To:	95-647	7		NA	NA	11/05/2001
				From:	BEGIN LOOP	1				
(1525)	0.58	210	R		2	_		NA	NA	11/05/2001
				From:	END LOOP					
(1525)	0.22	430	R		0.7.1.701	_		NA	NA	11/05/2001
				To:	95-1521					

0.28	140		From:								
	140			95-152	1						
0.09		R	<u>                                     </u>	, c 102	•			NA	NA		11/05/2001
0.09	90	-	To: From:	95-152	0			NΙΛ	NΙΛ		11/05/2001
	80	R	To:	Dead Er	nd			NA	NA		11/05/2001
			From:	BEGIN LO							
0.48	130	R						NA	NA		11/05/200
0.00	070		To: From:	END LO	OP			NΙΔ	NΙΛ		11/05/200
0.08	270	ĸ	To:	95-647	7			NA	NA		11/05/200
			From:								
0.05	520	R						NA	NA		11/05/200
			To: From:	95-152	8						
0.21	350	R						NA	NA		11/05/200
0.07	370	P	From:	95-153	0			NΔ	NΔ		11/05/200
0.07	370	K	To:	95-681	<u> </u>			INA	INA		11/03/200
			From:	95-152	7						
0.09	250	R						NA	NA		11/05/2001
0.00	440		From:	95-152	9			NIA.	NIA.		44/05/0004
0.06	110	R	To:	95-153	1			NA	NA		11/05/2001
			From:								
0.19	100	R						NA	NA		11/05/200
0.10	110	R	From:	95-152	7			NΔ	NΔ		11/05/200
0.10	110		To:	05 152	0			IVA	IVA		11/03/200
0.06	130	R	From:	95-152	9			NA	NA		11/05/200
			To:	95-153	1						
0.40	440		From:	95-152	8			NIA	NIA		44/05/000
0.19	110	ĸ	_					NA	NA		11/05/200
0.07	150	R	From:	95-153	0			NA	NA		11/05/200
0.07	100	.,	To:	95-681; 95-	-9864				101		11/00/200
			From:	US 19	1						
0.05	470	R	To:	05.70	-			NA	NA		11/05/200
0.24	330	R		93-047	<u> </u>			NA	NA		11/05/200
			To:	95-153	6						
0.40		_	From:	95-153	5						44/05/000
0.43	330	R						NA	NA		11/05/2001
O 18	150	R	From:	95-153	8			NΑ	NΔ		1995
0.10	100	.,	To	Dead Er	nd			107.	1471		1000
			From:	95-153	6						
0.24	280	R	To	0.1.1.0	1			NA	NA		1995
			I			<u> </u>					
0.29	45	R	<u> </u>	95-1538 SU	о∪1П			NA	NA		1995
			To:	95-1538 NO	ORTH						
0.00		_	From:	95-154	1			h			44/05/000
0.08	90	R	To:	05 670	2			NA	NA		11/05/2001
	0.08  0.05  0.21  0.07  0.09  0.06  0.19  0.10  0.06  0.19  0.07  0.05  0.24  0.43  0.18  0.24	0.08       270         0.05       520         0.21       350         0.07       370         0.09       250         0.06       110         0.19       100         0.10       110         0.06       130         0.19       110         0.07       150         0.05       470         0.24       330         0.18       150         0.24       280         0.29       45	0.08 270 R  0.05 520 R  0.21 350 R  0.07 370 R  0.09 250 R  0.06 110 R  0.19 100 R  0.10 110 R  0.06 130 R  0.07 150 R  0.07 150 R  0.05 470 R  0.24 330 R  0.43 330 R  0.43 330 R  0.43 R	0.08   270   R	O.08   270   R   From	Total   Section   Sectio	Section   Sect	Section   Sect	Description   Color   Color	Description   Color   Color	O.08   270   R

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Washington County						ZIIali		rioui		
	0.14	90	R	From:	Cul-de-Sac			NA	NA	11/05/200
1541)	0.14	90	ĸ	To:	95-1540	$\neg$		INA	NA	11/05/200
				From:	95-1521					
1542	0.12	47	R			<b>_</b>		NA	NA	11/05/200
				To:	Cul-de-Sac					
$\bigcirc$	0.44			From:	95-1521					44/05/000
1543)	0.11	60	R	To:	Cul-de-Sac	⊣		NA	NA	11/05/200
				From:	95-1546					
1544	0.45	110	R		93-1340			NA	NA	11/05/200
				To:	95-1545	¬				
1544	0.18	260	R	From:	75 15 15			NA	NA	11/05/200
				To:	95-647					
				From:	95-1544					
1545	0.23	120	R	To:	0.11.0	_		NA	NA	11/05/200
				From:	Cul-de-Sac					
4546	0.22	90	R	riom.	95-1544			NA	NA	11/05/200
1546	0.22	00		To:	95-1544			147	10.	11/00/200
				From:	95-670					
1547	0.16	120	R					NA	NA	11/05/200
$\bigcirc$				To:	Cul-de-Sac					
$\bigcirc$	0.40		_	From:	Cul-de-Sac					44/05/000
1548	0.10	80	R	To:	95-1536	_		NA	NA	11/05/200
				From:	Cul-de-Sac	1				
1549	0.26	130	R		Cui-ue-Sac			NA	NA	11/05/200
1349				To:	95-1536					
_				From:	Cul-de-Sac					
1550	0.18	90	R	. —		_		NA	NA	11/05/200
				To:	95-647					
	0.50	60	R	From:	Cul-de-Sac			NA	NA	11/05/200
1551	0.00	00		To:	95-678			147	10.	11/00/200
				From:	Cul-de-Sac					
1552)	0.04	40	R					NA	NA	11/05/200
				To:	95-1551					
	0.40	400		From:	US 19			NIA	NIA	44/05/000
1555	0.40	400	R	To:	95-1556	_		NA	NA	11/05/200
				From:	Cul-de-Sac					
1556	0.24	260	R		Cui-uc-Sac			NA	NA	11/05/200
				To:	95-1555					
				From:	Cul-de-Sac					
1557	0.08	100	R			_		NA	NA	11/05/200
				To	95-1555					
4500	0.44	70	R	From:	95-1502			NA	NA	11/05/200
1560	0.77	, 0	11	To:	95-1505	1		I WA	INC	11/03/200
				From:	Cul-de-Sac					
(1561)	0.04	60	R			_		NA	NA	11/05/200
				To:	95-1560	<u> </u>				
				From:	Cul-de-Sac					
1700	0.12	120	R	To:	95-869	1		NA	NA	1995
_					93-809					

					vvasiliiļ	1011 IVIAII	ntenance Tri			Dosian				
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Washington County				P 1				 						
(1701)	0.11	460	R	From:		95-62	25	_		NA		NA		10/15/2001
				To:		95-17	03							
(1701)	0.09	380	R							NA		NA		10/15/2001
	0.07			To: From:		95-17	04	]						40/45/0004
1701)	0.07	240	R	To:		95-17	02	1		NA		NA		10/15/2001
				From:		95-17								
(1702)	0.15	170	R	<u>-</u>						NA		NA		10/15/2001
	0.47			To: From:		95-17	01	]						40/45/0004
1702	0.17	140	R	To:		95-80	)7	1		NA		NA		10/15/2001
				From:		95-17								
(1703)	0.13	120	R	<u> </u>			·-			NA		NA		10/15/2001
				To: From:		95-17	04	_						
1703	0.10	110	R	To:		05.17	0.1	_		NA		NA		10/15/2001
				From:		95-17 95-62								
(1704)	0.06	190	R			93-02	23	_		NA		NA		10/15/2001
				To: From:		95-17	03	<u> </u>						
(1704)	0.10	110	R							NA		NA		10/15/2001
				To: From:		95-17	01	_						1011=10001
1704	0.15	120	R	To:		95-80	)7	_		NA		NA		10/15/2001
				From:		95-17								
(1705)	0.07	220	R							NA		NA		10/15/2001
				To: From:		95-17	27	]						
(1705)	0.20	280	R	To:		LIC 1	1	_		NA		NA		10/15/2001
				From:		US 1								
(1706)	0.15	50	R			Deau i	EHU	_		NA		NA		10/15/2001
				To: From:		95-17	05	1—						
(1706)	0.09	120	R	11011.						NA		NA		10/15/2001
				To: From:		95-17	21	_						1011=10001
(1706)	0.03	30	R	To:		Dead I	End	1		NA		NA		10/15/2001
				From:		Dead I								
(1707)	0.11	60	R	<u> </u>						NA		NA		10/25/2001
				To: From:		95-17	11	]—						
(1707)	0.08	80	R					_		NA		NA		10/15/2001
	0.02	180	R	From:		95-17	08			NA		NA		10/15/2001
(1707)	0.02	100	K	To:		05.17	10	_		INA		INA		10/13/2001
(1707)	0.05	220	R	From:		95-17	10			NA		NA		10/15/2001
				To: From:		95-17	08							
(1707)	0.03	210	R					_		NA		NA		10/15/2001
				To:		FR-2								
1708	0.20	60	R	From:		95-17	07	_		NA		NA		10/15/2001
1700)	0.20			То:		95-17	07			, .		, .		
$\overline{}$				From:		95-17	11							
1709	0.08	150	R	To:		95-17	10	_		NA		NA		10/15/2001
						95-17	10							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Washington County				From:	95-1710					
1709	0.10	330	R			<b>-</b>		NA	NA	10/15/2001
				To:	FR-21					
	0.11	60	R	From:	95-1709			NA	NA	10/15/2001
(1710)	0.11	00	K	To:	95-1707			INA	INA	10/13/2001
_				From:	95-1709					
(1711)	0.12	90	R	To:		<b>-</b>		NA	NA	10/15/2001
				From:	95-1707					
1712	0.40	2200	R		US 11	_		NA	NA	1989
				To	95-1720					
(1712)	0.10	1600	R	From:	70 1/20			NA	NA	1986
				To: From:	95-1713 NORTH	_				
1712	0.07	1200	R					NA	NA	1986
				To: From:	95-1713 SOUTH	]—				
1712	0.13	950	R					NA	NA	1986
	2.00			From:	95-1733					4000
1712	0.09	870	R			_		NA	NA	1986
	0.08	750	R	From:	95-1730 WEST			NA	NA	1986
1712	0.00	750	K	To	0.5.4.5.0. T. L. O.T.	_		INA	NA.	1900
(1712)	0.07	730	R	From:	95-1730 EAST			NA	NA	1986
1712	0.0.			To:	95-1732					
1712	0.07	290	R	From:	95-1732			NA	NA	1986
				To	95-1736 WEST					
(1712)	0.04	190	R	From:				NA	NA	1986
				To: From:	95-1732 WEST	]—				
(1712)	0.08	220	R					NA	NA	1986
				To: From:	95-1736 EAST					
(1712)	0.08	270	R	To:	95-1732 EAST	_		NA	NA	1986
				From:	95-1712 SOUTH					
1713	0.21	210	R	<u> </u>	)3-1/12 500 HI	_		NA	NA	10/15/2001
				To	95-1730	<b>—</b>				
(1713)	0.28	120	R	rioni.				NA	NA	10/15/2001
				To: From:	95-1735					
1713	0.11	320	R					NA	NA	10/15/2001
				From:	95-1714					4044740004
(1713)	0.08	560	R	To:	95-1712 NORTH	_		NA	NA	10/15/2001
				From:	95-1713					
1714	0.05	60	R		75-1715			NA	NA	10/15/2001
$\bigcup$				To:	Dead End					
				From:	US 11					4044740004
(1715)	0.13	1200	R			_		NA	NA	10/15/2001
	0.07	960		From:	95-1722			NA	NIA	10/1E/2004
1715	0.07	860	R	To:	95-1716	7		NA	NA	10/15/2001
				From:	Dead End					
(1716)	0.05	660	R					NA	NA	10/15/2001
				To: From:	95-1715	]				
1716	0.10	250	R			_		NA	NA	10/15/2001
				To:	95-1722					

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Washington County				From:		US 1									
1717)	0.48	5000	F	93%	0%	2%	1%	3%	0%	С	820	F	5200	F	2001
	0.80	3200	F	To: From: 93%	0%	95-172 <b>2</b> %	29 1%	3%	0%	F	410	F	3300	F	2001
1717	0.00	3200	-	To:	0 70	95-172		3 70	¬——	'	410	ı	3300	'	2001
1717)	1.07	2000	F	93%	0%	2%	1%	3%	0%	F	230	F	2100	F	2001
	0.01	1500	F	From: 93%	0%	.07 M FRM 2%	95-1728 <b>1%</b>	3%	0%	F	200	F	1600	F	2001
1717)			•	To		.08 M FRM			¬—			•		•	
1717)	0.25	1500	F	93%	0%	2%	1%	3%	0%	F	190	F	1500	F	2001
				To: From:		95-64									
1718	0.62	1900	R			US 1	I				NA		NA		1993
				To: From:		95-174	11		]						
1718	0.05	850	R	To:		D 15	1		_		NA		NA		1993
				From:		Dead E									
1719	0.16	150	R			Dead L	ind		<b>-</b>		NA		NA		1993
				To:		US 1									
1720	0.17	170	R	From:		95-171	12				NA		NA		10/15/200
1720	0.11			To:		Dead E	ind		1						10/10/20
$\overline{}$				From:		95-170	)6								10/1=/00
1721)	0.11	100	R	To:		Dead E	nd		7		NA		NA		10/15/20
				From:		95-171									
1722	0.17	120	R						<u>-</u>		NA		NA		10/15/200
				To: From:		95-171									
1723)	0.25	460	R	From:		US 1	l		_		NA		NA		10/15/20
				To:		Dead E	nd								
$\bigcirc$	0.07		_	From:		US 1	1								40/45/00
1724	0.07	120	R	_					_		NA		NA		10/15/200
1724)	0.08	20	R	From:		95-172	25				NA		NA		10/15/200
11724)				To:		Dead E	nd								
$\bigcirc$			_	From:		Dead E	ind								10/1=/00
1725	0.05	40	R	_					_		NA		NA		10/15/200
1725)	0.15	80	R	From:		95-172	24				NA		NA		10/15/200
1729				To:		Dead E	ind								
$\bigcirc$				From:		95-172	25								4044=400
1726	0.07	200	R	To:		US 1	1		1		NA		NA		10/15/200
				From:		Dead E									
1727)	0.10	80	R								NA		NA		10/15/20
	0.40	400		To: From:		95-170	)5		]		NI A		N1A		40/45/00
1727)	0.10	100	R	To:		Dead E	nd		7		NA		NA		10/15/200
				From:		95-1717 V			Ì						
1728	0.04	2100	R	_					<del>-</del>		NA		NA		1993
				To: From:		ad End; Gap 0.41 MW 95			-						
728	0.41	1800	R						<u>-</u>		NA		NA		1993
				To:		95-1717 E	EAST								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	O.C	Design Hour	QK AAWDT	QW Year
Washington County				From:	Dead End	1			
1729	0.20	310	R		Dead Elid	_	NA	NA	10/15/2001
	0.45			To: From:	95-1746				40/45/0004
(1729)	0.45	520	R	To:	95-1717	7	NA	NA	10/15/2001
				From:	95-1713				
1730	0.07	90	R			_	NA	NA	10/15/2001
	0.00			To: From:	95-1712 NORTH		NIA		40/45/0004
1730	0.28	70	R			_	NA	NA	10/15/2001
(1730)	0.07	190	R	From:	95-1712 SOUTH		NA	NA	10/15/2001
(1730)				To:	95-1734				
1730	0.14	220	R	From:	75 1751	<b>=</b>	NA	NA	10/15/2001
				To:	95-1731				
	0.40	240	В	From:	95-1730		NA	NA	10/15/2001
1731)	0.40	240	R	To:	95-1735	7	INA	NA	10/15/2001
				From:	95-1712 MID				
1732	0.42	170	R			<u> </u>	NA	NA	10/15/2001
				To: From:	95-1712 EAST	]			
1732	0.21	180	R			_	NA	NA	10/15/2001
	0.38	260	R	To: From:	95-1738		NA	NA	10/15/2001
1732	0.30	200	K	To:	95-1712 WEST	7	INA	NA	10/13/2001
				From:	Cul-de-Sac				
(1733)	0.05	40	R			_	NA	NA	10/15/2001
				To:	95-1712				
	0.05	50	R	From:	Cul-de-Sac		NA	NA	10/15/2001
(1734)	0.00	30		To:	95-1730		107.	107	10/10/200
				From:	95-1713				
1735	0.06	240	R			_	NA	NA	10/15/2001
				To:	95-1731				
1726	0.07	60	R	From:	95-1712 WEST		NA	NA	10/15/2001
(1736)				To:	95-1737	7			
1736	0.14	110	R	From:	73-1737		NA	NA	10/15/2001
				To:	95-1712 EAST				
$\bigcirc$	0.00			From:	Cul-de-Sac				40/45/000
1737	0.06	30	R	To:	95-1736	7	NA	NA	10/15/2001
				From:	95-1732				
1738	0.07	49	R		75 1152		NA	NA	10/15/2001
				To:	Cul-de-Sac				
$\bigcirc$	0.07	420	В	From:	Dead End		NA	NA	10/15/2001
1739	0.07	130	R	To:	95-1717	٦	INA	NA	10/15/2001
				From:	Dead End				
1740	0.25	420	R			_	NA	NA	10/15/2001
				To:	95-1717	1			
	0.08	100	R	From:	END LOOP	_	NA	NA	1995
1741)	0.00	100	ĸ	To:	05.1740	_	INA	INA	1990
(1741)	0.01	140	R	From:	95-1748		NA	NA	10/02/2001
				To:	95-1742 EAST	<u></u>			

Route	Length	AADT	QA	4Tire	Rus	Truck Axle 1Trail		QC	Design Hour	QK .	AAWDT	QW	Year
Washington County				From:	95-1742 EAST								
(1741)	0.34	70	R		, , , , , , , , , , , , , , , , , , ,		_		NA		NA		10/02/200
				To: From:	95-1742 WEST	,	]						
(1741)	0.07	60	R						NA		NA		10/02/200
	0.00	070		From:	95-1743		]		NIA		NIA		4005
(1741)	0.08	270	R	. —			-1		NA		NA		1995
(1741)	0.28	160	R	From:	95-1747				NA		NA		10/02/200
(1741)	0.20	100		To:	BEGIN LOOP						1471		10/02/200
(1741)	0.15	260	R	From:	BEGIN LOOP				NA		NA		10/02/200
				To:	95-1718								
				From:	95-1741 WEST								
(1742)	0.16	70	R						NA		NA		10/02/200
_				From:	95-1743		]						10/00/000
1742	0.06	50	R	To:	95-1741 EAST	1	7		NA		NA		10/02/2001
				From:	95-1741 95-1741								
(1743)	0.23	40	R		93-1741		_		NA		NA		10/02/200
				To:	95-1742		1						
				From:	95-1729								
(1746)	0.12	110	R	To:	0.1.1.0		7		NA		NA		10/15/2001
				From:	Cul-de-Sac		1						
(1747)	0.08	40	R	rioni.	Cul-de-Sac		_		NA		NA		10/02/200
1747)				To:	95-1741		1						
				From:	95-1741								
1748)	0.21	90	R				_		NA		NA		10/02/2001
				To:	Cul-de-Sac								
	0.05	390	R	From:	US 58		J	N.A	ΝΔ		NA		1995
1750	0.00	330		To:	95-1751		1		14/1		14/1		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: From:	Cul-de-Sac		<u> </u>						
(1752)	0.10	50	R	rioni.	95-1751		_		NA		NA		1998
(1752)	0.10		• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac		1						1000
				From:	95-1751								
(1753)	0.08	30	R				_		NA		NA		1998
				To:	Cul-de-Sac								
	0.67	320	R	From:	US 11		J		NA		NA		1995
1760	0.01	320	IX.	To:	END LOOP		1		IVA		IVA		1000
				From:	Dead End/								
(1761)	0.76	NA					_		NA		NA		
				To:	FR-00020(R)/		<u></u>						
$\cap$	0.06	NA		From:	Dead End/				NA		NIA		
1769	0.06	NA		To:	95-01715(B)/		7		INA		NA		
				From:	95-645		<del>i -</del>						
(1770)	0.07	240	R				_		NA		NA		1995
				To:	95-1771								

					Washington Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Washington County				From:	95-1770	1					
(1771)	0.56	80	R	<u> </u>	)3 1110	_		NA	NA		1995
				To:	95-1770 END LOOP						
				From:	95-1771						
1772	0.09	70	R	To:	Cul-de-Sac	7		NA	NA		1995
				From:	95-1782						
(1780)	0.37	210	R		93-1/82			NA	NA		1995
				To:	95-645						
				From:	Dead End						
(1781)	0.54	60	R	To:	05 1700	_		NA	NA		1995
				From:	95-1780						
(1782)	0.77	240	R	T.C.III.	95-645	_		NA	NA		1995
1762	-			To:	95-1780						
				From:	95-1802						
(1801)	0.08	210	R	_		_		NA	NA	11	/08/2001
				To:	US 11						
(1000)	0.08	60	R	From:	Dead End	_		NA	NA	11	/18/2001
1802	0.00	00	K	т	2.4224	_		INA	INA	11	710/2001
(1802)	0.11	80	R	From:	95-1801			NA	NA	11	/08/2001
(1802)	• • • • • • • • • • • • • • • • • • • •			To:	Dead End						
				From:	BEGIN LOOP						
(1805)	0.38	200	R			_		NA	NA	11	/08/2001
				To: From:	END LOOP LOOP END						
(1805)	0.10	240	R	<u> </u>	EGGT END			NA	NA	11	/08/2001
				To:	95-677						
				From:	Dead End						
1810	0.06	50	R					NA	NA	11	/08/2001
	0.05	400		From:	95-1815	_		NIA	NIA		10010004
(1810)	0.25	160	R	To:	95-677	7		NA	NA	1.1.	/08/2001
				From:	Cul-de-Sac						
(1811)	0.28	90	R		201 00 200			NA	NA	11	/08/2001
				To:	95-677						
$\bigcirc$	0.00		_	From:	Cul-de-Sac						10010001
(1812)	0.20	60	R	To:	95-1811	_		NA	NA	11	/08/2001
				From:	95-1810	1					
1815)	0.07	140	R		93-1610	_		NA	NA	11	/08/2001
$\bigcup_{i=1}^{n}$				To: From:	95-1818	1					
1815	0.07	150	R	From:				NA	NA	11	/08/2001
				To: From:	95-1816 WEST	]——					
1815)	0.06	150	R	11000				NA	NA	11	/08/2001
				To: From:	95-1819						
(1815)	0.06	170	R					NA	NA	11	/08/2001
	2.12			To: From:	95-1816 EAST	]		<b>N/</b> *			1001000:
1815)	0.10	200	R			_		NA	NA	11	/08/2001
	0.04	220		From:	95-1817			NIA	NIA		10012004
(1815)	0.24	320	R	To:	95-677			NA	NA	11	/08/2001
				From:	95-1817	i					
1816	0.09	60	R		, , , , , , , , , , , , , , , , , , ,	_		NA	NA	11	/08/2001
				To:	95-1815 WEST						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Washington County				From:	95-1815 WEST					
(1816)	0.20	80	R	<u> </u>	75 1015 WED1	_		NA	NA	11/08/200
				To:	95-1815 EAST					
$\bigcirc$			_	From:	95-1818					4.440.400.0
1817)	0.07	100	R			_		NA	NA	11/08/200
	0.07	220	_	From:	95-1816			NIA	NIA	44/00/200
(1817)	0.07	230	R			_		NA	NA	11/08/200
	0.11	240	R	From:	95-1819			NA	NA	11/08/200
(1817)	0.11	240	K	To:	95-1815	7		INA	NA.	11/00/200
				From:	95-1815					
(1818)	0.11	80	R					NA	NA	11/08/200
				To:	95-1817					
				From:	95-1817					
(1819)	0.10	100	R	To:	95-1815	7		NA	NA	11/08/2001
				From:						
9408)	0.15	370	R	110111	Damascus Elem Sch	_		NA	NA	1993
9400)				To:	95-757					
				From:	SR 80					
9409	0.10	380	R			_		NA	NA	1993
				To:	Meadowview Sch					
	0.45	050	_	From:	95-700			NIA	NIA	4002
9410	0.15	250	R	To	Greendale Elem Sch	7		NA	NA	1993
				From:	95-645					
9411)	0.15	420	R		73-043	_		NA	NA	1993
				To:	Wallace Elem Sch					
				From:	95-677					
9415	0.14	500	R			_		NA	NA	1993
				To:	Wataugua Elem Sch					
	0.30	300	R	From:	Rhea Valley Sch	_		NA	NA	1993
9416)	0.50	300	IX.	To:	95-708	٦		IVA	IVA	1000
				From:	N V Inst					
9680	0.20	270	R			-		NA	NA	1993
				To:	US 58					
				From:	Dead End					
9681)	0.10	60	R	To:	SR 80	7		NA	NA	1986
				From:	95-802					
9683	0.10	100	R	<u> </u>	93-802	_		NA	NA	1986
				To:	95-802					
				From:	John Battle High School					
9767	0.10	350	R					NA	NA	1993
				To: From:	0.10 ME School	]—				
9767	0.10	980	R					NA	NA	1993
			_	To: From:	0.20 ME School	]				
9767)	0.40	980	R	To:	110 11	¬		NA	NA	1993
				From:	US 11	1				
0768	0.13	420	R		95-609	_		NA	NA	1993
9768	<u> </u>			To:	Patrick Henry HS					
				From:	95-648					
9863	0.15	560	R			_		NA	NA	1993
				To:	High Point School					

					washington wain		uck			Design				
Route	Length	AADT	QA	4Tire	Rue		1Trail		QC	Hour	QK	AAWDT	QW	Year
Washington County				From:										
(9864)	0.17	350	R	FIOII.	Abingdon Ele	m School		_		NA		NA		1993
9804)	••••			To:	95-68	1		]						
				From:	Holston High	1 School								
9865)	0.13	320	R					_		NA		NA		1993
				To:	SR 9	l								
Town of Glade Spring				From:	Glade Spring	r Sahaal		1						
9919	0.25	600	R		Glade Spring	3 SCHOOL				NA		NA		1993
0010				To:	95-131	12								
City of Bristol														
O Bonham Dd	0.02	F400	_	From:	Island	Rd 1%	10/		_	E40	_	E700	_	2001
Benham Rd	0.03	5400	F	97% To:	0% 1% NCL Bri		1%	0% T	F	540	F	5700	F	2001
				From:	State S			1						
Goodson St	0.36	3800	F	96%	0% 1%	1%	1%	0%	С	370	F	3900	F	2001
Goodson St				To:	Mary									
				From:	Keys	St								
5 Commonwealth Ave	0.33	4800	F	96%	0% 1%	1%	2%	0%	С	450	F	5100	F	2001
1112				To:	Pittstown	ı Rd								
O 61 .	2.12			From:	Commonwea		201			-40				2224
6 Glenway Ave	0.42	4600	F	97% To:	0% 2%	0%	0%	0% ¬	С	510	F	4800	F	2001
				From:	Piedmont			1						
8 Pittstown Rd	0.45	3800	F	97%	Commonwes 0% 1%	1%	1%	<b>」</b> 0%	С	400	F	4000	F	2001
8 Pittstown Rd	0.10	0000	•	To:	Island 1		170	٦ "	Ū	100	·	1000	•	2001
				From:	Vance			Ī						
9 Randolph Ave	0.22	4500	F	98%	0% 1%	0%	1%	0%	F	480	F	4700	F	2001
102				To	Wagner	Rd		¬						
9 Randolph Ave	0.51	6800	F	98%	0% 1%	0%	1%	0%	С	790	F	7100	F	2001
(102)				To:	Spurgeon	n Ln								
				From:	Fairview	v St								
10 Rhode Island Rd	0.35	1700	F	96%	1% 2%	0%	1%	0%	С	200	F	1800	F	2001
1027				To:	Texas	St								
	0.40			From:	Randolph		00/		_	040	_	5000	_	0004
Spurgeon Ln	0.12	5700	F	99% To:	0% 1%	0%	0%	0% ¬	С	610	F	5900	F	2001
				From:	Commonwea									
(12) Texas St	0.49	2000	G	92%	Rhode Islan	1%	3%	0%	С	230	G	2100	G	2001
(12) Texas St	0.40	2000	J	To:	E Valley		070	7 ~~	Ü	200	Ü	2100	Ü	2001
				From:	US 11Eucl									
Vance St	0.13	3100	F	98%	0% 1%	0%	0%	0%	С	310	F	3300	F	2001
(102)				То:	Randolph	Ave								
				From:	US 11 Eucl	id Ave								
3300 State St	0.55	16000	F	97%	0% 2%	0%	1%	0%	С	1400	F	17000	F	2001
				To: From:	Peters	St								
3300 State St	0.67	14000	F	97%	0% 2%	0%	1%	0%	F	1200	F	15000	F	2001
				To:	Commonwea			<u> </u>						
			_	From:	W State		10:		_		_	000-	_	000:
(3301) Bob Morrison Blvd	0.45	3700	F	97% To:	0% 1%	0%	1%	0%	С	400	F	3800	F	2001
					US 11 W Eu			<u> </u>						
3305 Piedmont Ave	0.15	2200	F	98%	Oakview 0% 1%	Ave 0%	1%	」 ○%	С	230	F	2200	F	2001
(3305) Pledmont Ave	0.10	2200	Г	90 70 To:	U 76 1 76 W Mary		1 /0	7 0 /0	C	230	1	2200		2001
				From:	Mary									
(3305) Piedmont Ave	0.15	4800	F	98%	0% 1%	0%	1%	0%	F	510	F	5000	F	2001
IUZ				To:	Euclid Ave	US 11		1						

						gton Maint	Tru				Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
City of Bristol				r											
Moore St	0.41	1000	F	97%	0%	State S	t 0%	0%	0%	С	150	F	1100	F	2001
Moore St	0.41	1000	•	To:	0 70	Cumberlan		0 70	٦	O	100	•	1100	'	2001
<u> </u>				From:		Mary S	t								
Moore St	0.43	1700	F	97%	0%	2%	0%	0%	0%	F	170	F	1800	F	2001
				To:		Oakview									
3308) Fairview St	0.27	3500	F	97%	0%	Mary S 1%	t 0%	1%	0%	F	360	F	3700	F	2001
(3308) Fairview St	0.21	3500	Г	91 /0				1 /0	J 0 76		300		3700	•	2001
Obodo Joland Ava	0.50	4500		From:		Massachuset		40/			200		1000		2004
Rhode Island Ave	0.50	1500	F	97%	0%	1%	0%	1%	0%	С	200	F	1600	F	2001
/ King and Mill Billion	0.40	4000		From:	00/	Hillside A		40/			400		5000	_	0004
Kings Mill Pike	0.48	4800	F	96% To:	0%	1%	1%	1%	0%	F	430	F	5000	F	2001
				From:		E Valley Valley I			+						
3308 Kings Mill Pike	1.12	7200	F	96%	0%	1%	1%	1%	0%	С	660	F	7500	F	2001
102				To		Old Airpor	t Rd		<b>—</b>						
3308 Kings Mill Rd	0.36	7400	F	96%	0%	1%	1%	1%	0%	F	680	F	7700	F	2001
Kings Mill Rd				To:		ECL Bris									
				From:		Piedmont .	Ave								
3312 W Valley Dr	1.00	2200	F	97%	1%	2%	1%	0%	0%	F	240	F	2300	F	2001
102/				To		US 11 Lee	Hwv		<del>_</del>						
3312 E Valley Dr	0.56	7100	F	97%	1%	2%	1%	0%	0%	F	710	F	7400	F	2001
102				To:		Old Abingdo									
3312) E Vallet Dr	0.72	4600	F	97%	1%	2%	1%	0%	0%	F	420	F	4800	F	2001
S <sub>3312</sub> E Vallet Dr	*		-	To:		Kingsmill			٦	-		-		-	
				From:		Wallace P	ike								
3314 Island Rd	0.31	3900	F	93%	0%	2%	3%	2%	0%	С	390	F	4100	F	2001
102				To:		US 11 Lee	Hwy								
				From:		Island R	.d								
Wallace Pike	0.33	2300	F	97%	1%	2%	0%	1%	0%	С	230	F	2400	F	2001
102				To:		NCL Bris	tol								
_				From:		Valley I	)r								
Old Abingdon Pike	1.27	3100	F	94%	1%	2%	1%	3%	0%	С	310	F	3200	F	2001
				To:		US 11 Lee	Hwy								
$\sim$				From:		US 11 Lee									
3321 Clear Creek Rd	0.13	5200	F	93%	1%	3%	1%	2%	0%	С	500	F	5400	F	2001
				To:		NCL Bris									
	0.00		_	From:	00/	W State		00/		•	000	_	0000	_	0004
Peters St	0.28	2800	G	96% To:	0%	1%	1%	2%	1%	С	280	G	2900	G	2001
						US 11 Eucli			1						
3326) W Mary St	0.45	3300	F	97%	0%	Piedmont 2	Ave 0%	1%	<b>」</b> 0%	С	330	F	3400	F	2001
3326 W Mary St	0.40	3300	г	31 /0	U /0			1 /0	J /0	C	330	Γ'	3400	ı	200 I
	0.00	F000		From:	00/	Randall		40/			F00		EE00		0004
3326 W Mary St	0.23	5300	F	97% To:	0%	1% Fairview	0% St	1%	0%	F	520	F	5500	F	2001
				From:					1						
3328) Bonham Rd	0.32	6400	F	97%	0%	Old Airpor	t Rd 0%	1%	0%	F	600	F	6700	F	2001
Bonham Rd	0.52	J400	г	31 /0	U /0		J /U	1 /0	J /0	'	300	'	3700	'	2001
O Dambarr Dd	0.45	0400		From:	00/	I-81	001	40/			740		0400		0004
Bonham Rd	0.45	8100	F	97% To:	0%	1%	0%	1%	0%	С	740	F	8400	F	2001
						US 11 Lee	пwy								
Town of Abingdon				From:		US 11			1						
3002 Cummings St	0.08	7100	F	98%	0%	1%	0%	0%	0%	F	690	F	7400	F	2001
Cummings St			•	To:		Valley S			7						
				•		, ~			•						

					vvasiiiii	gton Mair					Doctor				
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design Hour	QK	AAWDT	QW	Year
Town of Abingdon						ZAXIE	3+Axle	IIIali	ZITAII		Hour				
				From:		Russell Rd	ALT 58								
3003 Valley St	0.72	11000	F	98%	0%	1%	0%	0%	0%	С	1100	F	11000	F	2001
				To		Court	St								
3003 Valley St	0.14	7800	F	98%	0%	1%	0%	0%	0%	F	950	F	8200	F	2001
140				To:		Whites M	Iill Rd								
				From:		US 11 M	ain St								
3004 140 Tanner St	0.08	1900	F	97%	1%	1%	0%	1%	0%	F	220	F	1900	F	2001
140				To:		Valley	St		1						
(3004) Whites Mill Rd	0.87	3000	F	97%	1%	1%	1%	1%	0%	С	280	F	3100	F	2001
Whites Mill Rd				To:		New NCL A			7						
				From:		US 1									
(3005) Hillman Hwy	1.35	2800	F	97%	0%	2%	0%	0%	0%	С	260	F	2900	F	2001
Hillman Hwy			•	To:	0,0	ECL Abi			7	·	_00	•		•	
City of Daily 1							,,								
City of Bristol				From:		Glenway	Ave								
Chester St	17.07	410	F	-							60	F	430	F	2001
				To:		Arlington	ı Ave								
				From:		Shawne	e Rd								
Cheyenne Rd	17.07	200	F						_		20	F	210	F	2001
				To: From:		Sherwoo									
Daniel St	17.07	280	F	110111.		Newton	n St				40	F	300	F	2001
Janlei St	17.07	200	Г	To:		Tennessee S	tata Lina		_		40	F	300	Г	2001
				From:		Cherry									
Jefferson Dr	17.07	450	F								60	F	470	F	2001
				To:		Cedar	Ln								
				From:		Moore	St								
Lester St	17.07	700	F						_		70	F	730	F	2001
				To: From:		Russel									
Pearl St	0.00	90	F	r toni.		Prospect	Ave				10	F	90	F	2001
reali St	0.00	90	Г	To:		Arlingtor	Avo		_		10		90	·	2001
				From:		Oakviev									
Poplar St	0.00	70	F								10	F	70	F	2001
•				To:		Meadov	v Dr								
				From:		Overlak	e Dr								
Spring Branch Rd	0.00	50	F						_		6	F	60	F	2001
				To:		Vale	Dr								
Town of Abingdon															
A	40.44	000	_	From:		Sawgrass	Circle				00	_	000	_	000 1
Augusta Dr	10.14	290	F	Tai		****			_		30	F	300	F	2001
				To: From:		Winterha Prestor	m Dr St								
Bradley St	10.14	1500	F	<u>.                                    </u>		1.168101	1 01				140	F	1600	F	2001
		. 500	•	To:		Fuller	St		7			•	. 300	•	_001
				From:		Bogie Hol	low Dr								
Fairway Dr	10.14	530	F			· · · · · · · · · · · · · · · · · · ·	·		_		60	F	550	F	2001
				To:		Dead I			<b>]</b>						
	,		_	From:		Hillside	Dr Dr					_		_	
Oak Hill St	10.14	420	F	т		G:	CT 1 1		_		50	F	440	F	2001
				To:		Stonewall	Heights								